ANTONIO NUNEZ

PROPOSED RETAIL DEVELOPMENT TRAFFIC STUDY

KERN COUNTY, CA
MARCH 2026

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1 INTRODUCTION

The purpose of this study is to evaluate the potential traffic impacts of a proposed event venue and commercial development located on the west side of Buena Vista Road, south of McCutchen Road in Bakersfield, CA. A vicinity map and location map are presented in Figure 1 and Figure 2, respectively.

The proposed project will be analyzed as an event venue which will utilize existing structures as well as a convenience store/gas station with 16 vehicle fueling positions and a 2,500 square foot fast-food restaurant with a drive-through window. The project is located on approximately 18.82 net acres, and the vesting tentative parcel map is shown in Figure 3.

1.1 LAND USE, SITE AND STUDY AREA BOUNDARIES

The current land use designation for Parcels A and B is R-IA (Resource Intensive Agriculture) and R-MP (Mineral Petroleum), respectively. The proposed land use designation for Parcels A and B is LR (Low Density Residential) and MUC (Mixed Use Commercial), respectively.

The study area includes a total of three intersections (two stop-controlled and one signalized) along Buena Vista Road.

1. Panama Lane & Buena Vista Road
2. McCutchen Road & Buena Vista Road
3. SR 119 (Taft Highway) & Buena Vista Road

The scope of the study was developed in consultation with the City of Bakersfield.

1.2 EXISTING SITE USES AND SITE ACCESS

The site has existing buildings; a house, four garage structures, a covered patio, a cabana, and a gazebo for a structural total of 15,695 square feet and are intended to be used for the proposed project. As currently planned, access to the proposed development would be provided along Buena Vista Road.

1.3 EXISTING USES IN VICINITY OF THE SITE

Agriculture land use exists in all directions, with residential housing tracts and Independence High School to the northeast.

1.4 ROADWAY DESCRIPTIONS

Buena Vista Road is a north-south arterial that extends between Stockdale Highway and Taft Highway in southwestern Bakersfield. In the vicinity of the project, it operates primarily as a four-lane roadway and provides access to surrounding residential neighborhoods, schools, and commercial land uses.

McCutchen Road is an east-west arterial that extends between Buena Vista Road and Stine Road in southwestern Bakersfield. In the vicinity of the project, it exists as a two-lane roadway and provides access to residential and agricultural land uses.

Panama Lane is an east-west arterial that extends across southern Bakersfield between Interstate 5 and State Route 99. In the vicinity of the project, it operates primarily as a four-lane roadway and provides access to residential and commercial land uses.

Taft Highway (SR 119) is an east-west expressway that extends from State Route 33 near the City of Taft to State Route 99 in Bakersfield. In the vicinity of the project, it operates primarily as a four-lane roadway and provides regional access between western Kern County communities and State Route 99, as well as access to agricultural, industrial, and commercial land uses in southwestern Bakersfield.

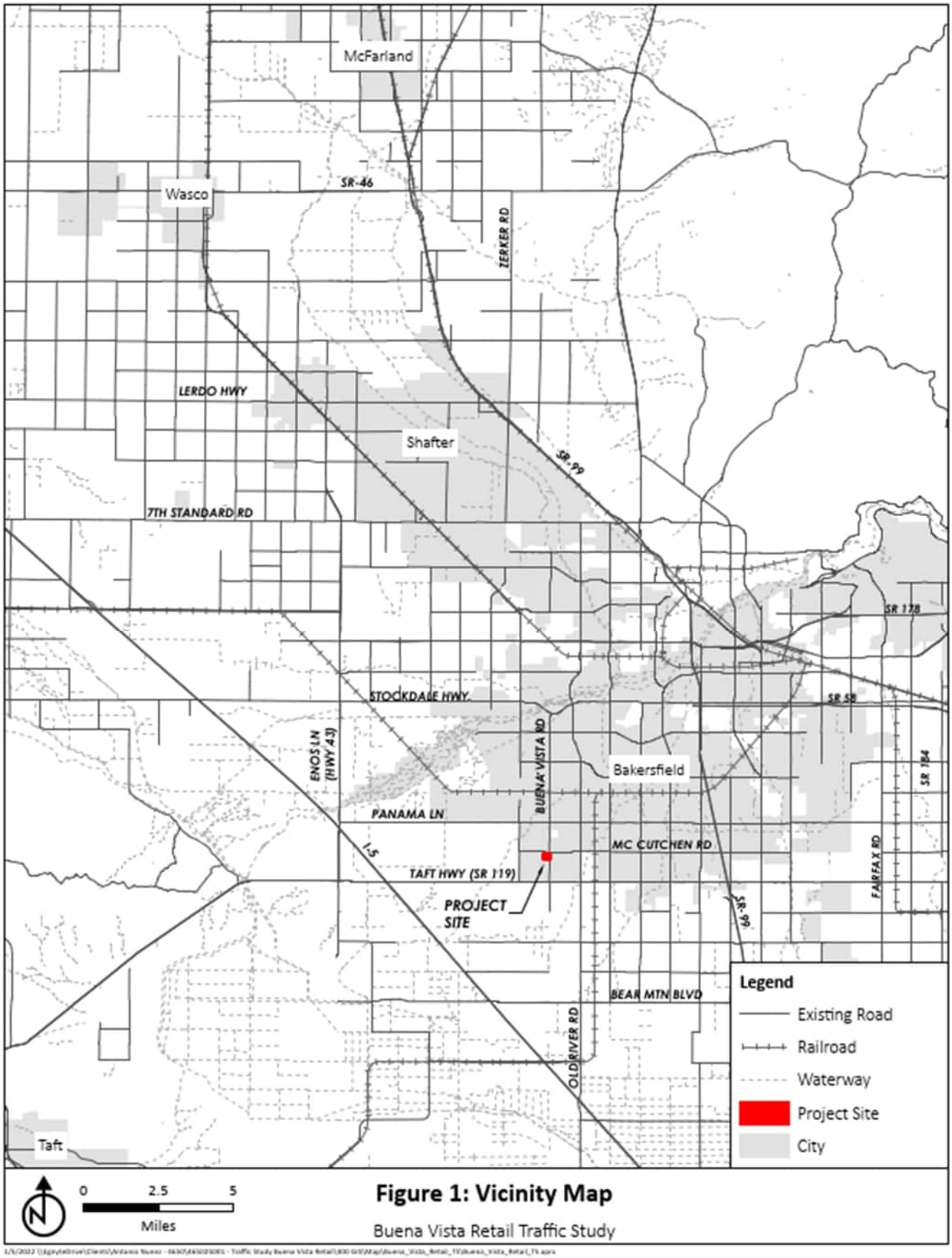


Figure 1: Vicinity Map

Buena Vista Retail Traffic Study

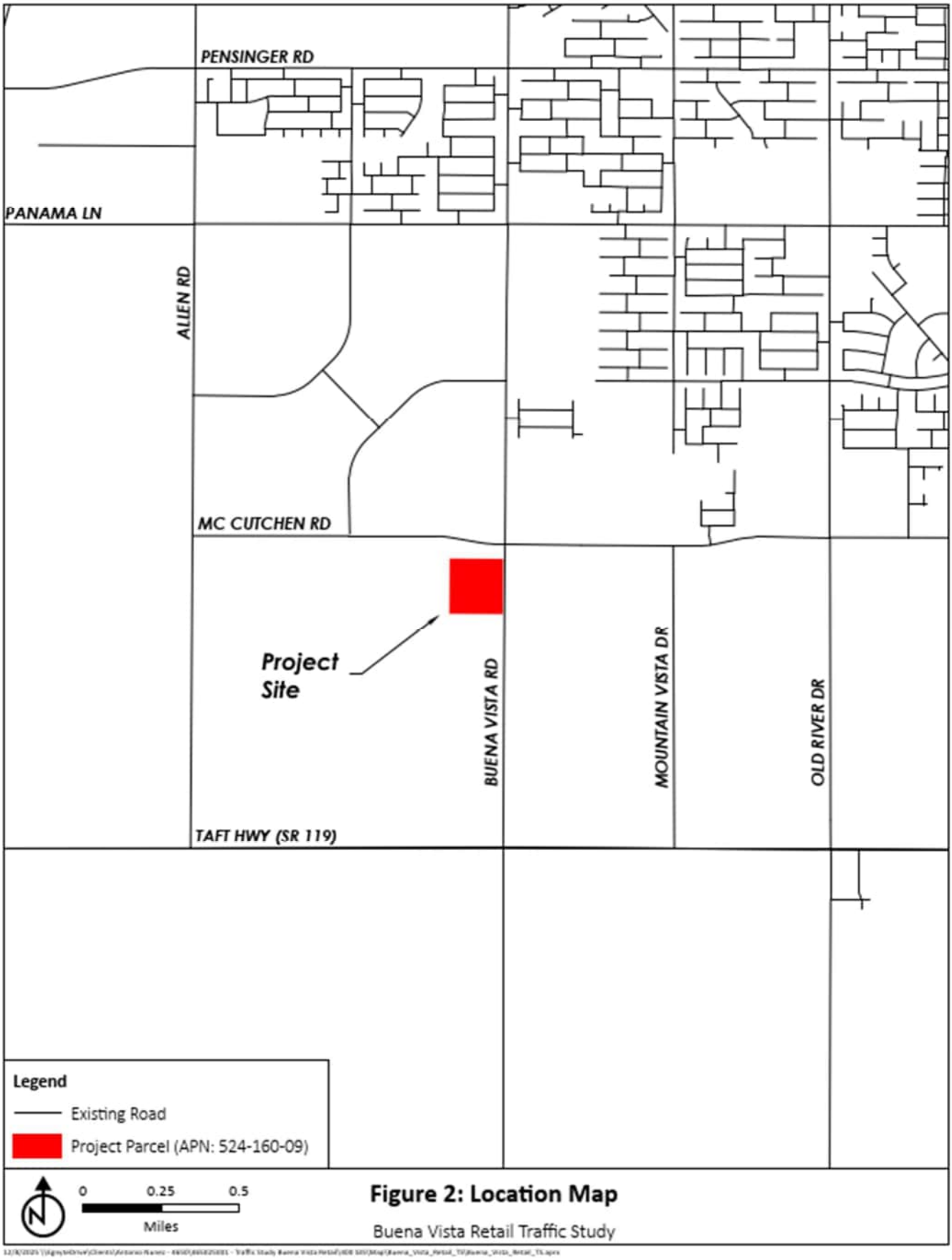


Figure 2: Location Map

Buena Vista Retail Traffic Study

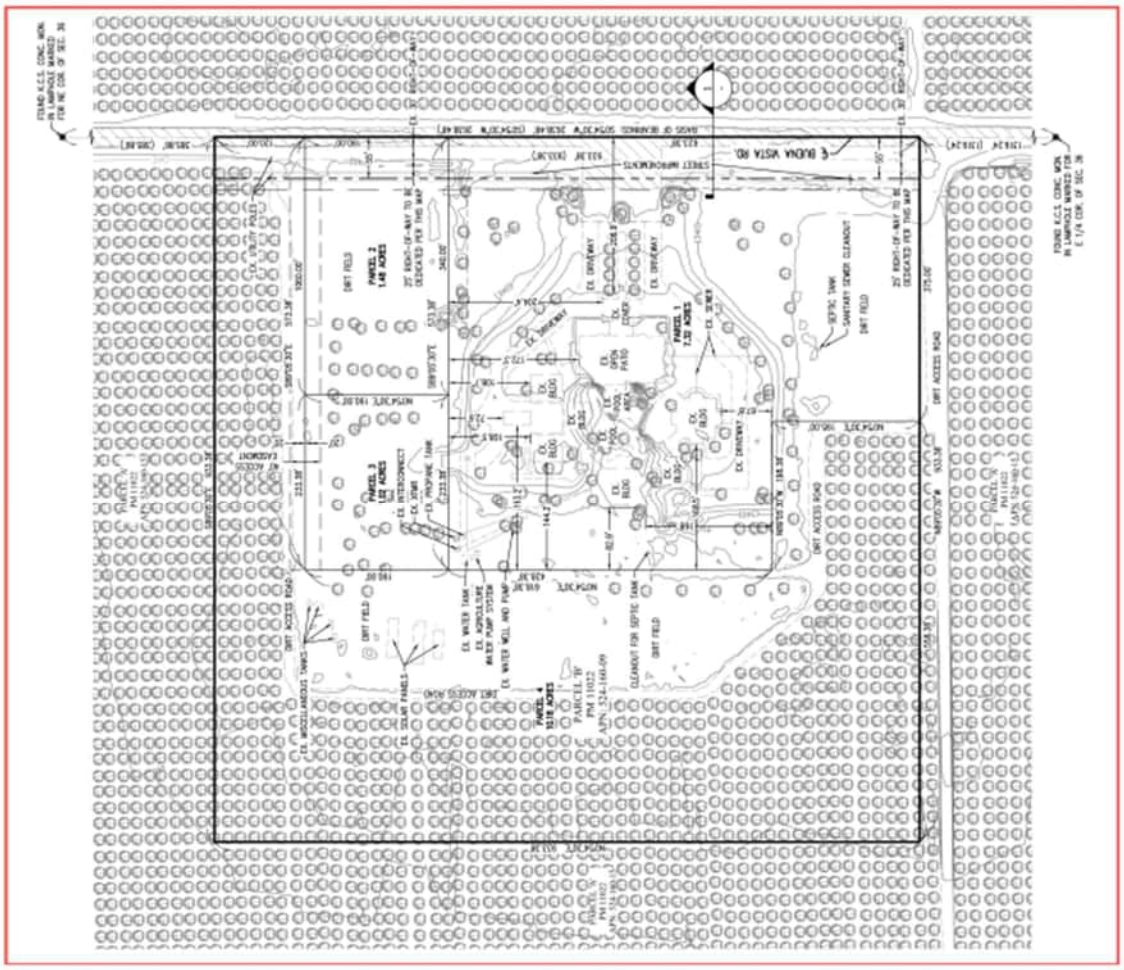


Figure 3: Site Plan Map

Buena Vista Retail Traffic Study

2 PROJECT TRIP GENERATION

The trip generation volumes for the commercial development were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 12th Edition. Trip generation and design hour volumes for all land uses are shown in Table 1 and Table 2.

The ADT, AM and PM peak hour rate equations, and peak hour directional splits for ITE Land Use Codes 934 (Fast-Food Restaurant with Drive-Through Window) and 945 (Convenience Store/Gas Station) were used to estimate the project traffic for the commercial portion of the site and are shown in Table 1.

The land uses presented in the ITE Manual do not specifically evaluate special event venues due to limited data. Based on information provided by the applicant, the event venue will host up to 52 large-scale events (250-300 guests) per year and approximately one to two small-scale events (up to 100 guests) per month. The events will take place between the hours of 4pm to 12am. Event trips are only evaluated in the weekday PM peak hour, as the event venue does not operate during the AM hours, and the events end at midnight when existing traffic is minimal. Pursuant to the comments provided with the City's review of the project scope (dated February 12, 2026), analysis of the large weekend events was not required.

Eight to 10 employees will be present during the events. It was assumed there would be 2.5 passengers per vehicle to account for those carpooling to an event, and employees and guests will typically arrive before and depart after the peak hours of operation. Calculations for weekday peak hours of operation for the event venue were completed based on the information provided and are shown in Table 2.

The combined trip generation for both the commercial and special event venue are shown in Table 23.

Table 1: Commercial Project Trip Generation

GENERAL INFORMATION			DAILY TRIPS		AM PEAK HOUR TRIPS			PM PEAK HOUR TRIPS		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	In % Split/ Trips	Out % Split/Trips	Rate	In % Split/ Trips	Out % Split/ Trips
934	Fast-Food Restaurant w/Drive-Through Window	2.5	448.1	1120	33.2	51%	49%	31.6	52%	48%
		1000 Sq. Ft. GFA				42	41		41	38
945	Convenience Store/Gas Station	16	211.1	3377	13.7	50%	50%	15.9	50%	50%
		Fueling Positions				109	109		127	127
		Subtotal		4497		151	150		168	165
		Pass-by 40%		1799		61	60		67	66
		Total		**2698**		**91**	**90**		**101**	**99**

Table 2: Event Venue Project Trip Generation

TRIP TYPE	DAILY TRIPS			PM PEAK HOUR		
	In	Out	Total	In	Out	Total
Employee[1]	10	10	20	0	0	0
Delivery[2]	4	4	8	0	0	0
Catering Trucks[3]	2	2	4	0	0	0
Event Guests[4]	40	40	80	40	0	40
Total:	**56**	**56**	**112**	**40**	**0**	**40**

Table 3: Combined Project Trip Generation

Commercial & Event Venue	DAILY TRIPS	AM PEAK HOUR			PM PEAK HOUR		
		In	Out	Total	In	Out	Total
Total:	2810	131	90	221	101	139	240

[1] Employees typically arrive before an event and leave after an event.
[2] Delivery arrive and leave before and/or after peak hours.
[3] Catering arrive and leave before and/or after peak hours.
[4] Event Guests arrive on average with 2.5 guests per vehicle.

3 TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution in Table 4 represents the most likely travel routes for traffic accessing the project. Project traffic distribution was estimated based on a review of the potential draw from population centers within the region and the types of land uses involved. These assumptions were used to distribute project traffic as shown in Figure 4.

Table 4: Project Trip Distribution

DIRECTION	PERCENT
North	25
East	25
South	25
West	25

4 EXISTING AND FUTURE TRAFFIC

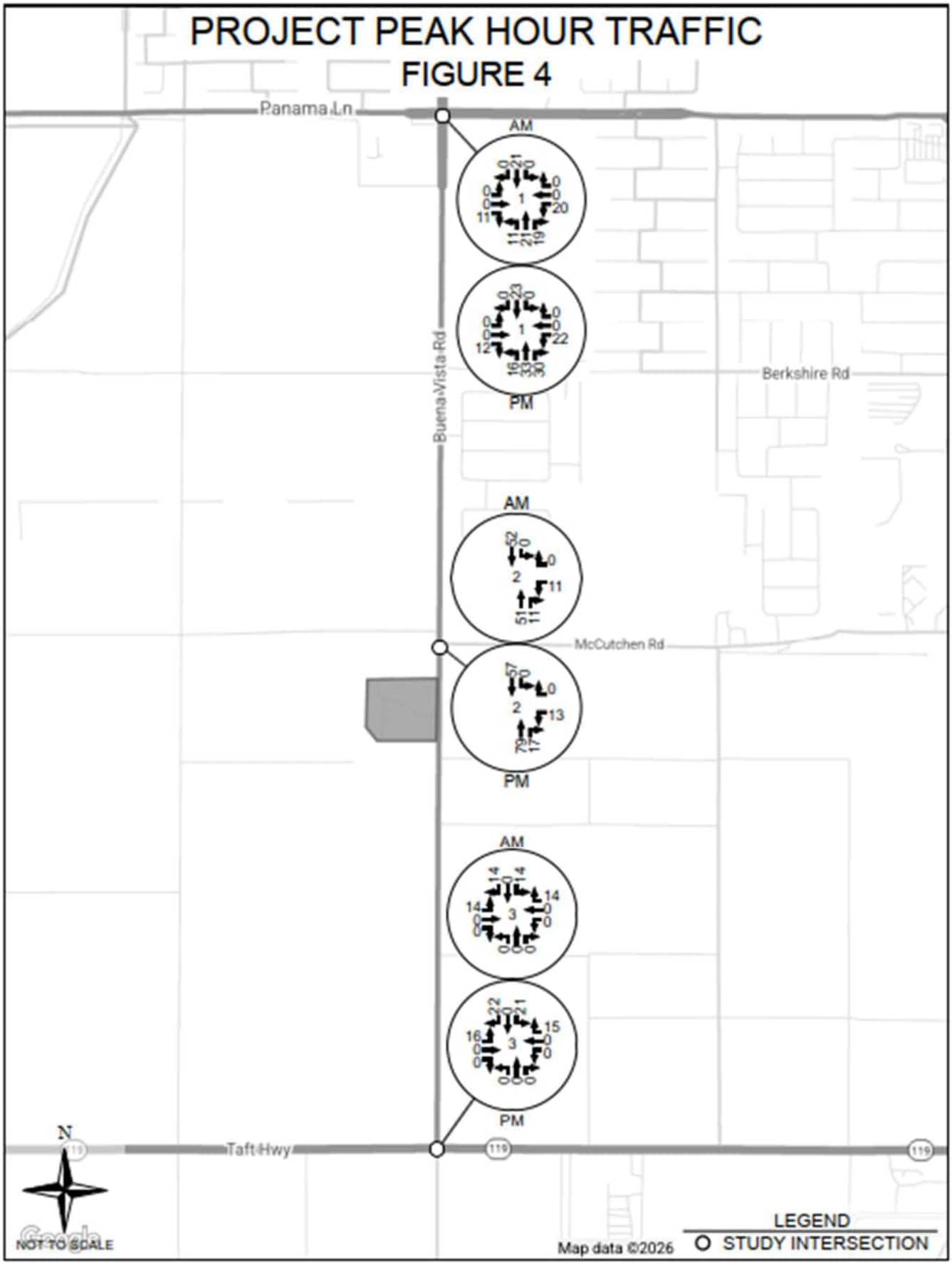
Weekday peak hour turning movements were counted at the following intersections in February 2026 (see Appendix for count data).

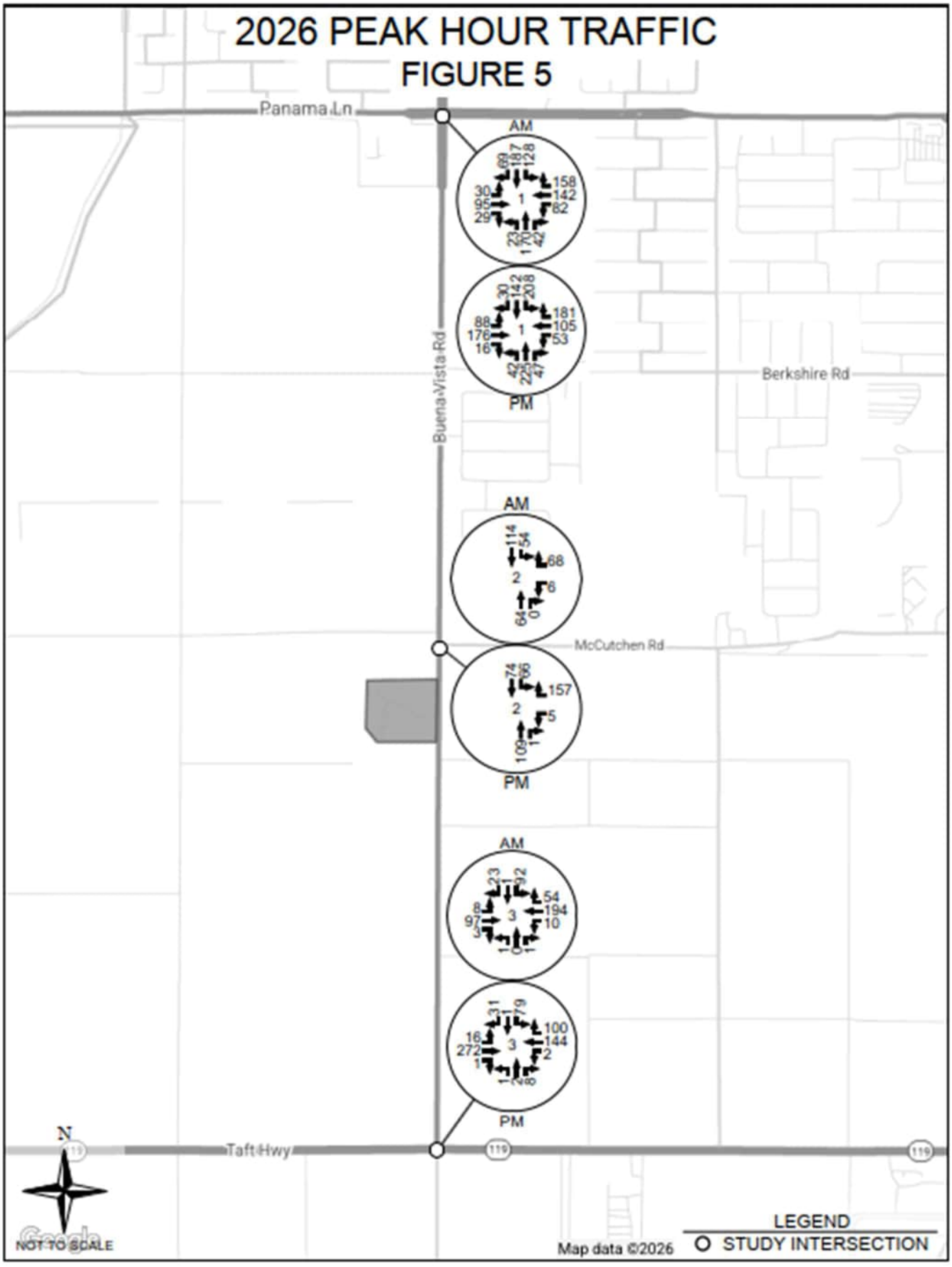
- Panama Lane & Buena Vista Road
- McCutchen Road & Buena Vista Road
- State Route 119 (Taft Highway) & Buena Vista Road

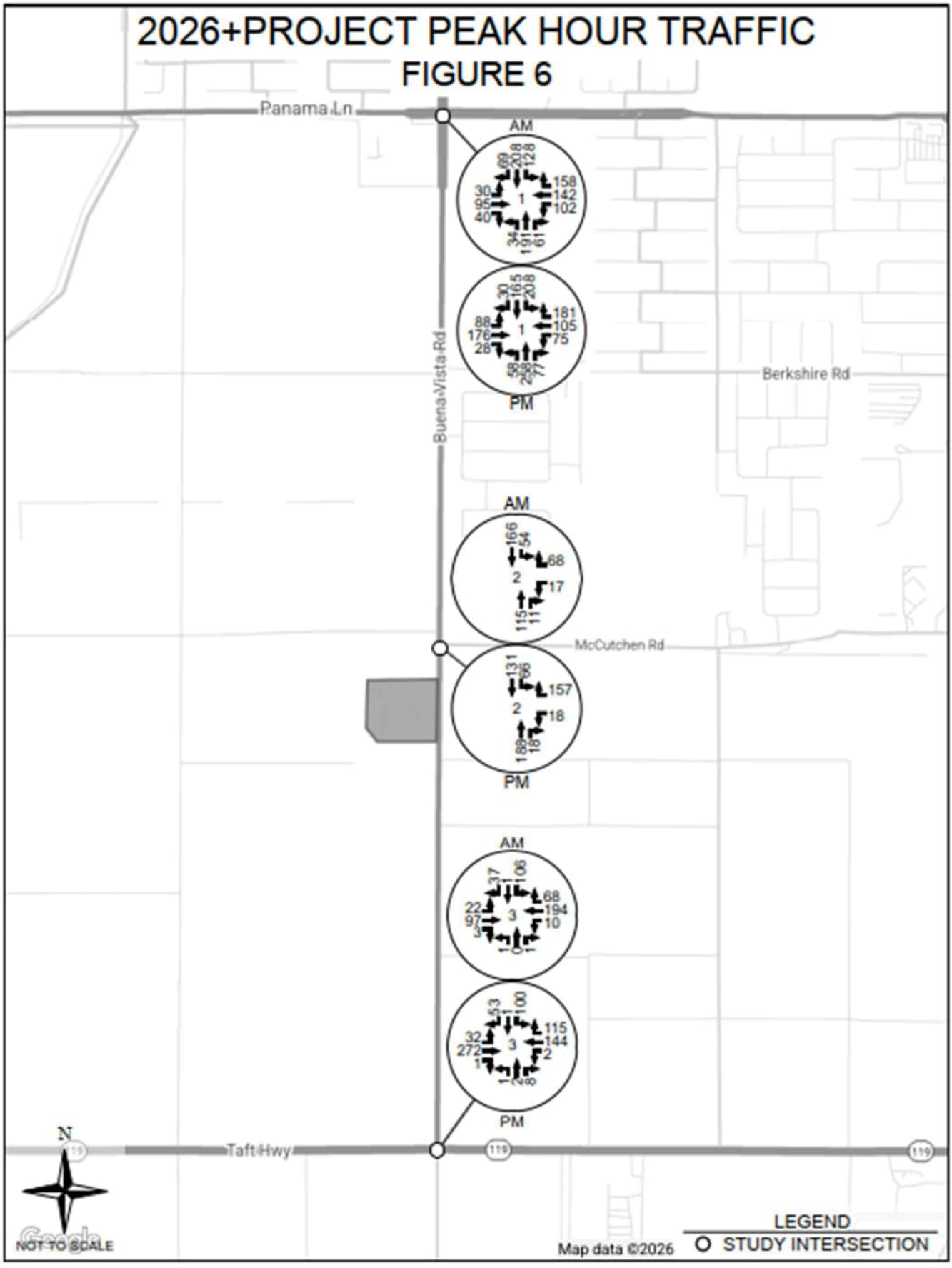
Traffic counts were conducted between the hours 7:00 to 9:00 AM and 4:00 to 6:00 PM. Existing traffic is shown in Figure 5. Existing + Project peak hour volumes are shown in Figure 6.

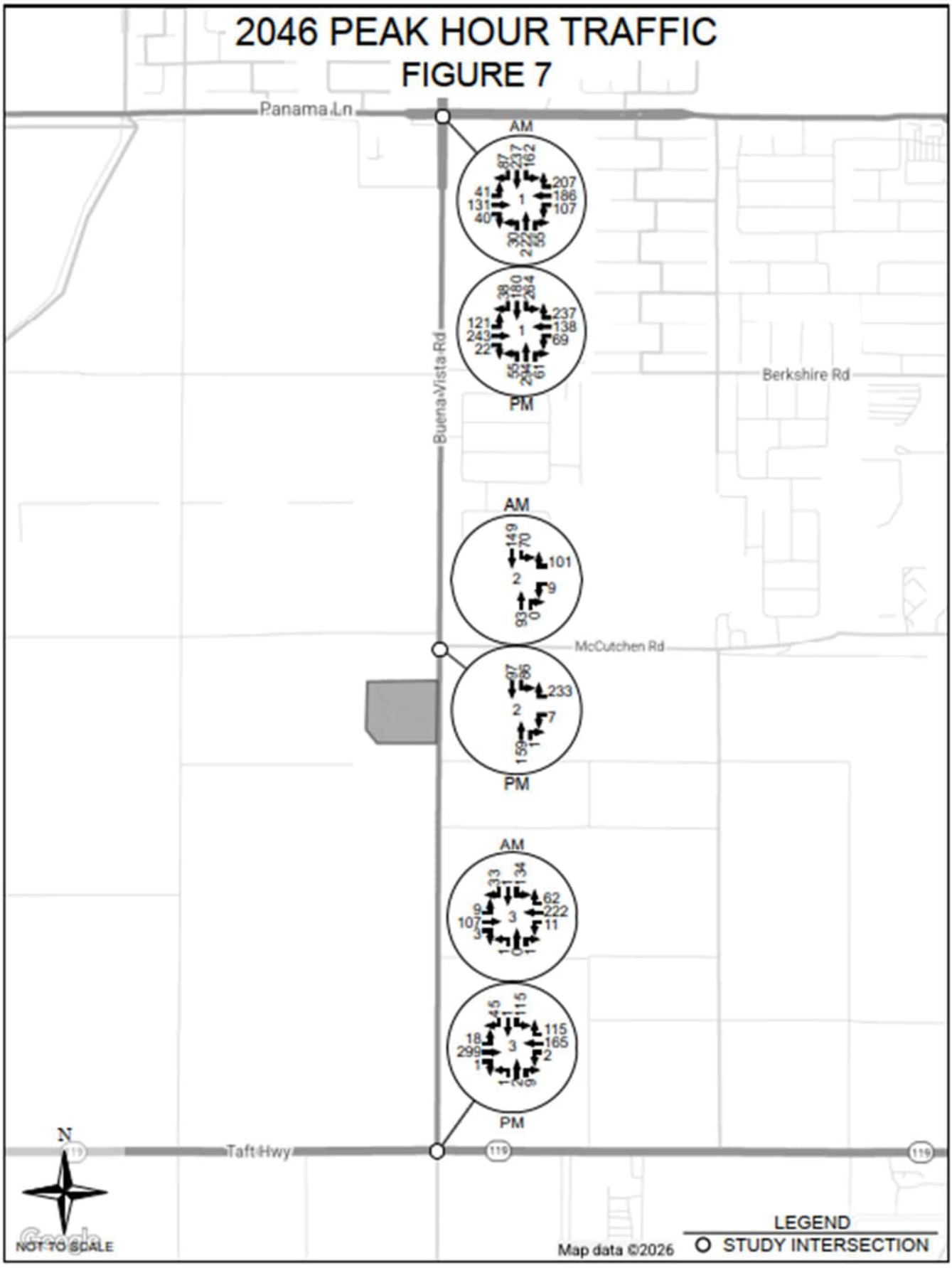
A review of the City of Bakersfield Planning Department's cumulative projects map yielded no active general plan amendments or zone changes that would impact the study area.

Annual growth rates ranging between 0.5% and 2% were applied to existing traffic volumes to estimate future traffic volumes for the year 2046. These growth rates were estimated based on KernCOG traffic model data. Future peak hour volumes, both prior to and with the addition of project traffic are shown in Figures 7 and 8, respectively.


PROJECT PEAK HOUR TRAFFIC
FIGURE 4
Panama Ln
Buena Vista Rd
Berkshire Rd
McCutchen Rd
Taft Hwy
AM
PM
AM
PM
AM
PM
N
NOT TO SCALE
Map data ©2026
LEGEND
STUDY INTERSECTION


2026 PEAK HOUR TRAFFIC
FIGURE 5
Panama Ln
Buena Vista Rd
Berkshire Rd
McCutchen Rd
Taft Hwy
AM
PM
AM
PM
AM
PM
N
NOT TO SCALE
Map data ©2026
LEGEND
STUDY INTERSECTION


2026+PROJECT PEAK HOUR TRAFFIC
FIGURE 6
Panama Ln
Buena Vista Rd
Berkshire Rd
McCutchen Rd
Taft Hwy
AM
PM
N
NOT TO SCALE
Map data ©2026
LEGEND
STUDY INTERSECTION


2046 PEAK HOUR TRAFFIC
FIGURE 7
Panama Ln
Buena Vista Rd
Berkshire Rd
McCutchen Rd
Taft Hwy
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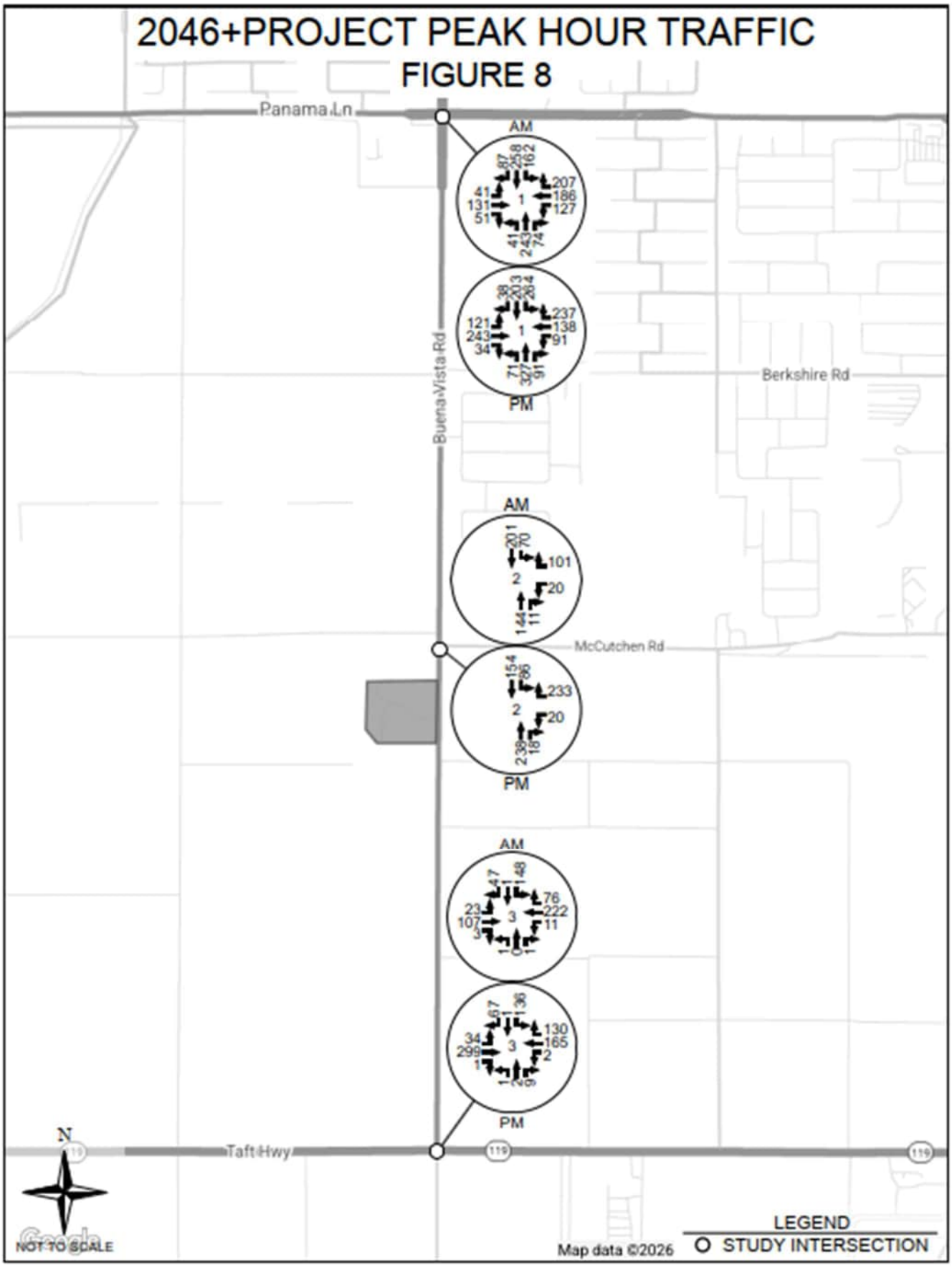
NOT TO SCALE
Map data ©2026
LEGEND
STUDY INTERSECTION


2046+PROJECT PEAK HOUR TRAFFIC
FIGURE 8
Panama Ln
Buena Vista Rd
Berkshire Rd
McCutchen Rd
Taft Hwy
AM
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PM
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NOT TO SCALE
Map data ©2026
LEGEND
STUDY INTERSECTION

5 INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual. The analysis was performed for the following AM and PM Peak Hour traffic scenarios:

- Existing (2026)
- Existing (2026) + Project
- Future Cumulative (2046)
- Future Cumulative (2046) + Project
- Future Cumulative (2046) + Project with Mitigation (where necessary)

Criteria for intersection level of service (LOS) are shown in the tables below.

Table 5: Level of Service Criteria - Unsignalized Intersection

AVERAGE CONTROL DELAY (SEC/VEH)	LEVEL OF SERVICE	EXPECTED DELAY TO MINOR STREET TRAFFIC
< 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
>25 and ≤ 35	D	Long traffic delays
> 35 and < 50	E	Very long traffic delays
>50	F	Extreme delays

Table 6: Level of Service Criteria - Signalized Intersection

VOLUME/CAPACITY	CONTROL DELAY (SEC/VEH)	LEVEL OF SERVICE
< 0.60	≤ 10	A
0.61 – 0.70	> 10 and ≤ 20	B
0.71 – 0.80	> 20 and ≤ 35	C
0.81 – 0.90	>35 and ≤ 55	D
0.91 – 1.00	> 55 and ≤ 80	E
> 1.00	> 80	F

Level of service for the study intersections is presented in Tables 7 and 8. The minimum acceptable operational threshold for roadway facilities in the City of Bakersfield is LOS C.

Table 7: PM Intersection Level of Service

#	INTERSECTION	CONTROL TYPE	2026	2026+ PROJECT	2046	2046+ PROJECT	2046+ PROJECT W/ IMPROVEMENTS[1]
1	Buena Vista Rd & Panama Ln	Signal	C	C	D (43.0)	D (43.2)	-[2]
2	Buena Vista Rd & McCutchen Rd	WB	B	C	C	E (49.6)	C
3	Buena Vista Rd & Taft Hwy (SR 119)	NB	B	B	B	B	-
		SB	C	D (26.6)	D (30.1)	F (59.9)	-
		Signal	-	-	-	-	B

Table 8: AM Intersection Level of Service

#	INTERSECTION	CONTROL TYPE	2026	2026+ PROJECT	2046	2046+ PROJECT	2046+ PROJECT W/ IMPROVEMENTS[1]
1	Buena Vista Rd & Panama Ln	Signal	C	C	C	C	-
2	Buena Vista Rd & McCutchen Rd	WB	A	B	B	B	B[3]
3	Buena Vista Rd & Taft Hwy (SR 119)	NB	B	B	B	B	-
		SB	B	C	C	D (25.3)	-
		Signal	-	-	-	-	A

In 2026, all intersections operate at an acceptable level of service. With the addition of project traffic, the intersection of Buena Vista Road & Taft Highway (SR 119) operates below an acceptable level of service. All remaining intersections are anticipated to operate at an acceptable level of service with the addition of project traffic in 2026.

In 2046, prior to the addition of project traffic, the intersection of Buena Vista Road & Panama Lane operates below an acceptable level of service. The addition of project traffic does not increase the operational delay by more than five seconds; therefore, no improvements are recommended. With the addition of project traffic, the intersection of Buena Vista Road & McCutchen Road is anticipated to operate below an acceptable level of service. All recommended improvements are shown in Table 13.

[1] Improvements shown in Table 12.
[2] Project increase delay by less than five seconds.
[3] Improvements necessary due to PM peak hour.

6 TRAFFIC SIGNAL WARRANT ANALYSIS

Peak hour signal warrants (Signal Warrants 3) were evaluated for the unsignalized intersections within the study based on the California Manual on Uniform Traffic Control Devices (MUTCD). Peak hour signal warrants assess delays to traffic on the minor street approaches when entering or crossing a major street. Signal warrant analysis results for PM & AM peak hour are shown in Tables 9 and 10, respectively.

Table 9: PM Traffic Signal Warrants

#	INTERSECTION	2026			2026+PROJECT			2046			2046+PROJECT		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	Buena Vista Rd at McCutchen Rd	250	162	NO	403	175	NO	343	240	NO	496	253	YES
3	Buena Vista Rd at Taft Hwy (SR 119)	535	111	NO	566	154	NO	600	161	NO	631	204	NO

Table 10: AM Traffic Signal Warrants

#	INTERSECTION	2026			2026+PROJECT			2046			2046+PROJECT		
		Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met	Major Street Total Approach Vol	Minor Street High Approach Vol	Warrant Met
2	Buena Vista Rd at McCutchen Rd	232	74	NO	346	85	NO	312	110	NO	426	121	NO
3	Buena Vista Rd at Taft Hwy (SR 119)	366	116	NO	394	144	NO	414	168	NO	442	196	NO

It is important to note that a signal warrant defines the minimum condition under which signalization of an intersection might be warranted. Meeting this threshold does not suggest traffic signals are required, but rather, other traffic factors and conditions be considered in order to determine whether signals are truly justified.

It is also noted that signal warrants do not necessarily correlate with level of service. An intersection may satisfy a signal warrant condition and operate at or above an acceptable level of service or operate below an acceptable level of service and not meet signal warrant criteria.

7 ROADWAY ANALYSIS

January 2026 traffic counts and future projected traffic, as shown in Table 11, were used to calculate the volume-to-capacity ratios shown in Table 12.

A volume-to-capacity ratio (v/c) of greater than 0.80 corresponds to a LOS of less than C, as defined in the Highway Capacity Manual.

Table 11. Roadway ADT & Capacity

ROADWAY SEGMENT	2026[1]	PROJECT ADT	2026+ PROJECT ADT	2046 ADT	2046+ PROJECT ADT
Buena Vista Road: Panama Lane to McCutchen Road	4,392	1,835	6,227	5,736	7,571
Buena Vista Road: McCutchen Road to Taft Highway	2,554	2,239	4,793	3,716	5,955

Table 12:Roadway Level of Service

ROADWAY SEGMENT	EXISTING CAPACITY	v/c 2026	v/c 2026+ PROJECT	v/c 2046	v/c 2046+ PROJECT
Buena Vista Road: Panama Lane to McCutchen Road	15,000	0.29	0.42	0.38	0.50
Buena Vista Road: McCutchen Road to Taft Highway	15,000	0.17	0.32	0.25	0.40

The roadway segments within the scope of the project operate at acceptable levels of service prior to, and with project traffic for all scenarios.

[1] Published ADT Counts Grown out to 2022.

8 IMPROVEMENTS

Intersection improvements needed by the year 2046 to maintain or improve the operational level of service of the street system in the vicinity of the project are presented in Table 13.

Table 13: Future Intersection Improvements

#	INTERSECTION	TOTAL IMPROVEMENTS REQUIRED BY 2046	PROJECT SHARE
2	Buena Vista Rd & McCutchen Rd	Add SBL, NBR, and WBR	-[1]
3	Buena Vista Rd & Taft Hwy (SR 119)	Signal	-[2]

Project percent share is calculated using the following formula:

% Share = ((Project Traffic / Future+Project Traffic) - Existing Traffic) x 100%

[1] Signalization is already planned pursuant to the Metropolitan Bakersfield Transportation Impact Fee Proposed Phase IV Improvements.
[2] Signalization is already planned pursuant to the Metropolitan Bakersfield Transportation Impact Fee Proposed Phase IV Improvements.

