

**State Center Community College District  
First Responders Campus Project  
Draft Environmental Impact Report  
(State Clearinghouse No. 2020039018)**

**Appendix E  
Traffic Impact Study**

# **TRAFFIC IMPACT STUDY**

## ***Proposed First Responders Campus***

***Northwest of the Intersection of Willow and North Avenues***

***Fresno County, California***

### ***Prepared For:***

ODELL Planning & Research, Inc.  
49346 Road 426, Suite 2  
Oakhurst, California 93644

### ***Date:***

March 11, 2021

### ***Job No.:***

20-020.01



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**PETERS ENGINEERING GROUP**

A CALIFORNIA CORPORATION

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Mr. Scott Odell, AICP  
ODELL Planning & Research, Inc.  
49346 Road 426, Suite 2  
Oakhurst, California 93644

March 11, 2021

Subject: Traffic Impact Study  
Proposed First Responders Campus  
Northwest of the Intersection of Willow and North Avenues  
Fresno County, California

Dear Mr. Odell:

## **1.0 INTRODUCTION**

This report presents the results of a traffic impact study for the proposed State Center Community College District (SCCCD) First Responders Campus (Project). The Project is located in the County of Fresno and SCCCDC is the lead agency. This study focuses on the anticipated effect of vehicle traffic resulting from the Project and was performed in general conformance with the *Guidelines for the Preparation of Traffic Impact Studies Within County of Fresno* dated August 2012 (County Guidelines) and the State of California Governor's Office of Planning and Research *Technical Advisory on Evaluating Transportation Impacts in CEQA* dated December 2018 (Technical Advisory).

## **2.0 PROJECT DESCRIPTION**

The SCCCDC proposed campus for first responders is to be located on the western half of an approximately 40-acre site northwest of the intersection of Willow and North Avenues in Fresno County, California. The proposed campus will include a fire academy, police academy, and EMT training in numerous small cohorts moving through the academy programs. Approximately 270 students would be on the campus at any one time, staffed by up to 50 employees, including administrators, faculty, and support staff. Site access is expected to be from one or more driveways connecting to North Avenue, with left turns into the site allowed from eastbound North Avenue.

The facilities will include a total of approximately 62,000 square feet of building area with a spot tower, a scenario village, and a virtual-reality/simulation laboratory, which may include joint use with the City of Fresno and other agencies.

The police and fire academies are expected to begin daily operations at 7:00 a.m. and finish at approximately 5:00 p.m., although night classes until 10:00 p.m. are possible. Day courses for EMT training are likely to begin at 8:00 a.m. and end at 5:00 p.m. on Tuesdays, Wednesdays, and Thursdays. Evening courses for EMT training are likely to start at 6:00 p.m. and end by 10:00 p.m. on Tuesdays and Thursdays.

Construction is planned to occur from late 2021 to the middle of 2023.

A site vicinity map is presented in Figure 1, Site Vicinity Map, and a site plan is presented in Figure 2, Site Plan.

### **3.0 STUDY AREA AND TIME PERIOD**

A scoping letter was provided to the County of Fresno, City of Fresno, and Caltrans. The scoping letter and agency responses are presented in Appendix A. The study locations were determined based on the agency responses.

This report includes analysis of the following intersections:

1. Maple Avenue / North Avenue
2. Chestnut Avenue / North Avenue
3. Willow Avenue / North Avenue.
4. Peach Avenue / North Avenue

The study time periods include the weekday a.m. and p.m. peak hours determined between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. The peak hours are analyzed for the following conditions:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Existing-Plus-Approved-and-Pending-Projects Conditions;
- Existing-Plus-Approved-and-Pending-Projects Plus Project Conditions;
- Cumulative (Year 2040) No-Project Conditions;
- Cumulative (Year 2040) With-Project Conditions.

### **4.0 SIGNIFICANCE CRITERIA**

#### **4.1 Vehicle Miles Traveled (VMT)**

As of the date of this report, neither SCCCDC nor the County of Fresno has adopted significance criteria for VMT analyses. The Technical Advisory states, “Of land use projects, residential, office, and retail projects tend to have the greatest influence on VMT.” The Technical Advisory also states, “In developing thresholds for other project types, or thresholds different from those recommended here, lead agencies should consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (e.g., CEQA Guidelines, § 15064.7).”

Although the Technical Advisory does not present recommendations relative to educational facilities, the operation of the Project would more closely resemble an office use than a retail or residential use. Therefore, the following recommended threshold from the Technical Advisory relative to office uses will be applied: “A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.”