9 REFERENCES

1. Annual Traffic Census, KernCOG
2. California Manual on Uniform Traffic Control Devices for Streets and Highways, 2014 Edition, Federal Highway Administration (FHA)
3. Highway Capacity Manual, Special Report 209, Transportation Research Board
4. Metropolitan Bakersfield General Plan, City of Bakersfield, Updated January 2016
5. Trip Generation, 12th Edition, Institute of Transportation Engineers (ITE)

APPENDIX

Appendix A – Count Data

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951) 268-6268

City of Bakersfield
N/S: Buena Vista Road
E/W: Panama Lane
Weather: Clear

File Name : 01_BKF_BV_Pan AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	15	19	6	40	4	27	12	43	1	14	1	16	1	7	1	9	108
06:15 AM	8	29	9	46	8	27	19	54	1	9	1	11	6	7	7	20	131
06:30 AM	19	24	20	63	12	31	18	61	5	21	2	28	3	14	1	18	170
06:45 AM	23	29	19	71	12	38	34	84	6	27	3	36	7	24	5	36	227
Total	65	101	54	220	36	123	83	242	13	71	7	91	17	52	14	83	636
07:00 AM	30	41	16	87	13	39	28	80	4	23	6	33	6	22	4	32	232
07:15 AM	33	55	22	110	17	34	34	85	5	18	7	30	5	25	8	38	263
07:30 AM	32	35	16	83	19	35	42	96	3	47	9	59	5	21	7	33	271
07:45 AM	33	56	15	104	33	34	54	121	11	82	20	113	14	27	10	51	389
Total	128	187	69	384	82	142	158	382	23	170	42	235	30	95	29	154	1155
Grand Total	193	288	123	604	118	265	241	624	36	241	49	326	47	147	43	237	1791
Apprch %	32	47.7	20.4		18.9	42.5	38.6		11	73.9	15		19.8	62	18.1		
Total %	10.8	16.1	6.9	33.7	6.6	14.8	13.5	34.8	2	13.5	2.7	18.2	2.6	8.2	2.4	13.2	
Passenger Vehicles	184	275	119	578	103	253	228	584	31	227	45	303	45	139	41	225	1690
% Passenger Vehicles	95.3	95.5	96.7	95.7	87.3	95.5	94.6	93.6	86.1	94.2	91.8	92.9	95.7	94.6	95.3	94.9	94.4
Large 2 Axle Vehicles	6	10	3	19	10	11	9	30	5	11	2	18	1	3	1	5	72
% Large 2 Axle Vehicles	3.1	3.5	2.4	3.1	8.5	4.2	3.7	4.8	13.9	4.6	4.1	5.5	2.1	2	2.3	2.1	4
3 Axle Vehicles	2	3	1	6	4	1	3	8	0	1	1	2	0	0	1	1	17
% 3 Axle Vehicles	1	1	0.8	1	3.4	0.4	1.2	1.3	0	0.4	2	0.6	0	0	2.3	0.4	0.9
4+ Axle Trucks	1	0	0	1	1	0	1	2	0	2	1	3	1	5	0	6	12
% 4+ Axle Trucks	0.5	0	0	0.2	0.8	0	0.4	0.3	0	0.8	2	0.9	2.1	3.4	0	2.5	0.7

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	30	41	16	87	13	**39**	28	80	4	23	6	33	6	22	4	32	232
07:15 AM	**33**	55	**22**	**110**	17	34	34	85	5	18	7	30	5	25	8	38	263
07:30 AM	32	35	16	83	19	35	42	96	3	47	9	59	5	21	7	33	271
07:45 AM	33	**56**	15	104	**33**	34	**54**	**121**	**11**	**82**	**20**	**113**	**14**	**27**	**10**	**51**	**389**
Total Volume	128	187	69	384	82	142	158	382	23	170	42	235	30	95	29	154	1155
% App. Total	33.3	48.7	18		21.5	37.2	41.4		9.8	72.3	17.9		19.5	61.7	18.8		
PHF	.970	.835	.784	.873	.621	.910	.731	.789	.523	.518	.525	.520	.536	.880	.725	.755	.742

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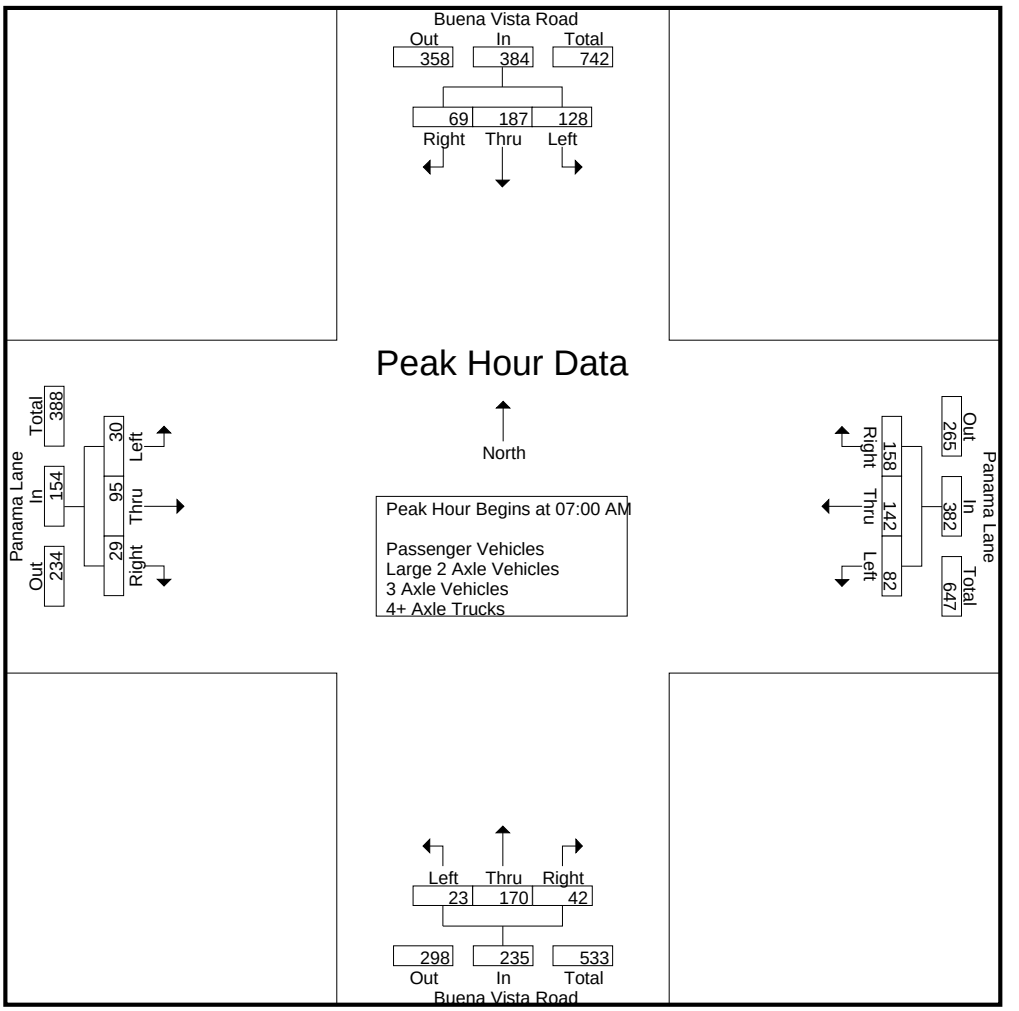
City of Bakersfield
N/S: Buena Vista Road
E/W: Panama Lane
Weather: Clear

File Name : 01_BKF_BV_Pan AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 2



Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	30	41	16	87	13	**39**	28	80	4	23	6	33	6	22	4	32
+15 mins.	**33**	55	**22**	**110**	17	34	34	85	5	18	7	30	5	25	8	38
+30 mins.	32	35	16	83	19	35	42	96	3	47	9	59	5	21	7	33
+45 mins.	33	**56**	15	104	**33**	34	**54**	**121**	**11**	**82**	**20**	**113**	**14**	**27**	**10**	**51**
Total Volume	128	187	69	384	82	142	158	382	23	170	42	235	30	95	29	154
% App. Total	33.3	48.7	18		21.5	37.2	41.4		9.8	72.3	17.9		19.5	61.7	18.8	
PHF	.970	.835	.784	.873	.621	.910	.731	.789	.523	.518	.525	.520	.536	.880	.725	.755

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City of Bakersfield
N/S: Buena Vista Road
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Weather: Clear

File Name : 01_BKF_BV_Pan AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Passenger Vehicles

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	15	17	6	38	3	27	10	40	1	14	1	16	1	6	1	8	102
06:15 AM	6	27	7	40	8	27	18	53	0	9	1	10	5	7	7	19	122
06:30 AM	17	22	19	58	11	29	15	55	5	21	1	27	3	13	1	17	157
06:45 AM	20	29	18	67	12	33	30	75	5	26	3	34	6	23	5	34	210
Total	58	95	50	203	34	116	73	223	11	70	6	87	15	49	14	78	591
07:00 AM	30	40	16	86	9	37	28	74	4	19	4	27	6	20	3	29	216
07:15 AM	32	52	22	106	16	33	34	83	5	17	7	29	5	25	8	38	256
07:30 AM	31	33	16	80	16	34	39	89	3	45	9	57	5	20	6	31	257
07:45 AM	33	55	15	103	28	33	54	115	8	76	19	103	14	25	10	49	370
Total	126	180	69	375	69	137	155	361	20	157	39	216	30	90	27	147	1099
Grand Total	184	275	119	578	103	253	228	584	31	227	45	303	45	139	41	225	1690
Apprch %	31.8	47.6	20.6		17.6	43.3	39		10.2	74.9	14.9		20	61.8	18.2		
Total %	10.9	16.3	7	34.2	6.1	15	13.5	34.6	1.8	13.4	2.7	17.9	2.7	8.2	2.4	13.3	

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	30	40	16	86	9	**37**	28	74	4	19	4	27	6	20	3	29	216
07:15 AM	32	52	**22**	**106**	16	33	34	83	5	17	7	29	5	**25**	8	38	256
07:30 AM	31	33	16	80	16	34	39	89	3	45	9	57	5	20	6	31	257
07:45 AM	**33**	**55**	15	103	**28**	33	**54**	**115**	**8**	**76**	**19**	**103**	**14**	25	**10**	**49**	**370**
Total Volume	126	180	69	375	69	137	155	361	20	157	39	216	30	90	27	147	1099
% App. Total	33.6	48	18.4		19.1	38	42.9		9.3	72.7	18.1		20.4	61.2	18.4		
PHF	.955	.818	.784	.884	.616	.926	.718	.785	.625	.516	.513	.524	.536	.900	.675	.750	.743

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City of Bakersfield
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File Name : 01_BKF_BV_Pan AM
Site Code : 99926138
Start Date : 2/18/2026
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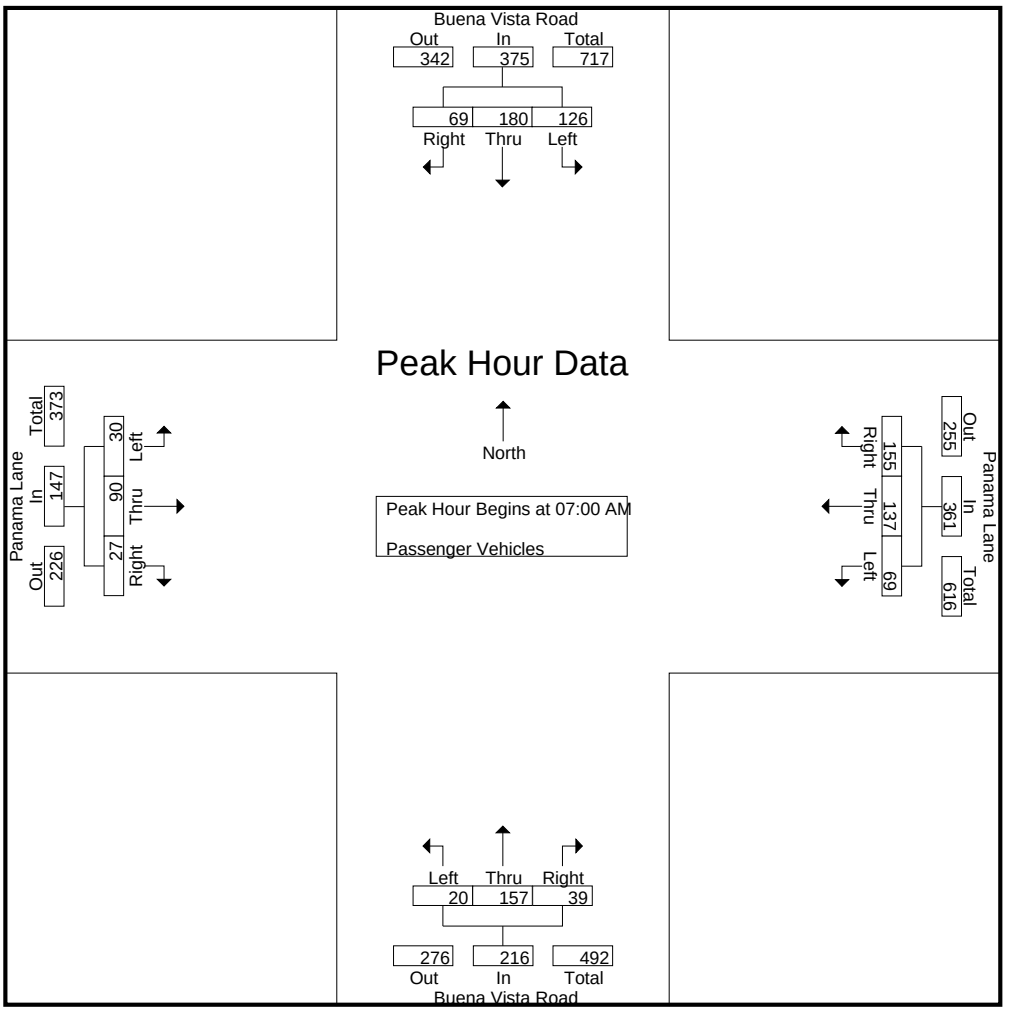

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	30	40	16	86	9	**37**	28	74	4	19	4	27	6	20	3	29
+15 mins.	32	52	**22**	**106**	16	33	34	83	5	17	7	29	5	**25**	8	38
+30 mins.	31	33	16	80	16	34	39	89	3	45	9	57	5	20	6	31
+45 mins.	**33**	**55**	15	103	**28**	33	**54**	**115**	**8**	**76**	**19**	**103**	**14**	25	**10**	**49**
Total Volume	126	180	69	375	69	137	155	361	20	157	39	216	30	90	27	147
% App. Total	33.6	48	18.4		19.1	38	42.9		9.3	72.7	18.1		20.4	61.2	18.4	
PHF	.955	.818	.784	.884	.616	.926	.718	.785	.625	.516	.513	.524	.536	.900	.675	.750

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City of Bakersfield
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File Name : 01_BKF_BV_Pan AM
Site Code : 99926138
Start Date : 2/18/2026
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Groups Printed- Large 2 Axle Vehicles

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	0	1	0	0	1	1	0	0	0	0	0	1	0	1	3
06:15 AM	1	1	2	4	0	0	1	1	1	0	0	1	1	0	0	1	7
06:30 AM	2	1	1	4	1	1	2	4	0	0	0	0	0	1	0	1	9
06:45 AM	1	0	0	1	0	5	2	7	1	1	0	2	0	0	0	0	10
Total	4	3	3	10	1	6	6	13	2	1	0	3	1	2	0	3	29
07:00 AM	0	1	0	1	3	2	0	5	0	3	1	4	0	1	0	1	11
07:15 AM	1	3	0	4	0	1	0	1	0	1	0	1	0	0	0	0	6
07:30 AM	1	2	0	3	2	1	3	6	0	2	0	2	0	0	1	1	12
07:45 AM	0	1	0	1	4	1	0	5	3	4	1	8	0	0	0	0	14
Total	2	7	0	9	9	5	3	17	3	10	2	15	0	1	1	2	43
Grand Total	6	10	3	19	10	11	9	30	5	11	2	18	1	3	1	5	72
Apprch %	31.6	52.6	15.8		33.3	36.7	30		27.8	61.1	11.1		20	60	20		
Total %	8.3	13.9	4.2	26.4	13.9	15.3	12.5	41.7	6.9	15.3	2.8	25	1.4	4.2	1.4	6.9	

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	1	0	1	3	**2**	0	5	0	3	**1**	4	0	**1**	0	**1**	11
07:15 AM	**1**	**3**	0	**4**	0	1	0	1	0	1	0	1	0	0	0	0	6
07:30 AM	1	2	0	3	2	1	**3**	**6**	0	2	0	2	0	0	**1**	1	12
07:45 AM	0	1	0	1	**4**	1	0	5	**3**	**4**	1	**8**	0	0	0	0	**14**
Total Volume	2	7	0	9	9	5	3	17	3	10	2	15	0	1	1	2	43
% App. Total	22.2	77.8	0		52.9	29.4	17.6		20	66.7	13.3		0	50	50		
PHF	.500	.583	.000	.563	.563	.625	.250	.708	.250	.625	.500	.469	.000	.250	.250	.500	.768

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City of Bakersfield
N/S: Buena Vista Road
E/W: Panama Lane
Weather: Clear

File Name : 01_BKF_BV_Pan AM
Site Code : 99926138
Start Date : 2/18/2026
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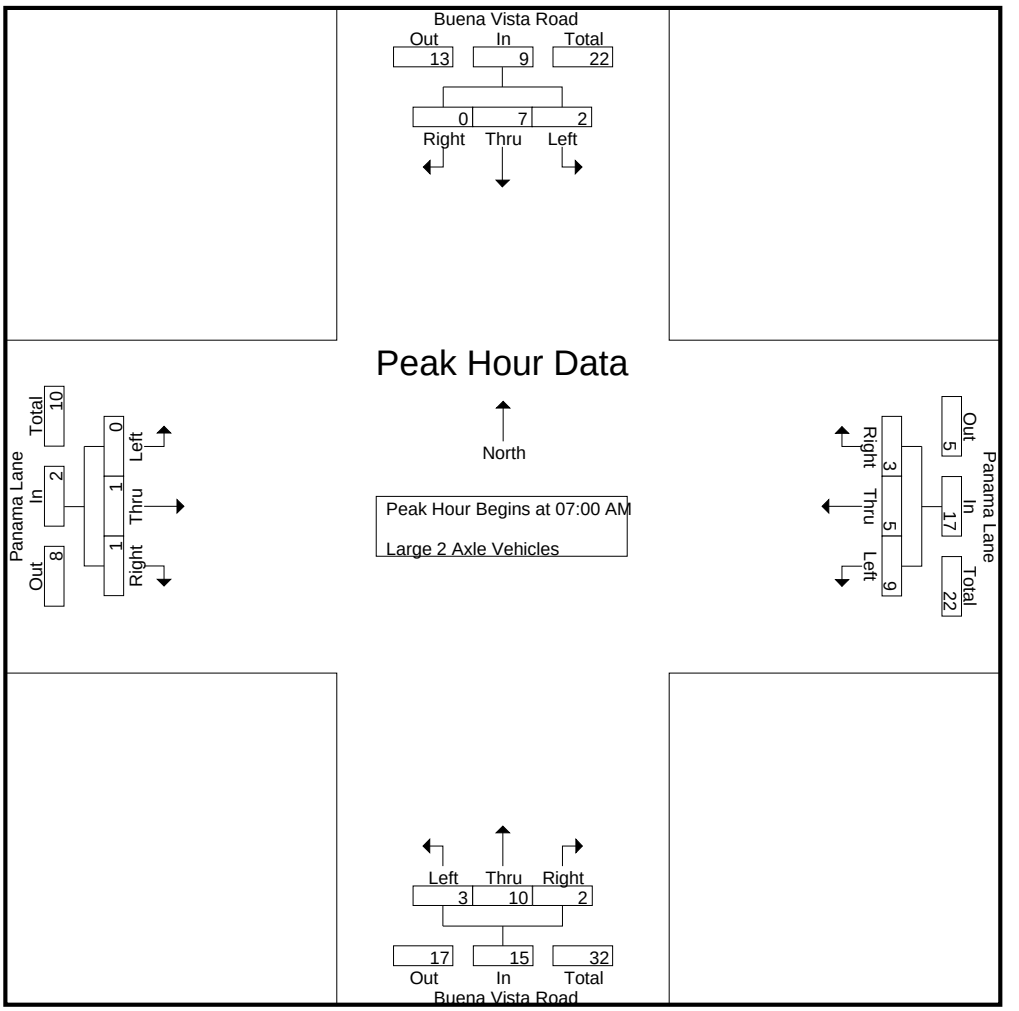

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	1	0	1	3	**2**	0	5	0	3	**1**	4	0	**1**	0	**1**
+15 mins.	**1**	**3**	0	**4**	0	1	0	1	0	1	0	1	0	0	0	0
+30 mins.	1	2	0	3	2	1	**3**	**6**	0	2	0	2	0	0	**1**	1
+45 mins.	0	1	0	1	**4**	1	0	5	**3**	**4**	1	**8**	0	0	0	0
Total Volume	2	7	0	9	9	5	3	17	3	10	2	15	0	1	1	2
% App. Total	22.2	77.8	0		52.9	29.4	17.6		20	66.7	13.3		0	50	50	
PHF	.500	.583	.000	.563	.563	.625	.250	.708	.250	.625	.500	.469	.000	.250	.250	.500

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City of Bakersfield
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File Name : 01_BKF_BV_Pan AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- 3 Axle Vehicles

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	1	0	1	1	0	1	2	0	0	0	0	0	0	0	0	3
06:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	1	0	1	0	1	1	2	0	0	1	1	0	0	0	0	4
06:45 AM	2	0	1	3	0	0	1	1	0	0	0	0	0	0	0	0	4
Total	2	3	1	6	1	1	3	5	0	0	1	1	0	0	0	0	12
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2
07:15 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	3	0	0	3	0	1	0	1	0	0	1	1	5
Grand Total	2	3	1	6	4	1	3	8	0	1	1	2	0	0	1	1	17
Apprch %	33.3	50	16.7		50	12.5	37.5		0	50	50		0	0	100		
Total %	11.8	17.6	5.9	35.3	23.5	5.9	17.6	47.1	0	5.9	5.9	11.8	0	0	5.9	5.9	

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**	**2**
07:15 AM	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	3	0	0	3	0	1	0	1	0	0	1	1	5
% App. Total	0	0	0		100	0	0		0	100	0		0	0	100		
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.250	.000	.250	.000	.000	.250	.250	.625

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City of Bakersfield
N/S: Buena Vista Road
E/W: Panama Lane
Weather: Clear

File Name : 01_BKF_BV_Pan AM
Site Code : 99926138
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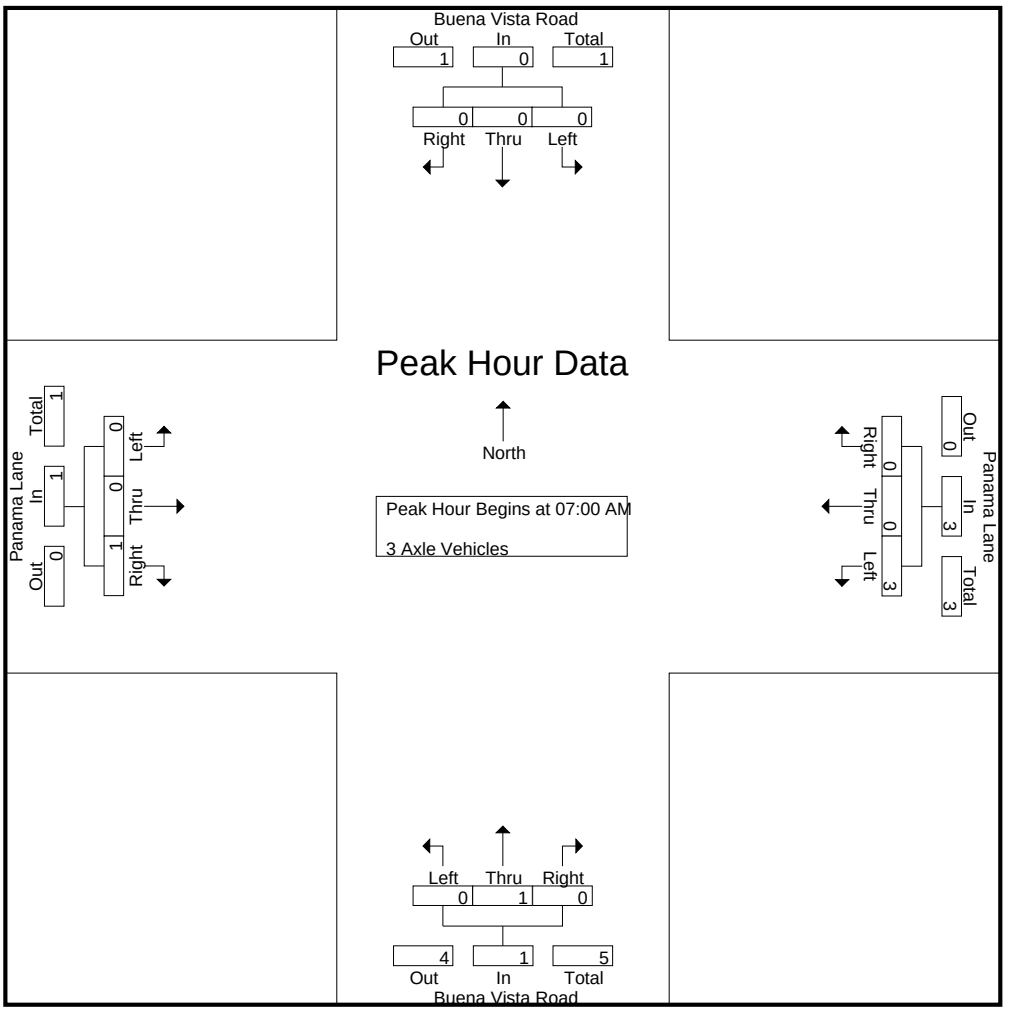

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1

Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	**1**	**1**
+15 mins.	0	0	0	0	**1**	0	0	**1**	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	0	0	3	0	1	0	1	0	0	1	1
% App. Total	0	0	0		100	0	0		0	100	0		0	0	100	
PHF	.000	.000	.000	.000	.750	.000	.000	.750	.000	.250	.000	.250	.000	.000	.250	.250

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Groups Printed- 4+ Axle Trucks

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	1	1	0	2	3
Total	1	0	0	1	0	0	1	1	0	0	0	0	1	1	0	2	4
07:00 AM	0	0	0	0	1	0	0	1	0	0	1	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
Total	0	0	0	0	1	0	0	1	0	2	1	3	0	4	0	4	8
Grand Total	1	0	0	1	1	0	1	2	0	2	1	3	1	5	0	6	12
Apprch %	100	0	0		50	0	50		0	66.7	33.3		16.7	83.3	0		
Total %	8.3	0	0	8.3	8.3	0	8.3	16.7	0	16.7	8.3	25	8.3	41.7	0	50	

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1	0	1	0	1	3
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	**2**	0	**2**	**4**
Total Volume	0	0	0	0	1	0	0	1	0	2	1	3	0	4	0	4	8
% App. Total	0	0	0		100	0	0		0	66.7	33.3		0	100	0		
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.250	.375	.000	.500	.000	.500	.500

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City of Bakersfield
N/S: Buena Vista Road
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File Name : 01_BKF_BV_Pan AM
Site Code : 99926138
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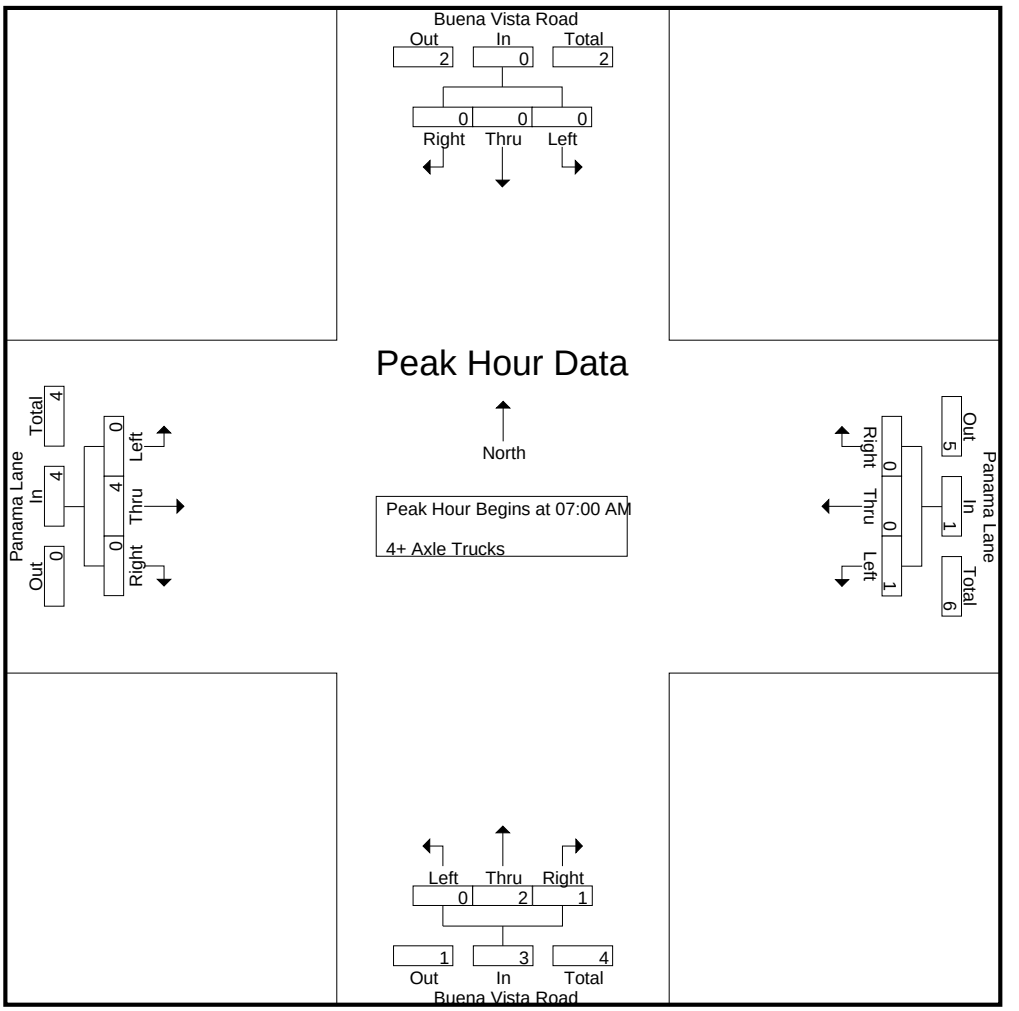

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	**1**	0	0	**1**	0	0	**1**	1	0	1	0	1
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	**2**	0	**2**	0	**2**	0	**2**
Total Volume	0	0	0	0	1	0	0	1	0	2	1	3	0	4	0	4
% App. Total	0	0	0		100	0	0		0	66.7	33.3		0	100	0	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.000	.250	.250	.375	.000	.500	.000	.500

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E/W: Panama Lane
Weather: Clear

File Name : 01_BKF_BV_Pan PM
Site Code : 99926138
Start Date : 2/18/2026
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	61	37	6	104	11	32	49	92	18	95	19	132	21	46	2	69	397
04:15 PM	48	34	1	83	16	28	55	99	10	45	9	64	28	54	3	85	331
04:30 PM	42	34	10	86	10	18	27	55	6	52	11	69	15	35	9	59	269
04:45 PM	57	37	13	107	16	27	50	93	8	33	8	49	24	41	2	67	316
Total	208	142	30	380	53	105	181	339	42	225	47	314	88	176	16	280	1313
05:00 PM	58	49	6	113	15	21	40	76	4	39	11	54	22	42	4	68	311
05:15 PM	78	47	6	131	14	32	49	95	12	38	6	56	18	51	11	80	362
05:30 PM	43	52	5	100	15	22	49	86	4	49	8	61	18	33	1	52	299
05:45 PM	58	28	7	93	5	20	41	66	5	37	12	54	12	39	3	54	267
Total	237	176	24	437	49	95	179	323	25	163	37	225	70	165	19	254	1239
Grand Total	445	318	54	817	102	200	360	662	67	388	84	539	158	341	35	534	2552
Apprch %	54.5	38.9	6.6		15.4	30.2	54.4		12.4	72	15.6		29.6	63.9	6.6		
Total %	17.4	12.5	2.1	32	4	7.8	14.1	25.9	2.6	15.2	3.3	21.1	6.2	13.4	1.4	20.9	
Passenger Vehicles	440	305	54	799	101	192	356	649	63	384	84	531	154	319	34	507	2486
% Passenger Vehicles	98.9	95.9	100	97.8	99	96	98.9	98	94	99	100	98.5	97.5	93.5	97.1	94.9	97.4
Large 2 Axle Vehicles	4	12	0	16	1	5	4	10	3	4	0	7	4	15	0	19	52
% Large 2 Axle Vehicles	0.9	3.8	0	2	1	2.5	1.1	1.5	4.5	1	0	1.3	2.5	4.4	0	3.6	2
3 Axle Vehicles	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	1.5	0	0	0.2	0	0.3	0	0.2	0.1
4+ Axle Trucks	1	1	0	2	0	3	0	3	0	0	0	0	0	6	1	7	12
% 4+ Axle Trucks	0.2	0.3	0	0.2	0	1.5	0	0.5	0	0	0	0	0	1.8	2.9	1.3	0.5

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**61**	**37**	6	104	11	**32**	49	92	**18**	**95**	**19**	**132**	21	46	2	69	**397**
04:15 PM	48	34	1	83	**16**	28	**55**	**99**	10	45	9	64	**28**	**54**	3	**85**	331
04:30 PM	42	34	10	86	10	18	27	55	6	52	11	69	15	35	**9**	59	269
04:45 PM	57	37	**13**	**107**	16	27	50	93	8	33	8	49	24	41	2	67	316
Total Volume	208	142	30	380	53	105	181	339	42	225	47	314	88	176	16	280	1313
% App. Total	54.7	37.4	7.9		15.6	31	53.4		13.4	71.7	15		31.4	62.9	5.7		
PHF	.852	.959	.577	.888	.828	.820	.823	.856	.583	.592	.618	.595	.786	.815	.444	.824	.827

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City of Bakersfield
N/S: Buena Vista Road
E/W: Panama Lane
Weather: Clear

File Name : 01_BKF_BV_Pan PM
Site Code : 99926138
Start Date : 2/18/2026
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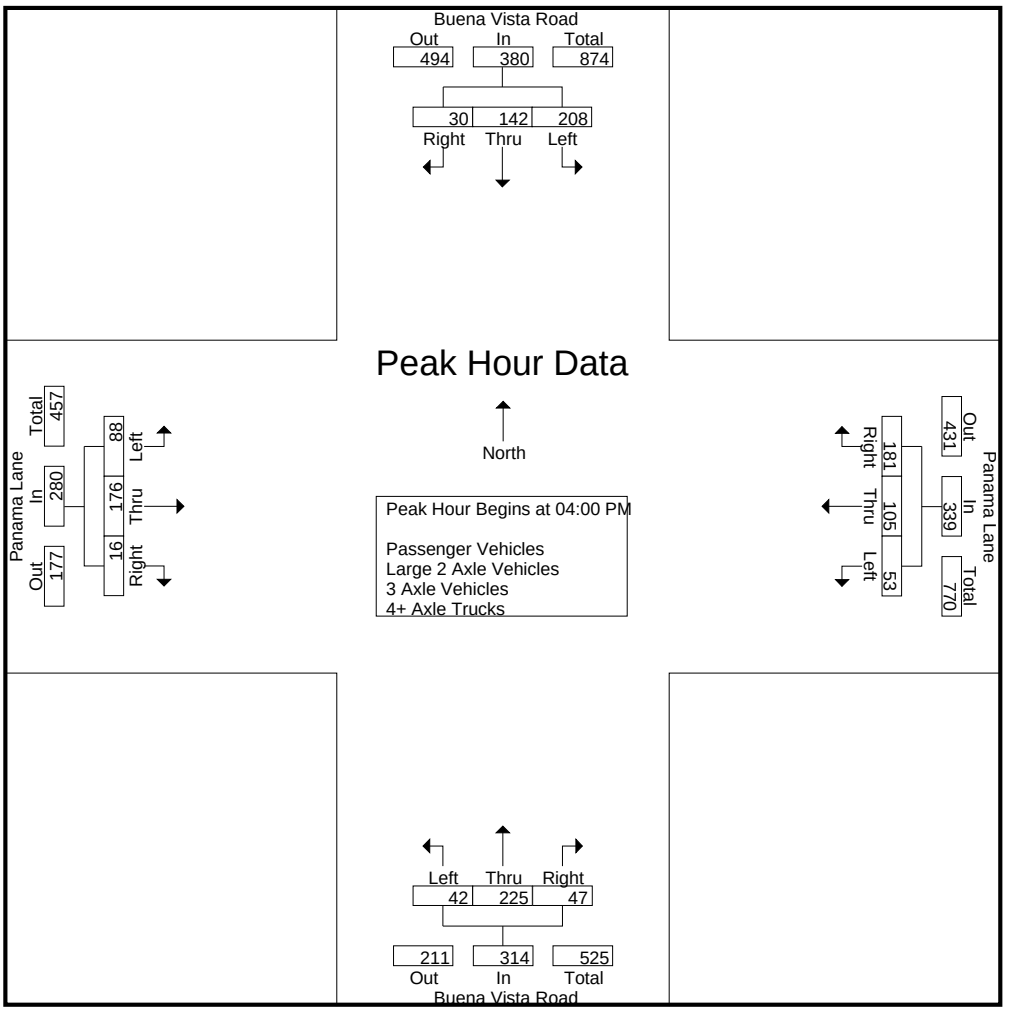

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:00 PM				04:00 PM			
+0 mins.	57	37	**13**	107	**16**	27	**50**	93	**18**	**95**	**19**	**132**	21	46	2	69
+15 mins.	58	49	6	113	15	21	40	76	10	45	9	64	**28**	**54**	3	**85**
+30 mins.	**78**	47	6	**131**	14	**32**	49	**95**	6	52	11	69	15	35	**9**	59
+45 mins.	43	**52**	5	100	15	22	49	86	8	33	8	49	24	41	2	67
Total Volume	236	185	30	451	60	102	188	350	42	225	47	314	88	176	16	280
% App. Total	52.3	41	6.7		17.1	29.1	53.7		13.4	71.7	15		31.4	62.9	5.7	
PHF	.756	.889	.577	.861	.938	.797	.940	.921	.583	.592	.618	.595	.786	.815	.444	.824

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File Name : 01_BKF_BV_Pan PM
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Groups Printed- Passenger Vehicles

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	61	32	6	99	11	31	49	91	18	94	19	131	21	44	2	67	388
04:15 PM	48	31	1	80	16	26	52	94	8	44	9	61	28	49	3	80	315
04:30 PM	41	33	10	84	10	18	27	55	6	52	11	69	14	32	8	54	262
04:45 PM	55	35	13	103	16	27	49	92	8	33	8	49	22	39	2	63	307
Total	205	131	30	366	53	102	177	332	40	223	47	310	85	164	15	264	1272
05:00 PM	58	49	6	113	15	19	40	74	4	38	11	53	22	39	4	65	305
05:15 PM	77	46	6	129	14	30	49	93	10	38	6	54	18	49	11	78	354
05:30 PM	43	52	5	100	14	21	49	84	4	49	8	61	18	31	1	50	295
05:45 PM	57	27	7	91	5	20	41	66	5	36	12	53	11	36	3	50	260
Total	235	174	24	433	48	90	179	317	23	161	37	221	69	155	19	243	1214
Grand Total	440	305	54	799	101	192	356	649	63	384	84	531	154	319	34	507	2486
Apprch %	55.1	38.2	6.8		15.6	29.6	54.9		11.9	72.3	15.8		30.4	62.9	6.7		
Total %	17.7	12.3	2.2	32.1	4.1	7.7	14.3	26.1	2.5	15.4	3.4	21.4	6.2	12.8	1.4	20.4	

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	**61**	32	6	99	11	**31**	49	91	**18**	**94**	**19**	**131**	21	44	2	67	**388**
04:15 PM	48	31	1	80	**16**	26	**52**	**94**	8	44	9	61	**28**	**49**	3	**80**	315
04:30 PM	41	33	10	84	10	18	27	55	6	52	11	69	14	32	**8**	54	262
04:45 PM	55	**35**	**13**	**103**	16	27	49	92	8	33	8	49	22	39	2	63	307
Total Volume	205	131	30	366	53	102	177	332	40	223	47	310	85	164	15	264	1272
% App. Total	56	35.8	8.2		16	30.7	53.3		12.9	71.9	15.2		32.2	62.1	5.7		
PHF	.840	.936	.577	.888	.828	.823	.851	.883	.556	.593	.618	.592	.759	.837	.469	.825	.820

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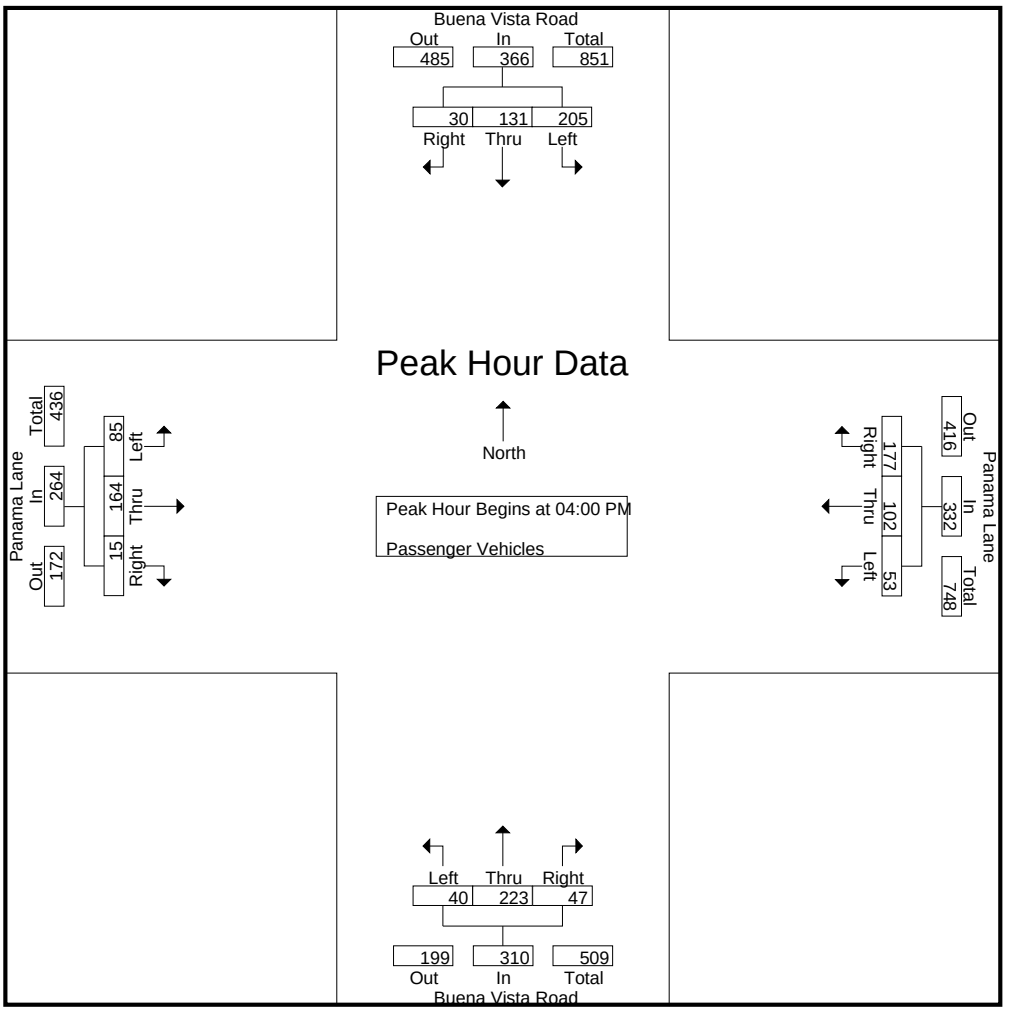

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	**61**	32	6	99	11	**31**	49	91	**18**	**94**	**19**	**131**	21	44	2	67
+15 mins.	48	31	1	80	**16**	26	**52**	**94**	8	44	9	61	**28**	**49**	3	**80**
+30 mins.	41	33	10	84	10	18	27	55	6	52	11	69	14	32	**8**	54
+45 mins.	55	**35**	**13**	**103**	16	27	49	92	8	33	8	49	22	39	2	63
Total Volume	205	131	30	366	53	102	177	332	40	223	47	310	85	164	15	264
% App. Total	56	35.8	8.2		16	30.7	53.3		12.9	71.9	15.2		32.2	62.1	5.7	
PHF	.840	.936	.577	.888	.828	.823	.851	.883	.556	.593	.618	.592	.759	.837	.469	.825

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Groups Printed- Large 2 Axle Vehicles

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	4	0	4	0	1	0	1	0	1	0	1	0	2	0	2	8
04:15 PM	0	3	0	3	0	1	3	4	2	1	0	3	0	2	0	2	12
04:30 PM	1	1	0	2	0	0	0	0	0	0	0	0	1	3	0	4	6
04:45 PM	1	2	0	3	0	0	1	1	0	0	0	0	2	2	0	4	8
Total	2	10	0	12	0	2	4	6	2	2	0	4	3	9	0	12	34
05:00 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
05:15 PM	1	1	0	2	0	1	0	1	1	0	0	1	0	1	0	1	5
05:30 PM	0	0	0	0	1	1	0	2	0	0	0	0	0	1	0	1	3
05:45 PM	1	1	0	2	0	0	0	0	0	1	0	1	1	2	0	3	6
Total	2	2	0	4	1	3	0	4	1	2	0	3	1	6	0	7	18
Grand Total	4	12	0	16	1	5	4	10	3	4	0	7	4	15	0	19	52
Apprch %	25	75	0		10	50	40		42.9	57.1	0		21.1	78.9	0		
Total %	7.7	23.1	0	30.8	1.9	9.6	7.7	19.2	5.8	7.7	0	13.5	7.7	28.8	0	36.5	

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**4**	0	**4**	0	**1**	0	1	0	**1**	0	1	0	2	0	2	8
04:15 PM	0	3	0	3	0	1	**3**	**4**	**2**	1	0	**3**	0	2	0	2	**12**
04:30 PM	**1**	1	0	2	0	0	0	0	0	0	0	0	1	**3**	0	**4**	6
04:45 PM	1	2	0	3	0	0	1	1	0	0	0	0	**2**	2	0	4	8
Total Volume	2	10	0	12	0	2	4	6	2	2	0	4	3	9	0	12	34
% App. Total	16.7	83.3	0		0	33.3	66.7		50	50	0		25	75	0		
PHF	.500	.625	.000	.750	.000	.500	.333	.375	.250	.500	.000	.333	.375	.750	.000	.750	.708

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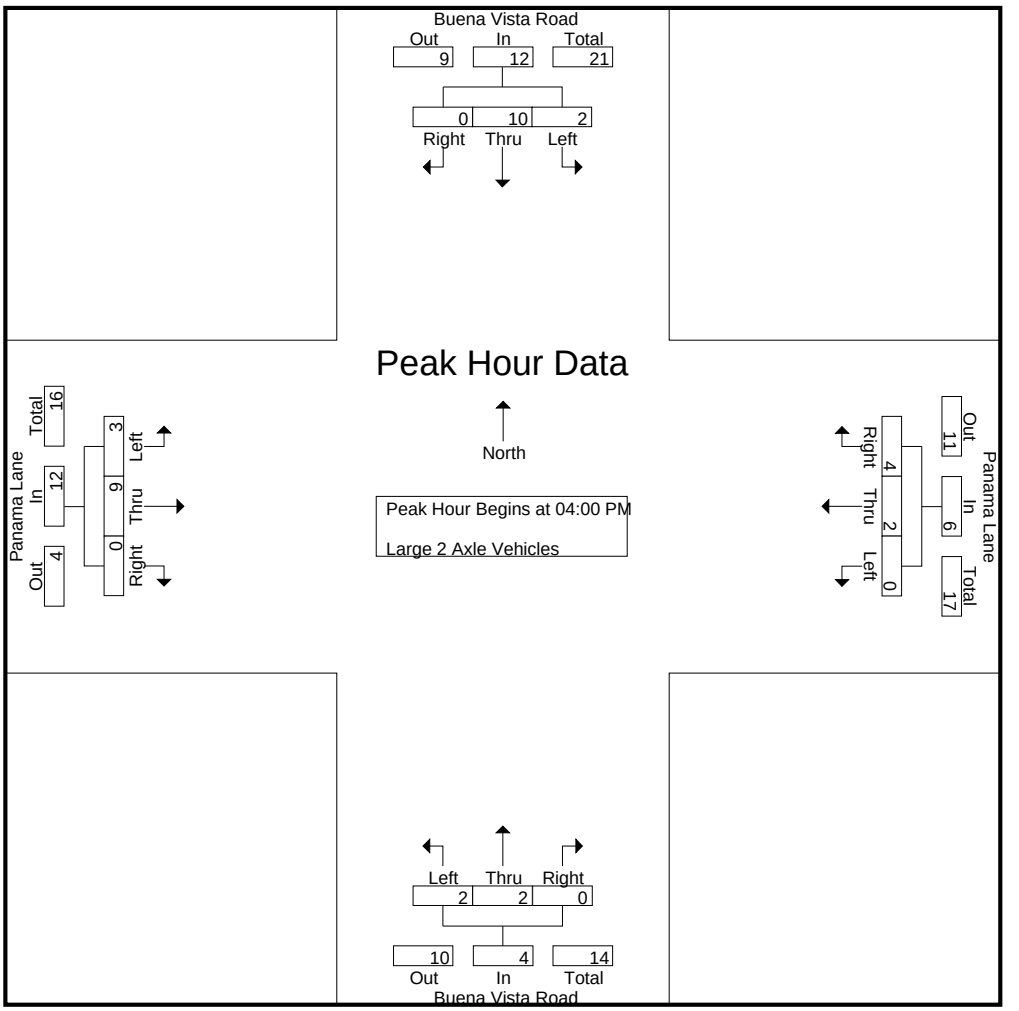