## **4.2 Level of Service**

### **4.2.A General**

The State of California does not recognize traffic congestion and delay as an environmental impact per the California Environmental Quality Act (CEQA). However, the County of Fresno General Plan and City of Fresno General Plan require a minimum LOS D at intersections within the City’s jurisdiction or within the sphere of influence of the City of Fresno.

The Transportation Research Board *Highway Capacity Manual, 6<sup>th</sup> Edition*, (HCM) defines level of service (LOS) as, “A quantitative stratification of a performance measure or measures that represent quality of service, measured on an A-F scale, with LOS A representing the best operating conditions from the traveler’s perspective and LOS F the worst.” Automobile mode LOS characteristics for both unsignalized and signalized intersections are presented in Tables 1 and 2.

**Table 1**  
**Level of Service Characteristics for Unsignalized Intersections**

Level of Service	Average Vehicle Delay (seconds)
A	0-10
B	>10-15
C	>15-25
D	>25-35
E	>35-50
F	>50

**Table 2**  
**Level of Service Characteristics for Signalized Intersections**

Level of Service	Description	Average Vehicle Delay (seconds)
A	Volume-to-capacity ratio is no greater than 1.0. Progression is exceptionally favorable or the cycle length is very short.	<10
B	Volume-to-capacity ratio is no greater than 1.0. Progression is highly favorable or the cycle length is very short.	>10-20
C	Volume-to-capacity ratio is no greater than 1.0. Progression is favorable or cycle length is moderate.	>20-35
D	Volume-to-capacity ratio is high but no greater than 1.0. Progression is ineffective or cycle length is long. Many vehicles stop and individual cycle failures are noticeable.	>35-55
E	Volume-to-capacity ratio is high but no greater than 1.0. Progression is unfavorable and cycle length is long. Individual cycle failures are frequent.	>55-80
F	Volume-to-capacity ratio is greater than 1.0. Progression is very poor and cycle length is long. Most cycles fail to clear the queue.	>80

Reference for Tables 1 and 2: *Highway Capacity Manual, 6<sup>th</sup> Edition*, Transportation Research Board, 2016

#### 4.2.B County of Fresno

The County Guidelines state the following:

*A project is considered to have a significant impact if its traffic, when added to the traffic of the without-project condition, would cause any of the changes in traffic conditions described below.*

1) *On roadway segments:*

- a) *Cause a roadway that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR*
- b) *Cause the V/C ratio (on a directional peak hour basis) to increase by more than 0.05 on a roadway that is already operating at an unacceptable LOS. It should be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g. from LOS D to LOS E in County areas) is not considered an impact unless the corresponding V/C ratio increase is greater than 0.05.*

2) *At signalized intersections:*

- a) *Cause an intersection that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR*
- b) *Cause the average delay to increase by more than 5.0 seconds at a signalized intersection that is operating at an unacceptable LOS. It should be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g. from LOS D to LOS E in County areas) is not considered an impact unless the corresponding delay increase is greater than 5.0 seconds.*

3) *At unsignalized intersections, including all-way stop, minor approach stop, and roundabouts:*

- a) *Cause a movement or approach that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR*
- b) *Cause the average delay to increase by more than 5.0 seconds on a movement or approach that is operating at an unacceptable LOS. It should be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g. from LOS D to LOS E in County areas) is not considered an impact unless the corresponding delay increase is greater than 5.0 seconds.*

4) *On roadways with traveled way width of less than 18 feet (essentially one-lane roadways assuming a minimum of 8 feet per travel direction for vehicle width and edge-of-traveled-way clearance, plus 2 feet clearance between vehicles traveling in opposite directions.)*

- a) *Cause a roadway that already carries 100 vehicles per day (vpd) or less to carry more than 100 vpd; OR*
- b) *Cause a roadway that already carries more than 100 vpd to carry any additional traffic.*

The County Guidelines also contain the following statement: “Although queuing is not included as a significance criterion, the TIS shall include a queuing analysis when

*appropriate, particularly (but not limited to) left-turn pockets at signalized intersections. The TIS shall include recommendations to correct excessive queuing, blocking, operational problems, or storage deficiencies related to queuing.”*

#### 4.2.C City of Fresno

The City of Fresno General Plan includes the following policies pertaining to vehicular LOS that are relevant to the proposed Project:

**MT-1-k Multi-Modal Level of Service Standards.** *Develop and use a tiered system of flexible, multi-modal Level of Service standards for streets designated by the Circulation Diagram (Figure MT-1). Strive to accommodate a peak hour vehicle LOS of D or better on street segments and at intersections, except where Policies MT-1-m through MT-1-p provide greater specificity. Establish minimum acceptable service levels for other modes and use them in the development and environmental review process.*