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**4**	0	**4**	0	**1**	0	1	0	**1**	0	1	0	2	0	2
+15 mins.	0	3	0	3	0	1	**3**	**4**	**2**	1	0	**3**	0	2	0	2
+30 mins.	**1**	1	0	2	0	0	0	0	0	0	0	0	1	**3**	0	**4**
+45 mins.	1	2	0	3	0	0	1	1	0	0	0	0	**2**	2	0	4
Total Volume	2	10	0	12	0	2	4	6	2	2	0	4	3	9	0	12
% App. Total	16.7	83.3	0		0	33.3	66.7		50	50	0		25	75	0	
PHF	.500	.625	.000	.750	.000	.500	.333	.375	.250	.500	.000	.333	.375	.750	.000	.750

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Groups Printed- 3 Axle Vehicles

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Grand Total	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
Apprch %	0	0	0		0	0	0		100	0	0		0	100	0		
Total %	0	0	0	0	0	0	0	0	50	0	0	50	0	50	0	50	

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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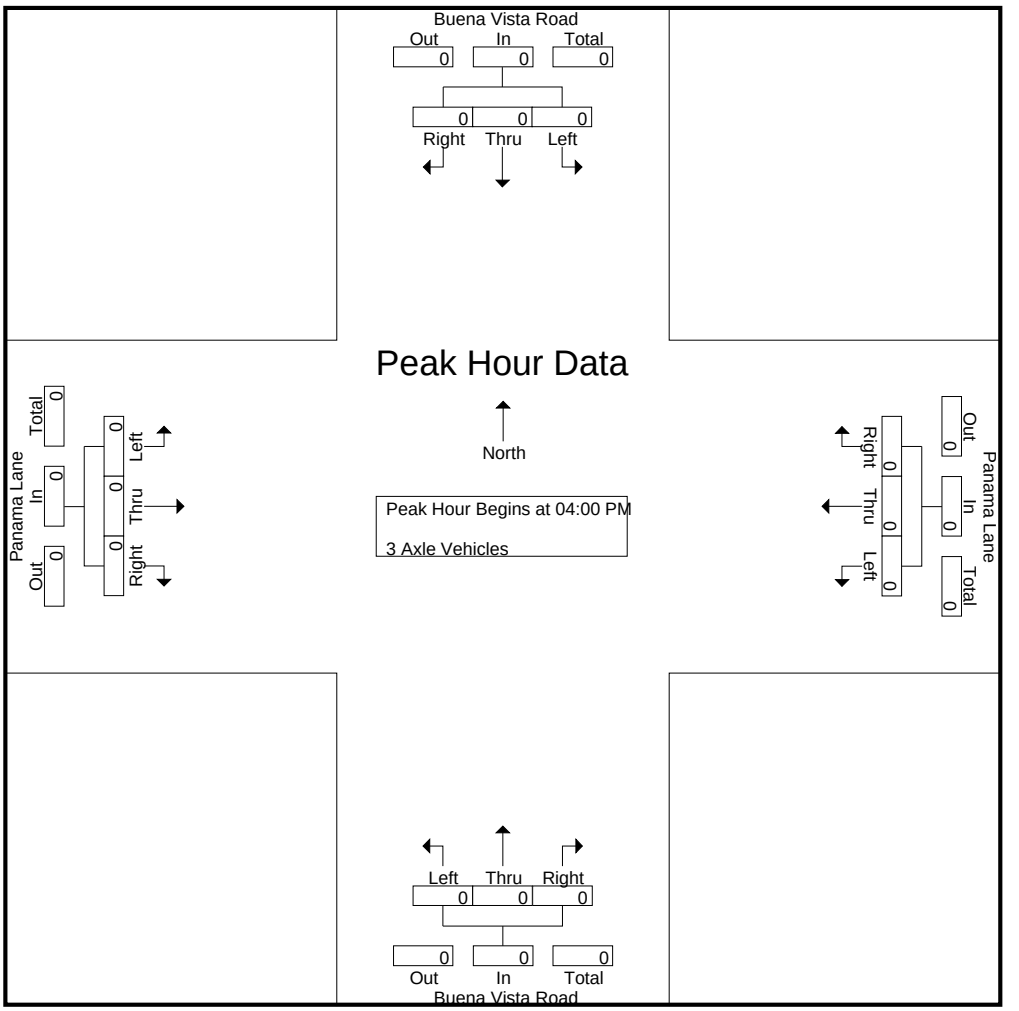

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

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City of Bakersfield
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Groups Printed- 4+ Axle Trucks

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	3	4
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
04:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	1	1	0	2	0	1	0	1	0	0	0	0	0	3	1	4	7
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Grand Total	1	1	0	2	0	3	0	3	0	0	0	0	0	6	1	7	12
Apprch %	50	50	0		0	100	0		0	0	0		0	85.7	14.3		
Total %	8.3	8.3	0	16.7	0	25	0	25	0	0	0	0	0	50	8.3	58.3	

	Buena Vista Road Southbound				Panama Lane Westbound				Buena Vista Road Northbound				Panama Lane Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**	**4**
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1	1
04:45 PM	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	1	1	0	2	0	1	0	1	0	0	0	0	0	3	1	4	7
% App. Total	50	50	0		0	100	0		0	0	0		0	75	25		
PHF	.250	.250	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.333	.438

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City of Bakersfield
N/S: Buena Vista Road
E/W: Panama Lane
Weather: Clear

File Name : 01_BKF_BV_Pan PM
Site Code : 99926138
Start Date : 2/18/2026
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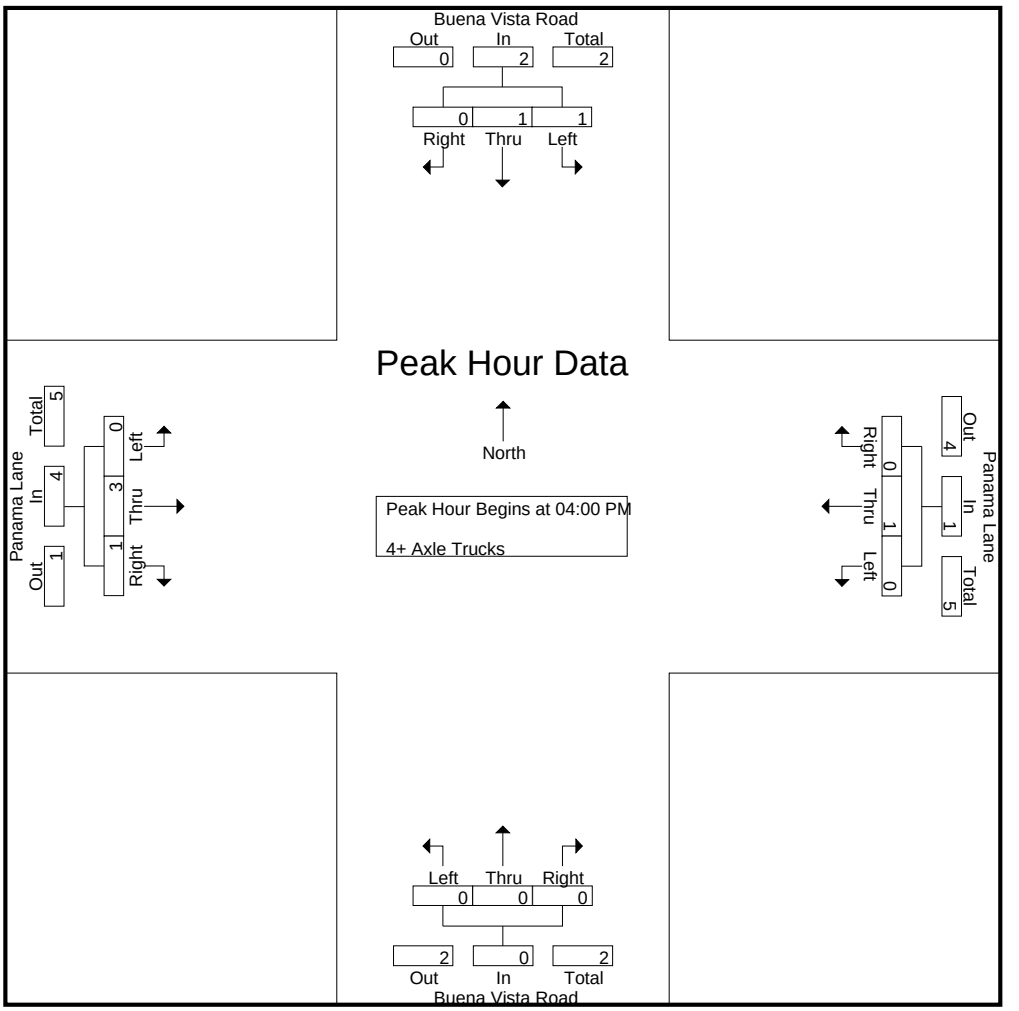

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM				04:00 PM				04:00 PM				04:00 PM			
+0 mins.	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	**1**	0	**1**	0	0	0	0	0	**3**	0	**3**
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**	1
+45 mins.	**1**	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	0	2	0	1	0	1	0	0	0	0	0	3	1	4
% App. Total	50	50	0		0	100	0		0	0	0		0	75	25	
PHF	.250	.250	.000	.500	.000	.250	.000	.250	.000	.000	.000	.000	.000	.250	.250	.333

Location: Bakersfield
N/S: Buena Vista Road
E/W: Panama Lane

Date: 2/18/2026
Day: Wednesday

PEDESTRIANS

	North Leg Buena Vista Road Pedestrians	East Leg Panama Lane Pedestrians	South Leg Buena Vista Road Pedestrians	West Leg Panama Lane Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	1	1
7:00 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0
7:30 AM	2	0	0	3	5
7:45 AM	1	0	0	1	2
TOTAL VOLUMES:	3	0	0	6	9

	North Leg Buena Vista Road Pedestrians	East Leg Panama Lane Pedestrians	South Leg Buena Vista Road Pedestrians	West Leg Panama Lane Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	15	0	0	15
4:45 PM	0	3	0	0	3
5:00 PM	1	13	0	0	14
5:15 PM	0	1	0	0	1
5:30 PM	0	2	0	0	2
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	1	34	0	0	35

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Location: Bakersfield
N/S: Buena Vista Road
E/W: Panama Lane

Date: 2/18/2026
Day: Wednesday

BICYCLES

	Southbound Buena Vista Road			Westbound Panama Lane			Northbound Buena Vista Road			Eastbound Panama Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
TOTAL VOLUMES:	1	0	0	1	0	0	0	1	0	0	1	0	4

	Southbound Buena Vista Road			Westbound Panama Lane			Northbound Buena Vista Road			Eastbound Panama Lane			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	2	1	0	4
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	1
TOTAL VOLUMES:	1	0	1	0	0	1	0	0	0	2	3	0	8

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City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	3	17	20	1	8	9	6	0	6	35
06:15 AM	6	28	34	0	1	1	9	0	9	44
06:30 AM	7	21	28	0	10	10	16	0	16	54
06:45 AM	8	24	32	0	10	10	19	0	19	61
Total	24	90	114	1	29	30	50	0	50	194
07:00 AM	7	32	39	2	10	12	14	0	14	65
07:15 AM	15	41	56	1	15	16	11	0	11	83
07:30 AM	16	23	39	2	25	27	19	0	19	85
07:45 AM	16	18	34	1	18	19	20	0	20	73
Total	54	114	168	6	68	74	64	0	64	306
Grand Total	78	204	282	7	97	104	114	0	114	500
Apprch %	27.7	72.3		6.7	93.3		100	0		
Total %	15.6	40.8	56.4	1.4	19.4	20.8	22.8	0	22.8	
Passenger Vehicles	72	202	274	6	91	97	105	0	105	476
% Passenger Vehicles	92.3	99	97.2	85.7	93.8	93.3	92.1	0	92.1	95.2
Large 2 Axle Vehicles	1	1	2	1	1	2	4	0	4	8
% Large 2 Axle Vehicles	1.3	0.5	0.7	14.3	1	1.9	3.5	0	3.5	1.6
3 Axle Vehicles	4	1	5	0	1	1	0	0	0	6
% 3 Axle Vehicles	5.1	0.5	1.8	0	1	1	0	0	0	1.2
4+ Axle Trucks	1	0	1	0	4	4	5	0	5	10
% 4+ Axle Trucks	1.3	0	0.4	0	4.1	3.8	4.4	0	4.4	2

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	7	32	39	**2**	10	12	14	0	14	65
07:15 AM	15	**41**	**56**	1	15	16	11	0	11	83
07:30 AM	**16**	23	39	2	**25**	**27**	19	0	19	**85**
07:45 AM	16	18	34	1	18	19	**20**	0	**20**	73
Total Volume	54	114	168	6	68	74	64	0	64	306
% App. Total	32.1	67.9		8.1	91.9		100	0		
PHF	.844	.695	.750	.750	.680	.685	.800	.000	.800	.900

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City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
Site Code : 99926138
Start Date : 2/18/2026
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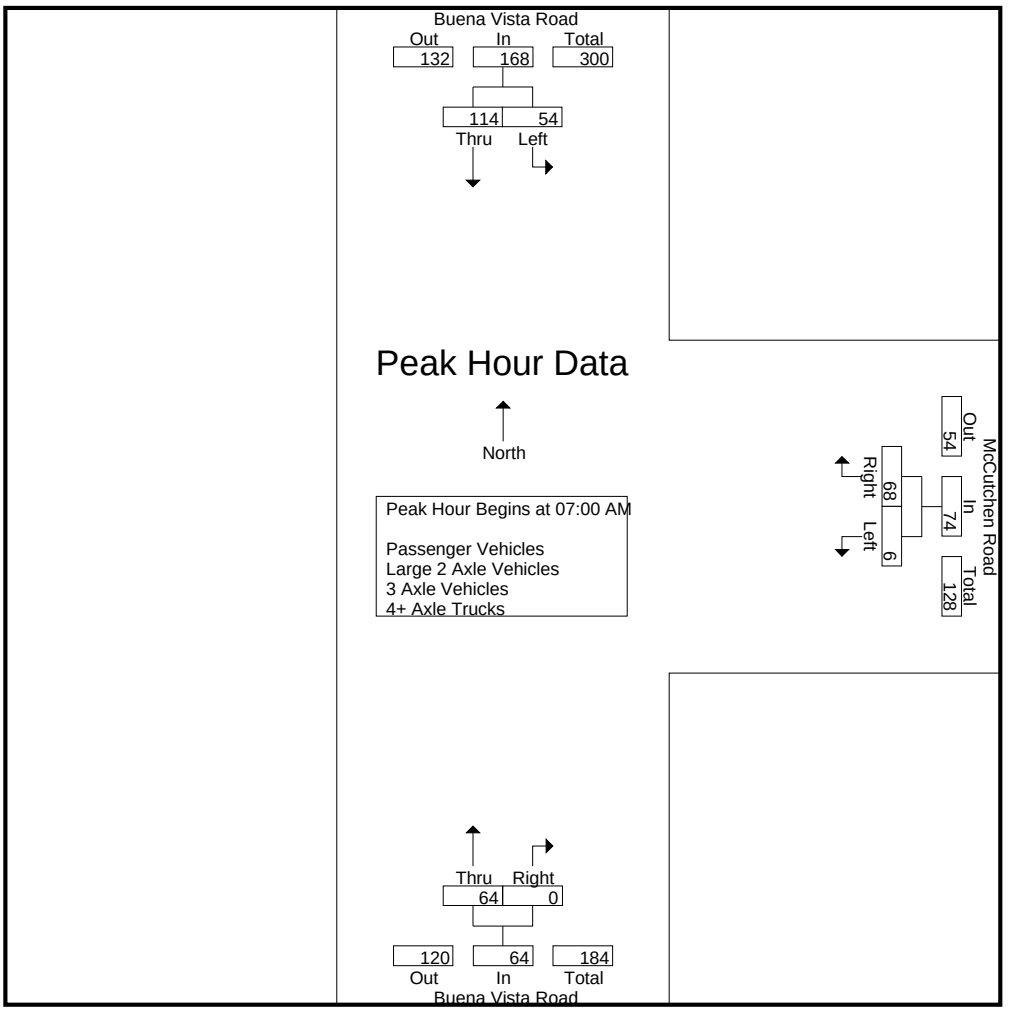

Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	7	32	39	**2**	10	12	14	0	14
+15 mins.	15	**41**	**56**	1	15	16	11	0	11
+30 mins.	**16**	23	39	2	**25**	**27**	19	0	19
+45 mins.	16	18	34	1	18	19	**20**	0	**20**
Total Volume	54	114	168	6	68	74	64	0	64
% App. Total	32.1	67.9		8.1	91.9		100	0	
PHF	.844	.695	.750	.750	.680	.685	.800	.000	.800

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City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Passenger Vehicles

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	2	17	19	1	8	9	6	0	6	34
06:15 AM	6	28	34	0	1	1	8	0	8	43
06:30 AM	5	21	26	0	10	10	16	0	16	52
06:45 AM	8	24	32	0	8	8	18	0	18	58
Total	21	90	111	1	27	28	48	0	48	187
07:00 AM	6	32	38	1	8	9	10	0	10	57
07:15 AM	15	40	55	1	14	15	10	0	10	80
07:30 AM	15	22	37	2	25	27	18	0	18	82
07:45 AM	15	18	33	1	17	18	19	0	19	70
Total	51	112	163	5	64	69	57	0	57	289
Grand Total	72	202	274	6	91	97	105	0	105	476
Apprch %	26.3	73.7		6.2	93.8		100	0		
Total %	15.1	42.4	57.6	1.3	19.1	20.4	22.1	0	22.1	

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	6	32	38	1	8	9	10	0	10	57
07:15 AM	**15**	**40**	**55**	1	14	15	10	0	10	80
07:30 AM	15	22	37	**2**	**25**	**27**	18	0	18	**82**
07:45 AM	15	18	33	1	17	18	**19**	0	**19**	70
Total Volume	51	112	163	5	64	69	57	0	57	289
% App. Total	31.3	68.7		7.2	92.8		100	0		
PHF	.850	.700	.741	.625	.640	.639	.750	.000	.750	.881

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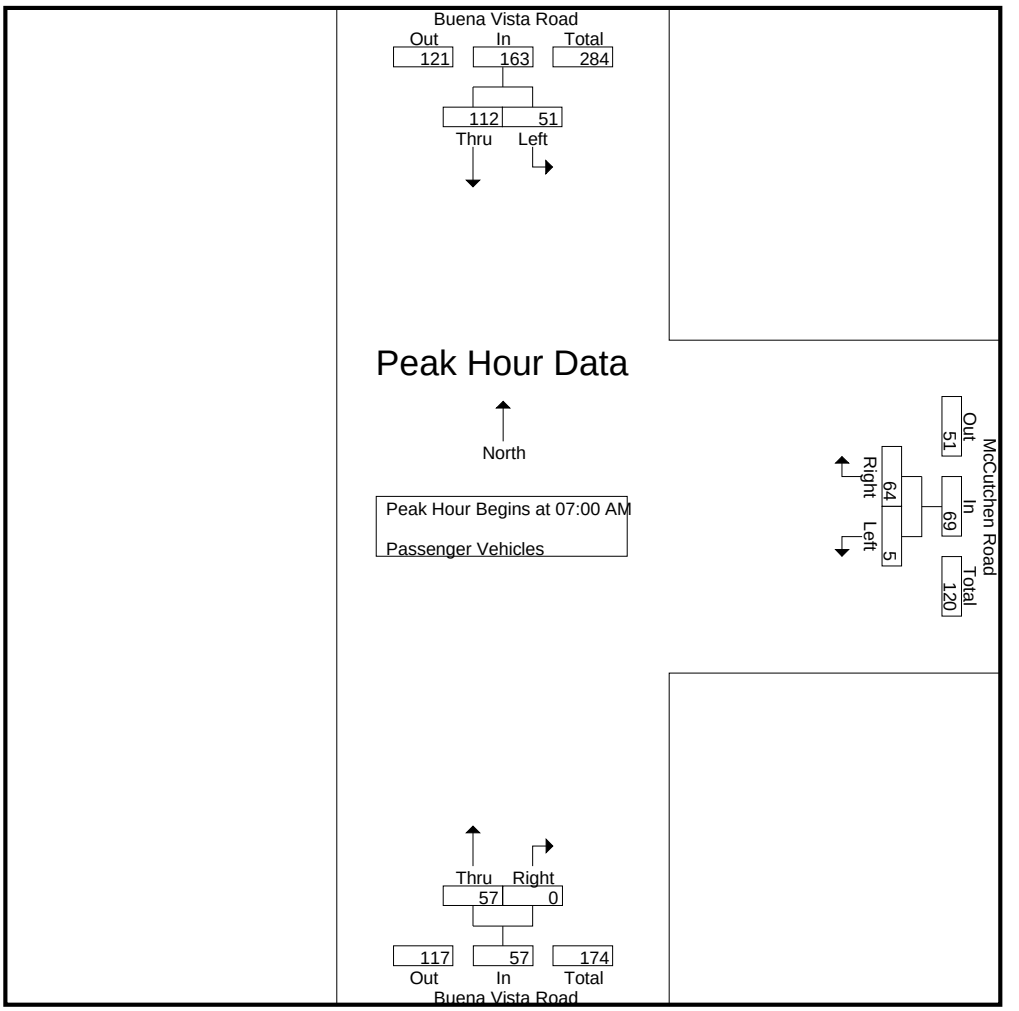
City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 2



Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	6	32	38	1	8	9	10	0	10
+15 mins.	**15**	**40**	**55**	1	14	15	10	0	10
+30 mins.	15	22	37	**2**	**25**	**27**	18	0	18
+45 mins.	15	18	33	1	17	18	**19**	0	**19**
Total Volume	51	112	163	5	64	69	57	0	57
% App. Total	31.3	68.7		7.2	92.8		100	0	
PHF	.850	.700	.741	.625	.640	.639	.750	.000	.750

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City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
Site Code : 99926138
Start Date : 2/18/2026
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Groups Printed- Large 2 Axle Vehicles

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	1	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	0	0	0	0	0
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	1	0	1	1
Total	1	0	1	0	0	0	1	0	1	2
07:00 AM	0	0	0	1	1	2	0	0	0	2
07:15 AM	0	1	1	0	0	0	1	0	1	2
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	1	1	2	3	0	3	6
Grand Total	1	1	2	1	1	2	4	0	4	8
Apprch %	50	50		50	50		100	0		
Total %	12.5	12.5	25	12.5	12.5	25	50	0	50	

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	**1**	**1**	**2**	0	0	0	**2**
07:15 AM	0	**1**	**1**	0	0	0	**1**	0	**1**	2
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	1	1	1	2	3	0	3	6
% App. Total	0	100		50	50		100	0		
PHF	.000	.250	.250	.250	.250	.250	.750	.000	.750	.750

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City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
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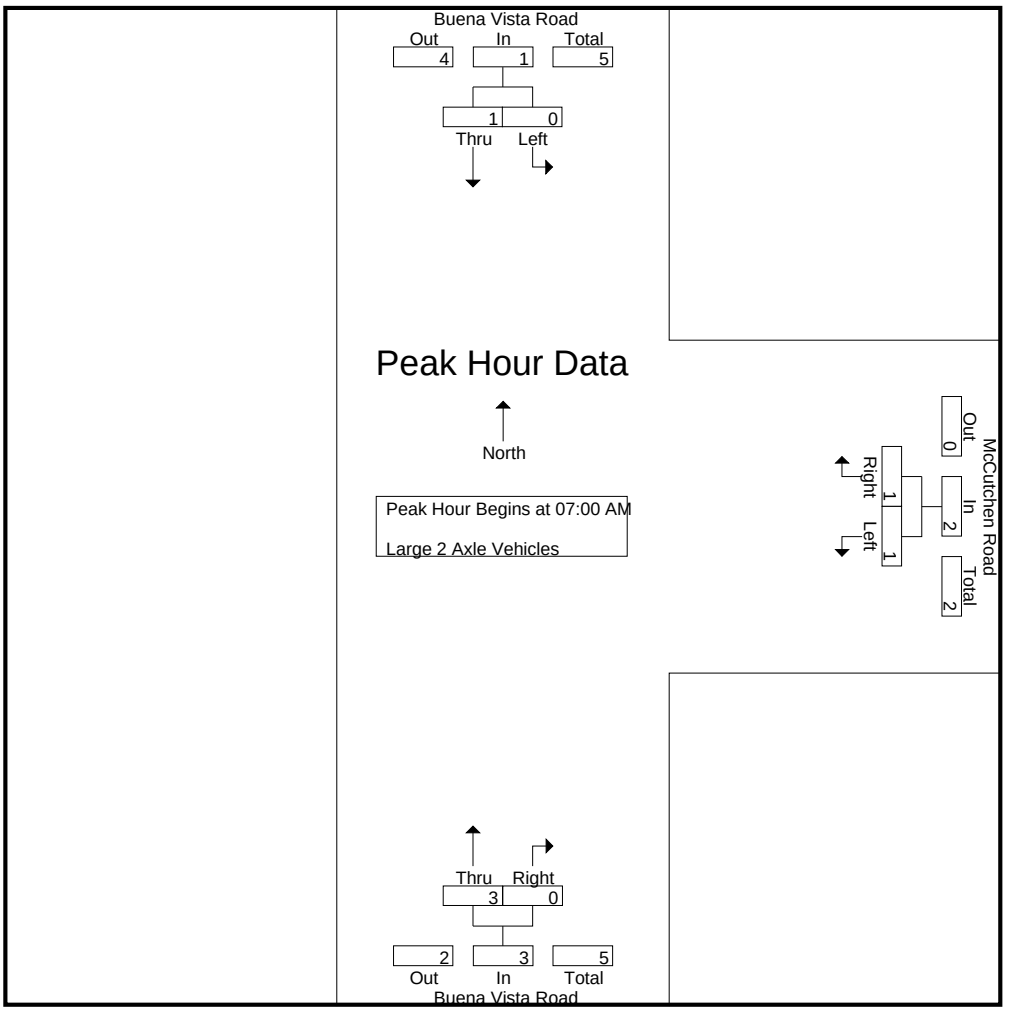

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	**1**	**1**	**2**	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	**1**	0	**1**
+30 mins.	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	1	1	1	1	2	3	0	3
% App. Total	0	100		50	50		100	0	
PHF	.000	.250	.250	.250	.250	.250	.750	.000	.750

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City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
Site Code : 99926138
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Groups Printed- 3 Axle Vehicles

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	0	0	0	0
06:30 AM	2	0	2	0	0	0	0	0	0	2
06:45 AM	0	0	0	0	0	0	0	0	0	0
Total	2	0	2	0	0	0	0	0	0	2
07:00 AM	1	0	1	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	1	1	0	0	0	2
Total	2	1	3	0	1	1	0	0	0	4
Grand Total	4	1	5	0	1	1	0	0	0	6
Apprch %	80	20		0	100		0	0		
Total %	66.7	16.7	83.3	0	16.7	16.7	0	0	0	

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	**1**	0	**1**	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	**1**	1	0	0	0	0	0	0	1
07:45 AM	1	0	1	0	**1**	**1**	0	0	0	**2**
Total Volume	2	1	3	0	1	1	0	0	0	4
% App. Total	66.7	33.3		0	100		0	0		
PHF	.500	.250	.750	.000	.250	.250	.000	.000	.000	.500

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City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
Site Code : 99926138
Start Date : 2/18/2026
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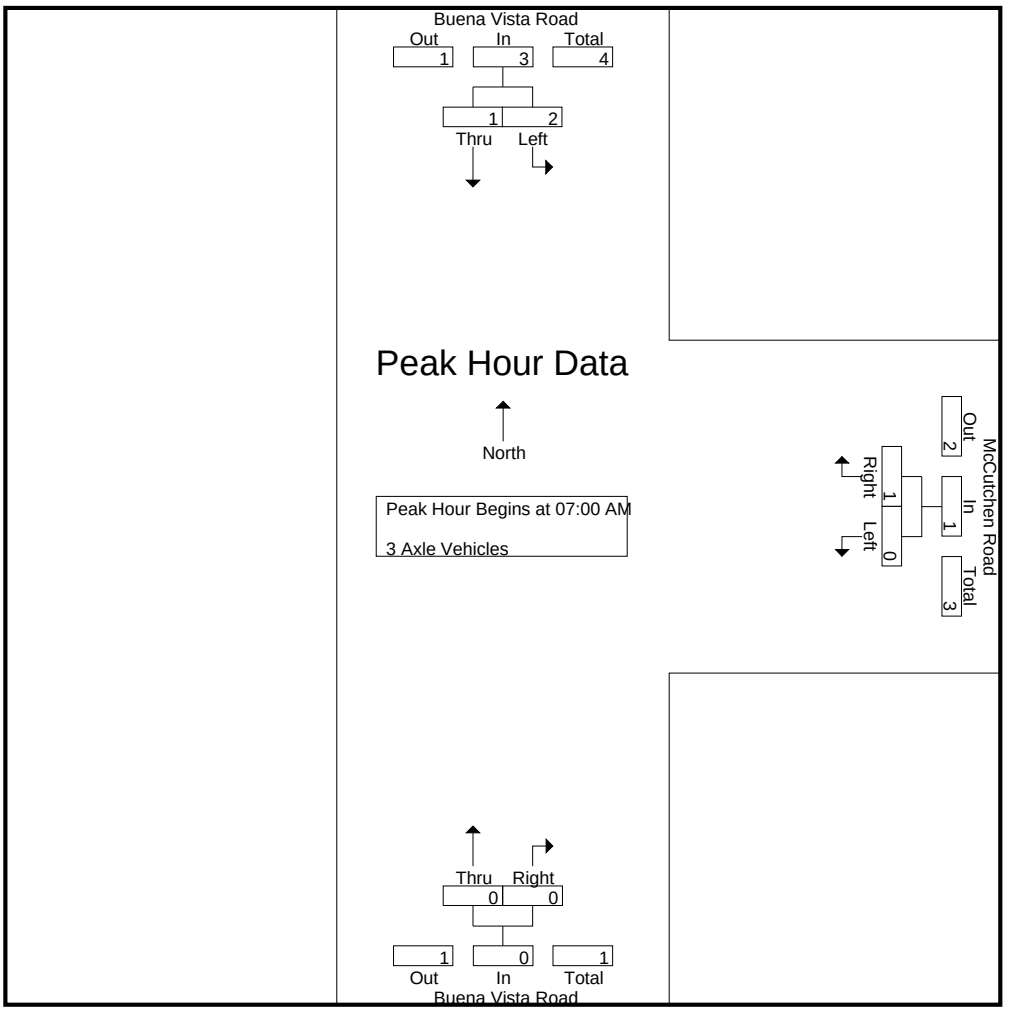

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	**1**	0	**1**	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	**1**	1	0	0	0	0	0	0
+45 mins.	1	0	1	0	**1**	**1**	0	0	0
Total Volume	2	1	3	0	1	1	0	0	0
% App. Total	66.7	33.3		0	100		0	0	
PHF	.500	.250	.750	.000	.250	.250	.000	.000	.000

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City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- 4+ Axle Trucks

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	0	0	0	0	0
06:15 AM	0	0	0	0	0	0	1	0	1	1
06:30 AM	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	2	2	0	0	0	2
Total	0	0	0	0	2	2	1	0	1	3
07:00 AM	0	0	0	0	1	1	4	0	4	5
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	1	0	1	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	0	1	0	2	2	4	0	4	7
Grand Total	1	0	1	0	4	4	5	0	5	10
Apprch %	100	0		0	100		100	0		
Total %	10	0	10	0	40	40	50	0	50	

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:00 AM										
07:00 AM	0	0	0	0	**1**	**1**	**4**	0	**4**	**5**
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	**1**	0	**1**	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	2	2	4	0	4	7
% App. Total	100	0		0	100		100	0		
PHF	.250	.000	.250	.000	.500	.500	.250	.000	.250	.350

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City of Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC AM
Site Code : 99926138
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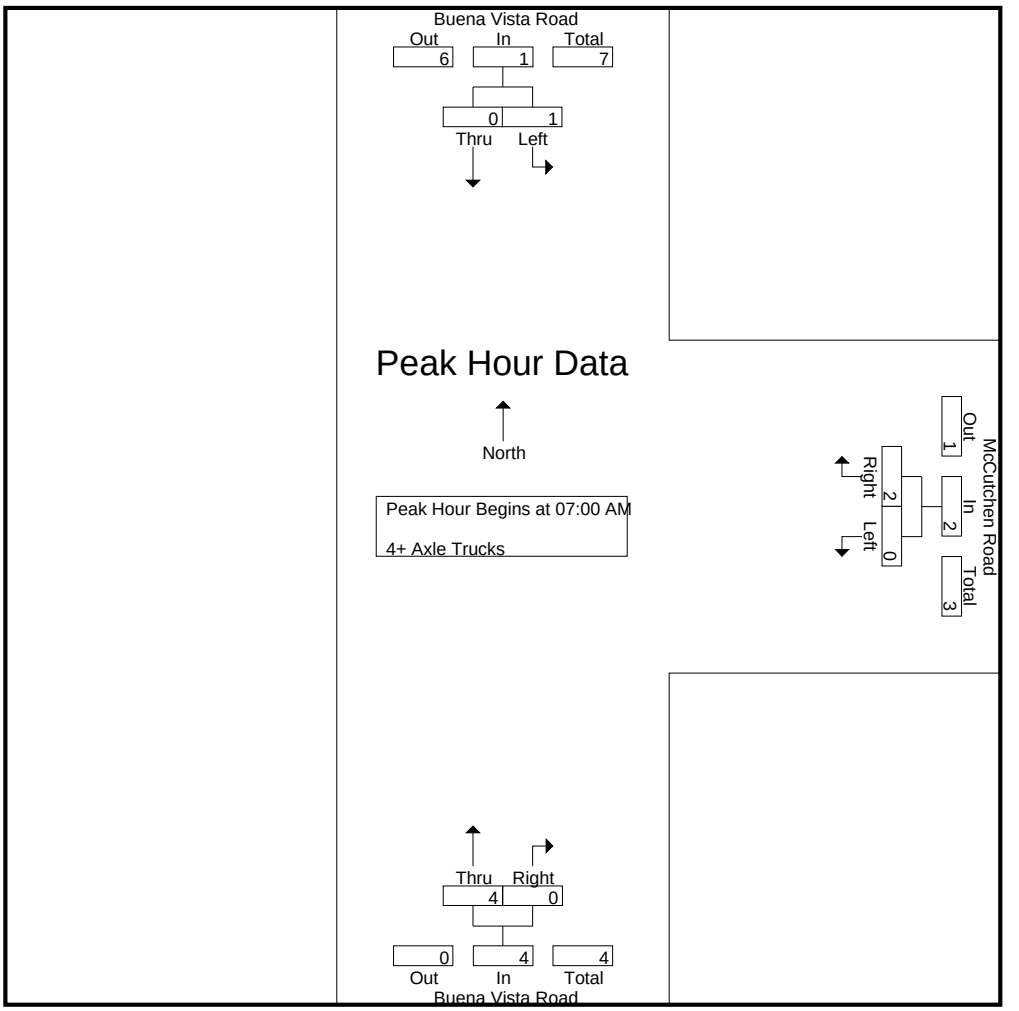

Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM			07:00 AM			07:00 AM		
+0 mins.	0	0	0	0	**1**	**1**	**4**	0	**4**
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	**1**	0	**1**	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	0	1	0	2	2	4	0	4
% App. Total	100	0		0	100		100	0	
PHF	.250	.000	.250	.000	.500	.500	.250	.000	.250

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City of Bakersfield
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E/W: McCutchen Road
Weather: Clear

File Name : 02_BKF_BV_McC PM
Site Code : 99926138
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	23	14	37	3	101	104	27	1	28	169
04:15 PM	18	21	39	1	26	27	31	0	31	97
04:30 PM	10	20	30	0	20	20	29	0	29	79
04:45 PM	15	19	34	1	10	11	22	0	22	67
Total	66	74	140	5	157	162	109	1	110	412
05:00 PM	23	25	48	0	12	12	30	0	30	90
05:15 PM	27	33	60	3	12	15	31	1	32	107
05:30 PM	17	31	48	1	14	15	33	0	33	96
05:45 PM	11	23	34	1	20	21	32	3	35	90
Total	78	112	190	5	58	63	126	4	130	383
Grand Total	144	186	330	10	215	225	235	5	240	795
Apprch %	43.6	56.4		4.4	95.6		97.9	2.1		
Total %	18.1	23.4	41.5	1.3	27	28.3	29.6	0.6	30.2	
Passenger Vehicles	136	181	317	9	209	218	231	5	236	771
% Passenger Vehicles	94.4	97.3	96.1	90	97.2	96.9	98.3	100	98.3	97
Large 2 Axle Vehicles	6	2	8	0	3	3	1	0	1	12
% Large 2 Axle Vehicles	4.2	1.1	2.4	0	1.4	1.3	0.4	0	0.4	1.5
3 Axle Vehicles	0	1	1	1	0	1	2	0	2	4
% 3 Axle Vehicles	0	0.5	0.3	10	0	0.4	0.9	0	0.8	0.5
4+ Axle Trucks	2	2	4	0	3	3	1	0	1	8
% 4+ Axle Trucks	1.4	1.1	1.2	0	1.4	1.3	0.4	0	0.4	1

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**23**	14	37	**3**	**101**	**104**	27	**1**	28	**169**
04:15 PM	18	**21**	**39**	1	26	27	**31**	0	**31**	97
04:30 PM	10	20	30	0	20	20	29	0	29	79
04:45 PM	15	19	34	1	10	11	22	0	22	67
Total Volume	66	74	140	5	157	162	109	1	110	412
% App. Total	47.1	52.9		3.1	96.9		99.1	0.9		
PHF	.717	.881	.897	.417	.389	.389	.879	.250	.887	.609

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File Name : 02_BKF_BV_McC PM
Site Code : 99926138
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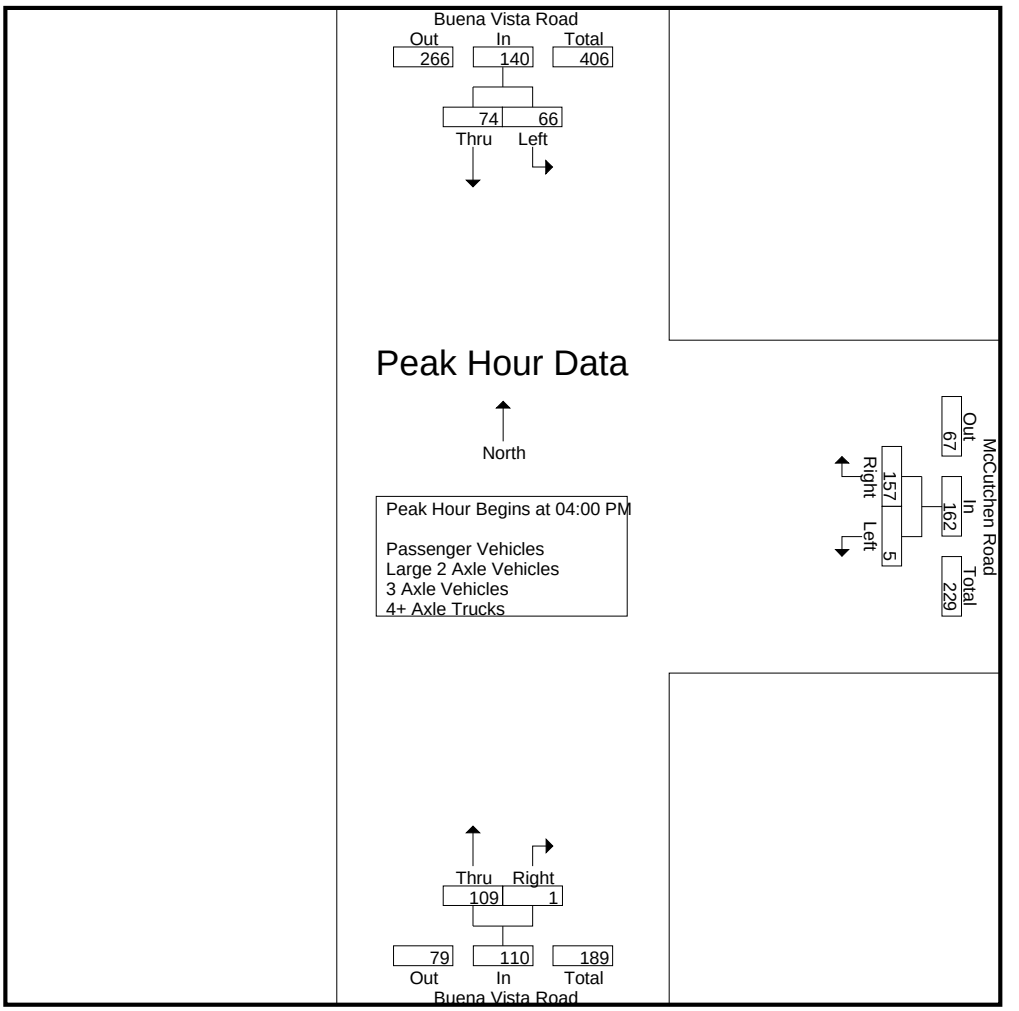

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM			04:00 PM			05:00 PM		
+0 mins.	15	19	34	**3**	**101**	**104**	30	0	30
+15 mins.	23	25	48	1	26	27	31	1	32
+30 mins.	**27**	**33**	**60**	0	20	20	**33**	0	33
+45 mins.	17	31	48	1	10	11	32	**3**	**35**
Total Volume	82	108	190	5	157	162	126	4	130
% App. Total	43.2	56.8		3.1	96.9		96.9	3.1	
PHF	.759	.818	.792	.417	.389	.389	.955	.333	.929

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File Name : 02_BKF_BV_McC PM
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Groups Printed- Passenger Vehicles

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	19	13	32	3	99	102	27	1	28	162
04:15 PM	16	19	35	1	23	24	31	0	31	90
04:30 PM	9	20	29	0	19	19	28	0	28	76
04:45 PM	15	18	33	1	10	11	22	0	22	66
Total	59	70	129	5	151	156	108	1	109	394
05:00 PM	23	25	48	0	12	12	30	0	30	90
05:15 PM	27	32	59	2	12	14	29	1	30	103
05:30 PM	17	31	48	1	14	15	33	0	33	96
05:45 PM	10	23	33	1	20	21	31	3	34	88
Total	77	111	188	4	58	62	123	4	127	377
Grand Total	136	181	317	9	209	218	231	5	236	771
Apprch %	42.9	57.1		4.1	95.9		97.9	2.1		
Total %	17.6	23.5	41.1	1.2	27.1	28.3	30	0.6	30.6	

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**19**	13	32	**3**	**99**	**102**	27	**1**	28	**162**
04:15 PM	16	19	**35**	1	23	24	**31**	0	**31**	90
04:30 PM	9	**20**	29	0	19	19	28	0	28	76
04:45 PM	15	18	33	1	10	11	22	0	22	66
Total Volume	59	70	129	5	151	156	108	1	109	394
% App. Total	45.7	54.3		3.2	96.8		99.1	0.9		
PHF	.776	.875	.921	.417	.381	.382	.871	.250	.879	.608

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File Name : 02_BKF_BV_McC PM
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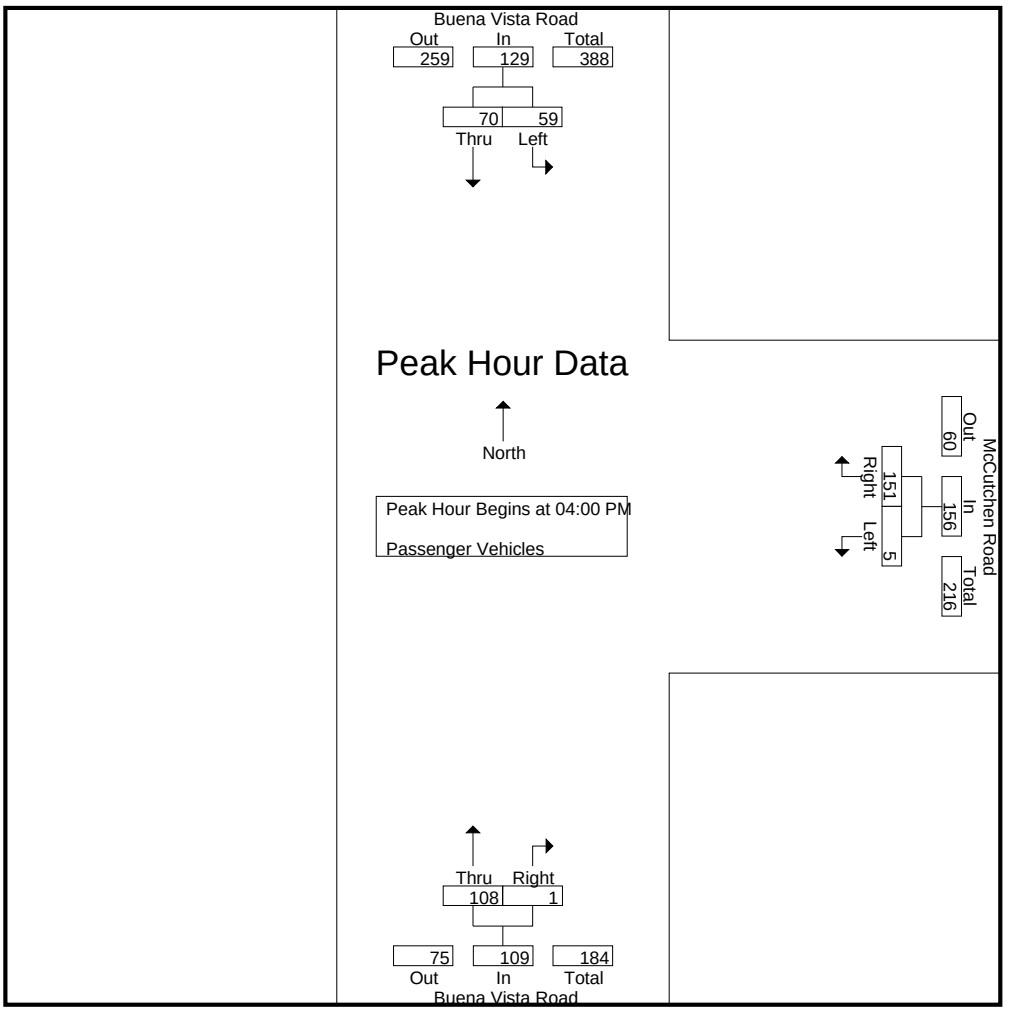

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**19**	13	32	**3**	**99**	**102**	27	**1**	28
+15 mins.	16	19	**35**	1	23	24	**31**	0	**31**
+30 mins.	9	**20**	29	0	19	19	28	0	28
+45 mins.	15	18	33	1	10	11	22	0	22
Total Volume	59	70	129	5	151	156	108	1	109
% App. Total	45.7	54.3		3.2	96.8		99.1	0.9	
PHF	.776	.875	.921	.417	.381	.382	.871	.250	.879

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Groups Printed- Large 2 Axle Vehicles