**MT-1-n Peak Hour Vehicle LOS.** *Maintain a peak-hour vehicle LOS standard of D or better for all roadway areas outside of identified Activity Center and Bus Rapid Transit Corridor districts, unless the City Traffic Engineer determines that mitigation to maintain this LOS would be infeasible and/or conflict with the achievement of other General Plan policies.*

**MT-1-o LOS Deviations Outside of Activity Centers and Areas Designated for Mixed-Use.** *Accept vehicle LOS E or F conditions outside of identified multi-modal districts only if provisions commensurate with the level of impact and approved by the City Traffic Engineer are made to sufficiently improve the overall transportation system and/or promote non-vehicular transportation as part of a development project or City-initiated project.*

**MT-2-i Transportation Impact Studies.** *Require a Transportation Impact Study (currently named Traffic Impact Study) to assess the impacts of new development projects on existing and planned streets for projects meeting one or more of the following criteria, unless it is determined by the City Traffic Engineer that the project site and surrounding area already has appropriate multi-modal infrastructure improvements:*

- *When a project includes a General Plan amendment that changes the General Plan Land Use Designation.*
- *When the project will substantially change the off-site transportation system (auto, transit, bike or pedestrian) or connection to the system, as determined by the City Traffic Engineer.*
- *Transportation impact criteria are tiered based on a project’s location within the City’s Sphere of Influence. This is to assist with areas being incentivized for development. The four zones, as defined on Figure MT-4, are listed below. The following criteria apply:*
  - *Traffic Impact Zone I (TIZ-I): TIZ-I represents the Downtown Planning Area. Maintain a peak hour LOS standard of F or better for all*

*intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.*

- *Traffic Impact Zone II (TIZ-II): TIZ-II generally represents areas of the City currently built up and wanting to encourage infill development. Maintain a peak hour LOS standard of E or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.*
- *Traffic Impact Zone III (TIZ-III): TIZ-III generally represents areas near or outside the City Limits but within the SOI as of December 31, 2012. Maintain a peak hour LOS standard of D or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 100 or more peak hour new vehicle trips.*
- *Traffic Impact Zone IV (TIZ-IV): TIZ-IV represents the southern employment areas within and planned by the City. Maintain a peak hour LOS standard of E or better for all intersections and roadway segments. A TIS will be required for all development projected to generate 200 or more peak hour new vehicle trips.*

The proposed Project site and the study intersections are located in TIZ-IV.

#### 4.2.D Level of Service Criteria

The City of Fresno sphere of influence boundary runs along North Avenue east of Golden State Boulevard. Considering the current preference to annex an entire roadway to the City rather than annexing to the centerline, the Project site and the study locations are considered to be located within the sphere of influence of the City of Fresno. The City of Fresno would typically allow LOS E within TIZ-IV and the County of Fresno would typically require LOS D in accordance with the County General Plan. For purposes of this study, LOS D will be considered the target LOS unless the required improvements to accomplish LOS D are considered infeasible.

## **5.0 PLANNING AND FUNDING**

### **5.1 County of Fresno General Plan**

The County of Fresno General Plan designates the roadways in the study area as follows:

- North Avenue: Arterial
- Maple Avenue (north of North Avenue): Collector
- Chestnut Avenue: Arterial
- Willow Avenue (north of North Avenue): Collector
- Peach Avenue: Arterial

## **5.2 City of Fresno General Plan**

The City of Fresno General Plan designation the Project site for heavy industrial uses. The City of Fresno General Plan designates the roadways in the study area as follows:

- North Avenue: Arterial
- Maple Avenue (north of North Avenue): Collector
- Chestnut Avenue (north of North Avenue): Arterial
- Willow Avenue (north of North Avenue): Collector
- Peach Avenue (north of North Avenue): Arterial

## **5.3 Traffic Signal Mitigation and Major Street Impact Fees**

The County of Fresno does not have a transportation impact fee program.

The City of Fresno Traffic Signal Mitigation Impact (TSMI) fee program and the Fresno Major Street Impact (FMSI) fee program provide funds for construction of specified traffic signals and major street segments.

The TSMI fee program (September 2016) includes the following study intersections:

- Maple and North Avenues: 100-percent funding of six-phase operations with intelligent transportation systems (ITS) at an amount of \$372,000.
- Willow and North Avenues: 100-percent funding of eight-phase operations with ITS at an amount of \$404,000.
- Peach and North Avenues: 100-percent funding of eight-phase operations with ITS at an amount of \$404,000.

The Project site is located within a new growth area with respect to the 2016 FMSI fee program.

## **5.4 Measure C**

In 1986, the voters of Fresno County approved Measure C, which created a half-cent sales tax for 20 years to provide a source of funds for specified transportation improvement projects within Fresno County. Money generated through the Measure C program is used for various improvements to extend freeways, improve roads, and enhance public safety. In its first 20 years (1986 to 2006) Measure C funded over \$1 billion of improvements. In 2006, the voters approved the extension of Measure C from 2007 to 2027, and it is projected to generate \$1.7 billion over its 20-year life. Measure C authorizes the establishment of a Regional Transportation Mitigation Fee (RTMF) program to provide additional funding for regional transportation projects through new fees charged to development projects. The RTMF program was enacted by the County of Fresno and all cities within the County and became effective on January 1, 2009. The program is administered by a Joint Powers Authority (JPA) that was formed for the specific purpose of managing the fee program. In accordance with State law, a nexus study was completed that analyzed the growth of travel demand for each jurisdiction, identified regional road improvements to meet such demands, described the appropriate “nexus” between such demand and improvements, and adopted appropriate mitigation fees applicable to various land use categories. As of March 1, 2020,

government facilities and accredited public education facilities are exempt from the RTMF fee. The fee for heavy industrial development is \$0.18 per square foot of building area.

**8.0 LANE CONFIGURATIONS AND INTERSECTION CONTROL**

The existing lane configurations and intersection control at the study locations are presented in Figure 3, Existing Lane Configurations and Intersection Control. For purposes of this study, it is assumed that the existing lane configurations and intersection control will remain through the year 2040. The intersection of Chestnut and North Avenues is signalized with protected left turns on the northbound and southbound approaches and permissive left turns on the eastbound and westbound approaches.

**9.0 EXISTING TRAFFIC VOLUMES**

Existing peak-hour traffic volumes at the study intersections were determined by performing manual turning-movement counts between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m. on a weekday. The traffic count data sheets are presented in Appendix B. The counts were compared with traffic counts obtained at some of the study intersections in 2018 and it was determined that the volumes of some movements are currently greater than the 2018 volumes and some have decreased, likely as a result of the COVID-19 pandemic. Considering that a substantial amount of development has not occurred in the vicinity of the study intersection since 2018, the greater of each movement was utilized. The available 2018 traffic count data sheets are also presented in Appendix B.

The existing peak-hour turning movement volumes are presented in Figure 4, Existing Peak-Hour Traffic Volumes. The adjusted existing peak-hour turning movement volumes are presented in Figure 5, Adjusted Existing Peak-Hour Traffic Volumes.

**10.0 PROJECT TRIP GENERATION AND DISTRIBUTION**

**10.1 Project Trip Generation**

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition* (TGM) are utilized to estimate the number of trips that will be generated by proposed projects. There are no ITE land uses that accurately reflect the type of facility proposed. Table 3 uses ITE Land Use 540, Junior/Community College with the total building area as the independent variable. This calculation likely underestimates trips since the nature of the proposed campus does not rely heavily on classroom buildings or the building size.

**Table 3**  
**Project Trip Generation Estimate**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
540	62,000 sq. ft.	20.25	1,256	2.07	77:23	99	30	129	1.86	50:50	58	58	116

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
 Rates are reported in trips per 1,000 square feet of building area.  
 The weekday trip total is combined entering and exiting.

Table 4 uses ITE Land Use 540, Junior/Community College with the number of employees as the independent variable and appears to underestimate the trips that the Project would generate.

**Table 4**  
**Project Trip Generation Estimate**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
540	50 Employees	14.61	732	1.49	77:23	58	17	75	1.34	50:50	34	34	68

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
 Rates are reported in trips per employee. The weekday trip total is combined entering and exiting.

A reasonable alternative for purposes of trip generation estimates is to model the campus as a general office building, taking into account the number of students and staff. ITE Land Use 710, General Office Building, is utilized in Table 5 to estimate the number of trips that an office building with 320 employees would generate (270 students plus 50 staff = 320).

**Table 5**  
**Project Trip Generation Estimate – Based on General Office**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
710	270+50 = 320 Employees	n/a	n/a	0.45	88:12	127	17	144	0.47	15:85	23	128	151

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
 Rates are reported in trips per employee.

Since there is a likelihood that many students and staff would leave the site during the p.m. peak hour while other students and staff are arriving at the same time to attend evening classes, Table 6 has been prepared to account for the anticipated overlap of trips entering and exiting. The a.m. peak hour values presented in Table 5 are assumed to be representative of trips arriving at the site during any given period and have been added to the p.m. peak hour values to develop the p.m. values in Table 6 that have been used in the analyses.