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	4	0	4	0	1	1	0	0	0	5
04:15 PM	2	1	3	0	2	2	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total	6	2	8	0	3	3	0	0	0	11
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
Grand Total	6	2	8	0	3	3	1	0	1	12
Apprch %	75	25		0	100		100	0		
Total %	50	16.7	66.7	0	25	25	8.3	0	8.3	

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	**4**	0	**4**	0	1	1	0	0	0	**5**
04:15 PM	2	**1**	3	0	**2**	**2**	0	0	0	5
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	1	1	0	0	0	0	0	0	1
Total Volume	6	2	8	0	3	3	0	0	0	11
% App. Total	75	25		0	100		0	0		
PHF	.375	.500	.500	.000	.375	.375	.000	.000	.000	.550

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File Name : 02_BKF_BV_McC PM
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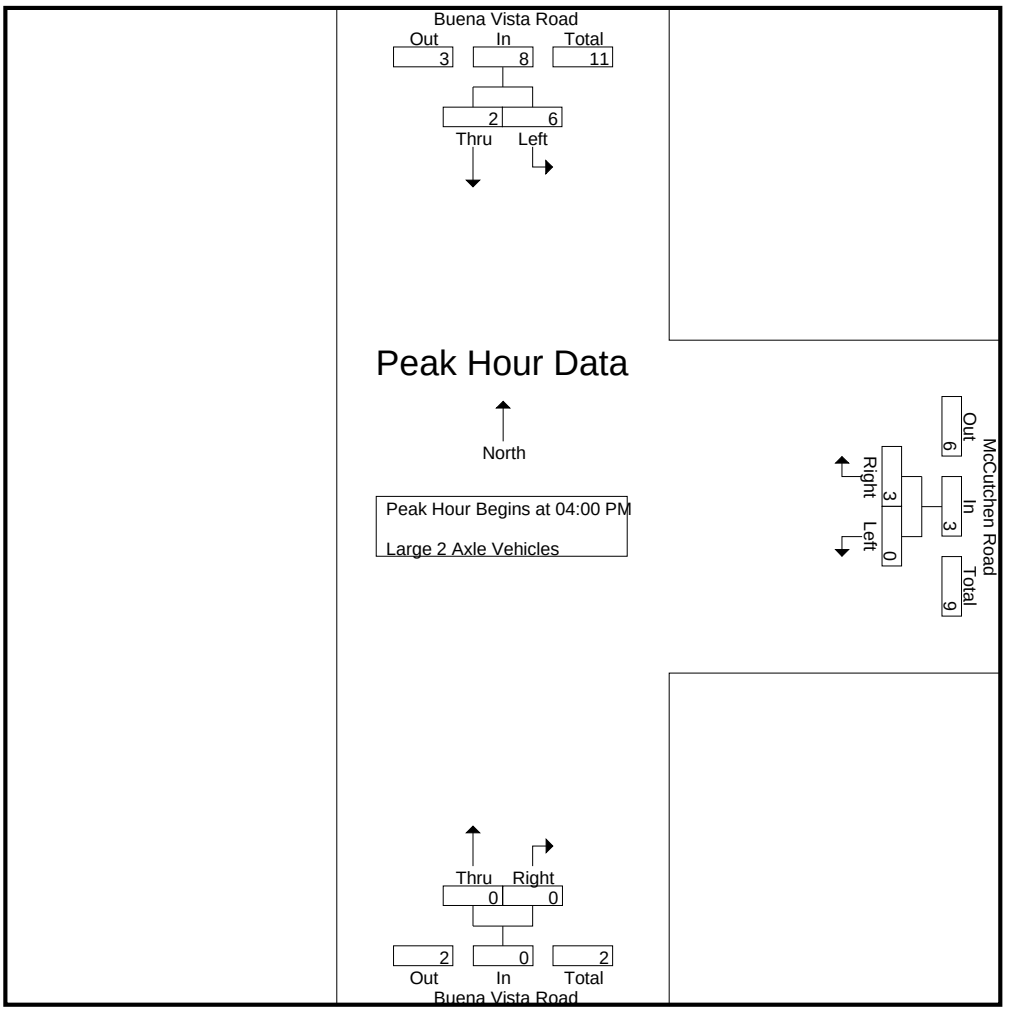

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	**4**	0	**4**	0	1	1	0	0	0
+15 mins.	2	**1**	3	0	**2**	**2**	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	1	1	0	0	0	0	0	0
Total Volume	6	2	8	0	3	3	0	0	0
% App. Total	75	25		0	100		0	0	
PHF	.375	.500	.500	.000	.375	.375	.000	.000	.000

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N/S: Buena Vista Road
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Weather: Clear

File Name : 02_BKF_BV_McC PM
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Groups Printed- 3 Axle Vehicles

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	1	1	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	1	0	1	1	0	1	2
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1	0	1	1	0	1	2
Grand Total	0	1	1	1	0	1	2	0	2	4
Apprch %	0	100		100	0		100	0		
Total %	0	25	25	25	0	25	50	0	50	

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	**1**	**1**	0	0	0	0	0	0	**1**
04:30 PM	0	0	0	0	0	0	**1**	0	**1**	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.500

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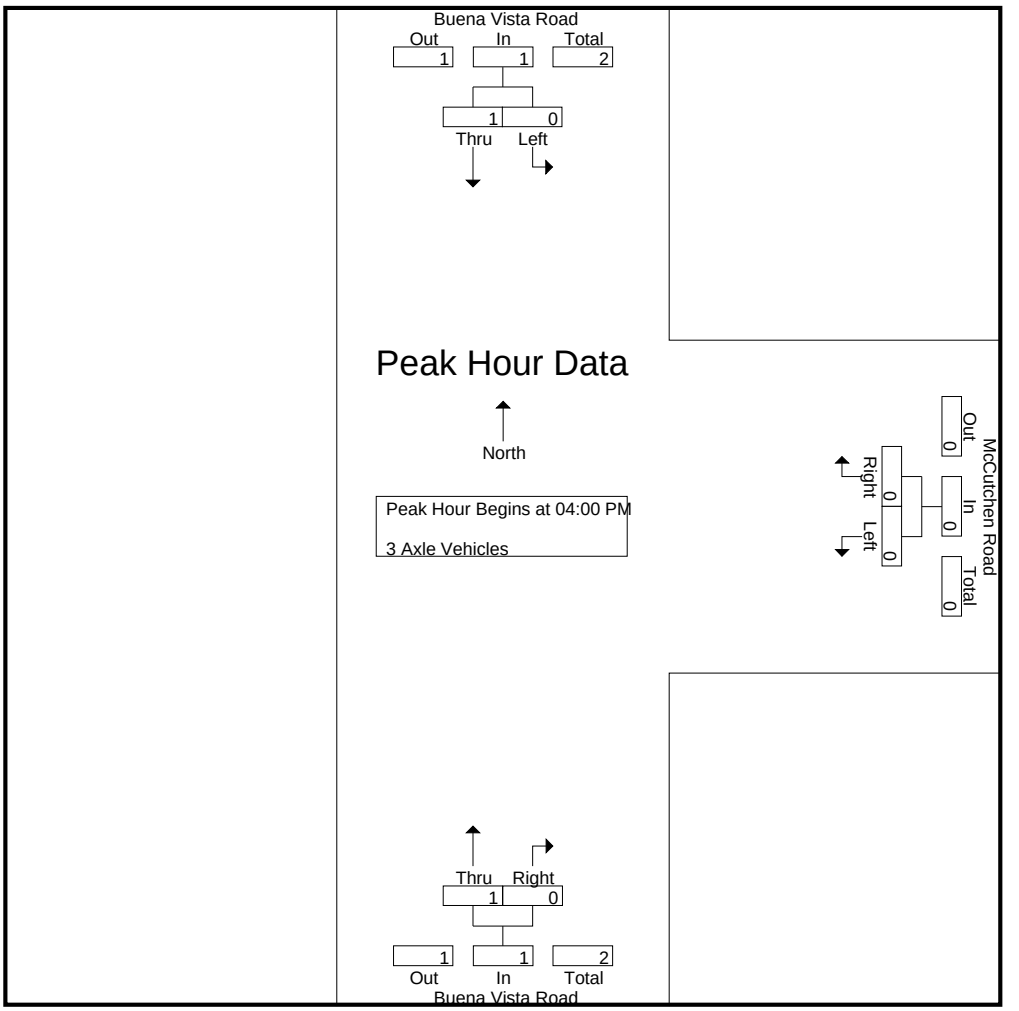

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	**1**	**1**	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250

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File Name : 02_BKF_BV_McC PM
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Groups Printed- 4+ Axle Trucks

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
04:00 PM	0	1	1	0	1	1	0	0	0	2
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	1	0	1	0	1	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	3	3	0	0	0	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	1	0	1	0	0	0	1	0	1	2
Total	1	1	2	0	0	0	1	0	1	3
Grand Total	2	2	4	0	3	3	1	0	1	8
Apprch %	50	50		0	100		100	0		
Total %	25	25	50	0	37.5	37.5	12.5	0	12.5	

	Buena Vista Road Southbound			McCutchen Road Westbound			Buena Vista Road Northbound			
Start Time	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 04:00 PM										
04:00 PM	0	**1**	**1**	0	**1**	**1**	0	0	0	**2**
04:15 PM	0	0	0	0	1	1	0	0	0	1
04:30 PM	**1**	0	1	0	1	1	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	0	3	3	0	0	0	5
% App. Total	50	50		0	100		0	0		
PHF	.250	.250	.500	.000	.750	.750	.000	.000	.000	.625

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City of Bakersfield
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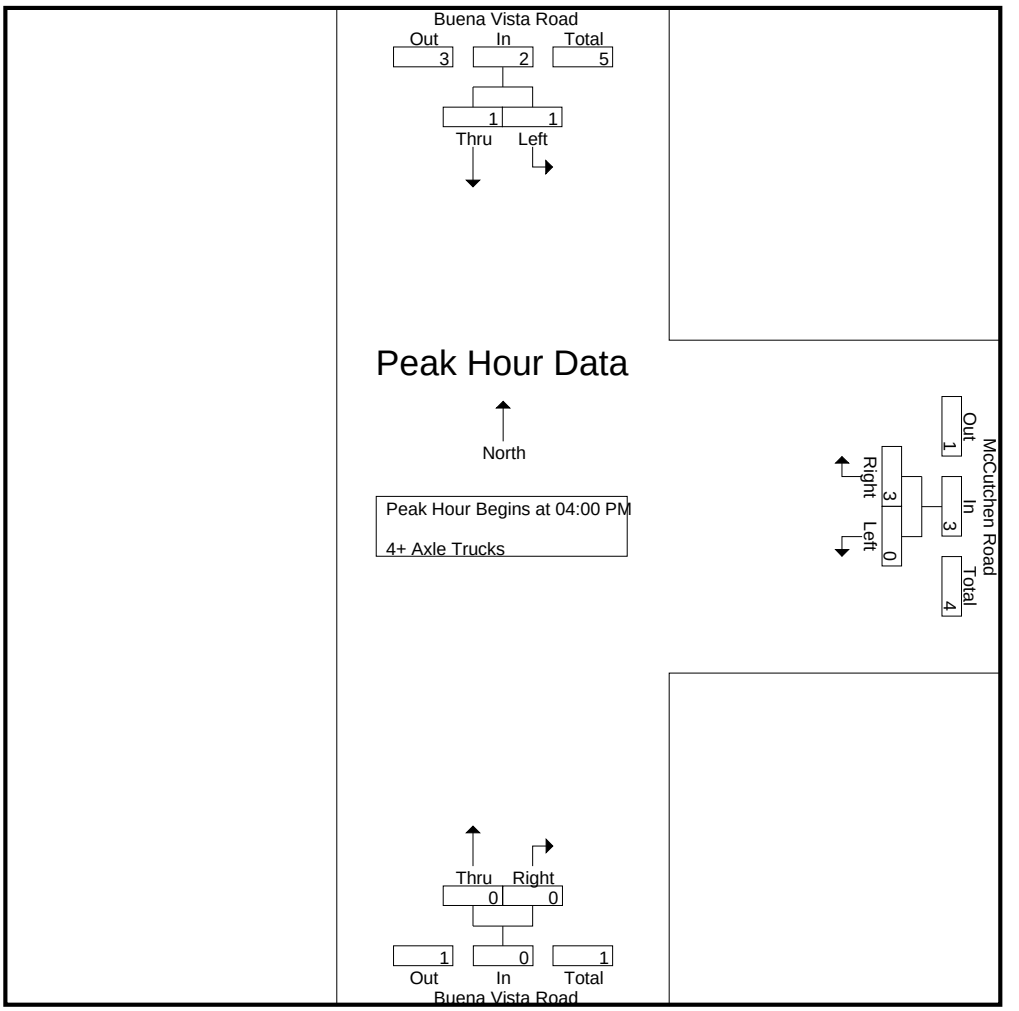

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	**1**	**1**	0	**1**	**1**	0	0	0
+15 mins.	0	0	0	0	1	1	0	0	0
+30 mins.	**1**	0	1	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	1	1	2	0	3	3	0	0	0
% App. Total	50	50		0	100		0	0	
PHF	.250	.250	.500	.000	.750	.750	.000	.000	.000

Location: Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road

Date: 2/18/2026
Day: Wednesday

PEDESTRIANS

	North Leg Buena Vista Road Pedestrians	East Leg McCutchen Road Pedestrians	South Leg Buena Vista Road Pedestrians	West Leg Dead End Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Buena Vista Road Pedestrians	East Leg McCutchen Road Pedestrians	South Leg Buena Vista Road Pedestrians	West Leg Dead End Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	2	0	0	0	2
TOTAL VOLUMES:	2	0	0	0	2

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Location: Bakersfield
N/S: Buena Vista Road
E/W: McCutchen Road

Date: 2/18/2026
Day: Wednesday

BICYCLES

	Southbound Buena Vista Road			Westbound McCutchen Road			Northbound Buena Vista Road			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Buena Vista Road			Westbound McCutchen Road			Northbound Buena Vista Road			Eastbound Dead End			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	17	0	7	24	1	48	3	52	0	0	0	0	3	19	0	22	98
06:15 AM	18	0	8	26	2	53	8	63	0	0	1	1	2	24	1	27	117
06:30 AM	15	0	8	23	3	62	18	83	0	0	0	0	2	23	2	27	133
06:45 AM	20	0	4	24	6	45	14	65	0	0	0	0	1	21	0	22	111
Total	70	0	27	97	12	208	43	263	0	0	1	1	8	87	3	98	459
07:00 AM	24	0	7	31	0	41	15	56	0	0	1	1	3	27	0	30	118
07:15 AM	33	1	4	38	1	46	7	54	1	0	0	1	2	26	1	29	122
07:30 AM	21	1	5	27	3	36	22	61	1	0	1	2	1	30	1	32	122
07:45 AM	26	0	2	28	0	31	26	57	0	1	1	2	5	18	1	24	111
Total	104	2	18	124	4	154	70	228	2	1	3	6	11	101	3	115	473
Grand Total	174	2	45	221	16	362	113	491	2	1	4	7	19	188	6	213	932
Apprch %	78.7	0.9	20.4		3.3	73.7	23		28.6	14.3	57.1		8.9	88.3	2.8		
Total %	18.7	0.2	4.8	23.7	1.7	38.8	12.1	52.7	0.2	0.1	0.4	0.8	2	20.2	0.6	22.9	
Passenger Vehicles	170	2	45	217	12	309	106	427	2	1	1	4	17	161	3	181	829
% Passenger Vehicles	97.7	100	100	98.2	75	85.4	93.8	87	100	100	25	57.1	89.5	85.6	50	85	88.9
Large 2 Axle Vehicles	2	0	0	2	2	23	5	30	0	0	1	1	2	9	1	12	45
% Large 2 Axle Vehicles	1.1	0	0	0.9	12.5	6.4	4.4	6.1	0	0	25	14.3	10.5	4.8	16.7	5.6	4.8
3 Axle Vehicles	1	0	0	1	1	2	1	4	0	0	1	1	0	0	0	0	6
% 3 Axle Vehicles	0.6	0	0	0.5	6.2	0.6	0.9	0.8	0	0	25	14.3	0	0	0	0	0.6
4+ Axle Trucks	1	0	0	1	1	28	1	30	0	0	1	1	0	18	2	20	52
% 4+ Axle Trucks	0.6	0	0	0.5	6.2	7.7	0.9	6.1	0	0	25	14.3	0	9.6	33.3	9.4	5.6

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	15	0	**8**	23	3	**62**	**18**	**83**	0	0	0	0	2	23	**2**	27	**133**
06:45 AM	20	0	4	24	**6**	45	14	65	0	0	0	0	1	21	0	22	111
07:00 AM	24	0	7	31	0	41	15	56	0	0	**1**	**1**	**3**	**27**	0	**30**	118
07:15 AM	**33**	**1**	4	**38**	1	46	7	54	**1**	0	0	1	2	26	1	29	122
Total Volume	92	1	23	116	10	194	54	258	1	0	1	2	8	97	3	108	484
% App. Total	79.3	0.9	19.8		3.9	75.2	20.9		50	0	50		7.4	89.8	2.8		
PHF	.697	.250	.719	.763	.417	.782	.750	.777	.250	.000	.250	.500	.667	.898	.375	.900	.910

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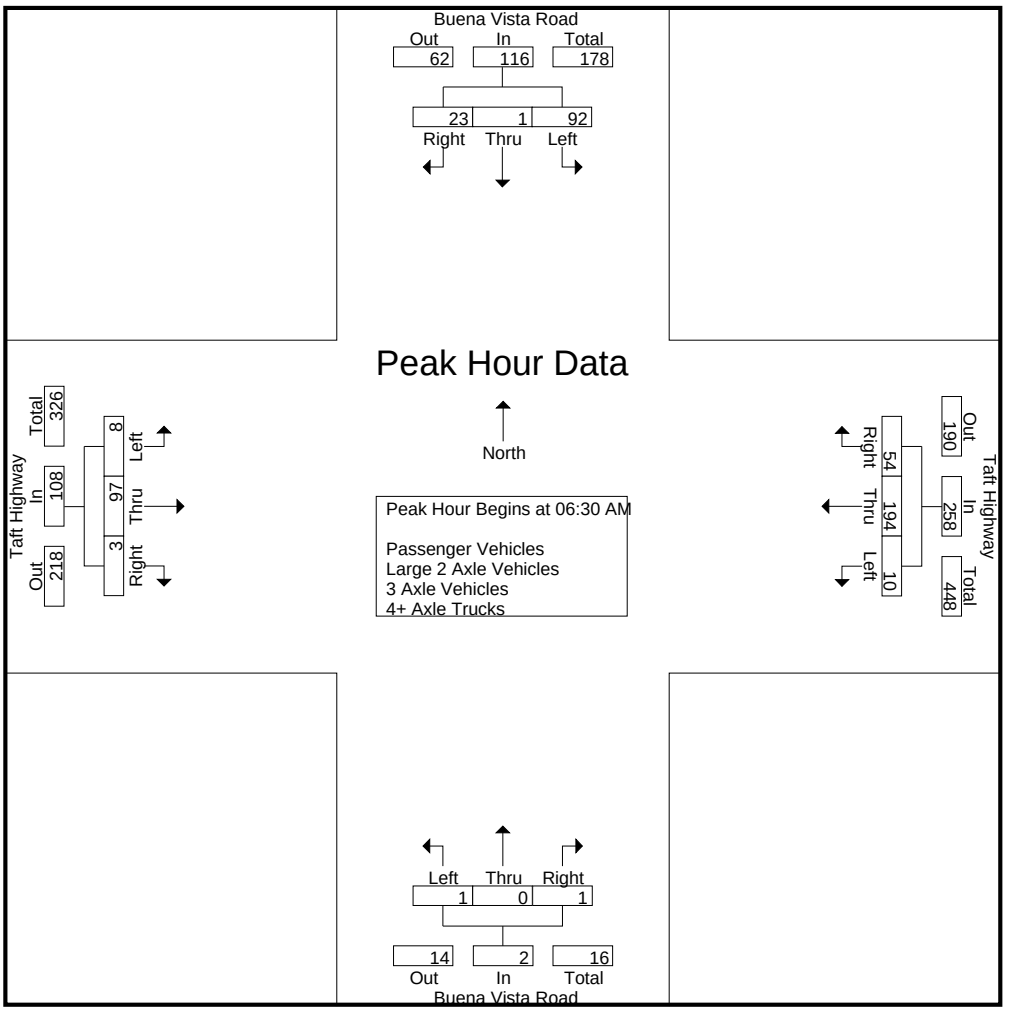
City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 2



Peak Hour Analysis From 06:00 AM to 07:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:00 AM				06:15 AM				07:00 AM				07:00 AM			
+0 mins.	24	0	**7**	31	2	53	8	63	0	0	**1**	1	3	27	0	30
+15 mins.	**33**	**1**	4	**38**	3	**62**	**18**	**83**	**1**	0	0	1	2	26	**1**	29
+30 mins.	21	1	5	27	**6**	45	14	65	1	0	1	**2**	1	**30**	1	**32**
+45 mins.	26	0	2	28	0	41	15	56	0	**1**	1	2	**5**	18	1	24
Total Volume	104	2	18	124	11	201	55	267	2	1	3	6	11	101	3	115
% App. Total	83.9	1.6	14.5		4.1	75.3	20.6		33.3	16.7	50		9.6	87.8	2.6	
PHF	.788	.500	.643	.816	.458	.810	.764	.804	.500	.250	.750	.750	.550	.842	.750	.898

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Passenger Vehicles

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	16	0	7	23	0	41	3	44	0	0	0	0	2	14	0	16	83
06:15 AM	18	0	8	26	1	47	7	55	0	0	0	0	2	20	0	22	103
06:30 AM	15	0	8	23	3	56	18	77	0	0	0	0	2	23	2	27	127
06:45 AM	20	0	4	24	5	38	13	56	0	0	0	0	1	17	0	18	98
Total	69	0	27	96	9	182	41	232	0	0	0	0	7	74	2	83	411
07:00 AM	23	0	7	30	0	34	13	47	0	0	0	0	3	26	0	29	106
07:15 AM	32	1	4	37	1	40	6	47	1	0	0	1	2	20	1	23	108
07:30 AM	20	1	5	26	2	29	21	52	1	0	0	1	1	26	0	27	106
07:45 AM	26	0	2	28	0	24	25	49	0	1	1	2	4	15	0	19	98
Total	101	2	18	121	3	127	65	195	2	1	1	4	10	87	1	98	418
Grand Total	170	2	45	217	12	309	106	427	2	1	1	4	17	161	3	181	829
Apprch %	78.3	0.9	20.7		2.8	72.4	24.8		50	25	25		9.4	89	1.7		
Total %	20.5	0.2	5.4	26.2	1.4	37.3	12.8	51.5	0.2	0.1	0.1	0.5	2.1	19.4	0.4	21.8	

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	15	0	**8**	23	3	**56**	**18**	**77**	0	0	0	0	2	23	**2**	27	**127**
06:45 AM	20	0	4	24	**5**	38	13	56	0	0	0	0	1	17	0	18	98
07:00 AM	23	0	7	30	0	34	13	47	0	0	0	0	**3**	**26**	0	**29**	106
07:15 AM	**32**	**1**	4	**37**	1	40	6	47	**1**	0	0	**1**	2	20	1	23	108
Total Volume	90	1	23	114	9	168	50	227	1	0	0	1	8	86	3	97	439
% App. Total	78.9	0.9	20.2		4	74	22		100	0	0		8.2	88.7	3.1		
PHF	.703	.250	.719	.770	.450	.750	.694	.737	.250	.000	.000	.250	.667	.827	.375	.836	.864

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft AM
Site Code : 99926138
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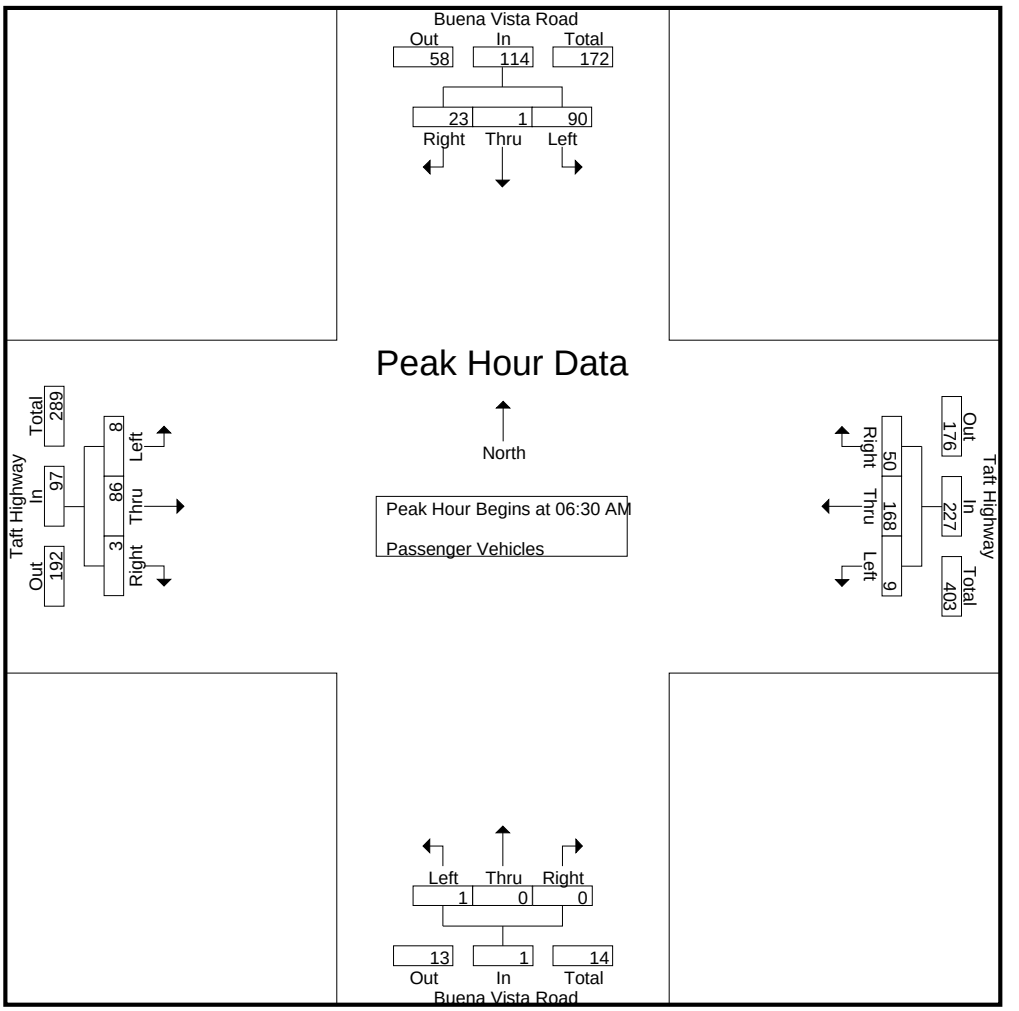

Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	15	0	**8**	23	3	**56**	**18**	**77**	0	0	0	0	2	23	**2**	27
+15 mins.	20	0	4	24	**5**	38	13	56	0	0	0	0	1	17	0	18
+30 mins.	23	0	7	30	0	34	13	47	0	0	0	0	**3**	**26**	0	**29**
+45 mins.	**32**	**1**	4	**37**	1	40	6	47	**1**	0	0	**1**	2	20	1	23
Total Volume	90	1	23	114	9	168	50	227	1	0	0	1	8	86	3	97
% App. Total	78.9	0.9	20.2		4	74	22		100	0	0		8.2	88.7	3.1	
PHF	.703	.250	.719	.770	.450	.750	.694	.737	.250	.000	.000	.250	.667	.827	.375	.836

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	1	0	0	1	0	3	0	3	0	0	0	0	1	2	0	3	7
06:15 AM	0	0	0	0	1	4	1	6	0	0	0	0	0	0	0	0	6
06:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
06:45 AM	0	0	0	0	1	5	1	7	0	0	0	0	0	1	0	1	8
Total	1	0	0	1	2	15	2	19	0	0	0	0	1	3	0	4	24
07:00 AM	0	0	0	0	0	2	2	4	0	0	1	1	0	0	0	0	5
07:15 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2	0	2	4
07:30 AM	0	0	0	0	0	2	1	3	0	0	0	0	0	2	1	3	6
07:45 AM	0	0	0	0	0	3	0	3	0	0	0	0	1	2	0	3	6
Total	1	0	0	1	0	8	3	11	0	0	1	1	1	6	1	8	21
Grand Total	2	0	0	2	2	23	5	30	0	0	1	1	2	9	1	12	45
Apprch %	100	0	0		6.7	76.7	16.7		0	0	100		16.7	75	8.3		
Total %	4.4	0	0	4.4	4.4	51.1	11.1	66.7	0	0	2.2	2.2	4.4	20	2.2	26.7	

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
06:45 AM	0	0	0	0	**1**	**5**	1	**7**	0	0	0	0	0	1	0	1	**8**
07:00 AM	0	0	0	0	0	2	**2**	4	0	0	**1**	**1**	0	0	0	0	5
07:15 AM	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	**2**	0	**2**	4
Total Volume	1	0	0	1	1	11	3	15	0	0	1	1	0	3	0	3	20
% App. Total	100	0	0		6.7	73.3	20		0	0	100		0	100	0		
PHF	.250	.000	.000	.250	.250	.550	.375	.536	.000	.000	.250	.250	.000	.375	.000	.375	.625

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft AM
Site Code : 99926138
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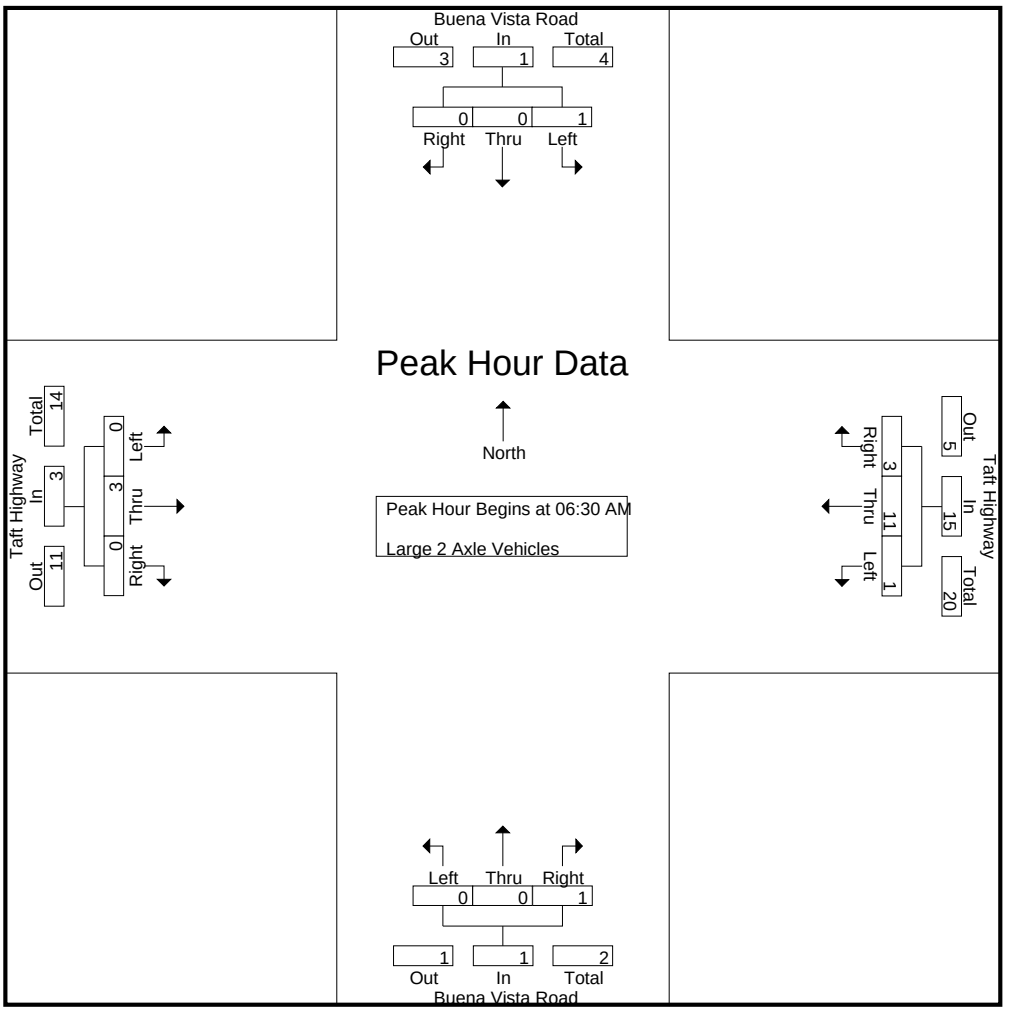

Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	**1**	**5**	1	**7**	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	0	2	**2**	4	0	0	**1**	**1**	0	0	0	0
+45 mins.	**1**	0	0	**1**	0	1	0	1	0	0	0	0	0	**2**	0	**2**
Total Volume	1	0	0	1	1	11	3	15	0	0	1	1	0	3	0	3
% App. Total	100	0	0		6.7	73.3	20		0	0	100		0	100	0	
PHF	.250	.000	.000	.250	.250	.550	.375	.536	.000	.000	.250	.250	.000	.375	.000	.375

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft AM
Site Code : 99926138
Start Date : 2/18/2026
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Groups Printed- 3 Axle Vehicles

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
06:15 AM	0	0	0	0	0	1	0	1	0	0	1	1	0	0	0	0	2
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	0	0	1	0	1	1	2	0	0	0	0	0	0	0	0	3
Grand Total	1	0	0	1	1	2	1	4	0	0	1	1	0	0	0	0	6
Apprch %	100	0	0		25	50	25		0	0	100		0	0	0		
Total %	16.7	0	0	16.7	16.7	33.3	16.7	66.7	0	0	16.7	16.7	0	0	0	0	

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0	**1**
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000	.250

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft AM
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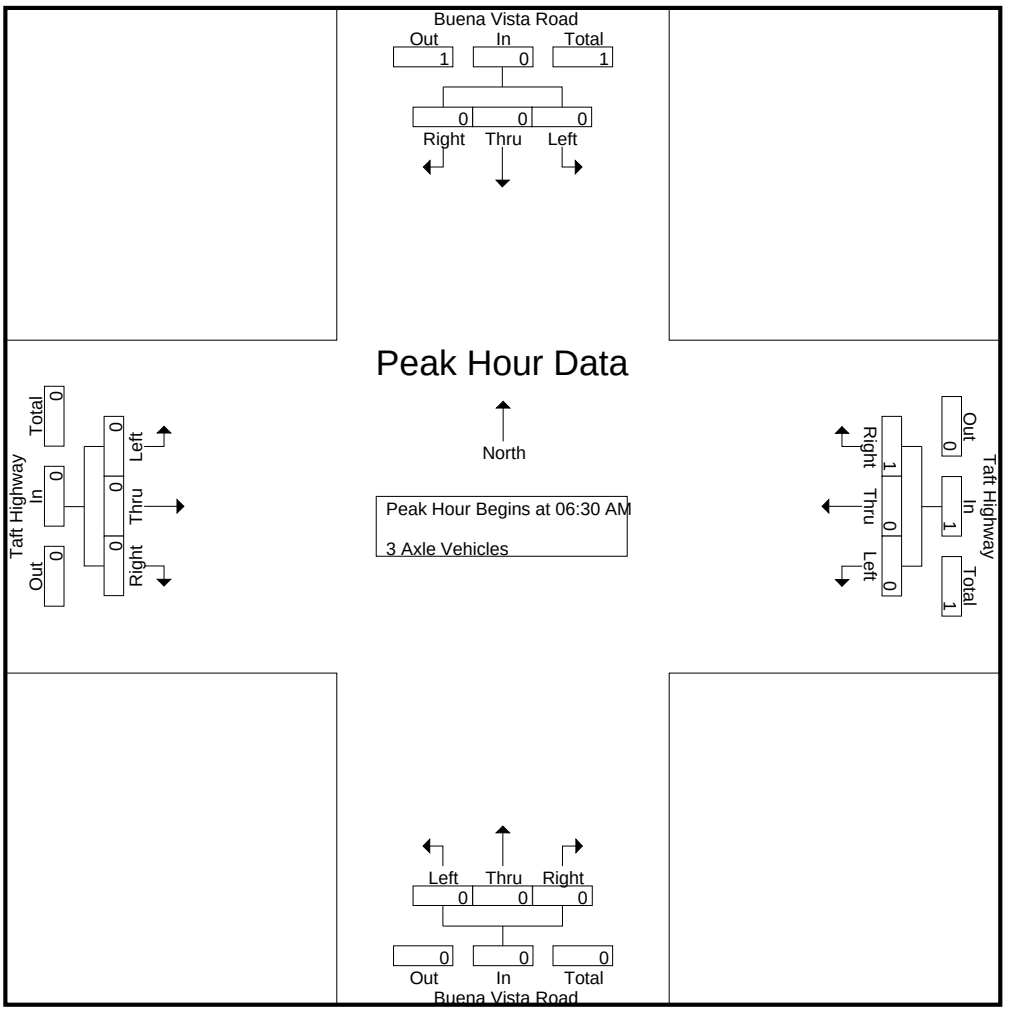

Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	100		0	0	0		0	0	0	
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.000	.000	.000	.000	.000	.000	.000

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- 4+ Axle Trucks

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
06:00 AM	0	0	0	0	0	4	0	4	0	0	0	0	0	3	0	3	7
06:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	4	1	5	6
06:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
06:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	0	10	0	10	0	0	0	0	0	10	1	11	21
07:00 AM	1	0	0	1	0	5	0	5	0	0	0	0	0	1	0	1	7
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	4	0	4	9
07:30 AM	0	0	0	0	1	4	0	5	0	0	1	1	0	2	0	2	8
07:45 AM	0	0	0	0	0	4	1	5	0	0	0	0	0	1	1	2	7
Total	1	0	0	1	1	18	1	20	0	0	1	1	0	8	1	9	31
Grand Total	1	0	0	1	1	28	1	30	0	0	1	1	0	18	2	20	52
Apprch %	100	0	0		3.3	93.3	3.3		0	0	100		0	90	10		
Total %	1.9	0	0	1.9	1.9	53.8	1.9	57.7	0	0	1.9	1.9	0	34.6	3.8	38.5	

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 06:30 AM																	
06:30 AM	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0	3
06:45 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
07:00 AM	**1**	0	0	**1**	0	**5**	0	**5**	0	0	0	0	0	1	0	1	7
07:15 AM	0	0	0	0	0	5	0	5	0	0	0	0	0	**4**	0	**4**	**9**
Total Volume	1	0	0	1	0	15	0	15	0	0	0	0	0	8	0	8	24
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500	.667

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City of Bakersfield
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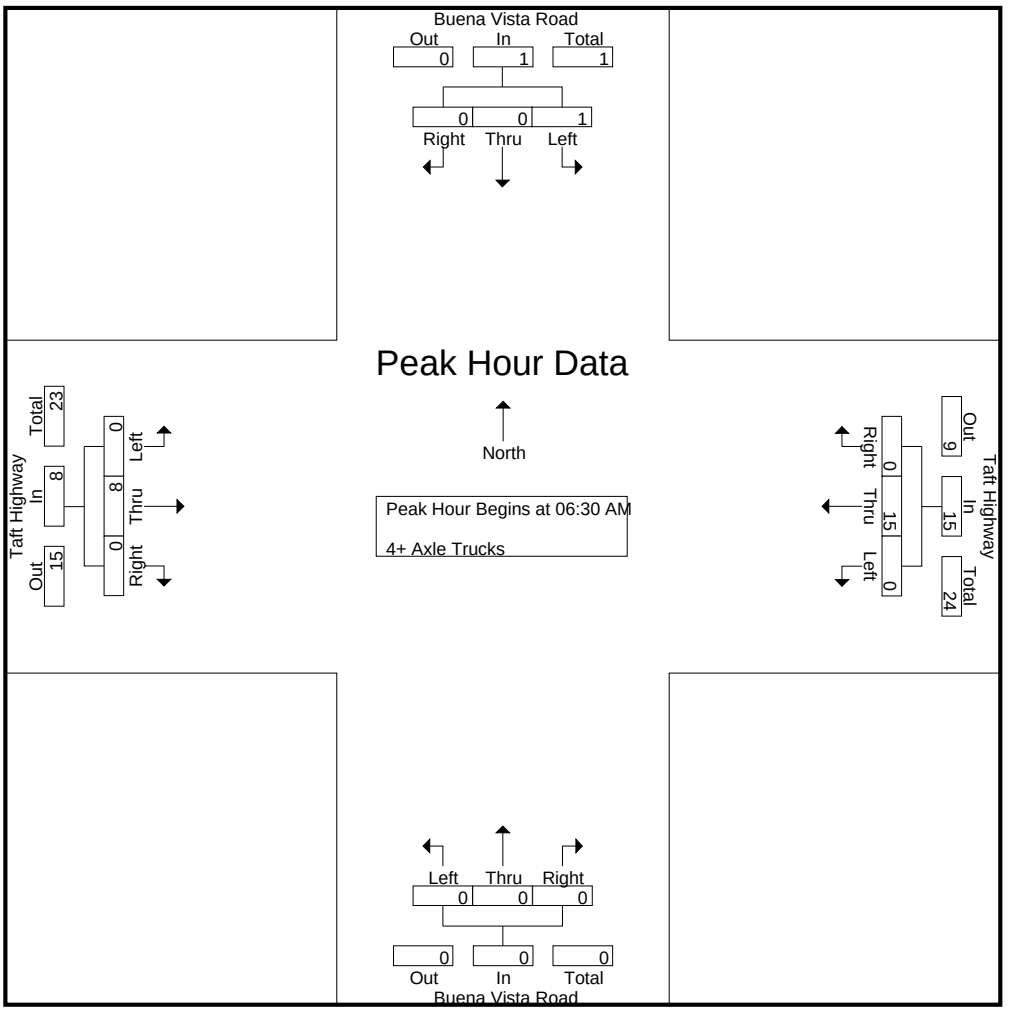
Weather: Clear

File Name : 03_BKF_BV_Taft AM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 2



Peak Hour Analysis From 06:30 AM to 07:15 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	06:30 AM				06:30 AM				06:30 AM				06:30 AM			
+0 mins.	0	0	0	0	0	3	0	3	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+30 mins.	**1**	0	0	**1**	0	**5**	0	**5**	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	5	0	5	0	0	0	0	0	**4**	0	**4**
Total Volume	1	0	0	1	0	15	0	15	0	0	0	0	0	8	0	8
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0	
PHF	.250	.000	.000	.250	.000	.750	.000	.750	.000	.000	.000	.000	.000	.500	.000	.500

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City of Bakersfield
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Weather: Clear

File Name : 03_BKF_BV_Taft PM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	10	1	2	13	0	32	21	53	0	0	5	5	8	62	3	73	144
04:15 PM	22	0	6	28	2	46	18	66	0	2	2	4	10	79	0	89	187
04:30 PM	9	1	5	15	0	29	25	54	0	0	7	7	3	48	0	51	127
04:45 PM	13	0	10	23	1	46	21	68	0	0	4	4	4	77	0	81	176
Total	54	2	23	79	3	153	85	241	0	2	18	20	25	266	3	294	634
05:00 PM	9	0	11	20	1	34	27	62	0	0	3	3	1	59	0	60	145
05:15 PM	31	0	7	38	0	36	22	58	0	1	1	2	8	67	1	76	174
05:30 PM	26	1	3	30	0	28	30	58	1	1	0	2	3	69	0	72	162
05:45 PM	25	1	3	29	5	35	28	68	0	1	1	2	3	44	0	47	146
Total	91	2	24	117	6	133	107	246	1	3	5	9	15	239	1	255	627
Grand Total	145	4	47	196	9	286	192	487	1	5	23	29	40	505	4	549	1261
Apprch %	74	2	24		1.8	58.7	39.4		3.4	17.2	79.3		7.3	92	0.7		
Total %	11.5	0.3	3.7	15.5	0.7	22.7	15.2	38.6	0.1	0.4	1.8	2.3	3.2	40	0.3	43.5	
Passenger Vehicles	140	4	45	189	7	265	189	461	1	4	20	25	40	452	4	496	1171
% Passenger Vehicles	96.6	100	95.7	96.4	77.8	92.7	98.4	94.7	100	80	87	86.2	100	89.5	100	90.3	92.9
Large 2 Axle Vehicles	4	0	2	6	1	5	2	8	0	1	1	2	0	21	0	21	37
% Large 2 Axle Vehicles	2.8	0	4.3	3.1	11.1	1.7	1	1.6	0	20	4.3	6.9	0	4.2	0	3.8	2.9
3 Axle Vehicles	0	0	0	0	0	2	1	3	0	0	0	0	0	4	0	4	7
% 3 Axle Vehicles	0	0	0	0	0	0.7	0.5	0.6	0	0	0	0	0	0.8	0	0.7	0.6
4+ Axle Trucks	1	0	0	1	1	14	0	15	0	0	2	2	0	28	0	28	46
% 4+ Axle Trucks	0.7	0	0	0.5	11.1	4.9	0	3.1	0	0	8.7	6.9	0	5.5	0	5.1	3.6

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	13	0	10	23	**1**	**46**	21	**68**	0	0	**4**	**4**	4	**77**	0	**81**	**176**
05:00 PM	9	0	**11**	20	1	34	27	62	0	0	3	3	1	59	0	60	145
05:15 PM	**31**	0	7	**38**	0	36	22	58	0	**1**	1	2	**8**	67	**1**	76	174
05:30 PM	26	**1**	3	30	0	28	**30**	58	**1**	1	0	2	3	69	0	72	162
Total Volume	79	1	31	111	2	144	100	246	1	2	8	11	16	272	1	289	657
% App. Total	71.2	0.9	27.9		0.8	58.5	40.7		9.1	18.2	72.7		5.5	94.1	0.3		
PHF	.637	.250	.705	.730	.500	.783	.833	.904	.250	.500	.500	.688	.500	.883	.250	.892	.933

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Weather: Clear

File Name : 03_BKF_BV_Taft PM
Site Code : 99926138
Start Date : 2/18/2026
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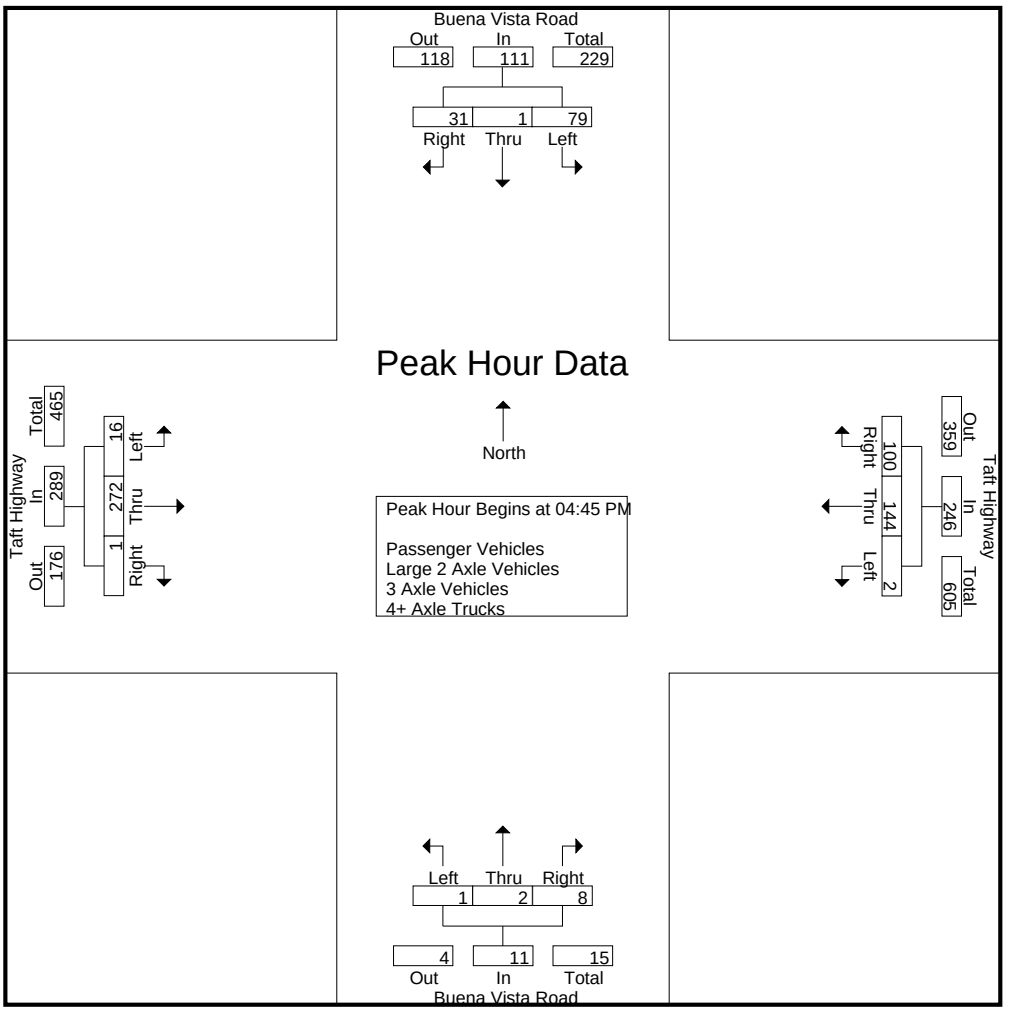