**Table 6**  
**Project Trip Generation Estimate – Based on General Office and P.M. Overlap**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
710	270+50 = 320 Employees	n/a	n/a	0.45	88:12	127	17	144	n/a	n/a	150	145	295

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
 Rates are reported in trips per employee. P.M. peak hour values presented in Table 6 were determined by adding the a.m. and p.m. peak hour values from Table 5.

## **10.2 Project Trip Distribution and Assignment**

The distribution of project trips was estimated based on the results of a select zone analysis performed by the Fresno Council of Governments (COG) using the most recent travel model

available at the time. The select zone analysis request and results are presented in Appendix C. The distribution of Project trips to the adjacent road network is presented in Figure 6, Peak-Hour Project Traffic Distribution. The peak-hour Project traffic volumes presented in Table 6 were assigned to the adjacent road network in accordance with the trip distribution percentages in Figure 6. Peak-hour Project trips are presented in Figure 7, Peak-Hour Project Traffic Volumes.

Caltrans requested a trip trace (estimate of the number of Project trips) at the State Route 99 interchanges at North Avenue and Cedar Avenue. Table 7 presents the trip trace estimates.

**Table 7**  
**Project Trip Estimates at Freeway Interchanges**

<b>Movement</b>	<b>A.M. Peak Hour</b>	<b>P.M. Peak Hour</b>
NB SR 99 on ramp from North Avenue	4	36
SB SR 99 off ramp to North Avenue	30	37
EB North Avenue over SR 99	30	37
WB North Avenue over SR 99	0	0
NB SR 99 off ramp to Cedar Avenue	14	18
SB SR 99 on ramp from Cedar Avenue	2	17
NB Cedar Avenue over SR 99	0	0
SB Cedar Avenue over SR 99	2	17

### **10.3 Project Vehicle Miles Traveled (VMT)**

The Project-specific traffic modeling performed by COG indicates a Project VMT of 28.7 miles per employee, which can also be reasonably estimated as the VMT per student. The regional (Countywide) average is 25.6 miles per employee. The VMT report provided by COG is presented in Appendix C.

### **10.4 City of Fresno General Plan Heavy Industrial Trip Generation**

The Project site is planned for heavy industrial land uses in the City of Fresno General Plan. Heavy industrial land uses are capable of generating either a low volume of trips or a high volume of trips depending upon the specific development, including the potential for a high number of trucks and heavy vehicles. The City of Fresno allows manufacturing, assembly, wholesaling, distribution, storage activities, small-scale commercial services, and ancillary office uses.

For informational purposes, Table 8 presents trip generation estimates for a hypothetical heavy industrial project utilizing ITE Land Use 140, Manufacturing, and assuming a floor area ratio 0.7 (the maximum allowable is 1.5 per Chapter 15, Citywide Development Code, of the City of Fresno Municipal Code dated December 2015) on the western 20 acres of the site.



**Table 8**  
**Manufacturing Trip Generation Estimate**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
140	609,842 sq. ft.	3.93	2,398	0.62	77:23	292	87	379	0.67	31:69	127	282	409

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
 Rates are reported in trips per 1,000 square feet of building area.

The calculations presented in Table 8 suggest that development of the site in accordance with the Heavy Industrial land use and zoning could feasibly result in greater peak-hour traffic volumes than those expected to be generated by the Project.

**11.0 EXISTING-PLUS-PROJECT TRAFFIC VOLUMES**

The existing-plus-Project peak-hour turning movement volumes are presented in Figure 8, Existing-Plus-Project Peak-Hour Traffic Volumes.

**12.0 PENDING PROJECTS**

The traffic analyses for the near-term and long-term conditions consider the effects of traffic expected to be generated by pending and approved projects in the study area. The projects listed below are assumed to be operational in the near-term condition.

- Rezone M-1 (AA 3815), 2929 South Peach Avenue.
- Rezone to M-1 (AA 3812), North Side of North Avenue East of Willow Avenue
- Rezone to M-3 (AA 3829), Southeast of the Intersection of Willow and Central Avenues

**13.0 NEAR-TERM TRAFFIC VOLUMES**

Peak-hour existing-plus-pending-and-approved-projects traffic volumes are presented in Figure 9, Near-Term No-Project Peak-Hour Traffic Volumes. Peak-hour existing-plus-pending-and-approved-projects-plus-Project traffic volumes are presented in Figure 10, Near-Term With-Project Peak-Hour Traffic Volumes.

**14.0 CUMULATIVE YEAR 2040 TRAFFIC VOLUMES**

Cumulative traffic volumes for the year 2040 were determined using the COG travel model and the COG *Increment Method*. The base year and year 2035 model traffic output used in the analyses presented in the attached Appendix C. The year 2035 volumes were extrapolated to the year 2040. Future turning movements were estimated based on the methods presented in Chapter 8 of the Transportation Research Board National Cooperative Highway Research Program Report 255 entitled “*Highway Traffic Data for Urbanized Area Project Planning and Design.*” Cumulative No-Project traffic volumes are presented in Figure 11, Cumulative (Year 2040) No-Project Peak-Hour Traffic Volumes. Cumulative With-Project traffic volumes are presented in Figure 12, Cumulative (Year 2040) With-Project Peak-Hour Traffic Volumes.

## **15.0 BICYCLE FACILITIES**

The City of Fresno *Active Transportation Plan (ATP)* dated December 2016 refers to the Caltrans *Highway Design Manual* for classification of bicycle facilities as follows:

- Class I Bikeway (Bike Path): Off-street facilities that provide exclusive use for non-motorized travel, including bicyclists and pedestrians.
- Class II Bikeway (Bike Lane): On-street facilities that use striping, stencils, and signage to denote preferential or exclusive use by bicyclists.
- Class III Bikeway (Bike Route): On-street pavement markings or signage that connect the bicycle roadway network along corridors that do not provide enough space for dedicated lanes on low-speed and low-volume streets.
- Class IV Bikeway (Separated Bikeways): Physically separated bicycle facilities that are distinct from the sidewalk and designed for exclusive use by bicyclists. Commonly known as “cycle tracks,” they are located within the street right-of-way, but provide similar comfort when compared to Class I Bikeways.

No bicycle facilities exist at the study locations. Figure 48 of the ATP identifies a proposed bikeway system with Class II bike lanes on all of the streets at the study intersections (with the exception of segments south of North Avenue, which are not within the sphere of influence of the City of Fresno). The Project is not expected to disrupt or impede existing or planned bicycle facilities.

## **16.0 TRANSIT**

Fresno Area Express (FAX) provides bus service to the Fresno area. FAX Route 41, which serves the Malaga area, is the nearest route to the Project site, with stops at approximately 30-minute headways near the Maple/North Avenues intersection and the Chestnut/North Avenues intersection. The walking distance from the Project site to the nearest stop is at least ¼ mile. The Project is not expected to disrupt or impede existing transit facilities.

## **17.0 INTERSECTION ANALYSES**

### **17.1 – Traffic Signal Warrants – Existing Conditions**

The California State Transportation Agency and California Department of Transportation *California Manual on Uniform Traffic Control Devices, 2014 Edition (Revision 5 effective March 27, 2020)* (CMUTCD) presents various criteria (warrants) for determining the need for traffic signals. The CMUTCD states that an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location shall be performed to determine whether installation of a traffic control signal is justified at a particular location.

The City of Fresno requested investigation of the following traffic signal warrants at the unsignalized study intersections:

- Warrant 1, Eight-Hour Vehicular Volume.
- Warrant 2, Four-Hour Vehicular Volume.
- Warrant 3, Peak Hour.
- Warrant 7, Crash Experience.

If one or more of the signal warrants is met, signalization of the intersection may be appropriate. However, a signal should not be installed if none or few of the warrants are met since the installation of signals may increase delays on the previously uncontrolled major street and may contribute to an increase in accidents.

The installation of a traffic signal can serve as a feasible improvement when traffic congestion is identified at an unsignalized intersection and traffic signal warrants are satisfied. If warrants are not satisfied, traffic signals may not be considered as a feasible or appropriate improvement. For cases in which peak hour traffic signal warrants are satisfied, traffic signals are not considered to be the default improvement. Since installation of traffic signals typically includes construction of additional lanes or widening of the intersection, the development of recommendations for improvements includes consideration of converting a two-way stop to an all-way stop or widening the intersection to add capacity while maintaining stop sign control. If the addition of lanes results in acceptable levels of service then the installation of traffic signals may be deferred even if peak-hour traffic signal warrants are satisfied.

The CMUTCD indicates that the study should consider the effects of the right-turn vehicles from the minor-street approaches. Engineering judgment should be used to determine what, if any, portion of the right-turn traffic is subtracted from the minor-street traffic count when evaluating the count against the signal warrants.