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	05:00 PM				04:15 PM				04:00 PM				04:00 PM			
+0 mins.	9	0	**11**	20	**2**	**46**	18	66	0	0	5	5	8	62	**3**	73
+15 mins.	**31**	0	7	**38**	0	29	25	54	0	**2**	2	4	**10**	**79**	0	**89**
+30 mins.	26	**1**	3	30	1	46	21	**68**	0	0	**7**	**7**	3	48	0	51
+45 mins.	25	1	3	29	1	34	**27**	62	0	0	4	4	4	77	0	81
Total Volume	91	2	24	117	4	155	91	250	0	2	18	20	25	266	3	294
% App. Total	77.8	1.7	20.5		1.6	62	36.4		0	10	90		8.5	90.5	1	
PHF	.734	.500	.545	.770	.500	.842	.843	.919	.000	.250	.643	.714	.625	.842	.250	.826

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Weather: Clear

File Name : 03_BKF_BV_Taft PM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Passenger Vehicles

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	9	1	2	12	0	30	21	51	0	0	5	5	8	57	3	68	136
04:15 PM	21	0	5	26	1	44	18	63	0	1	2	3	10	67	0	77	169
04:30 PM	9	1	5	15	0	26	25	51	0	0	6	6	3	37	0	40	112
04:45 PM	13	0	9	22	0	42	21	63	0	0	3	3	4	75	0	79	167
Total	52	2	21	75	1	142	85	228	0	1	16	17	25	236	3	264	584
05:00 PM	9	0	11	20	1	33	27	61	0	0	3	3	1	57	0	58	142
05:15 PM	28	0	7	35	0	34	20	54	0	1	0	1	8	63	1	72	162
05:30 PM	26	1	3	30	0	26	29	55	1	1	0	2	3	59	0	62	149
05:45 PM	25	1	3	29	5	30	28	63	0	1	1	2	3	37	0	40	134
Total	88	2	24	114	6	123	104	233	1	3	4	8	15	216	1	232	587
Grand Total	140	4	45	189	7	265	189	461	1	4	20	25	40	452	4	496	1171
Apprch %	74.1	2.1	23.8		1.5	57.5	41		4	16	80		8.1	91.1	0.8		
Total %	12	0.3	3.8	16.1	0.6	22.6	16.1	39.4	0.1	0.3	1.7	2.1	3.4	38.6	0.3	42.4	

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	13	0	9	22	0	**42**	21	**63**	0	0	**3**	**3**	4	**75**	0	**79**	**167**
05:00 PM	9	0	**11**	20	**1**	33	27	61	0	0	3	3	1	57	0	58	142
05:15 PM	**28**	0	7	**35**	0	34	20	54	0	**1**	0	1	**8**	63	**1**	72	162
05:30 PM	26	**1**	3	30	0	26	**29**	55	**1**	1	0	2	3	59	0	62	149
Total Volume	76	1	30	107	1	135	97	233	1	2	6	9	16	254	1	271	620
% App. Total	71	0.9	28		0.4	57.9	41.6		11.1	22.2	66.7		5.9	93.7	0.4		
PHF	.679	.250	.682	.764	.250	.804	.836	.925	.250	.500	.500	.750	.500	.847	.250	.858	.928

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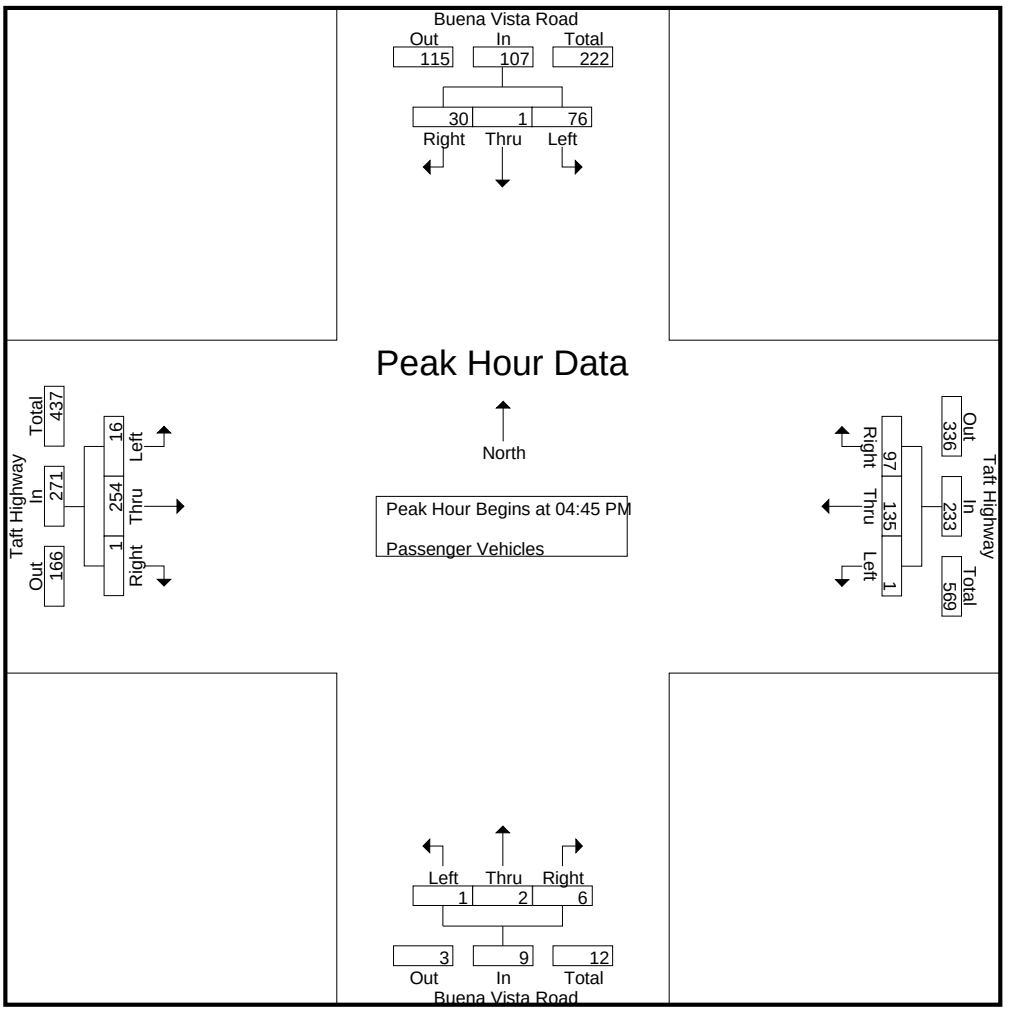

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	13	0	9	22	0	**42**	21	**63**	0	0	**3**	**3**	4	**75**	0	**79**
+15 mins.	9	0	**11**	20	**1**	33	27	61	0	0	3	3	1	57	0	58
+30 mins.	**28**	0	7	**35**	0	34	20	54	0	**1**	0	1	**8**	63	**1**	72
+45 mins.	26	**1**	3	30	0	26	**29**	55	**1**	1	0	2	3	59	0	62
Total Volume	76	1	30	107	1	135	97	233	1	2	6	9	16	254	1	271
% App. Total	71	0.9	28		0.4	57.9	41.6		11.1	22.2	66.7		5.9	93.7	0.4	
PHF	.679	.250	.682	.764	.250	.804	.836	.925	.250	.500	.500	.750	.500	.847	.250	.858

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Weather: Clear

File Name : 03_BKF_BV_Taft PM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- Large 2 Axle Vehicles

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:15 PM	1	0	1	2	1	0	0	1	0	1	0	1	0	6	0	6	10
04:30 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	6	0	6	8
04:45 PM	0	0	1	1	0	3	0	3	0	0	0	0	0	2	0	2	6
Total	1	0	2	3	1	4	0	5	0	1	1	2	0	16	0	16	26
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	3	0	0	3	0	0	1	1	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Total	3	0	0	3	0	1	2	3	0	0	0	0	0	5	0	5	11
Grand Total	4	0	2	6	1	5	2	8	0	1	1	2	0	21	0	21	37
Apprch %	66.7	0	33.3		12.5	62.5	25		0	50	50		0	100	0		
Total %	10.8	0	5.4	16.2	2.7	13.5	5.4	21.6	0	2.7	2.7	5.4	0	56.8	0	56.8	

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	**1**	1	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**	**6**
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
05:15 PM	**3**	0	0	**3**	0	0	**1**	1	0	0	0	0	0	0	0	0	4
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
Total Volume	3	0	1	4	0	4	2	6	0	0	0	0	0	5	0	5	15
% App. Total	75	0	25		0	66.7	33.3		0	0	0		0	100	0		
PHF	.250	.000	.250	.333	.000	.333	.500	.500	.000	.000	.000	.000	.000	.625	.000	.625	.625

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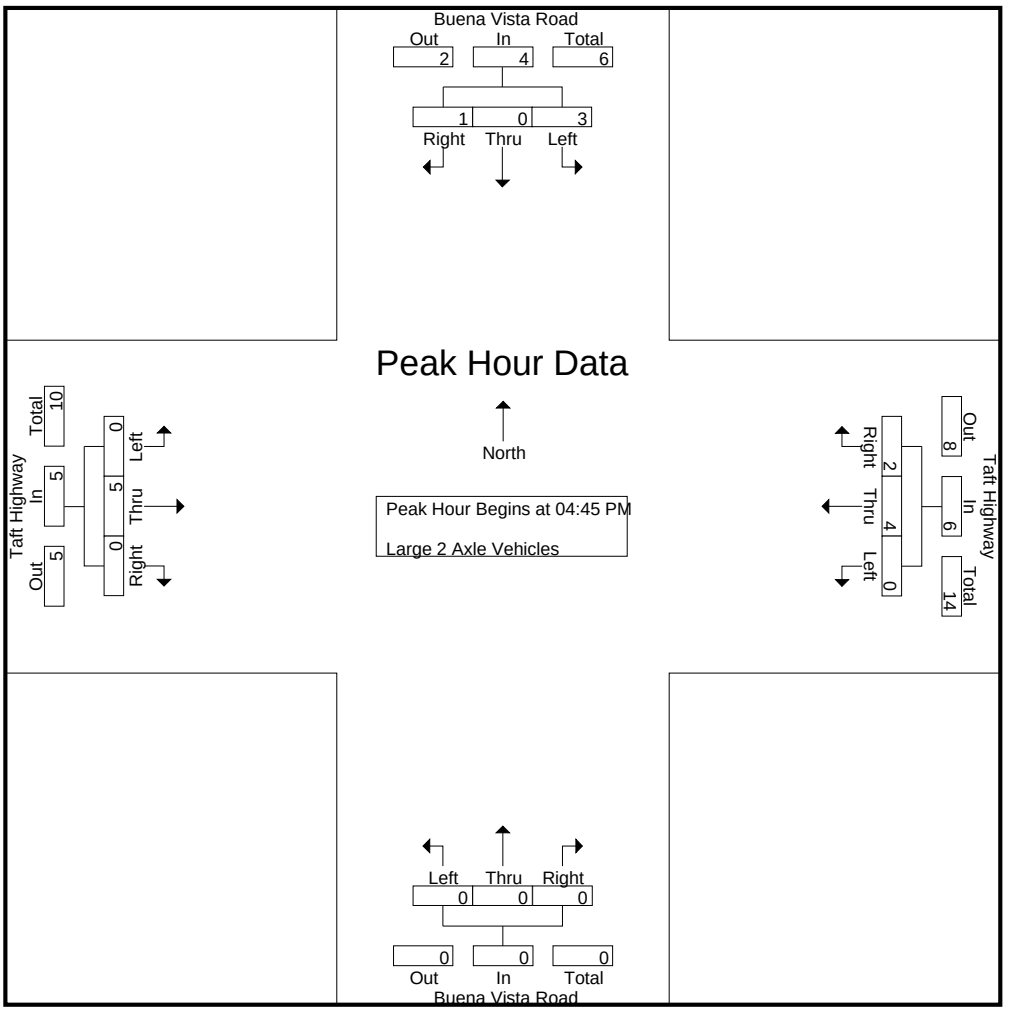

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	**1**	1	0	**3**	0	**3**	0	0	0	0	0	**2**	0	**2**
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
+30 mins.	**3**	0	0	**3**	0	0	**1**	1	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1
Total Volume	3	0	1	4	0	4	2	6	0	0	0	0	0	5	0	5
% App. Total	75	0	25		0	66.7	33.3		0	0	0		0	100	0	
PHF	.250	.000	.250	.333	.000	.333	.500	.500	.000	.000	.000	.000	.000	.625	.000	.625

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N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft PM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- 3 Axle Vehicles

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	2	1	3	0	0	0	0	0	1	0	1	4
Grand Total	0	0	0	0	0	2	1	3	0	0	0	0	0	4	0	4	7
Apprch %	0	0	0		0	66.7	33.3		0	0	0		0	100	0		
Total %	0	0	0	0	0	28.6	14.3	42.9	0	0	0	0	0	57.1	0	57.1	

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	**1**	**3**
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250	.250

Counts Unlimited, Inc.
PO Box 1178
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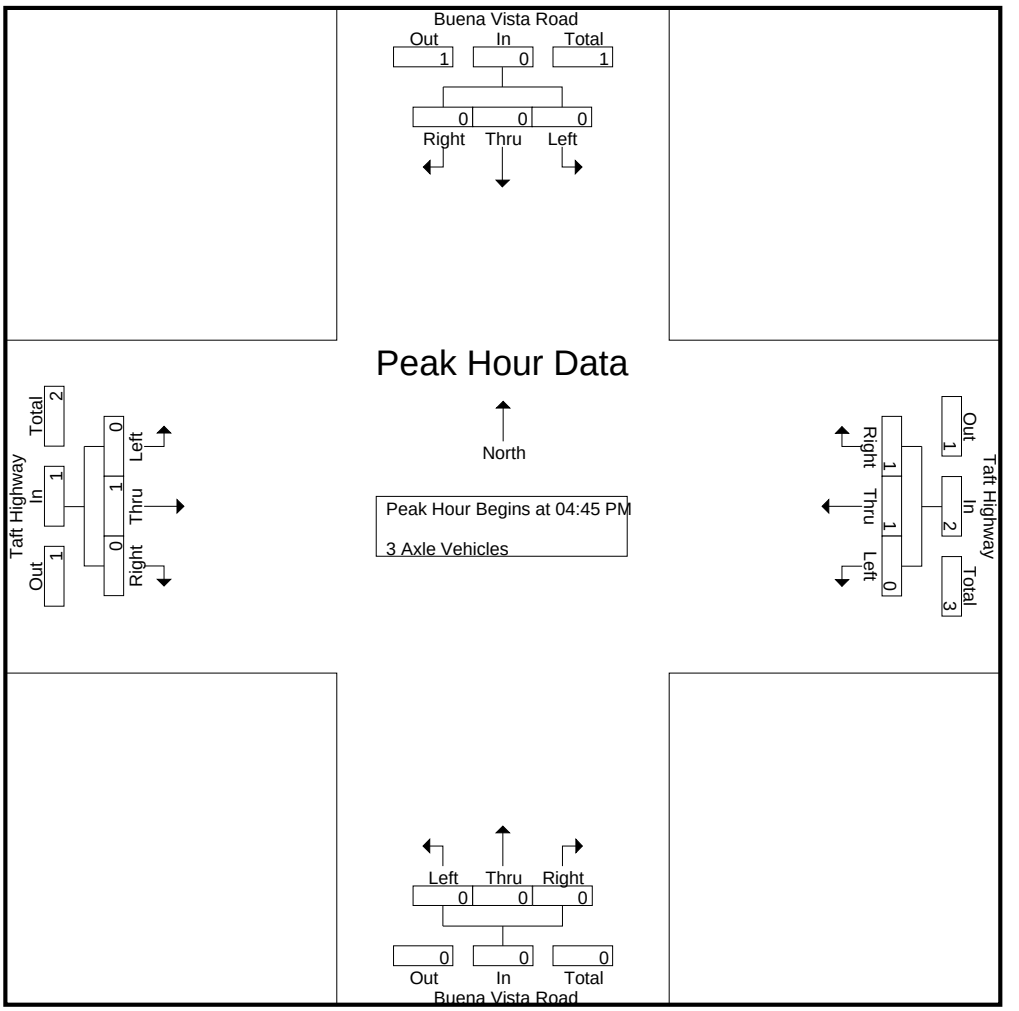
City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft PM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 2



Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	**1**
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	1
% App. Total	0	0	0		0	50	50		0	0	0		0	100	0	
PHF	.000	.000	.000	.000	.000	.250	.250	.250	.000	.000	.000	.000	.000	.250	.000	.250

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft PM
Site Code : 99926138
Start Date : 2/18/2026
Page No : 1

Groups Printed- 4+ Axle Trucks

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	0	0	1	0	2	0	2	0	0	0	0	0	2	0	2	5
04:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	4	0	4	6
04:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
04:45 PM	0	0	0	0	1	1	0	2	0	0	1	1	0	0	0	0	3
Total	1	0	0	1	1	7	0	8	0	0	1	1	0	11	0	11	21
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	9	0	9	10
05:45 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	5	0	5	9
Total	0	0	0	0	0	7	0	7	0	0	1	1	0	17	0	17	25
Grand Total	1	0	0	1	1	14	0	15	0	0	2	2	0	28	0	28	46
Apprch %	100	0	0		6.7	93.3	0		0	0	100		0	100	0		
Total %	2.2	0	0	2.2	2.2	30.4	0	32.6	0	0	4.3	4.3	0	60.9	0	60.9	

	Buena Vista Road Southbound				Taft Highway Westbound				Buena Vista Road Northbound				Taft Highway Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	**1**	**1**	0	**2**	0	0	**1**	**1**	0	0	0	0	3
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3	5
05:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	**9**	0	**9**	**10**
Total Volume	0	0	0	0	1	4	0	5	0	0	2	2	0	12	0	12	19
% App. Total	0	0	0		20	80	0		0	0	100		0	100	0		
PHF	.000	.000	.000	.000	.250	1.00	.000	.625	.000	.000	.500	.500	.000	.333	.000	.333	.475

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City of Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway (SR-119)
Weather: Clear

File Name : 03_BKF_BV_Taft PM
Site Code : 99926138
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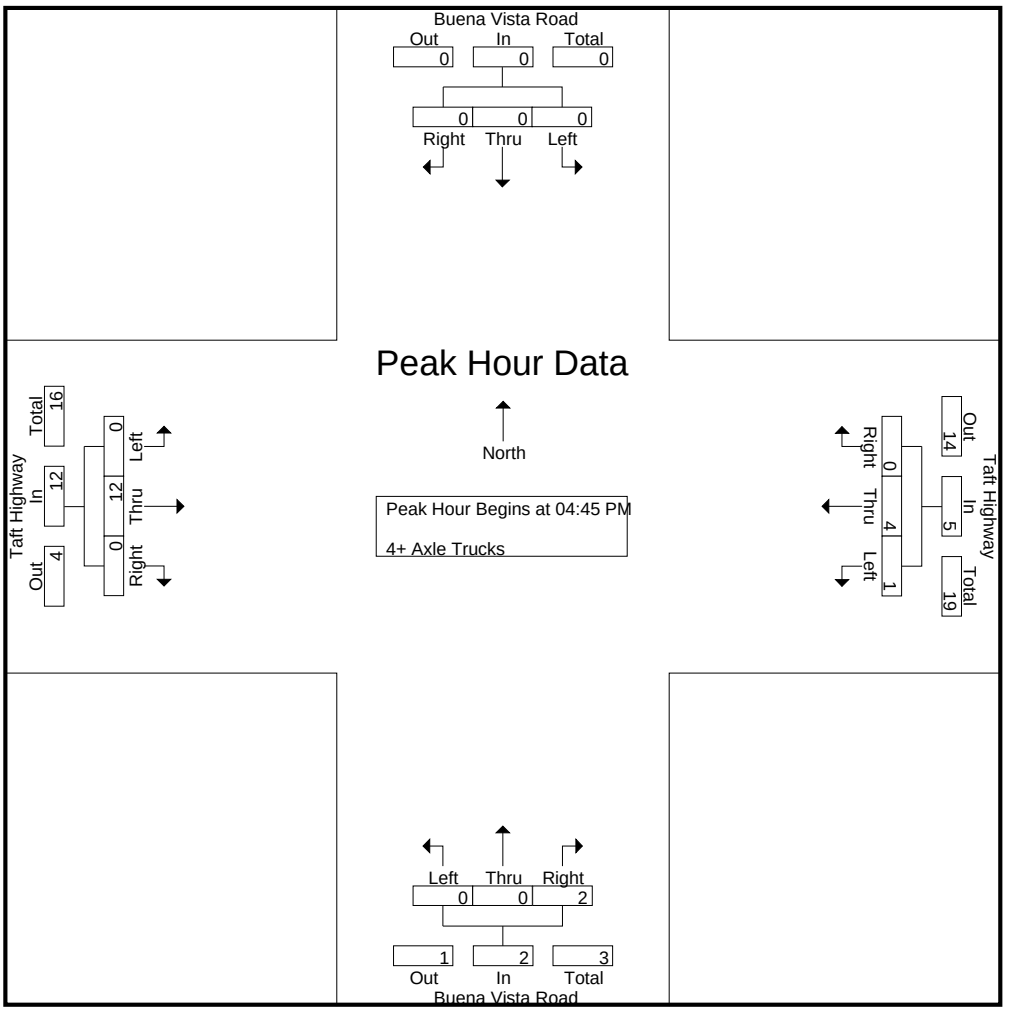

Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				04:45 PM				04:45 PM				04:45 PM			
+0 mins.	0	0	0	0	**1**	**1**	0	**2**	0	0	**1**	**1**	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	1	0	1	0	0	1	1	0	3	0	3
+45 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	**9**	0	**9**
Total Volume	0	0	0	0	1	4	0	5	0	0	2	2	0	12	0	12
% App. Total	0	0	0		20	80	0		0	0	100		0	100	0	
PHF	.000	.000	.000	.000	.250	1.000	.000	.625	.000	.000	.500	.500	.000	.333	.000	.333

Location: Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway

Date: 2/18/2026
Day: Wednesday

PEDESTRIANS

	North Leg Buena Vista Road Pedestrians	East Leg Taft Highway Pedestrians	South Leg Buena Vista Road Pedestrians	West Leg Taft Highway Pedestrians	
6:00 AM	0	0	0	0	0
6:15 AM	0	0	0	0	0
6:30 AM	0	0	0	0	0
6:45 AM	0	0	0	0	0
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

	North Leg Buena Vista Road Pedestrians	East Leg Taft Highway Pedestrians	South Leg Buena Vista Road Pedestrians	West Leg Taft Highway Pedestrians	
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0

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Location: Bakersfield
N/S: Buena Vista Road
E/W: Taft Highway

Date: 2/18/2026
Day: Wednesday

BICYCLES

	Southbound Buena Vista Road			Westbound Taft Highway			Northbound Buena Vista Road			Eastbound Taft Highway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

	Southbound Buena Vista Road			Westbound Taft Highway			Northbound Buena Vista Road			Eastbound Taft Highway			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES:	0	0	0	0	0	0	0	0	0	0	0	0	0

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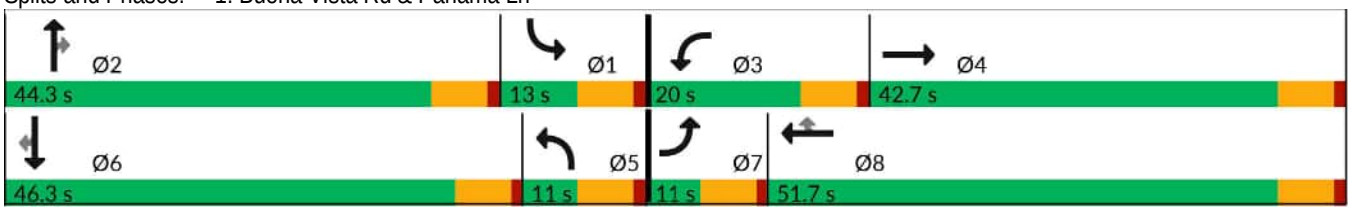
Appendix B – Synchro Reports

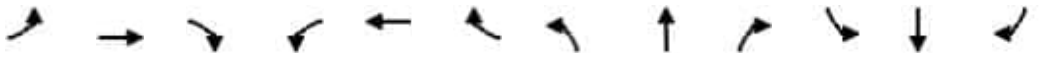
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	95	29	82	142	158	23	170	42	128	187	69
Future Volume (vph)	30	95	29	82	142	158	23	170	42	128	187	69
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	200		0	205		205	220		195	260		185
Storage Lanes	2		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00
Frt		0.959				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3101	3297	0	1471	3438	1417	2829	3406	1365	3072	1810	1444
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3101	3297	0	1471	3438	1417	2829	3406	1365	3072	1810	1444
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		40				216			191			191
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5255			5544			5404			5160	
Travel Time (s)		119.4			126.0			122.8			117.3	
Peak Hour Factor	0.54	0.88	0.73	0.62	0.91	0.73	0.52	0.52	0.53	0.97	0.84	0.78
Heavy Vehicles (%)	4%	5%	5%	13%	5%	5%	14%	6%	9%	5%	5%	3%
Adj. Flow (vph)	56	108	40	132	156	216	44	327	79	132	223	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	148	0	132	156	216	44	327	79	132	223	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	42.7		11.0	44.1	44.1	11.0	42.7	42.7	11.0	39.9	39.9
Total Split (s)	11.0	42.7		20.0	51.7	51.7	11.0	44.3	44.3	13.0	46.3	46.3
Total Split (%)	9.2%	35.6%		16.7%	43.1%	43.1%	9.2%	36.9%	36.9%	10.8%	38.6%	38.6%
Maximum Green (s)	5.0	36.7		14.0	45.7	45.7	5.0	38.3	38.3	7.0	40.3	40.3
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		29.7			31.1	31.1		29.7	29.7		26.9	26.9
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	5.0	8.4		12.6	18.4	18.4	5.0	38.3	38.3	7.0	44.9	44.9
Actuated g/C Ratio	0.06	0.09		0.14	0.20	0.20	0.06	0.42	0.42	0.08	0.50	0.50
v/c Ratio	0.33	0.43		0.64	0.22	0.47	0.28	0.23	0.11	0.55	0.25	0.11
Control Delay (s/veh)	47.6	32.4		52.3	31.9	8.3	47.0	17.7	0.3	50.5	16.1	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	47.6	32.4		52.3	31.9	8.3	47.0	17.7	0.3	50.5	16.1	0.3
LOS	D	C		D	C	A	D	B	A	D	B	A
Approach Delay (s/veh)		36.6			27.1			17.5			23.2	
Approach LOS		D			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 90.4			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.64			
Intersection Signal Delay (s/veh): 24.5		Intersection LOS: C	
Intersection Capacity Utilization 43.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Buena Vista Rd & Panama Ln





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	95	29	82	142	158	23	170	42	128	187	69
Future Volume (veh/h)	30	95	29	82	142	158	23	170	42	128	187	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1826	1682	1573	1826	1682	1559	1811	1627	1682	1826	1709
Adj Flow Rate, veh/h	56	108	40	132	156	216	44	327	79	132	223	88
Peak Hour Factor	0.54	0.88	0.73	0.62	0.91	0.73	0.52	0.52	0.53	0.97	0.84	0.78
Percent Heavy Veh, %	4	5	5	13	5	5	14	6	9	5	5	3
Cap, veh/h	135	239	85	159	550	226	113	1556	623	195	869	689
Arrive On Green	0.04	0.10	0.10	0.11	0.16	0.16	0.04	0.45	0.45	0.06	0.48	0.48
Sat Flow, veh/h	3132	2511	889	1498	3469	1425	2880	3441	1379	3107	1826	1448
Grp Volume(v), veh/h	56	73	75	132	156	216	44	327	79	132	223	88
Grp Sat Flow(s),veh/h/ln	1566	1735	1666	1498	1735	1425	1440	1721	1379	1554	1826	1448
Q Serve(g_s), s	1.5	3.4	3.6	7.3	3.4	9.6	1.3	4.9	1.5	3.5	6.2	1.9
Cycle Q Clear(g_c), s	1.5	3.4	3.6	7.3	3.4	9.6	1.3	4.9	1.5	3.5	6.2	1.9
Prop In Lane	1.00		0.53	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	135	165	159	159	550	226	113	1556	623	195	869	689
V/C Ratio(X)	0.41	0.44	0.47	0.83	0.28	0.96	0.39	0.21	0.13	0.68	0.26	0.13
Avail Cap(c_a), veh/h	185	751	722	247	1871	769	170	1556	623	257	869	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.5	36.2	36.3	37.1	31.4	20.3	39.7	14.1	4.0	38.9	13.3	5.2
Incr Delay (d2), s/veh	2.0	1.8	2.2	12.5	0.3	19.0	2.2	0.3	0.4	4.4	0.7	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.5	1.5	3.2	1.4	4.3	0.5	1.9	0.9	1.4	2.6	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	41.5	38.0	38.5	49.6	31.7	39.2	41.9	14.4	4.5	43.3	14.0	5.6
LnGrp LOS	D	D	D	D	C	D	D	B	A	D	B	A
Approach Vol, veh/h		204			504			450			443	
Approach Delay, s/veh		39.1			39.6			15.3			21.0	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.3	44.3	15.0	14.1	9.3	46.3	9.7	19.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	38.3	14.0	36.7	5.0	40.3	5.0	45.7
Max Q Clear Time (g_c+I1), s	5.5	6.9	9.3	5.6	3.3	8.2	3.5	11.6
Green Ext Time (p_c), s	0.1	2.5	0.1	0.8	0.0	1.7	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	27.6
HCM 7th LOS	C



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	6	68	64	0	54	114
Future Volume (vph)	6	68	64	0	54	114
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875					
Flt Protected	0.996					0.986
Satd. Flow (prot)	1433	0	1759	0	0	1819
Flt Permitted	0.996					0.986
Satd. Flow (perm)	1433	0	1759	0	0	1819
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.75	0.68	0.80	0.92	0.84	0.70
Heavy Vehicles (%)	12%	6%	8%	2%	8%	1%
Adj. Flow (vph)	8	100	80	0	64	163
Shared Lane Traffic (%)						
Lane Group Flow (vph)	108	0	80	0	0	227
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 27.2%		ICU Level of Service A	
Analysis Period (min) 15			

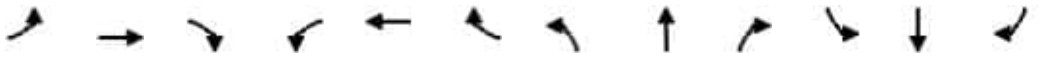
Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	68	64	0	54	114
Future Vol, veh/h	6	68	64	0	54	114
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	75	68	80	92	84	70
Heavy Vehicles, %	12	6	8	2	8	1
Mvmt Flow	8	100	80	0	64	163

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	371	80	0	0	80	0
Stage 1	80	-	-	-	-	-
Stage 2	291	-	-	-	-	-
Critical Hdwy	6.52	6.26	-	-	4.18	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	-	-	2.272	-
Pot Cap-1 Maneuver	610	969	-	-	1481	-
Stage 1	918	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	581	969	-	-	1481	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	918	-	-	-	-	-
Stage 2	701	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	9.41	0	2.13
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	923	509	-
HCM Lane V/C Ratio	-	-	0.117	0.043	-
HCM Ctrl Dly (s/v)	-	-	9.4	7.5	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	97	3	10	194	54	1	0	1	92	1	23
Future Volume (vph)	8	97	3	10	194	54	1	0	1	92	1	23
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.966			0.932			0.974	
Flt Protected	0.950			0.950				0.976			0.962	
Satd. Flow (prot)	1498	1615	0	1330	1625	0	0	1257	0	0	1753	0
Flt Permitted	0.950			0.950				0.976			0.962	
Satd. Flow (perm)	1498	1615	0	1330	1625	0	0	1257	0	0	1753	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.67	0.90	0.38	0.42	0.78	0.75	0.25	0.92	0.25	0.70	0.25	0.72
Heavy Vehicles (%)	11%	14%	50%	25%	15%	6%	0%	0%	75%	2%	0%	0%
Adj. Flow (vph)	12	108	8	24	249	72	4	0	4	131	4	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	12	116	0	24	321	0	0	8	0	0	167	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 30.3%		ICU Level of Service A	
Analysis Period (min) 15			

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	8	97	3	10	194	54	1	0	1	92	1	23
Future Vol, veh/h	8	97	3	10	194	54	1	0	1	92	1	23
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	495	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	90	38	42	78	75	25	92	25	70	25	72
Heavy Vehicles, %	11	14	50	25	15	6	0	0	75	2	0	0
Mvmt Flow	12	108	8	24	249	72	4	0	4	131	4	32

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	116	0	0	434	504	112	464	472	285
Stage 1	-	-	-	-	-	-	136	136	-	332	332	-
Stage 2	-	-	-	-	-	-	298	368	-	132	140	-
Critical Hdwy	4.21	-	-	4.35	-	-	7.1	6.5	6.95	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.299	-	-	2.425	-	-	3.5	4	3.975	3.518	4	3.3
Pot Cap-1 Maneuver	1190	-	-	1342	-	-	536	473	776	508	493	759
Stage 1	-	-	-	-	-	-	872	788	-	681	648	-
Stage 2	-	-	-	-	-	-	715	625	-	872	785	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1190	-	-	1342	-	-	495	460	776	492	480	759
Mov Cap-2 Maneuver	-	-	-	-	-	-	495	460	-	492	480	-
Stage 1	-	-	-	-	-	-	864	780	-	669	636	-
Stage 2	-	-	-	-	-	-	668	614	-	859	777	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.75	0.53	11.04	14.98
HCM LOS			B	B

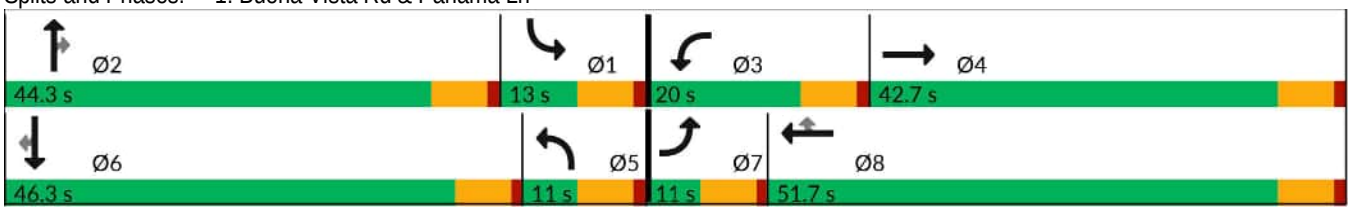
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	604	1190	-	-	1342	-	-	527
HCM Lane V/C Ratio	0.013	0.01	-	-	0.018	-	-	0.318
HCM Ctrl Dly (s/v)	11	8.1	-	-	7.7	-	-	15
HCM Lane LOS	B	A	-	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	1.4

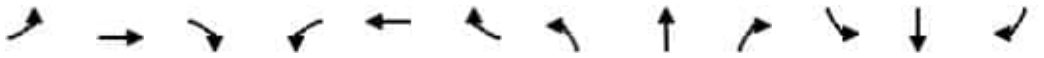
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	95	40	102	142	158	34	191	61	128	208	69
Future Volume (vph)	30	95	40	102	142	158	34	191	61	128	208	69
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	200		0	205		205	220		195	260		185
Storage Lanes	2		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00
Frt		0.949				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3101	3263	0	1471	3438	1417	2829	3406	1365	3072	1810	1444
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3101	3263	0	1471	3438	1417	2829	3406	1365	3072	1810	1444
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		55				216			191			191
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5255			5544			5404			5160	
Travel Time (s)		119.4			126.0			122.8			117.3	
Peak Hour Factor	0.54	0.88	0.73	0.62	0.91	0.73	0.52	0.52	0.53	0.97	0.84	0.78
Heavy Vehicles (%)	4%	5%	5%	13%	5%	5%	14%	6%	9%	5%	5%	3%
Adj. Flow (vph)	56	108	55	165	156	216	65	367	115	132	248	88
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	163	0	165	156	216	65	367	115	132	248	88
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	42.7		11.0	44.1	44.1	11.0	42.7	42.7	11.0	39.9	39.9
Total Split (s)	11.0	42.7		20.0	51.7	51.7	11.0	44.3	44.3	13.0	46.3	46.3
Total Split (%)	9.2%	35.6%		16.7%	43.1%	43.1%	9.2%	36.9%	36.9%	10.8%	38.6%	38.6%
Maximum Green (s)	5.0	36.7		14.0	45.7	45.7	5.0	38.3	38.3	7.0	40.3	40.3
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		29.7			31.1	31.1		29.7	29.7		26.9	26.9
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	5.0	8.4		14.0	19.7	19.7	5.0	38.3	38.3	7.0	42.6	42.6
Actuated g/C Ratio	0.05	0.09		0.15	0.21	0.21	0.05	0.42	0.42	0.08	0.46	0.46
v/c Ratio	0.33	0.47		0.74	0.21	0.46	0.42	0.26	0.17	0.56	0.30	0.11
Control Delay (s/veh)	48.0	30.4		58.5	31.6	8.0	51.4	18.3	0.8	51.3	17.8	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	48.0	30.4		58.5	31.6	8.0	51.4	18.3	0.8	51.3	17.8	0.3
LOS	D	C		E	C	A	D	B	A	D	B	A
Approach Delay (s/veh)		34.9			30.4			18.6			23.9	
Approach LOS		C			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 91.8			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 25.6		Intersection LOS: C	
Intersection Capacity Utilization 45.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Buena Vista Rd & Panama Ln





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	95	40	102	142	158	34	191	61	128	208	69
Future Volume (veh/h)	30	95	40	102	142	158	34	191	61	128	208	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1826	1682	1573	1826	1682	1559	1811	1627	1682	1826	1709
Adj Flow Rate, veh/h	56	108	55	165	156	216	65	367	115	132	248	88
Peak Hour Factor	0.54	0.88	0.73	0.62	0.91	0.73	0.52	0.52	0.53	0.97	0.84	0.78
Percent Heavy Veh, %	4	5	5	13	5	5	14	6	9	5	5	3
Cap, veh/h	134	188	90	194	588	242	131	1521	610	214	849	674
Arrive On Green	0.04	0.08	0.08	0.13	0.17	0.17	0.05	0.44	0.44	0.07	0.47	0.47
Sat Flow, veh/h	3132	2273	1091	1498	3469	1425	2880	3441	1379	3107	1826	1448
Grp Volume(v), veh/h	56	81	82	165	156	216	65	367	115	132	248	88
Grp Sat Flow(s),veh/h/ln	1566	1735	1629	1498	1735	1425	1440	1721	1379	1554	1826	1448
Q Serve(g_s), s	1.5	3.9	4.2	9.3	3.4	9.6	1.9	5.8	2.3	3.6	7.3	2.0
Cycle Q Clear(g_c), s	1.5	3.9	4.2	9.3	3.4	9.6	1.9	5.8	2.3	3.6	7.3	2.0
Prop In Lane	1.00		0.67	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	134	143	135	194	588	242	131	1521	610	214	849	674
V/C Ratio(X)	0.42	0.56	0.61	0.85	0.27	0.89	0.49	0.24	0.19	0.62	0.29	0.13
Avail Cap(c_a), veh/h	181	735	690	242	1830	752	166	1521	610	251	849	674
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.4	38.2	38.4	36.9	31.3	19.8	40.4	15.1	4.0	39.2	14.3	5.8
Incr Delay (d2), s/veh	2.1	3.4	4.4	20.3	0.2	11.0	2.9	0.4	0.7	3.4	0.9	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	1.8	1.8	4.4	1.4	3.8	0.7	2.2	1.4	1.4	3.1	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.5	41.7	42.8	57.2	31.5	30.8	43.2	15.5	4.7	42.7	15.2	6.2
LnGrp LOS	D	D	D	E	C	C	D	B	A	D	B	A
Approach Vol, veh/h		219			537			547			468	
Approach Delay, s/veh		42.3			39.1			16.5			21.3	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	44.3	17.2	13.2	10.0	46.3	9.7	20.7
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	38.3	14.0	36.7	5.0	40.3	5.0	45.7
Max Q Clear Time (g_c+I1), s	5.6	7.8	11.3	6.2	3.9	9.3	3.5	11.6
Green Ext Time (p_c), s	0.0	3.0	0.1	0.9	0.0	1.8	0.0	1.8

Intersection Summary	
HCM 7th Control Delay, s/veh	27.8
HCM 7th LOS	C



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	17	68	115	11	54	166
Future Volume (vph)	17	68	115	11	54	166
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.890		0.990			
Flt Protected	0.991					0.989
Satd. Flow (prot)	1441	0	1749	0	0	1833
Flt Permitted	0.991					0.989
Satd. Flow (perm)	1441	0	1749	0	0	1833
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.75	0.68	0.80	0.92	0.84	0.70
Heavy Vehicles (%)	12%	6%	8%	2%	8%	1%
Adj. Flow (vph)	23	100	144	12	64	237
Shared Lane Traffic (%)						
Lane Group Flow (vph)	123	0	156	0	0	301
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.0%		ICU Level of Service A	
Analysis Period (min) 15			

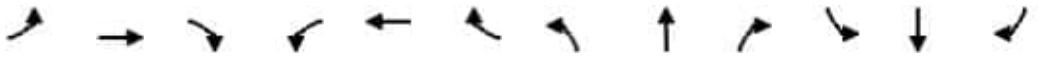
Intersection	
Int Delay, s/veh	3.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	17	68	115	11	54	166
Future Vol, veh/h	17	68	115	11	54	166
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	75	68	80	92	84	70
Heavy Vehicles, %	12	6	8	2	8	1
Mvmt Flow	23	100	144	12	64	237

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	515	150	0	0	156	0
Stage 1	150	-	-	-	-	-
Stage 2	366	-	-	-	-	-
Critical Hdwy	6.52	6.26	-	-	4.18	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	-	-	2.272	-
Pot Cap-1 Maneuver	502	886	-	-	1388	-
Stage 1	854	-	-	-	-	-
Stage 2	680	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	476	886	-	-	1388	-
Mov Cap-2 Maneuver	476	-	-	-	-	-
Stage 1	854	-	-	-	-	-
Stage 2	644	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.61	0	1.65
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	764	384	-
HCM Lane V/C Ratio	-	-	0.16	0.046	-
HCM Ctrl Dly (s/v)	-	-	10.6	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	97	3	10	194	68	1	0	1	106	1	37
Future Volume (vph)	22	97	3	10	194	68	1	0	1	106	1	37
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.990			0.960			0.932			0.967	
Flt Protected	0.950			0.950				0.976			0.965	
Satd. Flow (prot)	1498	1615	0	1330	1620	0	0	1257	0	0	1747	0
Flt Permitted	0.950			0.950				0.976			0.965	
Satd. Flow (perm)	1498	1615	0	1330	1620	0	0	1257	0	0	1747	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.67	0.90	0.38	0.42	0.78	0.75	0.25	0.92	0.25	0.70	0.25	0.72
Heavy Vehicles (%)	11%	14%	50%	25%	15%	6%	0%	0%	75%	2%	0%	0%
Adj. Flow (vph)	33	108	8	24	249	91	4	0	4	151	4	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	116	0	24	340	0	0	8	0	0	206	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	22	97	3	10	194	68	1	0	1	106	1	37
Future Vol, veh/h	22	97	3	10	194	68	1	0	1	106	1	37
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	495	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	90	38	42	78	75	25	92	25	70	25	72
Heavy Vehicles, %	11	14	50	25	15	6	0	0	75	2	0	0
Mvmt Flow	33	108	8	24	249	91	4	0	4	151	4	51

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	339	0	0	116	0	0	476	564	112	515	523	294
Stage 1	-	-	-	-	-	-	177	177	-	342	342	-
Stage 2	-	-	-	-	-	-	298	387	-	173	181	-
Critical Hdwy	4.21	-	-	4.35	-	-	7.1	6.5	6.95	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.299	-	-	2.425	-	-	3.5	4	3.975	3.518	4	3.3
Pot Cap-1 Maneuver	1171	-	-	1342	-	-	503	437	776	470	462	750
Stage 1	-	-	-	-	-	-	829	756	-	673	642	-
Stage 2	-	-	-	-	-	-	715	613	-	828	753	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1171	-	-	1342	-	-	443	417	776	447	441	750
Mov Cap-2 Maneuver	-	-	-	-	-	-	443	417	-	447	441	-
Stage 1	-	-	-	-	-	-	806	735	-	661	630	-
Stage 2	-	-	-	-	-	-	650	602	-	801	732	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.8	0.51	11.47	17.34
HCM LOS			B	C

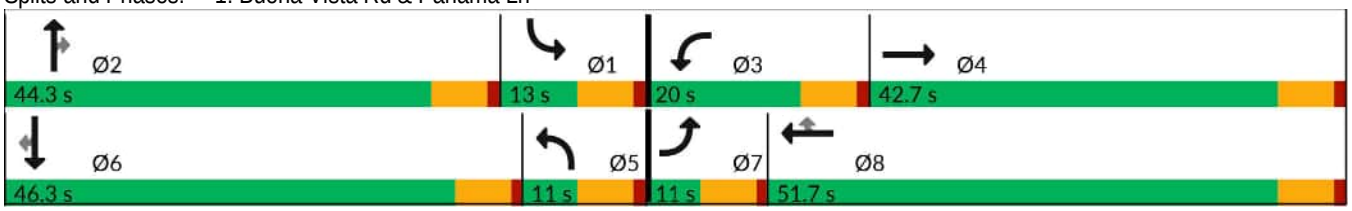
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	564	1171	-	-	1342	-	-	496
HCM Lane V/C Ratio	0.014	0.028	-	-	0.018	-	-	0.417
HCM Ctrl Dly (s/v)	11.5	8.2	-	-	7.7	-	-	17.3
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-	-	2