Crash records were obtained from the Statewide Integrated Traffic Records System (SWITRS) for the years 2015 through 2019. Table 9 summarizes general crash information at the study intersections. Although the intersection of Chestnut and North Avenues is already signalized, it is also included in Table 9. The SWITRS crash records are presented in Appendix E.

**Table 9**  
**Crash Records Summary – 2015 Through 2019**

Intersection	Number of Collisions	Type of Collision							Severity			Type of Violation						Involved		
		Broadside	Rear End	Head On	Object	Sideswipe	Other	Overtuned	Fatal	Injury	Property Damage Only	Traffic Signals and Signs	Right of Way	Unsafe Speed	Other	Improper Turn	Driving Under Influence	Other Motor Vehicle	Fixed Object	Bicycle/Other
Maple / North	9	2	2	1	3	1	0	0	0	2	7	1	3	3	1	1	0	7	2	0
Chestnut / North	49	16	10	4	6	7	3	3	0	15	34	8	9	10	12	7	3	36	8	5
Willow / North	4	1	0	0	1	2	0	0	0	1	3	0	0	0	1	2	1	3	1	0
Peach / North	34	25	1	2	3	0	2	1	0	19	15	6	19	0	3	3	3	28	2	4

Table 10 summarizes the traffic signal warrants studies for the existing conditions without corrections for the pandemic. The warrant worksheets are presented in Appendix D.

**Table 10**  
**Traffic Signal Warrants Summary – Existing Conditions**

Intersection	Warrant 1	Warrant 2	Warrant 3	Warrant 7
Maple / North	Not met	Not met	Not met	Not met
Willow / North	Not met	Not met	Not met	Not met
Peach / North	Not met	Not met	Not met	Not met

The results of the warrants analyses indicate that traffic signals are not warranted at the study intersections in the existing condition. The traffic volumes at the intersection of Maple and North Avenues are very near meeting Warrant 1 (seven hours of the eight-hour warrant are met), Warrant 2 (only a few vehicles short of meeting the fourth hour of the four-hour warrant), and Warrant 3 (several vehicles short of meeting the peak hour warrant). It is very likely that the warrants would all be satisfied in a non-pandemic condition.

**17.2 Level of Service and Peak Hour Traffic Signal Warrants**

The levels of service at the study intersections were determined using the computer program Synchro 11, which is based on HCM procedures for calculating levels of service. The intersection analysis sheets are included in the attached Appendix F. Tables 11 through 16 present the results of the intersection analyses and the peak-hour traffic signal warrants analyses. Levels of service worse than the target LOS D are indicated in bold type and are underlined.

**Table 11**  
**Intersection LOS Summary – Existing Conditions**

Intersection	Control	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Warrant Met?	Delay (sec)	LOS	Warrant Met?
Maple / North	Two-way stop	14.3	B	No	17.9	C	No
Chestnut / North	Signals	12.7	B		11.7	B	
Willow / North	All-way stop	10.3	B	No	9.9	A	No
Peach / North	Two-way stop	15.0	C	No	13.0	B	No

**Table 12**  
**Intersection LOS Summary – Existing-Plus-Project Conditions**

Intersection	Control	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Warrant Met?	Delay (sec)	LOS	Warrant Met?
Maple / North	Two-way stop	15.4	C	No	23.8	C	No
Chestnut / North	Signals	13.1	B		13.2	B	
Willow / North	All-way stop	11.0	B	No	10.9	B	No
Peach / North	Two-way stop	15.8	C	No	14.1	B	No

**Table 13**  
**Intersection LOS Summary – Near-Term No-Project Conditions**

Intersection	Control	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Warrant Met?	Delay (sec)	LOS	Warrant Met?
Maple / North	Two-way stop	15.5	C	No	20.4	C	No
Chestnut / North	Signals	13.0	B		12.1	B	
Willow / North	All-way stop	11.2	B	No	10.6	B	No
Peach / North	Two-way stop	18.0	C	No	13.8	B	No

**Table 14**  
**Intersection LOS Summary – Near-Term With-Project Conditions**

Intersection	Control	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Warrant Met?	Delay (sec)	LOS	Warrant Met?
Maple / North	Two-way stop	16.8	C	No	28.4	D	No
Chestnut / North	Signals	13.6	B		14.0	B	
Willow / North	All-way stop	12.1	B	No	12.0	B	No
Peach / North	Two-way stop	19.1	C	No	15.1	C	No