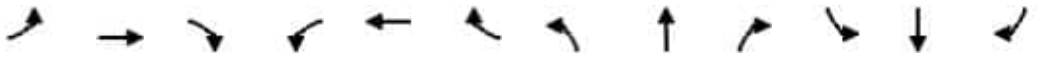
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	131	40	107	186	207	30	222	55	162	237	87
Future Volume (vph)	41	131	40	107	186	207	30	222	55	162	237	87
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	200		0	205		205	220		195	260		185
Storage Lanes	2		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00
Frt		0.960				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3101	3301	0	1471	3438	1417	2829	3406	1365	3072	1810	1444
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3101	3301	0	1471	3438	1417	2829	3406	1365	3072	1810	1444
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46				273			191			191
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5255			5544			5404			5160	
Travel Time (s)		119.4			126.0			122.8			117.3	
Peak Hour Factor	0.54	0.88	0.73	0.62	0.91	0.73	0.52	0.52	0.53	0.97	0.84	0.78
Heavy Vehicles (%)	4%	5%	5%	13%	5%	5%	14%	6%	9%	5%	5%	3%
Adj. Flow (vph)	76	149	55	173	204	284	58	427	104	167	282	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	204	0	173	204	284	58	427	104	167	282	112
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	42.7		11.0	44.1	44.1	11.0	42.7	42.7	11.0	39.9	39.9
Total Split (s)	11.0	42.7		20.0	51.7	51.7	11.0	44.3	44.3	13.0	46.3	46.3
Total Split (%)	9.2%	35.6%		16.7%	43.1%	43.1%	9.2%	36.9%	36.9%	10.8%	38.6%	38.6%
Maximum Green (s)	5.0	36.7		14.0	45.7	45.7	5.0	38.3	38.3	7.0	40.3	40.3
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		29.7			31.1	31.1		29.7	29.7		26.9	26.9
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	5.0	9.8		14.0	21.1	21.1	5.0	38.3	38.3	7.0	42.6	42.6
Actuated g/C Ratio	0.05	0.11		0.15	0.23	0.23	0.05	0.41	0.41	0.08	0.46	0.46
v/c Ratio	0.46	0.53		0.78	0.26	0.53	0.38	0.30	0.15	0.73	0.34	0.15
Control Delay (s/veh)	52.6	35.4		63.9	31.6	8.8	50.9	19.5	0.5	61.6	19.0	0.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.6	35.4		63.9	31.6	8.8	50.9	19.5	0.5	61.6	19.0	0.5
LOS	D	D		E	C	A	D	B	A	E	B	A
Approach Delay (s/veh)		40.0			30.3			19.2			28.0	
Approach LOS		D			C			B			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 93.1			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.78			
Intersection Signal Delay (s/veh): 27.9		Intersection LOS: C	
Intersection Capacity Utilization 48.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Buena Vista Rd & Panama Ln





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	131	40	107	186	207	30	222	55	162	237	87
Future Volume (veh/h)	41	131	40	107	186	207	30	222	55	162	237	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1826	1682	1573	1826	1682	1559	1811	1627	1682	1826	1709
Adj Flow Rate, veh/h	76	149	55	173	204	284	58	427	104	167	282	112
Peak Hour Factor	0.54	0.88	0.73	0.62	0.91	0.73	0.52	0.52	0.53	0.97	0.84	0.78
Percent Heavy Veh, %	4	5	5	13	5	5	14	6	9	5	5	3
Cap, veh/h	147	260	93	201	663	272	149	1456	583	229	813	645
Arrive On Green	0.05	0.10	0.10	0.13	0.19	0.19	0.05	0.42	0.42	0.07	0.45	0.45
Sat Flow, veh/h	3132	2509	891	1498	3469	1425	2880	3441	1379	3107	1826	1448
Grp Volume(v), veh/h	76	101	103	173	204	284	58	427	104	167	282	112
Grp Sat Flow(s),veh/h/ln	1566	1735	1666	1498	1735	1425	1440	1721	1379	1554	1826	1448
Q Serve(g_s), s	2.1	5.0	5.3	10.2	4.6	12.9	1.8	7.4	2.3	4.8	9.2	2.8
Cycle Q Clear(g_c), s	2.1	5.0	5.3	10.2	4.6	12.9	1.8	7.4	2.3	4.8	9.2	2.8
Prop In Lane	1.00		0.53	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	147	180	173	201	663	272	149	1456	583	229	813	645
V/C Ratio(X)	0.52	0.56	0.59	0.86	0.31	1.04	0.39	0.29	0.18	0.73	0.35	0.17
Avail Cap(c_a), veh/h	173	703	675	232	1751	719	159	1456	583	240	813	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.1	38.6	38.7	38.4	31.5	20.3	41.5	17.2	4.7	41.0	16.5	6.9
Incr Delay (d2), s/veh	2.8	2.7	3.2	24.0	0.3	37.3	1.7	0.5	0.7	10.2	1.2	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.2	2.3	5.0	1.9	7.0	0.7	2.9	1.4	2.1	4.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.9	41.3	42.0	62.4	31.7	57.7	43.2	17.7	5.4	51.2	17.7	7.5
LnGrp LOS	D	D	D	E	C	F	D	B	A	D	B	A
Approach Vol, veh/h		280			661			589			561	
Approach Delay, s/veh		42.5			50.9			18.0			25.6	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	44.3	18.2	15.4	10.7	46.3	10.3	23.3
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	38.3	14.0	36.7	5.0	40.3	5.0	45.7
Max Q Clear Time (g_c+I1), s	6.8	9.4	12.2	7.3	3.8	11.2	4.1	14.9
Green Ext Time (p_c), s	0.0	3.4	0.1	1.2	0.0	2.1	0.0	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	33.7
HCM 7th LOS	C



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	9	101	93	0	70	149
Future Volume (vph)	9	101	93	0	70	149
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875					
Flt Protected	0.996					0.986
Satd. Flow (prot)	1433	0	1759	0	0	1819
Flt Permitted	0.996					0.986
Satd. Flow (perm)	1433	0	1759	0	0	1819
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.75	0.68	0.80	0.92	0.84	0.70
Heavy Vehicles (%)	12%	6%	8%	2%	8%	1%
Adj. Flow (vph)	12	149	116	0	83	213
Shared Lane Traffic (%)						
Lane Group Flow (vph)	161	0	116	0	0	296
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 32.4%		ICU Level of Service A	
Analysis Period (min) 15			

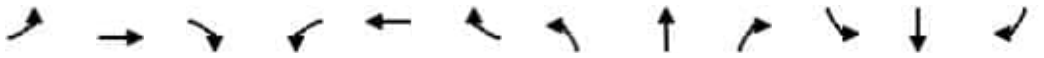
Intersection	
Int Delay, s/veh	3.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	101	93	0	70	149
Future Vol, veh/h	9	101	93	0	70	149
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	75	68	80	92	84	70
Heavy Vehicles, %	12	6	8	2	8	1
Mvmt Flow	12	149	116	0	83	213

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	496	116	0	0	116	0
Stage 1	116	-	-	-	-	-
Stage 2	380	-	-	-	-	-
Critical Hdwy	6.52	6.26	-	-	4.18	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	-	-	2.272	-
Pot Cap-1 Maneuver	516	925	-	-	1436	-
Stage 1	884	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	482	925	-	-	1436	-
Mov Cap-2 Maneuver	482	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	626	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.1	0	2.16
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	866	506	-
HCM Lane V/C Ratio	-	-	0.185	0.058	-
HCM Ctrl Dly (s/v)	-	-	10.1	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	107	3	11	222	62	1	0	1	134	1	33
Future Volume (vph)	9	107	3	11	222	62	1	0	1	134	1	33
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.966			0.932			0.974	
Flt Protected	0.950			0.950				0.976			0.962	
Satd. Flow (prot)	1498	1619	0	1330	1625	0	0	1257	0	0	1752	0
Flt Permitted	0.950			0.950				0.976			0.962	
Satd. Flow (perm)	1498	1619	0	1330	1625	0	0	1257	0	0	1752	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.67	0.90	0.38	0.42	0.78	0.75	0.25	0.92	0.25	0.70	0.25	0.72
Heavy Vehicles (%)	11%	14%	50%	25%	15%	6%	0%	0%	75%	2%	0%	0%
Adj. Flow (vph)	13	119	8	26	285	83	4	0	4	191	4	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	13	127	0	26	368	0	0	8	0	0	241	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 36.8%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	107	3	11	222	62	1	0	1	134	1	33
Future Vol, veh/h	9	107	3	11	222	62	1	0	1	134	1	33
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	495	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	90	38	42	78	75	25	92	25	70	25	72
Heavy Vehicles, %	11	14	50	25	15	6	0	0	75	2	0	0
Mvmt Flow	13	119	8	26	285	83	4	0	4	191	4	46

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	367	0	0	127	0	0	489	569	123	524	532	326
Stage 1	-	-	-	-	-	-	150	150	-	378	378	-
Stage 2	-	-	-	-	-	-	339	420	-	146	154	-
Critical Hdwy	4.21	-	-	4.35	-	-	7.1	6.5	6.95	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.299	-	-	2.425	-	-	3.5	4	3.975	3.518	4	3.3
Pot Cap-1 Maneuver	1143	-	-	1329	-	-	493	434	764	464	456	720
Stage 1	-	-	-	-	-	-	858	777	-	643	618	-
Stage 2	-	-	-	-	-	-	680	593	-	857	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1143	-	-	1329	-	-	443	421	764	447	442	720
Mov Cap-2 Maneuver	-	-	-	-	-	-	443	421	-	447	442	-
Stage 1	-	-	-	-	-	-	848	768	-	631	606	-
Stage 2	-	-	-	-	-	-	620	581	-	842	765	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.78	0.52	11.51	19.75
HCM LOS			B	C

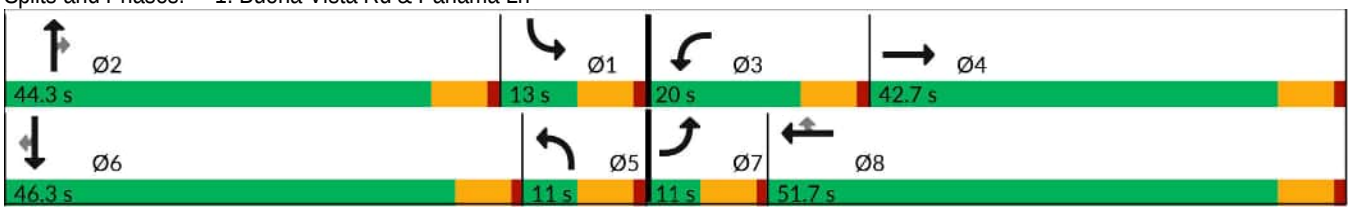
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	561	1143	-	-	1329	-	-	482
HCM Lane V/C Ratio	0.014	0.012	-	-	0.02	-	-	0.501
HCM Ctrl Dly (s/v)	11.5	8.2	-	-	7.8	-	-	19.7
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0.1	-	-	2.8

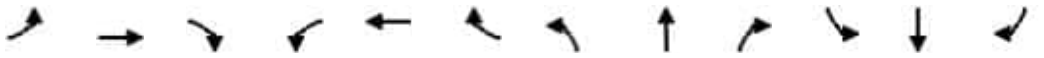
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	41	131	51	127	186	207	41	243	74	162	258	87
Future Volume (vph)	41	131	51	127	186	207	41	243	74	162	258	87
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	200		0	205		205	220		195	260		185
Storage Lanes	2		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00
Frt		0.952				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3101	3273	0	1471	3438	1417	2829	3406	1365	3072	1810	1444
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3101	3273	0	1471	3438	1417	2829	3406	1365	3072	1810	1444
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		67				249			191			191
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5255			5544			5404			5160	
Travel Time (s)		119.4			126.0			122.8			117.3	
Peak Hour Factor	0.54	0.88	0.73	0.62	0.91	0.73	0.52	0.52	0.53	0.97	0.84	0.78
Heavy Vehicles (%)	4%	5%	5%	13%	5%	5%	14%	6%	9%	5%	5%	3%
Adj. Flow (vph)	76	149	70	205	204	284	79	467	140	167	307	112
Shared Lane Traffic (%)												
Lane Group Flow (vph)	76	219	0	205	204	284	79	467	140	167	307	112
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	42.7		11.0	44.1	44.1	11.0	42.7	42.7	11.0	39.9	39.9
Total Split (s)	11.0	42.7		20.0	51.7	51.7	11.0	44.3	44.3	13.0	46.3	46.3
Total Split (%)	9.2%	35.6%		16.7%	43.1%	43.1%	9.2%	36.9%	36.9%	10.8%	38.6%	38.6%
Maximum Green (s)	5.0	36.7		14.0	45.7	45.7	5.0	38.3	38.3	7.0	40.3	40.3
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		29.7			31.1	31.1		29.7	29.7		26.9	26.9
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	5.0	9.7		14.0	21.0	21.0	5.0	38.3	38.3	7.0	42.6	42.6
Actuated g/C Ratio	0.05	0.10		0.15	0.23	0.23	0.05	0.41	0.41	0.08	0.46	0.46
v/c Ratio	0.46	0.54		0.93	0.26	0.55	0.52	0.33	0.21	0.72	0.37	0.15
Control Delay (s/veh)	52.6	32.4		86.0	31.6	11.0	56.2	19.8	1.8	61.5	19.4	0.5
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	52.6	32.4		86.0	31.6	11.0	56.2	19.8	1.8	61.5	19.4	0.5
LOS	D	C		F	C	B	E	B	A	E	B	A
Approach Delay (s/veh)		37.6			39.2			20.3			27.8	
Approach LOS		D			D			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 93.1			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.93			
Intersection Signal Delay (s/veh): 30.3		Intersection LOS: C	
Intersection Capacity Utilization 50.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Buena Vista Rd & Panama Ln





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	131	51	127	186	207	41	243	74	162	258	87
Future Volume (veh/h)	41	131	51	127	186	207	41	243	74	162	258	87
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1695	1826	1682	1573	1826	1682	1559	1811	1627	1682	1826	1709
Adj Flow Rate, veh/h	76	149	70	205	204	284	79	467	140	167	307	112
Peak Hour Factor	0.54	0.88	0.73	0.62	0.91	0.73	0.52	0.52	0.53	0.97	0.84	0.78
Percent Heavy Veh, %	4	5	5	13	5	5	14	6	9	5	5	3
Cap, veh/h	145	234	105	227	713	293	149	1427	572	228	797	632
Arrive On Green	0.05	0.10	0.10	0.15	0.21	0.21	0.05	0.41	0.41	0.07	0.44	0.44
Sat Flow, veh/h	3132	2329	1044	1498	3469	1425	2880	3441	1379	3107	1826	1448
Grp Volume(v), veh/h	76	109	110	205	204	284	79	467	140	167	307	112
Grp Sat Flow(s),veh/h/ln	1566	1735	1638	1498	1735	1425	1440	1721	1379	1554	1826	1448
Q Serve(g_s), s	2.2	5.6	6.0	12.4	4.6	13.6	2.5	8.5	3.2	4.9	10.5	3.0
Cycle Q Clear(g_c), s	2.2	5.6	6.0	12.4	4.6	13.6	2.5	8.5	3.2	4.9	10.5	3.0
Prop In Lane	1.00		0.64	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	145	174	164	227	713	293	149	1427	572	228	797	632
V/C Ratio(X)	0.52	0.63	0.67	0.90	0.29	0.97	0.53	0.33	0.24	0.73	0.39	0.18
Avail Cap(c_a), veh/h	170	689	651	227	1717	705	156	1427	572	236	797	632
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	43.0	39.9	40.1	38.5	31.0	20.1	42.7	18.3	4.7	41.9	17.6	7.5
Incr Delay (d2), s/veh	2.9	3.7	4.6	34.8	0.2	18.1	3.1	0.6	1.0	10.8	1.4	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	2.5	2.6	6.7	1.9	5.8	0.9	3.4	1.9	2.2	4.6	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	45.9	43.5	44.7	73.3	31.2	38.3	45.7	18.9	5.8	52.7	19.0	8.1
LnGrp LOS	D	D	D	E	C	D	D	B	A	D	B	A
Approach Vol, veh/h		295			693			686			586	
Approach Delay, s/veh		44.6			46.5			19.3			26.5	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.8	44.3	20.0	15.3	10.8	46.3	10.3	25.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	7.0	38.3	14.0	36.7	5.0	40.3	5.0	45.7
Max Q Clear Time (g_c+I1), s	6.9	10.5	14.4	8.0	4.5	12.5	4.2	15.6
Green Ext Time (p_c), s	0.0	3.8	0.0	1.3	0.0	2.3	0.0	2.4

Intersection Summary	
HCM 7th Control Delay, s/veh	32.8
HCM 7th LOS	C



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	101	144	11	70	201
Future Volume (vph)	20	101	144	11	70	201
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.886		0.992			
Flt Protected	0.992					0.989
Satd. Flow (prot)	1439	0	1751	0	0	1832
Flt Permitted	0.992					0.989
Satd. Flow (perm)	1439	0	1751	0	0	1832
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.75	0.68	0.80	0.92	0.84	0.70
Heavy Vehicles (%)	12%	6%	8%	2%	8%	1%
Adj. Flow (vph)	27	149	180	12	83	287
Shared Lane Traffic (%)						
Lane Group Flow (vph)	176	0	192	0	0	370
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 40.7%		ICU Level of Service A	
Analysis Period (min) 15			

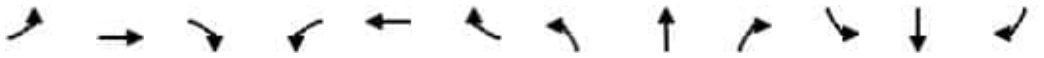
Intersection	
Int Delay, s/veh	3.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	101	144	11	70	201
Future Vol, veh/h	20	101	144	11	70	201
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	75	68	80	92	84	70
Heavy Vehicles, %	12	6	8	2	8	1
Mvmt Flow	27	149	180	12	83	287

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	640	186	0	0	192	0
Stage 1	186	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.52	6.26	-	-	4.18	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	-	-	2.272	-
Pot Cap-1 Maneuver	424	846	-	-	1346	-
Stage 1	822	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	393	846	-	-	1346	-
Mov Cap-2 Maneuver	393	-	-	-	-	-
Stage 1	822	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	11.6	0	1.77
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	720	405	-
HCM Lane V/C Ratio	-	-	0.243	0.062	-
HCM Ctrl Dly (s/v)	-	-	11.6	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	1	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	107	3	11	222	76	1	0	1	148	1	47
Future Volume (vph)	23	107	3	11	222	76	1	0	1	148	1	47
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.961			0.932			0.969	
Flt Protected	0.950			0.950				0.976			0.964	
Satd. Flow (prot)	1498	1619	0	1330	1621	0	0	1257	0	0	1748	0
Flt Permitted	0.950			0.950				0.976			0.964	
Satd. Flow (perm)	1498	1619	0	1330	1621	0	0	1257	0	0	1748	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.67	0.90	0.38	0.42	0.78	0.75	0.25	0.92	0.25	0.70	0.25	0.72
Heavy Vehicles (%)	11%	14%	50%	25%	15%	6%	0%	0%	75%	2%	0%	0%
Adj. Flow (vph)	34	119	8	26	285	101	4	0	4	211	4	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	127	0	26	386	0	0	8	0	0	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.2%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	8.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	23	107	3	11	222	76	1	0	1	148	1	47
Future Vol, veh/h	23	107	3	11	222	76	1	0	1	148	1	47
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	495	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	67	90	38	42	78	75	25	92	25	70	25	72
Heavy Vehicles, %	11	14	50	25	15	6	0	0	75	2	0	0
Mvmt Flow	34	119	8	26	285	101	4	0	4	211	4	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	386	0	0	127	0	0	530	630	123	575	583	335
Stage 1	-	-	-	-	-	-	191	191	-	388	388	-
Stage 2	-	-	-	-	-	-	339	438	-	188	195	-
Critical Hdwy	4.21	-	-	4.35	-	-	7.1	6.5	6.95	7.12	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.12	5.5	-
Follow-up Hdwy	2.299	-	-	2.425	-	-	3.5	4	3.975	3.518	4	3.3
Pot Cap-1 Maneuver	1125	-	-	1329	-	-	462	401	764	429	427	711
Stage 1	-	-	-	-	-	-	815	746	-	636	613	-
Stage 2	-	-	-	-	-	-	680	582	-	814	743	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1125	-	-	1329	-	-	395	381	764	405	406	711
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	381	-	405	406	-
Stage 1	-	-	-	-	-	-	790	723	-	623	601	-
Stage 2	-	-	-	-	-	-	601	570	-	785	720	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.77	0.49	12.02	25.31
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	521	1125	-	-	1329	-	-	450
HCM Lane V/C Ratio	0.015	0.031	-	-	0.02	-	-	0.623
HCM Ctrl Dly (s/v)	12	8.3	-	-	7.8	-	-	25.3
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0	0.1	-	-	0.1	-	-	4.1



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	101	144	11	70	201
Future Volume (vph)	20	101	144	11	70	201
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	0	150		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1484	1403	1759	1458	1539	1881
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1484	1403	1759	1458	1539	1881
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.75	0.68	0.80	0.92	0.84	0.70
Heavy Vehicles (%)	12%	6%	8%	2%	8%	1%
Adj. Flow (vph)	27	149	180	12	83	287
Shared Lane Traffic (%)						
Lane Group Flow (vph)	27	149	180	12	83	287
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 25.1%		ICU Level of Service A	
Analysis Period (min) 15			

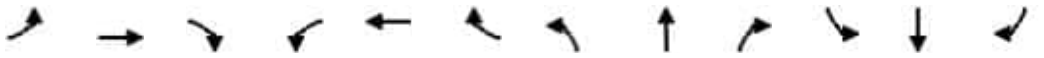
Intersection	
Int Delay, s/veh	3.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	101	144	11	70	201
Future Vol, veh/h	20	101	144	11	70	201
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	150	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	75	68	80	92	84	70
Heavy Vehicles, %	12	6	8	2	8	1
Mvmt Flow	27	149	180	12	83	287

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	634	180	0	0	192	0
Stage 1	180	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.52	6.26	-	-	4.18	-
Critical Hdwy Stg 1	5.52	-	-	-	-	-
Critical Hdwy Stg 2	5.52	-	-	-	-	-
Follow-up Hdwy	3.608	3.354	-	-	2.272	-
Pot Cap-1 Maneuver	428	853	-	-	1346	-
Stage 1	827	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	401	853	-	-	1346	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	827	-	-	-	-	-
Stage 2	581	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.8	0	1.77
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	401	853	1346	-
HCM Lane V/C Ratio	-	-	0.066	0.174	0.062	-
HCM Ctrl Dly (s/v)	-	-	14.6	10.1	7.9	-
HCM Lane LOS	-	-	B	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0.6	0.2	-

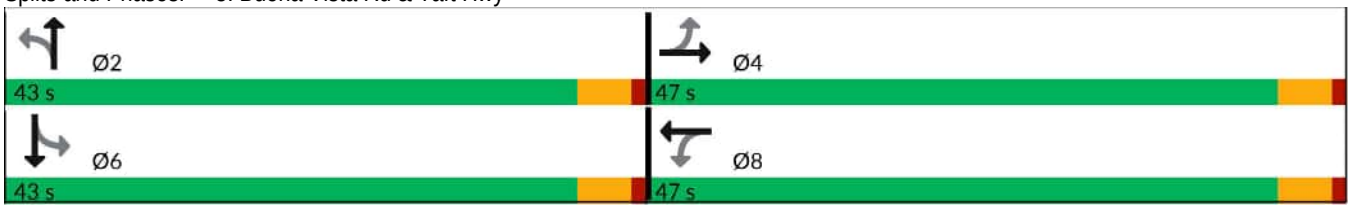


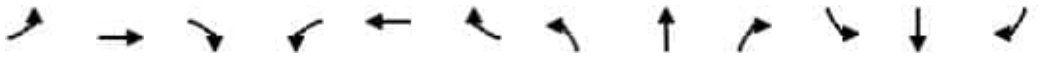
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	107	3	11	222	76	1	0	1	148	1	47
Future Volume (vph)	23	107	3	11	222	76	1	0	1	148	1	47
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.991			0.961			0.932			0.969	
Flt Protected	0.950			0.950				0.976			0.964	
Satd. Flow (prot)	1498	1619	0	1330	1621	0	0	1257	0	0	1748	0
Flt Permitted	0.475			0.676				0.868			0.774	
Satd. Flow (perm)	749	1619	0	946	1621	0	0	1118	0	0	1404	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		5			27			18			21	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.67	0.90	0.38	0.42	0.78	0.75	0.25	0.92	0.25	0.70	0.25	0.72
Heavy Vehicles (%)	11%	14%	50%	25%	15%	6%	0%	0%	75%	2%	0%	0%
Adj. Flow (vph)	34	119	8	26	285	101	4	0	4	211	4	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	127	0	26	386	0	0	8	0	0	280	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	47.0	47.0		47.0	47.0		43.0	43.0		43.0	43.0	
Total Split (%)	52.2%	52.2%		52.2%	52.2%		47.8%	47.8%		47.8%	47.8%	
Maximum Green (s)	42.5	42.5		42.5	42.5		38.5	38.5		38.5	38.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	15.1	15.1		15.1	15.1			13.5			13.5	
Actuated g/C Ratio	0.39	0.39		0.39	0.39			0.35			0.35	
v/c Ratio	0.12	0.20		0.07	0.59			0.02			0.55	
Control Delay (s/veh)	9.4	8.9		8.7	13.3			3.5			14.8	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	9.4	8.9		8.7	13.3			3.5			14.8	
LOS	A	A		A	B			A			B	
Approach Delay (s/veh)		9.0			13.0			3.5			14.8	
Approach LOS		A			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 90			
Actuated Cycle Length: 38.3			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.59			
Intersection Signal Delay (s/veh): 12.7		Intersection LOS: B	
Intersection Capacity Utilization 45.0%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Buena Vista Rd & Taft Hwy

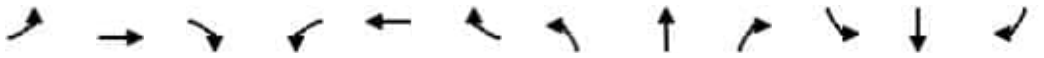




Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	107	3	11	222	76	1	0	1	148	1	47
Future Volume (veh/h)	23	107	3	11	222	76	1	0	1	148	1	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1600	1693	1068	1409	1678	1668	1750	1900	726	1723	1900	1750
Adj Flow Rate, veh/h	34	119	8	26	285	101	4	0	4	211	4	65
Peak Hour Factor	0.67	0.90	0.38	0.42	0.78	0.75	0.25	0.92	0.25	0.70	0.25	0.72
Percent Heavy Veh, %	11	14	50	25	15	6	0	0	75	2	0	0
Cap, veh/h	412	585	39	570	442	156	383	60	245	539	34	104
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.30	0.00	0.30	0.30	0.30	0.30
Sat Flow, veh/h	853	1568	105	952	1183	419	623	202	824	1037	116	348
Grp Volume(v), veh/h	34	0	127	26	0	386	8	0	0	280	0	0
Grp Sat Flow(s),veh/h/ln	853	0	1674	952	0	1602	1649	0	0	1501	0	0
Q Serve(g_s), s	0.9	0.0	1.4	0.5	0.0	5.4	0.0	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	6.4	0.0	1.4	1.9	0.0	5.4	0.1	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.26	0.50		0.50	0.75		0.23
Lane Grp Cap(c), veh/h	412	0	625	570	0	598	688	0	0	678	0	0
V/C Ratio(X)	0.08	0.00	0.20	0.05	0.00	0.65	0.01	0.00	0.00	0.41	0.00	0.00
Avail Cap(c_a), veh/h	1420	0	2601	1694	0	2491	2321	0	0	2318	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	9.7	0.0	5.8	6.5	0.0	7.1	6.8	0.0	0.0	8.2	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.2	0.0	0.0	1.2	0.0	0.0	0.0	0.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.3	0.1	0.0	1.1	0.0	0.0	0.0	0.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	9.8	0.0	6.0	6.5	0.0	8.2	6.8	0.0	0.0	8.6	0.0	0.0
LnGrp LOS	A		A	A		A	A			A		
Approach Vol, veh/h		161			412			8			280	
Approach Delay, s/veh		6.8			8.1			6.8			8.6	
Approach LOS		A			A			A			A	

Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		12.6		14.7		12.6		14.7				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		38.5		42.5		38.5		42.5				
Max Q Clear Time (g_c+I1), s		2.1		8.4		6.3		7.4				
Green Ext Time (p_c), s		0.0		1.0		1.8		2.9				

Intersection Summary												
HCM 7th Control Delay, s/veh			8.0									
HCM 7th LOS			A									

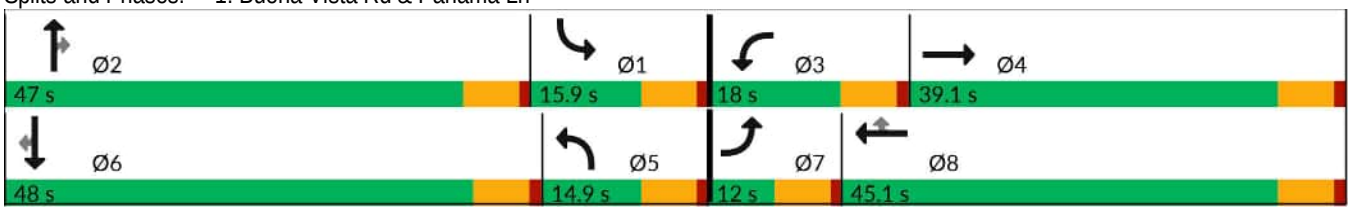


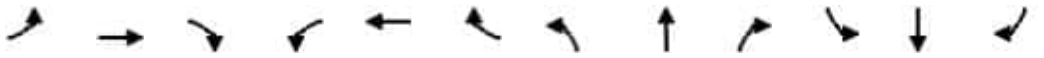
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	176	16	53	105	181	42	225	47	208	142	30
Future Volume (vph)	88	176	16	53	105	181	42	225	47	208	142	30
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	200		0	205		205	220		195	260		185
Storage Lanes	2		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3131	3344	0	1646	3471	1473	3043	3574	1488	3193	1827	1488
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3131	3344	0	1646	3471	1473	3043	3574	1488	3193	1827	1488
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		16				221			136			136
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5255			5544			5404			5160	
Travel Time (s)		119.4			126.0			122.8			117.3	
Peak Hour Factor	0.79	0.82	0.44	0.83	0.82	0.82	0.58	0.59	0.62	0.85	0.96	0.58
Heavy Vehicles (%)	3%	6%	3%	1%	4%	1%	6%	1%	0%	1%	4%	0%
Adj. Flow (vph)	111	215	36	64	128	221	72	381	76	245	148	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	251	0	64	128	221	72	381	76	245	148	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	42.7		11.0	44.1	44.1	11.0	42.7	42.7	11.0	39.9	39.9
Total Split (s)	12.0	39.1		18.0	45.1	45.1	14.9	47.0	47.0	15.9	48.0	48.0
Total Split (%)	10.0%	32.6%		15.0%	37.6%	37.6%	12.4%	39.2%	39.2%	13.3%	40.0%	40.0%
Maximum Green (s)	6.0	33.1		12.0	39.1	39.1	8.9	41.0	41.0	9.9	42.0	42.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lag	Lead	Lead	Lag	Lead	Lead
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		29.7			31.1	31.1		29.7	29.7		26.9	26.9
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	6.0	14.2		8.9	14.6	14.6	8.2	41.1	41.1	9.9	45.4	45.4
Actuated g/C Ratio	0.06	0.15		0.09	0.15	0.15	0.09	0.43	0.43	0.10	0.47	0.47
v/c Ratio	0.57	0.49		0.42	0.24	0.54	0.27	0.25	0.11	0.74	0.17	0.07
Control Delay (s/veh)	56.9	39.8		50.2	36.0	10.1	45.0	18.8	0.6	57.4	17.8	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.9	39.8		50.2	36.0	10.1	45.0	18.8	0.6	57.4	17.8	0.2
LOS	E	D		D	D	B	D	B	A	E	B	A
Approach Delay (s/veh)		45.1			24.3			19.8			37.5	
Approach LOS		D			C			B			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 95.7			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.74			
Intersection Signal Delay (s/veh): 30.6		Intersection LOS: C	
Intersection Capacity Utilization 42.2%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Buena Vista Rd & Panama Ln





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	176	16	53	105	181	42	225	47	208	142	30
Future Volume (veh/h)	88	176	16	53	105	181	42	225	47	208	142	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1811	1709	1736	1841	1736	1668	1885	1750	1736	1841	1750
Adj Flow Rate, veh/h	111	215	36	64	128	221	72	381	76	245	148	52
Peak Hour Factor	0.79	0.82	0.44	0.83	0.82	0.82	0.58	0.59	0.62	0.85	0.96	0.58
Percent Heavy Veh, %	3	6	3	1	4	1	6	1	0	1	4	0
Cap, veh/h	168	443	73	81	509	214	266	1591	659	312	838	675
Arrive On Green	0.05	0.15	0.15	0.05	0.15	0.15	0.09	0.44	0.44	0.10	0.46	0.46
Sat Flow, veh/h	3158	2957	487	1654	3497	1471	3082	3582	1483	3208	1841	1483
Grp Volume(v), veh/h	111	124	127	64	128	221	72	381	76	245	148	52
Grp Sat Flow(s),veh/h/ln	1579	1721	1723	1654	1749	1471	1541	1791	1483	1604	1841	1483
Q Serve(g_s), s	3.2	6.1	6.3	3.5	3.0	9.9	2.0	6.1	1.9	6.9	4.4	1.2
Cycle Q Clear(g_c), s	3.2	6.1	6.3	3.5	3.0	9.9	2.0	6.1	1.9	6.9	4.4	1.2
Prop In Lane	1.00		0.28	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	168	258	258	81	509	214	266	1591	659	312	838	675
V/C Ratio(X)	0.66	0.48	0.49	0.79	0.25	1.03	0.27	0.24	0.12	0.79	0.18	0.08
Avail Cap(c_a), veh/h	205	617	618	215	1482	623	297	1591	659	344	838	675
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.9	35.9	36.0	43.4	35.0	21.3	39.4	15.9	6.9	40.7	14.9	6.3
Incr Delay (d2), s/veh	5.7	1.4	1.5	15.8	0.3	37.2	0.5	0.4	0.4	10.5	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.6	2.7	1.8	1.3	5.5	0.8	2.5	1.0	3.1	1.9	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	48.5	37.3	37.5	59.2	35.2	58.5	40.0	16.3	7.3	51.2	15.4	6.5
LnGrp LOS	D	D	D	E	D	F	D	B	A	D	B	A
Approach Vol, veh/h		362			413			529			445	
Approach Delay, s/veh		40.8			51.4			18.2			34.1	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	47.0	10.5	19.8	14.0	48.0	10.9	19.4
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	9.9	41.0	12.0	33.1	8.9	42.0	6.0	39.1
Max Q Clear Time (g_c+I1), s	8.9	8.1	5.5	8.3	4.0	6.4	5.2	11.9
Green Ext Time (p_c), s	0.1	3.0	0.1	1.4	0.1	1.0	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	34.8
HCM 7th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	5	157	109	1	66	74
Future Volume (vph)	5	157	109	1	66	74
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869		0.996			
Flt Protected	0.999					0.975
Satd. Flow (prot)	1472	0	1856	0	0	1772
Flt Permitted	0.999					0.975
Satd. Flow (perm)	1472	0	1856	0	0	1772
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.42	0.39	0.88	0.25	0.72	0.88
Heavy Vehicles (%)	10%	3%	2%	0%	6%	3%
Adj. Flow (vph)	12	403	124	4	92	84
Shared Lane Traffic (%)						
Lane Group Flow (vph)	415	0	128	0	0	176
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 31.7%		ICU Level of Service A	
Analysis Period (min) 15			

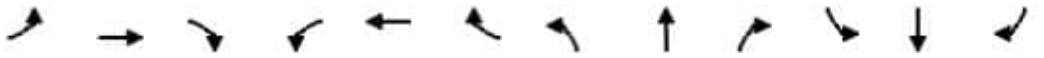
Intersection	
Int Delay, s/veh	8.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	157	109	1	66	74
Future Vol, veh/h	5	157	109	1	66	74
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	42	39	88	25	72	88
Heavy Vehicles, %	10	3	2	0	6	3
Mvmt Flow	12	403	124	4	92	84

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	393	126	0	0	128	0
Stage 1	126	-	-	-	-	-
Stage 2	267	-	-	-	-	-
Critical Hdwy	6.5	6.23	-	-	4.16	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.327	-	-	2.254	-
Pot Cap-1 Maneuver	596	922	-	-	1434	-
Stage 1	880	-	-	-	-	-
Stage 2	759	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	556	922	-	-	1434	-
Mov Cap-2 Maneuver	556	-	-	-	-	-
Stage 1	880	-	-	-	-	-
Stage 2	708	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	12.3	0	4.01
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	905	939	-
HCM Lane V/C Ratio	-	-	0.458	0.064	-
HCM Ctrl Dly (s/v)	-	-	12.3	7.7	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	2.4	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	272	1	2	144	100	1	2	8	79	1	31
Future Volume (vph)	16	272	1	2	144	100	1	2	8	79	1	31
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.941			0.910			0.965	
Flt Protected	0.950			0.950				0.992			0.965	
Satd. Flow (prot)	1662	1710	0	1363	1702	0	0	1531	0	0	1715	0
Flt Permitted	0.950			0.950				0.992			0.965	
Satd. Flow (perm)	1662	1710	0	1363	1702	0	0	1531	0	0	1715	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.50	0.88	0.25	0.50	0.78	0.83	0.25	0.50	0.50	0.64	0.25	0.70
Heavy Vehicles (%)	0%	11%	0%	22%	7%	2%	0%	20%	13%	3%	0%	4%
Adj. Flow (vph)	32	309	4	4	185	120	4	4	16	123	4	44
Shared Lane Traffic (%)												
Lane Group Flow (vph)	32	313	0	4	305	0	0	24	0	0	171	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.1%		ICU Level of Service A	
Analysis Period (min) 15			

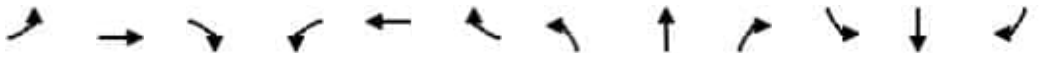
Intersection	
Int Delay, s/veh	4.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	272	1	2	144	100	1	2	8	79	1	31
Future Vol, veh/h	16	272	1	2	144	100	1	2	8	79	1	31
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	495	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	88	25	50	78	83	25	50	50	64	25	70
Heavy Vehicles, %	0	11	0	22	7	2	0	20	13	3	0	4
Mvmt Flow	32	309	4	4	185	120	4	4	16	123	4	44

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	305	0	0	313	0	0	570	688	311	628	630	245
Stage 1	-	-	-	-	-	-	375	375	-	253	253	-
Stage 2	-	-	-	-	-	-	195	313	-	375	377	-
Critical Hdwy	4.1	-	-	4.32	-	-	7.1	6.7	6.33	7.13	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.398	-	-	3.5	4.18	3.417	3.527	4	3.336
Pot Cap-1 Maneuver	1267	-	-	1142	-	-	436	347	704	394	401	789
Stage 1	-	-	-	-	-	-	650	587	-	749	702	-
Stage 2	-	-	-	-	-	-	812	626	-	644	619	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1267	-	-	1142	-	-	395	337	704	370	390	789
Mov Cap-2 Maneuver	-	-	-	-	-	-	395	337	-	370	390	-
Stage 1	-	-	-	-	-	-	634	572	-	747	699	-
Stage 2	-	-	-	-	-	-	759	624	-	609	604	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.73	0.11	12.02	18.88
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	537	1267	-	-	1142	-	-	429
HCM Lane V/C Ratio	0.045	0.025	-	-	0.004	-	-	0.4
HCM Ctrl Dly (s/v)	12	7.9	-	-	8.2	-	-	18.9
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	1.9



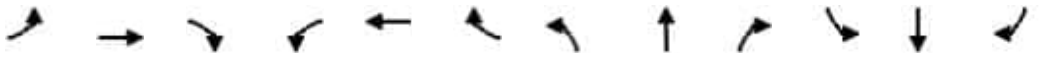
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	176	28	75	105	181	58	258	77	208	165	30
Future Volume (vph)	88	176	28	75	105	181	58	258	77	208	165	30
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	200		0	205		205	220		195	260		185
Storage Lanes	2		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00
Frt		0.966				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3131	3311	0	1646	3471	1473	3043	3574	1488	3193	1827	1488
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3131	3311	0	1646	3471	1473	3043	3574	1488	3193	1827	1488
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33				221			136			136
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5255			5544			5404			5160	
Travel Time (s)		119.4			126.0			122.8			117.3	
Peak Hour Factor	0.79	0.82	0.44	0.83	0.82	0.82	0.58	0.59	0.62	0.85	0.96	0.58
Heavy Vehicles (%)	3%	6%	3%	1%	4%	1%	6%	1%	0%	1%	4%	0%
Adj. Flow (vph)	111	215	64	90	128	221	100	437	124	245	172	52
Shared Lane Traffic (%)												
Lane Group Flow (vph)	111	279	0	90	128	221	100	437	124	245	172	52
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	42.7		11.0	44.1	44.1	11.0	42.7	42.7	11.0	39.9	39.9
Total Split (s)	12.0	42.7		15.0	45.7	45.7	14.0	44.3	44.3	18.0	48.3	48.3
Total Split (%)	10.0%	35.6%		12.5%	38.1%	38.1%	11.7%	36.9%	36.9%	15.0%	40.3%	40.3%
Maximum Green (s)	6.0	36.7		9.0	39.7	39.7	8.0	38.3	38.3	12.0	42.3	42.3
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		29.7			31.1	31.1		29.7	29.7		26.9	26.9
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	6.0	12.4		8.6	15.0	15.0	7.6	38.4	38.4	11.6	42.4	42.4
Actuated g/C Ratio	0.06	0.13		0.09	0.16	0.16	0.08	0.40	0.40	0.12	0.45	0.45
v/c Ratio	0.56	0.61		0.60	0.23	0.53	0.41	0.30	0.18	0.63	0.21	0.07
Control Delay (s/veh)	55.7	40.2		60.1	35.8	9.9	47.9	20.5	3.7	48.1	17.7	0.2
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	55.7	40.2		60.1	35.8	9.9	47.9	20.5	3.7	48.1	17.7	0.2
LOS	E	D		E	D	A	D	C	A	D	B	A
Approach Delay (s/veh)		44.6			27.8			21.5			31.7	
Approach LOS		D			C			C			C	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 95			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 29.9		Intersection LOS: C	
Intersection Capacity Utilization 43.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Buena Vista Rd & Panama Ln





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	88	176	28	75	105	181	58	258	77	208	165	30
Future Volume (veh/h)	88	176	28	75	105	181	58	258	77	208	165	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1811	1709	1736	1841	1736	1668	1885	1750	1736	1841	1750
Adj Flow Rate, veh/h	111	215	64	90	128	221	100	437	124	245	172	52
Peak Hour Factor	0.79	0.82	0.44	0.83	0.82	0.82	0.58	0.59	0.62	0.85	0.96	0.58
Percent Heavy Veh, %	3	6	3	1	4	1	6	1	0	1	4	0
Cap, veh/h	169	346	101	113	512	215	159	1542	639	320	881	710
Arrive On Green	0.05	0.13	0.13	0.07	0.15	0.15	0.05	0.43	0.43	0.10	0.48	0.48
Sat Flow, veh/h	3158	2631	763	1654	3497	1471	3082	3582	1483	3208	1841	1483
Grp Volume(v), veh/h	111	139	140	90	128	221	100	437	124	245	172	52
Grp Sat Flow(s),veh/h/ln	1579	1721	1674	1654	1749	1471	1541	1791	1483	1604	1841	1483
Q Serve(g_s), s	3.1	6.8	7.1	4.8	2.9	9.4	2.8	7.0	3.0	6.6	4.8	1.7
Cycle Q Clear(g_c), s	3.1	6.8	7.1	4.8	2.9	9.4	2.8	7.0	3.0	6.6	4.8	1.7
Prop In Lane	1.00		0.46	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	169	227	220	113	512	215	159	1542	639	320	881	710
V/C Ratio(X)	0.66	0.61	0.64	0.80	0.25	1.03	0.63	0.28	0.19	0.77	0.20	0.07
Avail Cap(c_a), veh/h	213	710	691	167	1561	657	277	1542	639	433	881	710
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	36.5	36.6	40.8	33.6	20.0	41.4	16.4	6.5	39.0	13.3	12.5
Incr Delay (d2), s/veh	4.9	2.7	3.0	14.9	0.3	35.4	4.1	0.5	0.7	5.6	0.5	0.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.0	3.0	2.4	1.2	5.2	1.2	2.9	1.6	2.8	2.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	46.2	39.1	39.6	55.7	33.9	55.3	45.4	16.9	7.2	44.6	13.8	12.7
LnGrp LOS	D	D	D	E	C	F	D	B	A	D	B	B
Approach Vol, veh/h		390			439			661			469	
Approach Delay, s/veh		41.3			49.2			19.4			29.8	
Approach LOS		D			D			B			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.9	44.3	12.1	17.7	10.6	48.6	10.8	19.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	38.3	9.0	36.7	8.0	42.3	6.0	39.7
Max Q Clear Time (g_c+I1), s	8.6	9.0	6.8	9.1	4.8	6.8	5.1	11.4
Green Ext Time (p_c), s	0.3	3.5	0.0	1.7	0.1	1.2	0.0	1.6

Intersection Summary	
HCM 7th Control Delay, s/veh	32.9
HCM 7th LOS	C



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	18	157	188	18	66	131
Future Volume (vph)	18	157	188	18	66	131
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.878		0.966			
Flt Protected	0.995					0.981
Satd. Flow (prot)	1475	0	1808	0	0	1790
Flt Permitted	0.995					0.981
Satd. Flow (perm)	1475	0	1808	0	0	1790
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.42	0.39	0.88	0.25	0.72	0.88
Heavy Vehicles (%)	10%	3%	2%	0%	6%	3%
Adj. Flow (vph)	43	403	214	72	92	149
Shared Lane Traffic (%)						
Lane Group Flow (vph)	446	0	286	0	0	241
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

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

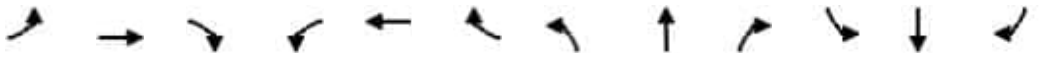
Intersection	
Int Delay, s/veh	8.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	157	188	18	66	131
Future Vol, veh/h	18	157	188	18	66	131
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	42	39	88	25	72	88
Heavy Vehicles, %	10	3	2	0	6	3
Mvmt Flow	43	403	214	72	92	149

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	582	250	0	0	286	0
Stage 1	250	-	-	-	-	-
Stage 2	332	-	-	-	-	-
Critical Hdwy	6.5	6.23	-	-	4.16	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.327	-	-	2.254	-
Pot Cap-1 Maneuver	462	787	-	-	1254	-
Stage 1	774	-	-	-	-	-
Stage 2	709	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	425	787	-	-	1254	-
Mov Cap-2 Maneuver	425	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	17.45	0	3.09
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	727	686	-
HCM Lane V/C Ratio	-	-	0.613	0.073	-
HCM Ctrl Dly (s/v)	-	-	17.5	8.1	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	4.2	0.2	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	272	1	2	144	115	1	2	8	100	1	53
Future Volume (vph)	32	272	1	2	144	115	1	2	8	100	1	53
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.936			0.910			0.957	
Flt Protected	0.950			0.950				0.992			0.968	
Satd. Flow (prot)	1662	1710	0	1363	1696	0	0	1531	0	0	1704	0
Flt Permitted	0.950			0.950				0.992			0.968	
Satd. Flow (perm)	1662	1710	0	1363	1696	0	0	1531	0	0	1704	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.50	0.88	0.25	0.50	0.78	0.83	0.25	0.50	0.50	0.64	0.25	0.70
Heavy Vehicles (%)	0%	11%	0%	22%	7%	2%	0%	20%	13%	3%	0%	4%
Adj. Flow (vph)	64	309	4	4	185	139	4	4	16	156	4	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	64	313	0	4	324	0	0	24	0	0	236	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 43.4%		ICU Level of Service A	
Analysis Period (min) 15			

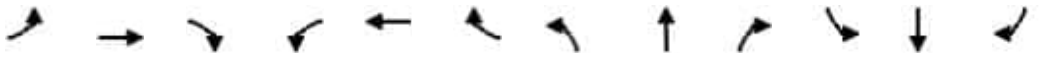
Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	272	1	2	144	115	1	2	8	100	1	53
Future Vol, veh/h	32	272	1	2	144	115	1	2	8	100	1	53
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	495	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	88	25	50	78	83	25	50	50	64	25	70
Heavy Vehicles, %	0	11	0	22	7	2	0	20	13	3	0	4
Mvmt Flow	64	309	4	4	185	139	4	4	16	156	4	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	323	0	0	313	0	0	634	770	311	701	703	254
Stage 1	-	-	-	-	-	-	439	439	-	262	262	-
Stage 2	-	-	-	-	-	-	195	331	-	439	441	-
Critical Hdwy	4.1	-	-	4.32	-	-	7.1	6.7	6.33	7.13	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.398	-	-	3.5	4.18	3.417	3.527	4	3.336
Pot Cap-1 Maneuver	1248	-	-	1142	-	-	395	311	704	352	364	780
Stage 1	-	-	-	-	-	-	601	549	-	741	695	-
Stage 2	-	-	-	-	-	-	812	614	-	595	580	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1248	-	-	1142	-	-	333	294	704	321	345	780
Mov Cap-2 Maneuver	-	-	-	-	-	-	333	294	-	321	345	-
Stage 1	-	-	-	-	-	-	570	520	-	738	693	-
Stage 2	-	-	-	-	-	-	726	612	-	547	551	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.36	0.1	12.62	26.59
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	496	1248	-	-	1142	-	-	396
HCM Lane V/C Ratio	0.048	0.051	-	-	0.004	-	-	0.595
HCM Ctrl Dly (s/v)	12.6	8	-	-	8.2	-	-	26.6
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	3.7



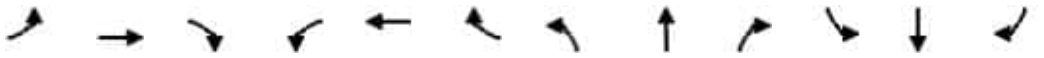
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	243	22	69	138	237	55	294	61	264	180	38
Future Volume (vph)	121	243	22	69	138	237	55	294	61	264	180	38
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	200		0	205		205	220		195	260		185
Storage Lanes	2		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00
Frt		0.978				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3131	3344	0	1646	3471	1473	3043	3574	1488	3193	1827	1488
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3131	3344	0	1646	3471	1473	3043	3574	1488	3193	1827	1488
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		19				289			149			149
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5255			5544			5404			5160	
Travel Time (s)		119.4			126.0			122.8			117.3	
Peak Hour Factor	0.79	0.82	0.44	0.83	0.82	0.82	0.58	0.59	0.62	0.85	0.96	0.58
Heavy Vehicles (%)	3%	6%	3%	1%	4%	1%	6%	1%	0%	1%	4%	0%
Adj. Flow (vph)	153	296	50	83	168	289	95	498	98	311	188	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	346	0	83	168	289	95	498	98	311	188	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	42.7		11.0	44.1	44.1	11.0	42.7	42.7	11.0	39.9	39.9
Total Split (s)	13.0	43.1		16.9	47.0	47.0	27.0	36.0	36.0	14.0	23.0	23.0
Total Split (%)	11.8%	39.2%		15.4%	42.7%	42.7%	24.5%	32.7%	32.7%	12.7%	20.9%	20.9%
Maximum Green (s)	7.0	37.1		10.9	41.0	41.0	21.0	30.0	30.0	8.0	17.0	17.0
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		29.7			31.1	31.1		29.7	29.7		26.9	26.9
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	7.0	16.7		9.2	16.1	16.1	8.2	36.8	36.8	8.0	39.3	39.3
Actuated g/C Ratio	0.08	0.18		0.10	0.17	0.17	0.09	0.40	0.40	0.09	0.43	0.43
v/c Ratio	0.64	0.56		0.51	0.28	0.58	0.35	0.35	0.14	1.12	0.24	0.09
Control Delay (s/veh)	56.0	37.3		51.6	33.3	9.1	44.1	21.0	1.5	131.0	21.2	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	56.0	37.3		51.6	33.3	9.1	44.1	21.0	1.5	131.0	21.2	0.3
LOS	E	D		D	C	A	D	C	A	F	C	A
Approach Delay (s/veh)		43.1			23.2			21.4			79.2	
Approach LOS		D			C			C			E	

Intersection Summary			
Area Type:	Other		
Cycle Length: 110			
Actuated Cycle Length: 92.1			
Natural Cycle: 110			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 1.12			
Intersection Signal Delay (s/veh): 40.8		Intersection LOS: D	
Intersection Capacity Utilization 47.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Buena Vista Rd & Panama Ln





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	243	22	69	138	237	55	294	61	264	180	38
Future Volume (veh/h)	121	243	22	69	138	237	55	294	61	264	180	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1811	1709	1736	1841	1736	1668	1885	1750	1736	1841	1750
Adj Flow Rate, veh/h	153	296	50	83	168	289	95	498	98	311	188	66
Peak Hour Factor	0.79	0.82	0.44	0.83	0.82	0.82	0.58	0.59	0.62	0.85	0.96	0.58
Percent Heavy Veh, %	3	6	3	1	4	1	6	1	0	1	4	0
Cap, veh/h	222	527	88	105	600	253	167	1314	544	314	756	609
Arrive On Green	0.07	0.18	0.18	0.06	0.17	0.17	0.05	0.37	0.37	0.10	0.41	0.41
Sat Flow, veh/h	3158	2950	492	1654	3497	1471	3082	3582	1483	3208	1841	1483
Grp Volume(v), veh/h	153	171	175	83	168	289	95	498	98	311	188	66
Grp Sat Flow(s),veh/h/ln	1579	1721	1722	1654	1749	1471	1541	1791	1483	1604	1841	1483
Q Serve(g_s), s	3.9	7.4	7.6	4.0	3.4	9.9	2.5	8.4	2.4	7.9	5.5	2.2
Cycle Q Clear(g_c), s	3.9	7.4	7.6	4.0	3.4	9.9	2.5	8.4	2.4	7.9	5.5	2.2
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	222	307	307	105	600	253	167	1314	544	314	756	609
V/C Ratio(X)	0.69	0.56	0.57	0.79	0.28	1.14	0.57	0.38	0.18	0.99	0.25	0.11
Avail Cap(c_a), veh/h	270	781	781	220	1753	738	791	1314	544	314	756	609
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.2	30.6	30.7	37.8	29.5	16.8	37.8	19.0	7.8	36.9	15.8	14.9
Incr Delay (d2), s/veh	5.6	1.6	1.7	12.5	0.3	75.3	3.0	0.8	0.7	48.2	0.8	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	3.1	3.2	2.0	1.4	8.4	1.0	3.5	1.3	5.1	2.4	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.7	32.2	32.4	50.2	29.7	92.1	40.8	19.9	8.6	85.1	16.6	15.2
LnGrp LOS	D	C	C	D	C	F	D	B	A	F	B	B
Approach Vol, veh/h		499			540			691			565	
Approach Delay, s/veh		35.5			66.3			21.1			54.1	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.0	36.0	11.2	20.6	10.4	39.6	11.7	20.0
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	8.0	30.0	10.9	37.1	21.0	17.0	7.0	41.0
Max Q Clear Time (g_c+I1), s	9.9	10.4	6.0	9.6	4.5	7.5	5.9	11.9
Green Ext Time (p_c), s	0.0	3.6	0.1	2.1	0.2	0.8	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	43.0
HCM 7th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	7	233	159	1	86	97
Future Volume (vph)	7	233	159	1	86	97
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.869		0.997			
Flt Protected	0.999					0.975
Satd. Flow (prot)	1472	0	1858	0	0	1772
Flt Permitted	0.999					0.975
Satd. Flow (perm)	1472	0	1858	0	0	1772
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.42	0.39	0.88	0.25	0.72	0.88
Heavy Vehicles (%)	10%	3%	2%	0%	6%	3%
Adj. Flow (vph)	17	597	181	4	119	110
Shared Lane Traffic (%)						
Lane Group Flow (vph)	614	0	185	0	0	229
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 44.4%		ICU Level of Service A	
Analysis Period (min) 15			

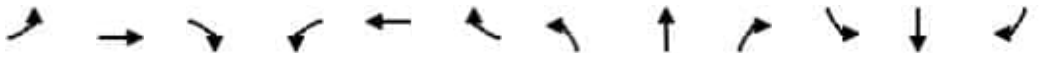
Intersection	
Int Delay, s/veh	13

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	233	159	1	86	97
Future Vol, veh/h	7	233	159	1	86	97
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	42	39	88	25	72	88
Heavy Vehicles, %	10	3	2	0	6	3
Mvmt Flow	17	597	181	4	119	110

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	532	183	0	0	185	0
Stage 1	183	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.5	6.23	-	-	4.16	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.327	-	-	2.254	-
Pot Cap-1 Maneuver	495	857	-	-	1366	-
Stage 1	830	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	449	857	-	-	1366	-
Mov Cap-2 Maneuver	449	-	-	-	-	-
Stage 1	830	-	-	-	-	-
Stage 2	632	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	20.19	0	4.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	837	936	-
HCM Lane V/C Ratio	-	-	0.734	0.087	-
HCM Ctrl Dly (s/v)	-	-	20.2	7.9	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	6.7	0.3	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	299	1	2	165	115	1	2	9	115	1	45
Future Volume (vph)	18	299	1	2	165	115	1	2	9	115	1	45
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.941			0.907			0.965	
Flt Protected	0.950			0.950				0.992			0.965	
Satd. Flow (prot)	1662	1710	0	1363	1702	0	0	1525	0	0	1714	0
Flt Permitted	0.950			0.950				0.992			0.965	
Satd. Flow (perm)	1662	1710	0	1363	1702	0	0	1525	0	0	1714	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.50	0.88	0.25	0.50	0.78	0.83	0.25	0.50	0.50	0.64	0.25	0.70
Heavy Vehicles (%)	0%	11%	0%	22%	7%	2%	0%	20%	13%	3%	0%	4%
Adj. Flow (vph)	36	340	4	4	212	139	4	4	18	180	4	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	344	0	4	351	0	0	26	0	0	248	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 38.7%		ICU Level of Service A	
Analysis Period (min) 15			

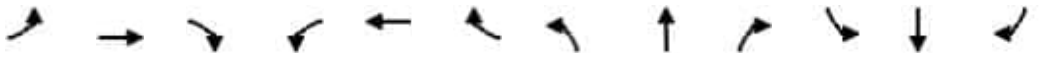
Intersection	
Int Delay, s/veh	8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	18	299	1	2	165	115	1	2	9	115	1	45
Future Vol, veh/h	18	299	1	2	165	115	1	2	9	115	1	45
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	495	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	88	25	50	78	83	25	50	50	64	25	70
Heavy Vehicles, %	0	11	0	22	7	2	0	20	13	3	0	4
Mvmt Flow	36	340	4	4	212	139	4	4	18	180	4	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	350	0	0	344	0	0	635	772	342	703	705	281
Stage 1	-	-	-	-	-	-	414	414	-	289	289	-
Stage 2	-	-	-	-	-	-	222	358	-	414	416	-
Critical Hdwy	4.1	-	-	4.32	-	-	7.1	6.7	6.33	7.13	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.398	-	-	3.5	4.18	3.417	3.527	4	3.336
Pot Cap-1 Maneuver	1220	-	-	1112	-	-	394	310	676	351	364	753
Stage 1	-	-	-	-	-	-	620	563	-	717	677	-
Stage 2	-	-	-	-	-	-	785	597	-	614	595	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1220	-	-	1112	-	-	345	300	676	326	352	753
Mov Cap-2 Maneuver	-	-	-	-	-	-	345	300	-	326	352	-
Stage 1	-	-	-	-	-	-	601	547	-	714	674	-
Stage 2	-	-	-	-	-	-	712	595	-	576	578	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	0.76	0.09	12.53	30.11
HCM LOS			B	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	504	1220	-	-	1112	-	-	383
HCM Lane V/C Ratio	0.052	0.03	-	-	0.004	-	-	0.647
HCM Ctrl Dly (s/v)	12.5	8	-	-	8.2	-	-	30.1
HCM Lane LOS	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0	-	-	4.4



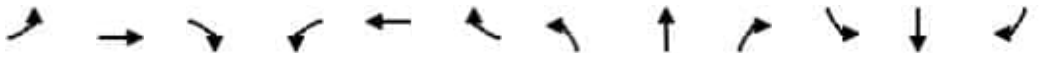
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	243	34	91	138	237	71	327	91	264	203	38
Future Volume (vph)	121	243	34	91	138	237	71	327	91	264	203	38
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	200		0	205		205	220		195	260		185
Storage Lanes	2		0	1		1	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00	0.97	1.00	1.00
Frt		0.969				0.850			0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3131	3319	0	1646	3471	1473	3043	3574	1488	3193	1827	1488
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3131	3319	0	1646	3471	1473	3043	3574	1488	3193	1827	1488
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28				289			147			136
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5255			5544			5404			5160	
Travel Time (s)		119.4			126.0			122.8			117.3	
Peak Hour Factor	0.79	0.82	0.44	0.83	0.82	0.82	0.58	0.59	0.62	0.85	0.96	0.58
Heavy Vehicles (%)	3%	6%	3%	1%	4%	1%	6%	1%	0%	1%	4%	0%
Adj. Flow (vph)	153	296	77	110	168	289	122	554	147	311	211	66
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	373	0	110	168	289	122	554	147	311	211	66
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		24			24			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Minimum Split (s)	11.0	42.7		11.0	44.1	44.1	11.0	42.7	42.7	11.0	39.9	39.9
Total Split (s)	12.0	42.7		15.0	45.7	45.7	14.0	44.3	44.3	18.0	48.3	48.3
Total Split (%)	10.0%	35.6%		12.5%	38.1%	38.1%	11.7%	36.9%	36.9%	15.0%	40.3%	40.3%
Maximum Green (s)	6.0	36.7		9.0	39.7	39.7	8.0	38.3	38.3	12.0	42.3	42.3
Yellow Time (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0		6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lead	Lead	Lag	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Don't Walk (s)		29.7			31.1	31.1		29.7	29.7		26.9	26.9
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)	6.0	15.7		9.0	18.7	18.7	7.8	38.3	38.3	12.0	42.6	42.6
Actuated g/C Ratio	0.06	0.16		0.09	0.19	0.19	0.08	0.39	0.39	0.12	0.43	0.43
v/c Ratio	0.81	0.68		0.74	0.26	0.56	0.51	0.40	0.22	0.80	0.27	0.09
Control Delay (s/veh)	77.7	42.8		73.8	35.0	8.8	52.7	23.6	4.6	59.9	20.2	0.3
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (s/veh)	77.7	42.8		73.8	35.0	8.8	52.7	23.6	4.6	59.9	20.2	0.3
LOS	E	D		E	C	A	D	C	A	E	C	A
Approach Delay (s/veh)		53.0			29.2			24.5			38.9	
Approach LOS		D			C			C			D	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 99.1			
Natural Cycle: 110			
Control Type: Semi Act-Uncoord			
Maximum v/c Ratio: 0.81			
Intersection Signal Delay (s/veh): 34.9		Intersection LOS: C	
Intersection Capacity Utilization 50.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Buena Vista Rd & Panama Ln





Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	243	34	91	138	237	71	327	91	264	203	38
Future Volume (veh/h)	121	243	34	91	138	237	71	327	91	264	203	38
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1709	1811	1709	1736	1841	1736	1668	1885	1750	1736	1841	1750
Adj Flow Rate, veh/h	153	296	77	110	168	289	122	554	147	311	211	66
Peak Hour Factor	0.79	0.82	0.44	0.83	0.82	0.82	0.58	0.59	0.62	0.85	0.96	0.58
Percent Heavy Veh, %	3	6	3	1	4	1	6	1	0	1	4	0
Cap, veh/h	198	408	104	135	594	250	179	1433	593	375	845	680
Arrive On Green	0.06	0.15	0.15	0.08	0.17	0.17	0.06	0.40	0.40	0.12	0.46	0.46
Sat Flow, veh/h	3158	2713	694	1654	3497	1471	3082	3582	1483	3208	1841	1483
Grp Volume(v), veh/h	153	186	187	110	168	289	122	554	147	311	211	66
Grp Sat Flow(s),veh/h/ln	1579	1721	1686	1654	1749	1471	1541	1791	1483	1604	1841	1483
Q Serve(g_s), s	4.6	9.9	10.1	6.3	4.0	11.5	3.7	10.5	4.1	9.1	6.7	2.4
Cycle Q Clear(g_c), s	4.6	9.9	10.1	6.3	4.0	11.5	3.7	10.5	4.1	9.1	6.7	2.4
Prop In Lane	1.00		0.41	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	198	259	254	135	594	250	179	1433	593	375	845	680
V/C Ratio(X)	0.77	0.72	0.74	0.81	0.28	1.16	0.68	0.39	0.25	0.83	0.25	0.10
Avail Cap(c_a), veh/h	198	660	646	155	1450	610	258	1433	593	402	845	680
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	44.2	38.7	38.9	43.2	34.7	19.9	44.2	20.4	8.2	41.3	15.8	14.7
Incr Delay (d2), s/veh	17.1	3.7	4.1	24.3	0.3	80.8	4.5	0.8	1.0	12.9	0.7	0.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	4.4	4.4	3.4	1.7	9.4	1.5	4.4	2.2	4.2	2.9	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	61.3	42.4	43.0	67.5	34.9	100.7	48.7	21.2	9.2	54.2	16.5	15.0
LnGrp LOS	E	D	D	E	C	F	D	C	A	D	B	B
Approach Vol, veh/h		526			567			823			588	
Approach Delay, s/veh		48.1			74.8			23.1			36.3	
Approach LOS		D			E			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.2	44.3	13.8	20.4	11.6	49.9	12.0	22.2
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0
Max Green Setting (Gmax), s	12.0	38.3	9.0	36.7	8.0	42.3	6.0	39.7
Max Q Clear Time (g_c+I1), s	11.1	12.5	8.3	12.1	5.7	8.7	6.6	13.5
Green Ext Time (p_c), s	0.1	4.5	0.0	2.3	0.1	1.5	0.0	2.1

Intersection Summary	
HCM 7th Control Delay, s/veh	43.2
HCM 7th LOS	D



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	233	238	18	86	154
Future Volume (vph)	20	233	238	18	86	154
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	0.875		0.972			
Flt Protected	0.996					0.980
Satd. Flow (prot)	1473	0	1818	0	0	1787
Flt Permitted	0.996					0.980
Satd. Flow (perm)	1473	0	1818	0	0	1787
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.42	0.39	0.88	0.25	0.72	0.88
Heavy Vehicles (%)	10%	3%	2%	0%	6%	3%
Adj. Flow (vph)	48	597	270	72	119	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	645	0	342	0	0	294
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

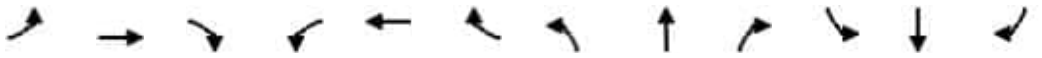
Intersection	
Int Delay, s/veh	25.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	233	238	18	86	154
Future Vol, veh/h	20	233	238	18	86	154
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	42	39	88	25	72	88
Heavy Vehicles, %	10	3	2	0	6	3
Mvmt Flow	48	597	270	72	119	175

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	720	306	0	0	342	0
Stage 1	306	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.5	6.23	-	-	4.16	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.327	-	-	2.254	-
Pot Cap-1 Maneuver	383	731	-	-	1195	-
Stage 1	729	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	731	-	-	1195	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	729	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	49.6	0	3.39
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	674	730	-
HCM Lane V/C Ratio	-	-	0.957	0.1	-
HCM Ctrl Dly (s/v)	-	-	49.6	8.3	0
HCM Lane LOS	-	-	E	A	A
HCM 95th %tile Q(veh)	-	-	13.8	0.3	-



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	299	1	2	165	130	1	2	9	136	1	67
Future Volume (vph)	34	299	1	2	165	130	1	2	9	136	1	67
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.936			0.907			0.959	
Flt Protected	0.950			0.950				0.992			0.967	
Satd. Flow (prot)	1662	1710	0	1363	1696	0	0	1525	0	0	1706	0
Flt Permitted	0.950			0.950				0.992			0.967	
Satd. Flow (perm)	1662	1710	0	1363	1696	0	0	1525	0	0	1706	0
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.50	0.88	0.25	0.50	0.78	0.83	0.25	0.50	0.50	0.64	0.25	0.70
Heavy Vehicles (%)	0%	11%	0%	22%	7%	2%	0%	20%	13%	3%	0%	4%
Adj. Flow (vph)	68	340	4	4	212	157	4	4	18	213	4	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	344	0	4	369	0	0	26	0	0	313	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 48.3%		ICU Level of Service A	
Analysis Period (min) 15			

Intersection	
Int Delay, s/veh	17.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	34	299	1	2	165	130	1	2	9	136	1	67
Future Vol, veh/h	34	299	1	2	165	130	1	2	9	136	1	67
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	495	-	-	500	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	50	88	25	50	78	83	25	50	50	64	25	70
Heavy Vehicles, %	0	11	0	22	7	2	0	20	13	3	0	4
Mvmt Flow	68	340	4	4	212	157	4	4	18	213	4	96

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	368	0	0	344	0	0	699	854	342	776	778	290
Stage 1	-	-	-	-	-	-	478	478	-	298	298	-
Stage 2	-	-	-	-	-	-	222	376	-	478	480	-
Critical Hdwy	4.1	-	-	4.32	-	-	7.1	6.7	6.33	7.13	6.5	6.24
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.7	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.7	-	6.13	5.5	-
Follow-up Hdwy	2.2	-	-	2.398	-	-	3.5	4.18	3.417	3.527	4	3.336
Pot Cap-1 Maneuver	1201	-	-	1112	-	-	357	277	676	314	330	745
Stage 1	-	-	-	-	-	-	572	527	-	709	671	-
Stage 2	-	-	-	-	-	-	785	586	-	567	558	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1201	-	-	1112	-	-	289	260	676	283	310	745
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	260	-	283	310	-
Stage 1	-	-	-	-	-	-	540	497	-	706	668	-
Stage 2	-	-	-	-	-	-	678	584	-	516	526	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	1.35	0.09	13.19	59.88
HCM LOS			B	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	466	1201	-	-	1112	-	-	350
HCM Lane V/C Ratio	0.056	0.057	-	-	0.004	-	-	0.893
HCM Ctrl Dly (s/v)	13.2	8.2	-	-	8.2	-	-	59.9
HCM Lane LOS	B	A	-	-	A	-	-	F
HCM 95th %tile Q(veh)	0.2	0.2	-	-	0	-	-	8.7



Lane Group	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	20	233	238	18	86	154
Future Volume (vph)	20	233	238	18	86	154
Ideal Flow (vphpl)	1750	1750	1900	1750	1750	1900
Storage Length (ft)	0	150		150	150	
Storage Lanes	1	1		1	1	
Taper Length (ft)	25				25	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.850		0.850		
Flt Protected	0.950				0.950	
Satd. Flow (prot)	1511	1444	1863	1488	1568	1845
Flt Permitted	0.950				0.950	
Satd. Flow (perm)	1511	1444	1863	1488	1568	1845
Link Speed (mph)	30		30			30
Link Distance (ft)	5402		5202			5404
Travel Time (s)	122.8		118.2			122.8
Peak Hour Factor	0.42	0.39	0.88	0.25	0.72	0.88
Heavy Vehicles (%)	10%	3%	2%	0%	6%	3%
Adj. Flow (vph)	48	597	270	72	119	175
Shared Lane Traffic (%)						
Lane Group Flow (vph)	48	597	270	72	119	175
Enter Blocked Intersection	No	No	No	No	No	No
Lane Alignment	Left	Right	Left	Right	Left	Left
Median Width(ft)	12		24			24
Link Offset(ft)	0		0			0
Crosswalk Width(ft)	16		16			16
Two way Left Turn Lane						
Headway Factor	1.11	1.11	1.00	1.11	1.11	1.00
Turning Speed (mph)	15	9		9	15	
Sign Control	Stop		Free			Free

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 34.9%		ICU Level of Service A	
Analysis Period (min) 15			

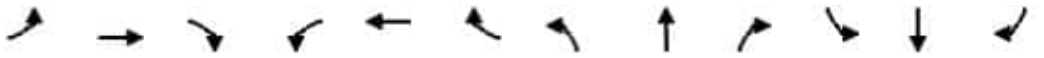
Intersection	
Int Delay, s/veh	12.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	233	238	18	86	154
Future Vol, veh/h	20	233	238	18	86	154
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	150	-	150	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	42	39	88	25	72	88
Heavy Vehicles, %	10	3	2	0	6	3
Mvmt Flow	48	597	270	72	119	175

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	684	270	0	0	342	0
Stage 1	270	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Critical Hdwy	6.5	6.23	-	-	4.16	-
Critical Hdwy Stg 1	5.5	-	-	-	-	-
Critical Hdwy Stg 2	5.5	-	-	-	-	-
Follow-up Hdwy	3.59	3.327	-	-	2.254	-
Pot Cap-1 Maneuver	402	766	-	-	1195	-
Stage 1	757	-	-	-	-	-
Stage 2	650	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	362	766	-	-	1195	-
Mov Cap-2 Maneuver	362	-	-	-	-	-
Stage 1	757	-	-	-	-	-
Stage 2	585	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	23.67	0	3.39
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	362	766	1195	-
HCM Lane V/C Ratio	-	-	0.132	0.78	0.1	-
HCM Ctrl Dly (s/v)	-	-	16.4	24.2	8.3	-
HCM Lane LOS	-	-	C	C	A	-
HCM 95th %tile Q(veh)	-	-	0.4	7.8	0.3	-



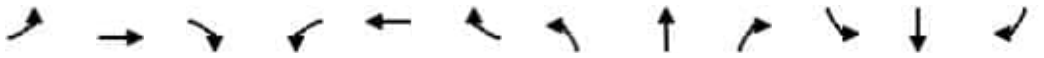
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	299	1	2	165	130	1	2	9	136	1	67
Future Volume (vph)	34	299	1	2	165	130	1	2	9	136	1	67
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Storage Length (ft)	495		0	500		0	0		0	0		0
Storage Lanes	1		0	1		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.936			0.907			0.959	
Flt Protected	0.950			0.950				0.992			0.967	
Satd. Flow (prot)	1662	1710	0	1363	1696	0	0	1525	0	0	1706	0
Flt Permitted	0.436			0.471				0.956			0.780	
Satd. Flow (perm)	763	1710	0	676	1696	0	0	1470	0	0	1376	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			99			18			59	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		5736			5532			3498			5202	
Travel Time (s)		130.4			125.7			79.5			118.2	
Peak Hour Factor	0.50	0.88	0.25	0.50	0.78	0.83	0.25	0.50	0.50	0.64	0.25	0.70
Heavy Vehicles (%)	0%	11%	0%	22%	7%	2%	0%	20%	13%	3%	0%	4%
Adj. Flow (vph)	68	340	4	4	212	157	4	4	18	213	4	96
Shared Lane Traffic (%)												
Lane Group Flow (vph)	68	344	0	4	369	0	0	26	0	0	313	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11	1.11	1.00	1.11
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2		1	2		1	2	
Detector Template	Left	Thru		Left	Thru		Left	Thru		Left	Thru	
Leading Detector (ft)	20	100		20	100		20	100		20	100	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Detector 1 Position(ft)	0	0		0	0		0	0		0	0	
Detector 1 Size(ft)	20	6		20	6		20	6		20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	18.0	18.0		18.0	18.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	4.5	4.5		4.5	4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Max	Max		Max	Max	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Don't Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	12.9	12.9		12.9	12.9			18.1			18.1	
Actuated g/C Ratio	0.32	0.32		0.32	0.32			0.45			0.45	
v/c Ratio	0.28	0.63		0.02	0.60			0.04			0.48	
Control Delay (s/veh)	12.9	16.8		8.5	12.5			5.3			10.3	
Queue Delay	0.0	0.0		0.0	0.0			0.0			0.0	
Total Delay (s/veh)	12.9	16.8		8.5	12.5			5.3			10.3	
LOS	B	B		A	B			A			B	
Approach Delay (s/veh)		16.1			12.5			5.3			10.3	
Approach LOS		B			B			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 45			
Actuated Cycle Length: 40.1			
Natural Cycle: 45			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.63			
Intersection Signal Delay (s/veh): 13.0		Intersection LOS: B	
Intersection Capacity Utilization 50.4%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 3: Buena Vista Rd & Taft Hwy





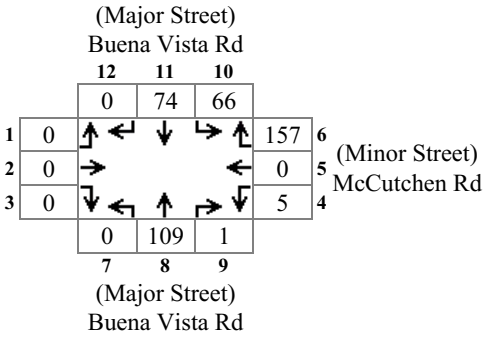
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	299	1	2	165	130	1	2	9	136	1	67
Future Volume (veh/h)	34	299	1	2	165	130	1	2	9	136	1	67
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1750	1737	1750	1450	1796	1723	1750	1604	1573	1709	1900	1695
Adj Flow Rate, veh/h	68	340	4	4	212	157	4	4	18	212	4	96
Peak Hour Factor	0.50	0.88	0.25	0.50	0.78	0.83	0.25	0.50	0.50	0.64	0.25	0.70
Percent Heavy Veh, %	0	11	0	22	7	2	0	20	13	3	0	4
Cap, veh/h	315	572	7	313	320	237	151	141	425	570	37	204
Arrive On Green	0.33	0.33	0.33	0.33	0.33	0.33	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	948	1713	20	803	959	710	109	317	957	948	83	458
Grp Volume(v), veh/h	68	0	344	4	0	369	26	0	0	312	0	0
Grp Sat Flow(s),veh/h/ln	948	0	1733	803	0	1668	1383	0	0	1490	0	0
Q Serve(g_s), s	2.7	0.0	6.7	0.2	0.0	7.7	0.0	0.0	0.0	4.8	0.0	0.0
Cycle Q Clear(g_c), s	10.3	0.0	6.7	6.9	0.0	7.7	0.4	0.0	0.0	5.8	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.43	0.15		0.69	0.68		0.31
Lane Grp Cap(c), veh/h	315	0	578	313	0	557	717	0	0	811	0	0
V/C Ratio(X)	0.22	0.00	0.59	0.01	0.00	0.66	0.04	0.00	0.00	0.38	0.00	0.00
Avail Cap(c_a), veh/h	419	0	770	402	0	741	717	0	0	811	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	16.0	0.0	11.2	14.1	0.0	11.5	6.4	0.0	0.0	7.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.0	0.0	0.0	1.4	0.1	0.0	0.0	1.4	0.0	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	2.1	0.0	0.0	2.4	0.1	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	16.3	0.0	12.2	14.1	0.0	12.9	6.5	0.0	0.0	9.2	0.0	0.0
LnGrp LOS	B		B	B		B	A			A		
Approach Vol, veh/h		412			373			26			312	
Approach Delay, s/veh		12.9			12.9			6.5			9.2	
Approach LOS		B			B			A			A	
Timer - Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		22.5		18.0		22.5		18.0				
Change Period (Y+Rc), s		4.5		4.5		4.5		4.5				
Max Green Setting (Gmax), s		18.0		18.0		18.0		18.0				
Max Q Clear Time (g_c+I1), s		2.4		12.3		7.8		9.7				
Green Ext Time (p_c), s		0.1		1.2		1.3		1.5				
Intersection Summary												
HCM 7th Control Delay, s/veh			11.7									
HCM 7th LOS			B									

Appendix C – Signal Warrants

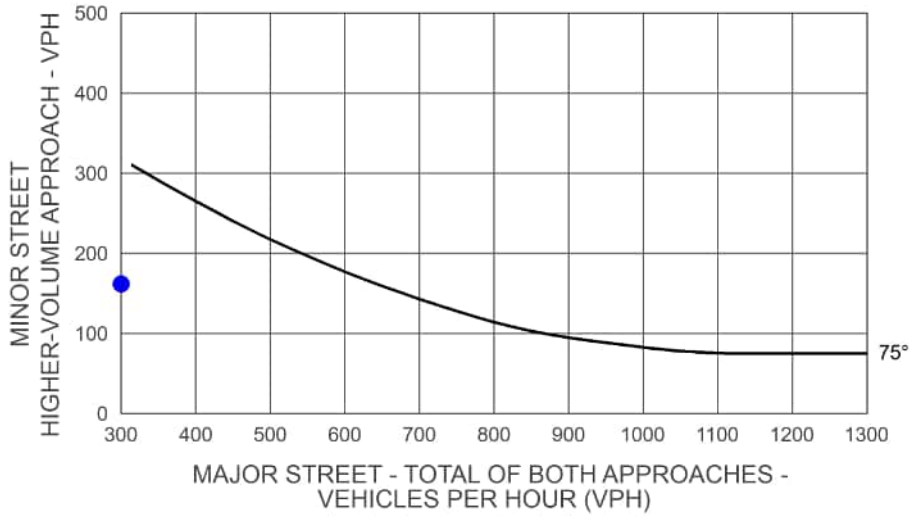
Intersection 2
Buena Vista Rd & McCutchen Rd

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 2

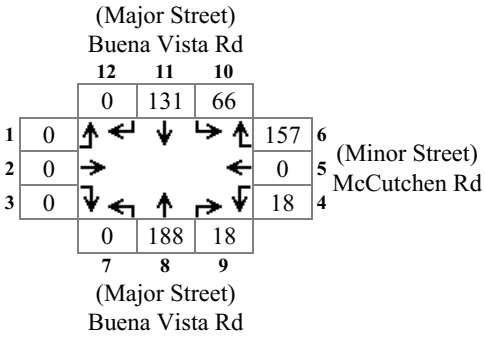


Major Total: 250
Minor High Volume: 162

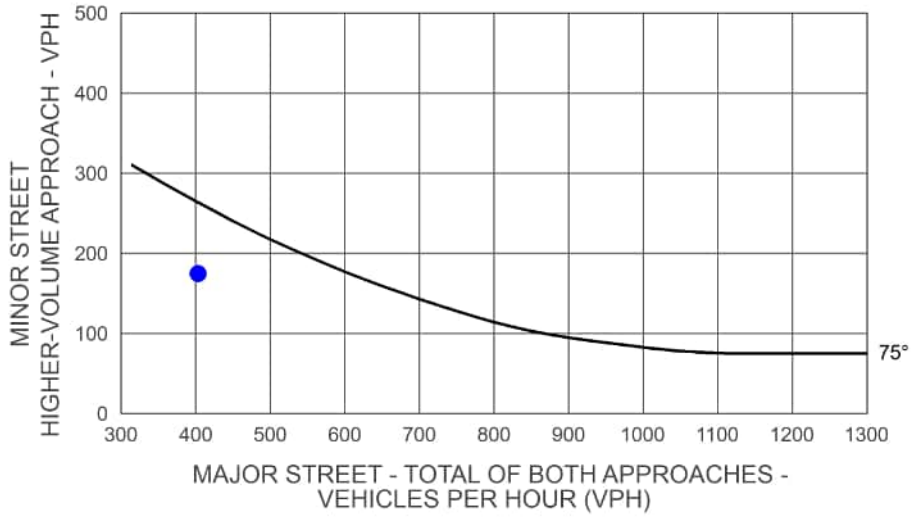


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 2

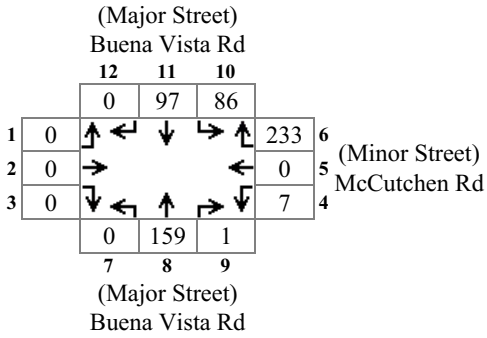


Major Total: 403
Minor High Volume: 175

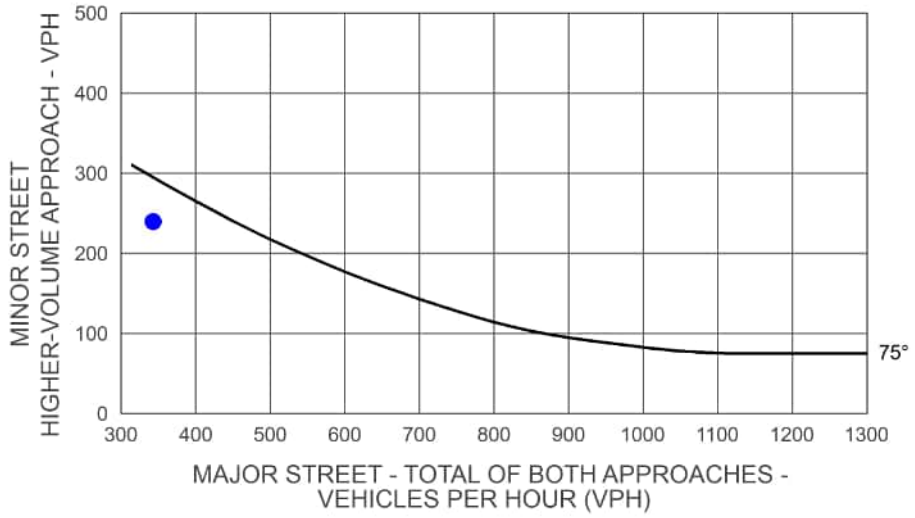


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 2

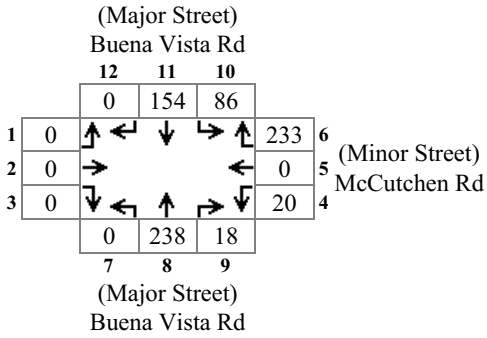


Major Total: 343
Minor High Volume: 240

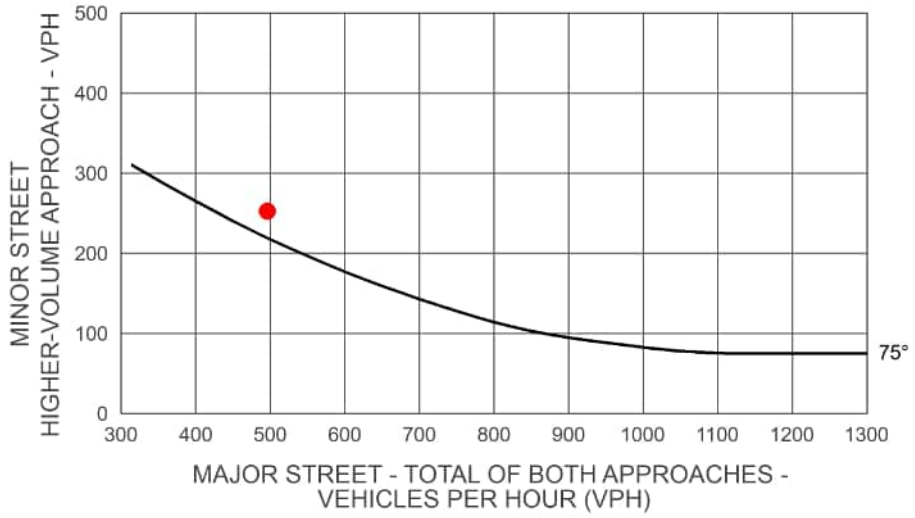


Rural Peak Hour Signal Warrant
Intersection Meets Signal Warrant

Scenario: PM Future+Project
Intersection #: 2

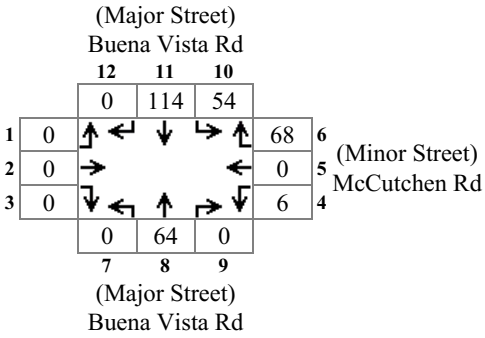


Major Total: 496
Minor High Volume: 253

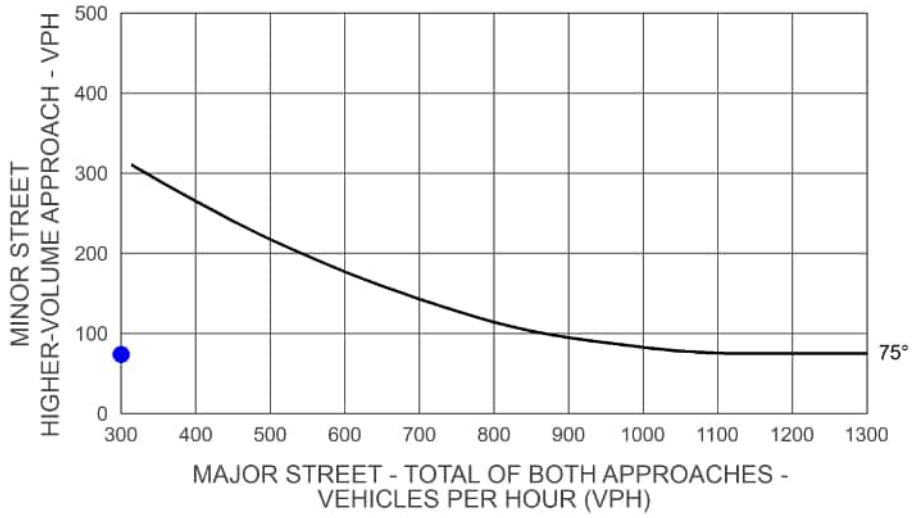


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 2

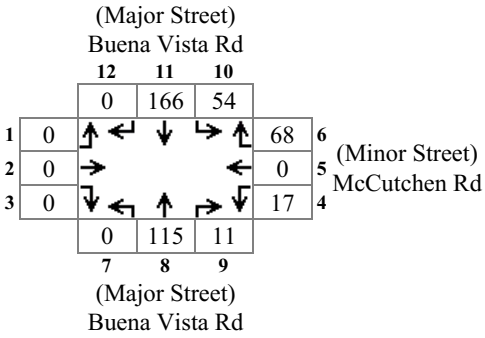


Major Total: 232
Minor High Volume: 74

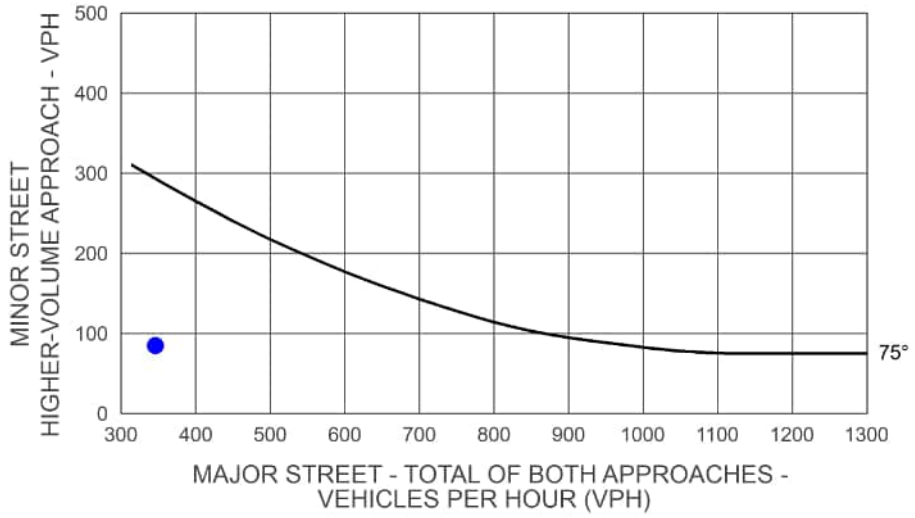


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing+Project
Intersection #: 2

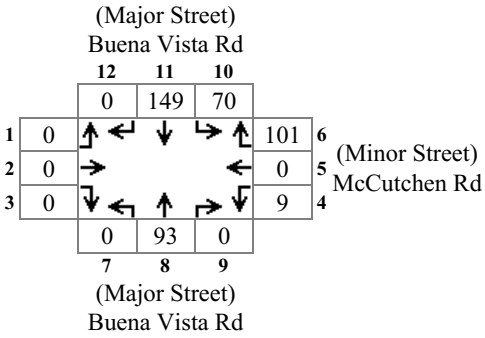


Major Total: 346
Minor High Volume: 85

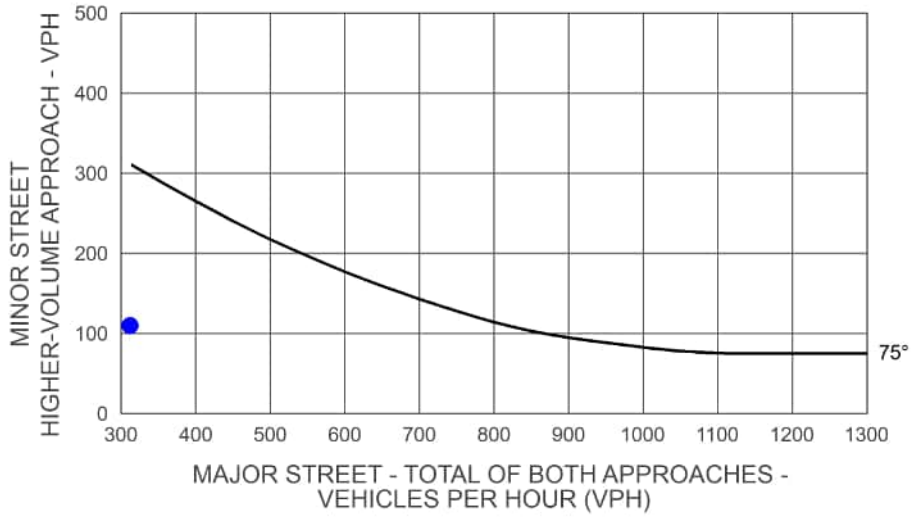


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 2

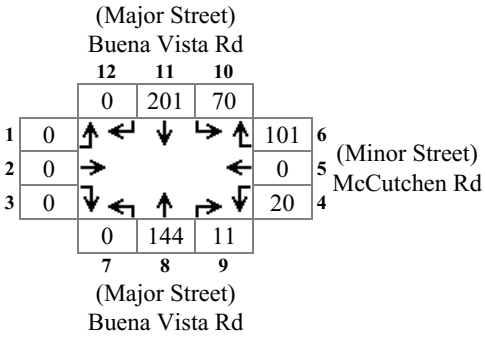


Major Total: 312
Minor High Volume: 110

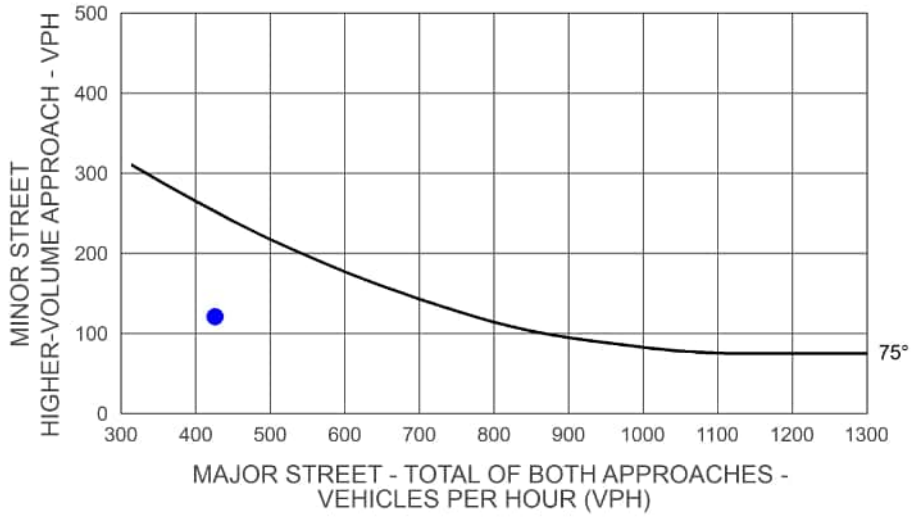


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 2



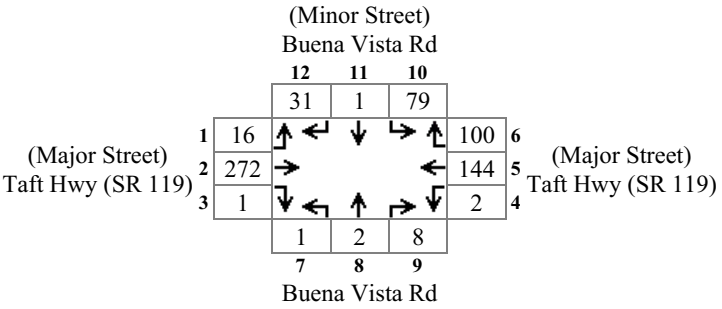
Major Total: 426
Minor High Volume: 121



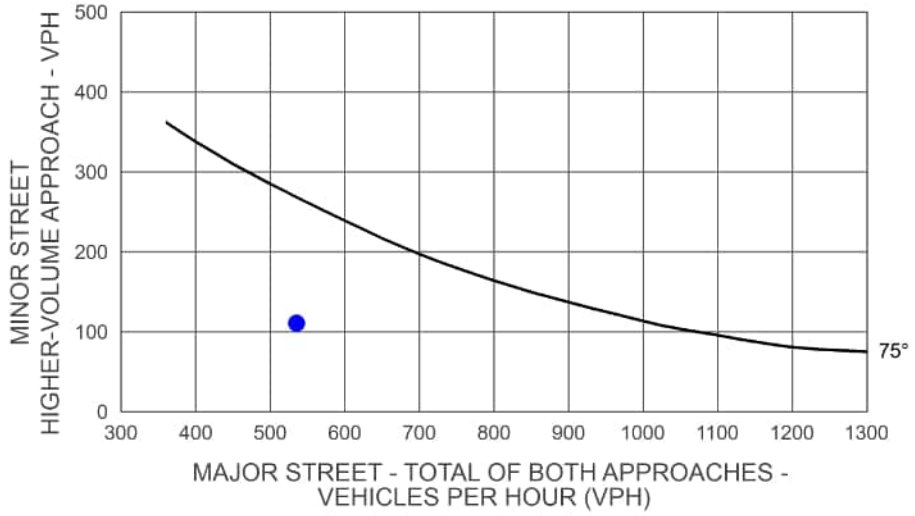
Intersection 3
Buena Vista Rd & Taft Hwy (SR 119)

Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing
Intersection #: 3

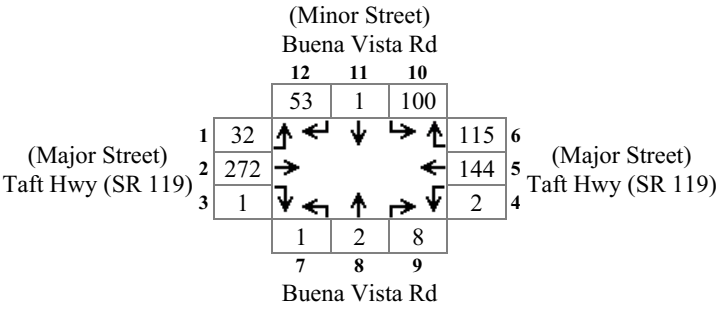


Major Total: 535
Minor High Volume: 111

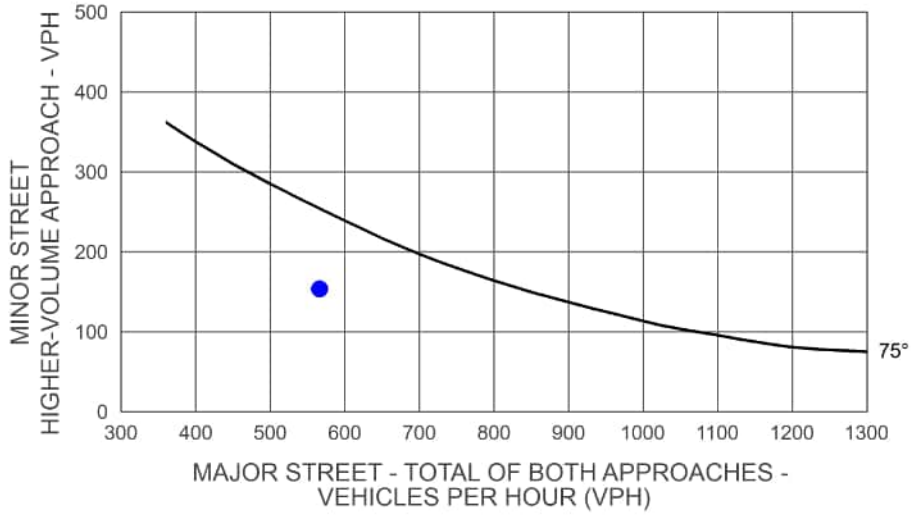


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Existing+Project
Intersection #: 3

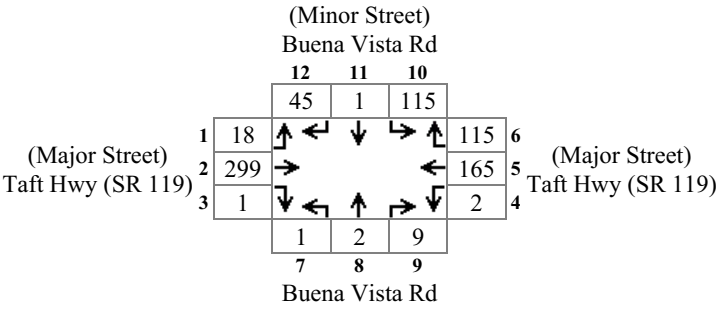


Major Total: 566
Minor High Volume: 154

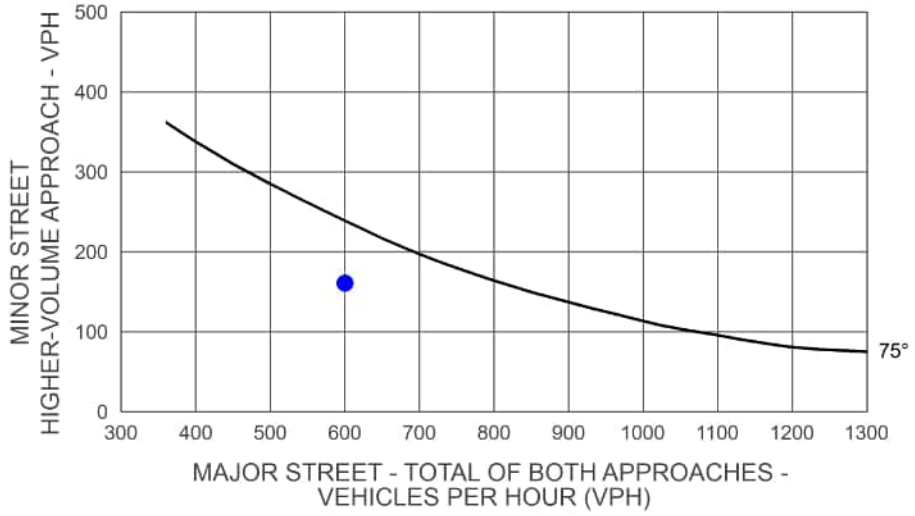


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future
Intersection #: 3

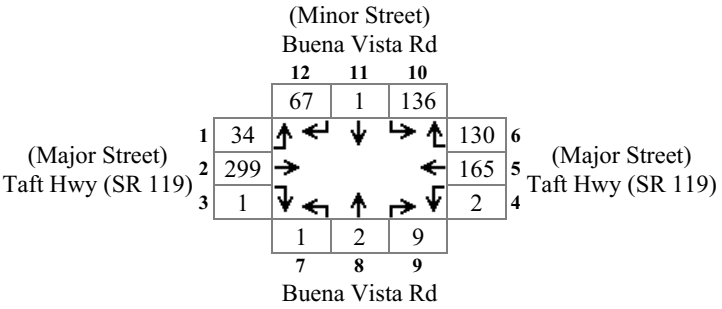


Major Total: 600
Minor High Volume: 161

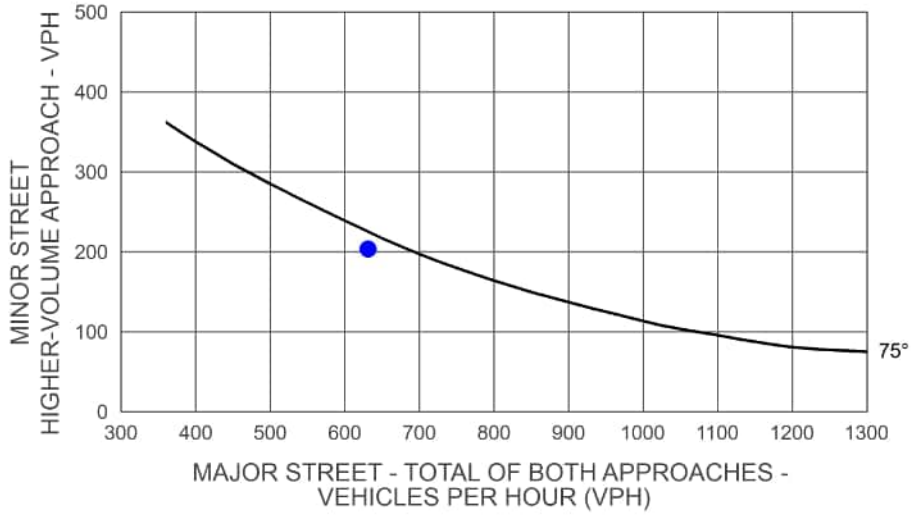


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: PM Future+Project
Intersection #: 3

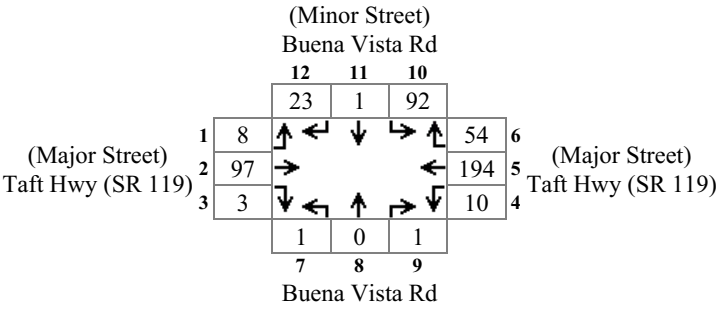


Major Total: 631
Minor High Volume: 204

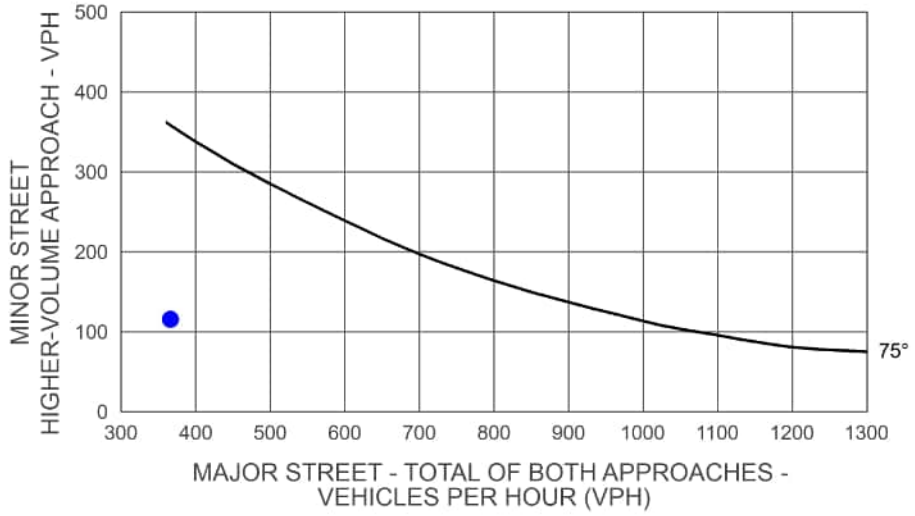


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing
Intersection #: 3

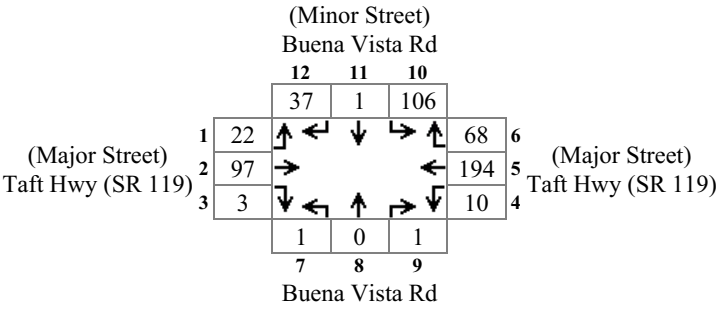


Major Total: 366
Minor High Volume: 116

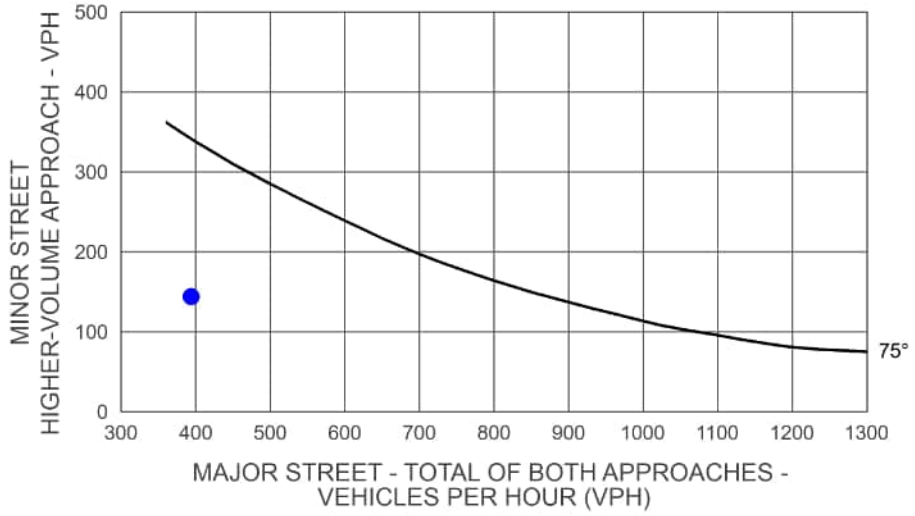


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Existing+Project
Intersection #: 3

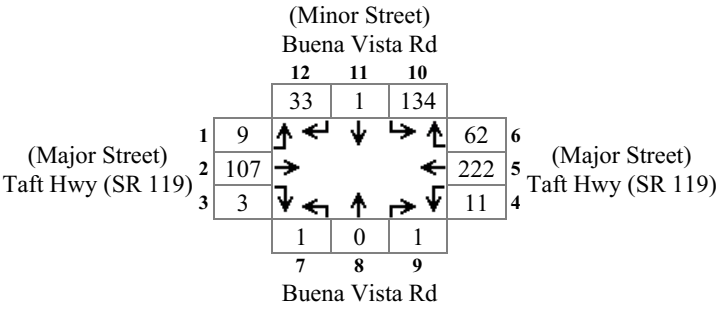


Major Total: 394
Minor High Volume: 144

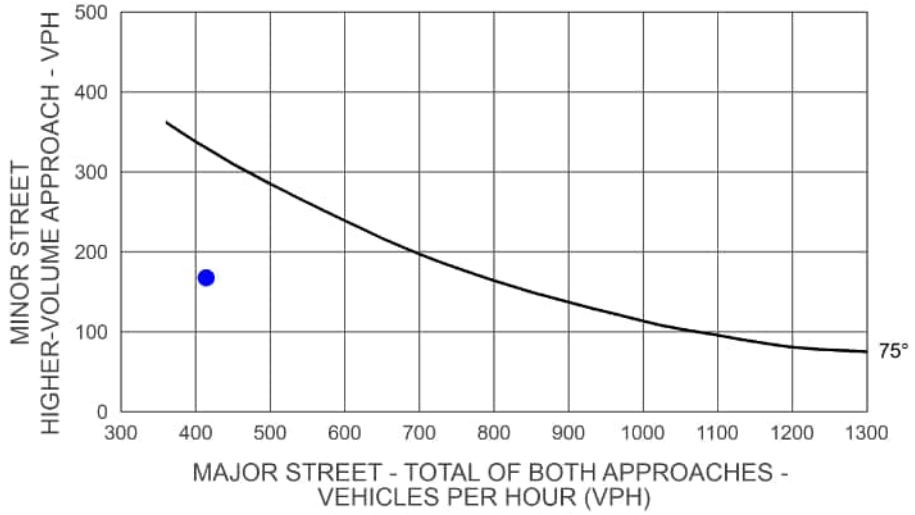


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future
Intersection #: 3

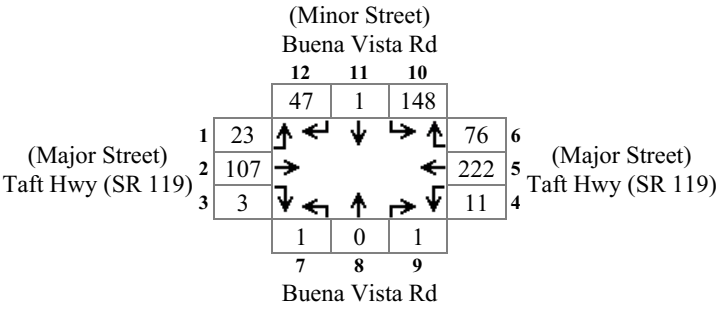


Major Total: 414
Minor High Volume: 168

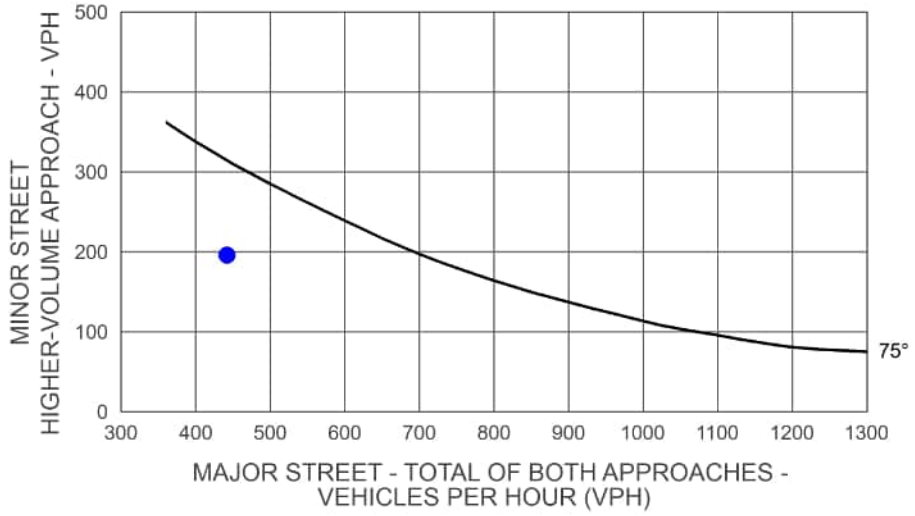


Rural Peak Hour Signal Warrant
Intersection Does Not Meet Signal Warrant

Scenario: AM Future+Project
Intersection #: 3



Major Total: 442
Minor High Volume: 196



Appendix D – Scoping Memo

RUETTGERS & SCHULER CIVIL ENGINEERS | PROVOST & PRITCHARD

1518 Mill Rock Way, Suite 100, Bakersfield, CA 93311-1351 • Tel: (661) 616-5900
www.provostandpritchard.com

MEMORANDUM

To:	Susanna Kormendi City of Bakersfield
From:	Mark Assi
Subject:	Traffic Impact Study Scope for Proposed Commercial GPA/ZC on Buena Vista Rd, City of Bakersfield, California
Date:	January 23, 2025

The firm of Provost & Pritchard Consulting Group is pleased to provide this memorandum documenting the traffic impact study methodologies and assumptions recommended for the proposed GPA/ZC of two parcels located on the west side of Buena Vista Road, south of McCutchen Road, in Bakersfield, CA, see VTM No. 12617 attached. The current land use designation for Parcel A and B is R-IA (Resource Intensive Agriculture) and R-MP (Mineral Petroleum). The proposed land use designation for Parcel A is LR (Low Density Residential), and Parcel B is MUC (Mixed Use Commercial). The existing zoning for Parcel A and B is R-1 (Single Family Dwelling). While Parcel A will remain R-1, the proposed zone change for Parcel B is for MX-1 (Mixed-Use Neighborhood).

The site currently includes a house, four garage structures, a covered patio, a cabana, and a gazebo for a structural total of 15,695 square feet. The existing structures are proposed to be used as an event center for large and small events. The proposed event center may host up to 52 large-scale events (250-300 guests) per year and approximately one to two small-scale events (up to 100 guests) per month. It is proposed that the events will take place between the hours of 4pm to 12am with up to 10 employees present during the events.

The applicant is considering additional future development on the parcels zoned MX-1, though no specific plans currently exist. To properly assess the possibility of future development, the GPA/ZC application is being considered with a convenience store/gas station (16 vehicle fueling positions) and a 2,500 square foot fast-food restaurant with a drive-through window. The sizes and characteristics of these land uses were estimated based on typical square footage for similar developments and represent the most intense land uses under the proposed general plan designation, MUC (Mixed Use Commercial).

The purpose of this memorandum is to request comments from City of Bakersfield staff to ensure the traffic study fully addresses the potential traffic impacts of the project. The memorandum was prepared in accordance with the City of Bakersfield traffic study guidelines.

Project Description

The project land uses are as follows:

- 2,500 square foot restaurant with drive through window
- Convenience store & gas station with 16 fueling positions
- Event Center with 300 maximum capacity

Project Trip Generation

The project trip generation volumes presented in Tables 1a and 2a were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 12th Edition (weekday, peak hour of adjacent street traffic) for the 934 Restaurant and 945 Convenience Store/Gas Station land uses. However, the land uses presented in the ITE Manual do not specifically evaluate special event facilities due to limited data. Per information provided by the applicant, the event center will host up to 52 large-scale events (250-300 guests) per year and approximately one to two small-scale events (up to 100 guests) per month. The events will take place between the hours of 4pm to 12am. Event trips are only evaluated in the weekday PM peak hour, and weekend peak hour of generator, as the event center does not operate during the AM hours, and the events end at midnight when existing traffic is off peak hour and minimal.

Eight to 10 employees will be present during the events. It was assumed there would be 2.5 passengers per vehicle to account for those carpooling to an event, and employees and guests will typically arrive before and depart after the peak hours of operation. Calculations for weekday and weekend peak hours of operation for the event center were completed based on the information provided and are shown in Tables 1b and 2b, respectively. Weekday and weekend combined trip generation volumes for all land uses are summarized in Tables 1c and 2c, respectively.

Table 1a
Weekday Retail Project Trip Generation

General Information			Daily Trips		AM Peak Hour			PM Peak Hour		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	IN % Split/ Trips	OUT % Split/ Trips	Rate	IN % Split/ Trips	OUT % Split/ Trips
934	Fast-Food Restaurant w/Drive-Through Window	2.5	448.12	1120	33.24	51%	49%	31.6	52%	48%
		1000 Sq. Ft. GFA				42	41		41	38
945	Convenience Store/Gas Station	16	211.05	3377	13.65	50%	50%	15.85	50%	50%
		Fueling Positions				109	109		127	127
		Subtotal		4497		151	150		168	165
		Pass-by 40%		1798.8		61	60		67	66
		Total		**2698**		**91**	**90**		**101**	**99**

Table 1b
Weekday Small Event Trip Generation

Trip Type	Daily Trips			PM Peak Hour		
	In	Out	Total	In	Out	Total
Employee[1]	10	10	20	0	0	0
Delivery[2]	4	4	8	0	0	0
Catering Trucks[2]	2	2	4	0	0	0
Event Guests[3]	40	40	80	40	0	40
Total	**56**	**56**	**112**	**40**	**0**	**40**

[1]Employees typically arrive before an event and leave after the event.

[2]Delivery & Catering arrive and leave before and/or after peak hours.

[3]Event Guests arrive on average with 2.5 guests per vehicle.

Table 1c
Weekday Combined Trip Generation Volumes

ADT	AM Peak Hour		PM Peak Hour	
	In	Out	In	Out
2810	91	90	101	139

NOTE: Because the event center only operates in the PM hours, the combined trip volumes only include event center trips in the PM peak hour.

Table 2a
Weekend Retail Project Trip Generation

General Information			Daily Trips[1]		Peak Hour of Generator		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	IN % Split/ Trips	OUT % Split/ Trips
934[1]	Fast-Food Restaurant w/Drive-Through Window	2.5	522.28	1306	50.75	51%	49%
		1000 Sq. Ft. GFA				65	62
945	Convenience Store/Gas Station	16	205.9	3294	14.39	50%	50%
		Fueling Positions				115	115
		Subtotal		4600		180	177
		Pass-by 40%		1840		72	71
		Total		**2760**		**108**	**106**

[1]The ITE manuel does not provide ADT for Convenience Store/Gas Station; a ratio of Peak Hour of Generator and Weekday ITE rates was used.

Table 2b
Weekend Large Event Project Trip Generation

Trip Type	Daily Trips			Peak Hour of Generator		
	In	Out	Total	In	Out	Total
Employee[1]	10	10	20	0	0	0
Delivery[2]	4	4	8	0	0	0
Catering Trucks[2]	2	2	4	0	0	0
Event Guests[3]	120	120	240	120	0	120
Total	**136**	**136**	**272**	**120**	**0**	**120**

[1]Employees typically arrive before an event and leave after the event.

[2]Delivery & Catering arrive and leave before and/or after peak hours.

[3]Event Guests arrive on average with 2.5 guests per vehicle.

Table 2c
Weekend Combined Trip Generation Volumes

ADT	Peak Hour of Generator	
	In	Out
3032	228	106

Study Intersections and Roadway Segments

The following intersections are included in the study scope:

- Panama Lane & Buena Vista Road
- McCutchen Road & Buena Vista Road
- SR 119 (Taft Highway) & Buena Vista Road

The following roadway segments are included in the study scope:

- Buena Vista Road from Panama Lane to McCutchen Road
- Buena Vista Road from McCutchen Road to SR 119 (Taft Highway)

Future Traffic Assumptions

Growth rates will be estimated based on output from the Kern County Council of Governments (KernCOG) travel demand model.

Traffic Impact Analyses and Scenarios

Analyses of intersection and roadway level of service (LOS), traffic signal warrants, and vehicle miles traveled (VMT) will be completed in accordance with applicable City and State guidelines. Below are the traffic impact scenarios:

- Existing
- Opening Year Base Traffic
- Opening Year + Project Traffic
- Future (Cumulative)
- Future (Cumulative) + Project

Vehicle Miles Traveled (VMT) Analysis

Our office will work closely with City staff to ensure project VMT assumptions and methodologies are consistent with City and State guidelines.

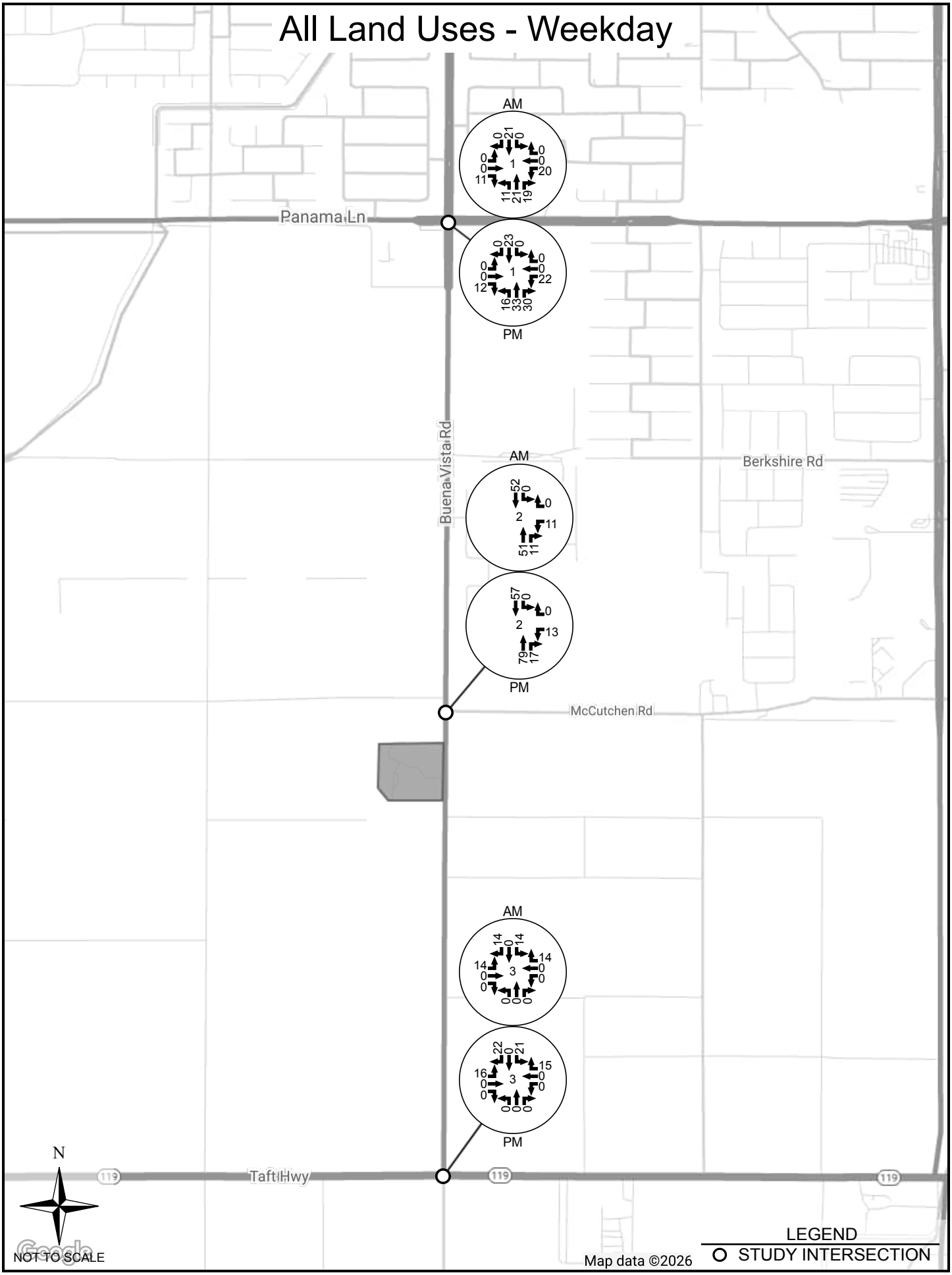
Mitigation

Mitigation measures will be determined for deficiencies identified by the traffic impact analysis results. A proportionate share of the cost of mitigation improvements will also be calculated, unless it is covered by payment of transportation impact fees.

Please contact me if you have any questions or comments regarding the scope of the study.

Attachments

All Land Uses - Weekday



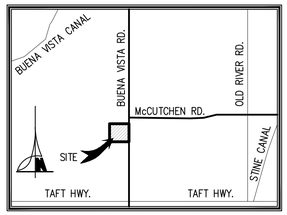
All Land Uses - Weekend



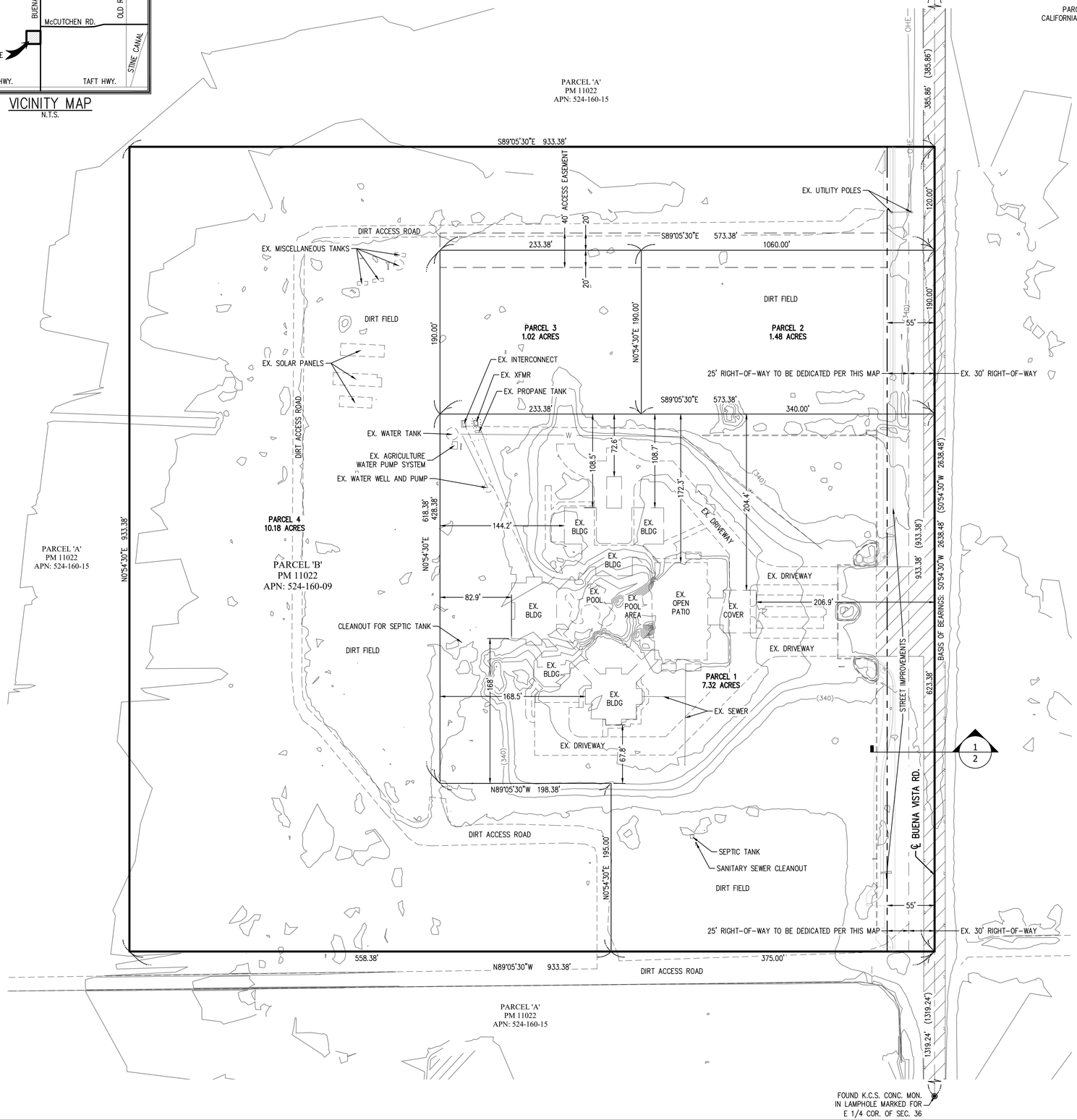
VESTING TENTATIVE PARCEL MAP NO. 12617

BEING A DIVISION THE EAST HALF OF THE NORTHEAST QUARTER OF SECTION 36, TOWNSHIP 30 SOUTH, RANGE 26 EAST, MOUNT DIABLO BASE & MERIDIAN, IN THE CITY OF BAKERSFIELD, IN THE COUNTY OF KERN, STATE OF CALIFORNIA

PARCEL B OF PARCEL MAP NO. 11022, IN THE CITY OF BAKERSFIELD, COUNTY OF KERN, STATE OF CALIFORNIA, AS PER MAP RECORDED JUNE 15, 2005 IN BOOK 54, PAGES 27 AND 28 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.



VICINITY MAP
N.T.S.



SHEET INDEX

SHEET	DESCRIPTION
TPM–1	COVER, NOTES, SECTION, AND MAP
TPM–2	TOPOGRAPHY MAP

OWNERS/SUBDIVIDERS

ANTONIO JIMENEZ NUNEZ & RAYMOND VILLANUEVA
ADDRESS: 3808 CLAREMONT DR.,
BAKERSFIELD, CA 93306
PHONE: (661) 809–7697

SURVEYOR

CLAUDE A. WHITTEN, P.L.S. 9750
CORNERSTONE ENGINEERING, INC.
5509 YOUNG ST.
BAKERSFIELD, CA 93311
661.325.9474

SURVEYOR'S NOTES

1. THE DISTINCTIVE BOUNDARY (——) INDICATES THE BOUNDARY OF LAND SUBDIVIDED BY THIS MAP.

GENERAL NOTES

1. APN: 524–160–09
2. APPROXIMATE ACREAGE: 20.00 GROSS ACRES/18.82 NET ACRES
3. NUMBER OF LOTS: 3 MIXED–USE LOTS, 1 RESIDENTIAL LOT
4. EXISTING LAND USE: RESOURCE INTENSIVE AGRICULTURE
5. PROPOSED LAND USE: COMMERCIAL
6. EXISTING GENERAL PLAN DESIGNATION: R–IA (INTENSIVE AGRICULTURE), R–MP (MINERAL PETROLEUM)
7. PROPOSED GENERAL PLAN DESIGNATION: GC, LR
8. EXISTING ZONING: R–1
9. PROPOSED ZONING: MX–1 (MIXED–USE NEIGHBORHOOD), R–1
10. WATER: CITY OF BAKERSFIELD
11. SEWER: CITY OF BAKERSFIELD
12. IMPROVEMENTS SHALL BE TYPE "A" IMPROVEMENTS.
13. THIS IS A PHASED MAP.

BASIS OF BEARINGS

THE BEARING OF S0°54'30"W SHOWN FOR THE EAST LINE OF THE NORTHEAST 1/4 OF SECTION 36 ON PARCEL MAP NO. 11022, BK. 54, PG. 28, PER MAP FILED IN PARCEL MAPS IN THE KERN COUNTY RECORDER'S OFFICE., WAS TAKEN AS THE BASIS OF BEARINGS FOR THIS MAP.

NOTES

1. ALL DISTANCES AND DIMENSIONS SHOWN HEREON ARE IN FEET AND DECIMALS THEREOF.

FLOOPLAIN DESIGNATION

SHADED ZONE 'X'
FEMA MAP NUMBER: 06029C2275F
KERN COUNTY 060077
DATED: 10/21/2021

LEGEND

◉	MONUMENT FOUND AS DESCRIBED HEREON
BLDG	BUILDING
EX	EXISTING
I.P.	IRON PIPE
K.C.S.	KERN COUNTY SURVEYOR
LLA	LOT LINE ADJUSTMENT
O.R.	OFFICIAL RECORDS
PM	PARCEL MAP
PUE	PUBLIC UTILITY EASEMENT
R/S	RECORD OF SURVEY
R/W	RIGHT OF WAY
*SFNF	MONUMENT SEARCHED FOR NOT FOUND
XFMR	TRANSFORMER
– – – –	RIGHT–OF–WAY
– – – –	EASEMENT AS NOTED HEREON
———	DISTINCTIVE BORDER

GRAPHIC SCALE
60' 30' 0' 30' 60'
(IN FEET)
1 inch = 60 ft.

NO.	DATE:	REVISION:	BY:

CORNERSTONE
ENGINEERS•ADVISORS
Bringing Solutions and Light
5509 YOUNG STREET, BAKERSFIELD CA 93311
TEL: (661) 325–9474 FAX: (661) 322–0129
www.cornerstoneeng.com

OWNER:
ANTONIO JIMENEZ NUNEZ & RAYMOND VILLANUEVA
BAKERSFIELD, CA

VESTING TENTATIVE
PARCEL MAP NO. 12617
8339 BUENA VISTA ROAD
BAKERSFIELD, CA 93311
COVER, NOTES, SECTION, AND MAP

DESIGNER:	JEM
CHECKED BY:	DGW
DATE:	05/22/2025
DRAFTER:	RAC
SCALE:	AS SHOWN
COMP. NO:	10660100_TPM
JOB NO.:	1066–01–00

TPM–1 | SHEET 1 OF 2

VESTING TENTATIVE PARCEL MAP NO. 12617

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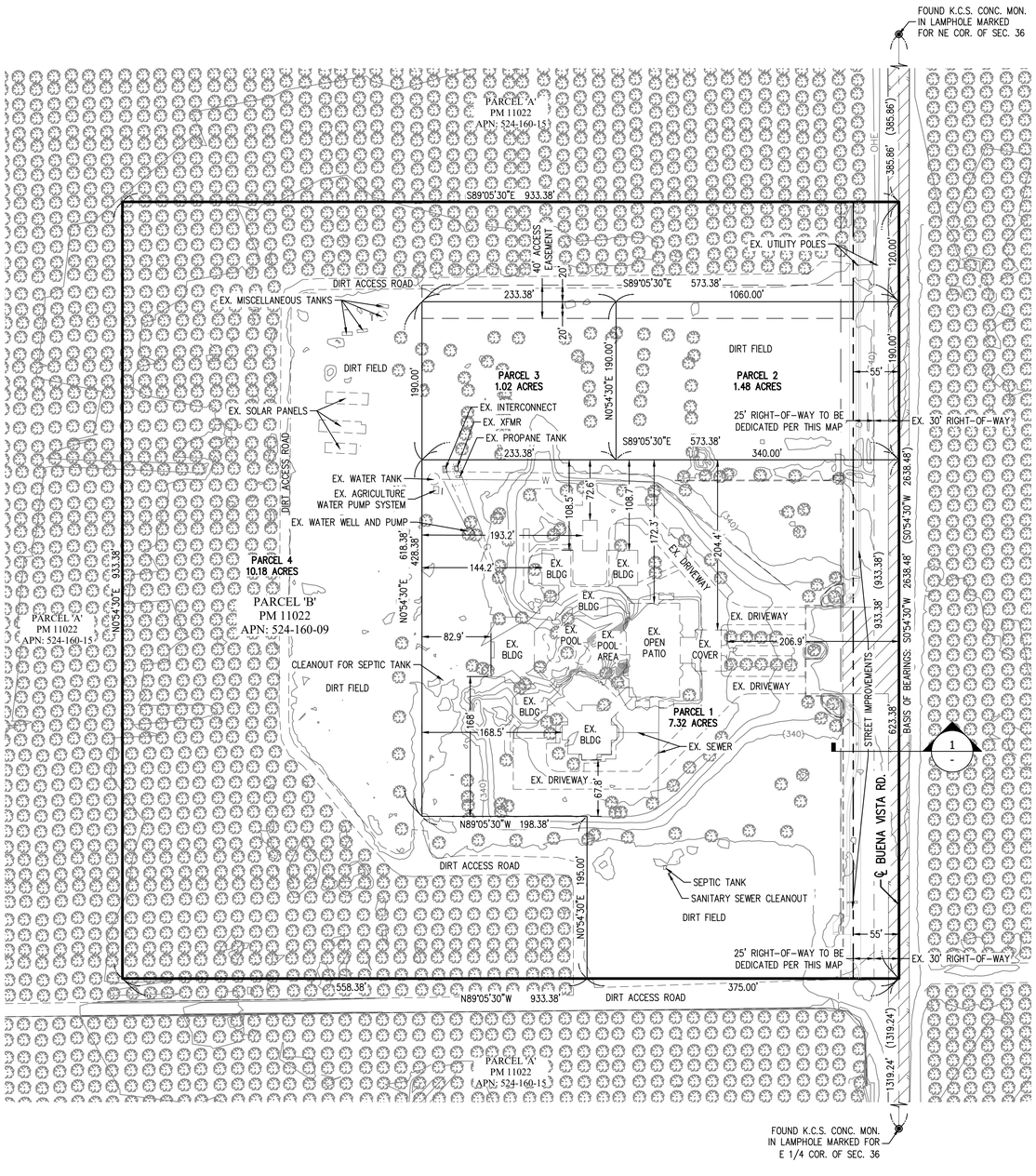
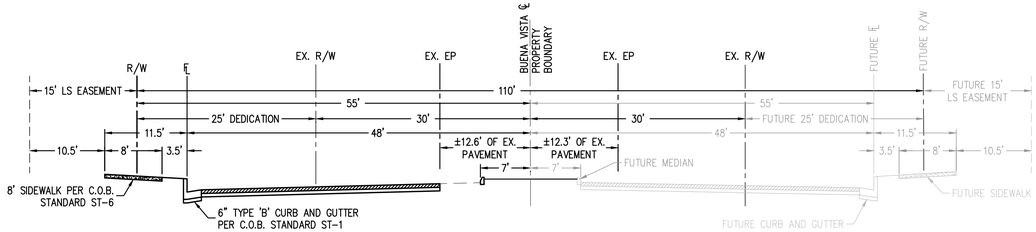
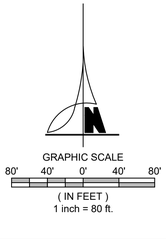


LEGEND

◉	MONUMENT FOUND AS DESCRIBED HEREON
BLDG	BUILDING
EX	EXISTING
I.P.	IRON PIPE
K.C.S.	KERN COUNTY SURVEYOR
LLA	LOT LINE ADJUSTMENT
O.R.	OFFICIAL RECORDS
PM	PARCEL MAP
PUE	PUBLIC UTILITY EASEMENT
R/S	RECORD OF SURVEY
R/W	RIGHT OF WAY
*SFNF	MONUMENT SEARCHED FOR NOT FOUND
XFMR	TRANSFORMER
— — —	RIGHT-OF-WAY
— — —	EASEMENT AS NOTED HEREON
———	DISTINCTIVE BORDER



1 BUENA VISTA ROAD X-SECTION
ARTERIAL - LOOKING NORTH Scale: NTS



NO.	DATE:	REVISION:	BY:

LICENSED LAND SURVEYOR
DARRELL G. WHITTENBURG
P.L.S. No. 7816
STATE OF CALIFORNIA
5/22/25

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VESTING TENTATIVE
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8339 BUENA VISTA ROAD
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TOPOGRAPHY MAP

DESIGNER:	JEM
CHECKED BY:	DGW
DATE:	05/22/2025
DRAFTER:	RAC
SCALE:	AS SHOWN
COMP. NO:	10660100_TPM
JOB NO.:	1066-01-00

TPM-2 SHEET 2 OF 2