**Table 15**  
**Intersection LOS Summary – Cumulative 2040 No-Project Conditions**

Intersection	Control	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Warrant Met?	Delay (sec)	LOS	Warrant Met?
Maple / North	Two-way stop	<u>&gt;300</u>	<u>F</u>	Yes	<u>&gt;300</u>	<u>F</u>	Yes
Chestnut / North	Signals	<u>90.0</u>	<u>F</u>		<u>181.2</u>	<u>F</u>	
Willow / North	All-way stop	21.3	C	Yes	<u>47.8</u>	<u>E</u>	Yes
Peach / North	Two-way stop	<u>&gt;300</u>	<u>F</u>	Yes	<u>&gt;300</u>	<u>F</u>	Yes

**Table 16**  
**Intersection LOS Summary – Cumulative 2040 With-Project Conditions**

Intersection	Control	A.M. Peak Hour			P.M. Peak Hour		
		Delay (sec)	LOS	Warrant Met?	Delay (sec)	LOS	Warrant Met?
Maple / North	Two-way stop	<u>&gt;300</u>	<u>F</u>	Yes	<u>&gt;300</u>	<u>F</u>	Yes
Chestnut / North	Signals	<u>103.2</u>	<u>F</u>		<u>244.6</u>	<u>F</u>	
Willow / North	All-way stop	24.6	C	Yes	<u>69.0</u>	<u>F</u>	Yes
Peach / North	Two-way stop	<u>&gt;300</u>	<u>F</u>	Yes	<u>&gt;300</u>	<u>F</u>	Yes

### 17.3 Queuing

The results of the intersection operational analyses include an estimate of the 95<sup>th</sup>-percentile queue lengths at the study intersections. The calculated 95<sup>th</sup>-percentile queue lengths are presented in Tables 17 and 18. Calculated queue lengths exceeding the existing storage capacity are indicated in bold type and are underlined.

**Table 17**  
**Intersection Queuing Summary – A.M. Peak Hour**

Intersection	Existing Storage Capacity (feet)	95 <sup>th</sup> -Percentile Queue Length (feet)					
		Existing	Existing-Plus-Project	Near-Term No-Project	Near-Term With-Project	2040 No Project	2040 With Project
<b>Maple / North</b>							
Eastbound L	415	3	3	3	3	8	8
Eastbound TR	DNS						
Westbound LTR	*	0	0	0	0	0	0
Northbound LTR	Driveway	0	0	0	0	3	3
Southbound LTR	*	25	30	30	35	440	475
<b>Chestnut / North</b>							
Eastbound LTR	*	89	120	118	151	991	>1,000
Westbound LTR	*	141	147	151	168	350	373
Northbound L	240	67	67	67	67	<b><u>289</u></b>	<b><u>289</u></b>
Northbound T (2)	*	52	52	52	52	237	237
Northbound R	Shared						
Southbound L	140	42	61	51	76	<b><u>150</u></b>	<b><u>210</u></b>
Southbound T (2)	*	75	75	76	76	365	365
Southbound R	Shared						
<b>Willow / North</b>							
Eastbound LT	*	13	15	28	30	168	185
Eastbound R	75+	8	8	8	8	15	15
Westbound LTR	*	58	73	70	88	148	188
Northbound LTR	*	10	10	10	13	25	25
Southbound LTR	*	8	10	13	15	45	53
<b>Peach / North</b>							
Eastbound LTR	*	3	3	5	5	13	13
Westbound LTR	*	0	0	0	0	3	3
Northbound LTR	*	8	8	10	13	653	703
Southbound LTR	*	28	33	40	45	X	X

\* Available storage capacity exceeds 1,000 feet.

+ Additional storage capacity exists beyond the striped lane.

X Queue length exceeds the computational limits. Volume exceeds capacity.

DNS: Does not stop

**Table 18**  
**Intersection Queuing Summary – P.M. Peak Hour**

Intersection	Existing Storage Capacity (feet)	95 <sup>th</sup> -Percentile Queue Length (feet)					
		Existing	Existing-Plus-Project	Near-Term No-Project	Near-Term With-Project	2040 No Project	2040 With Project
<b>Maple / North</b>							
Eastbound L	415	3	5	3	5	10	13
Eastbound TR	DNS						
Westbound LTR	*	0	0	0	0	0	0
Northbound LTR	Driveway	0	3	0	3	8	8
Southbound LTR	*	48	65	53	78	700	748
<b>Chestnut / North</b>							
Eastbound LTR	*	140	184	148	205	>1,000	>1,000
Westbound LTR	*	117	172	157	256	683	869
Northbound L	240	66	66	66	66	<b>632</b>	<b>632</b>
Northbound T (2)	*	120	121	122	122	290	291
Northbound R	Shared						
Southbound L	140	33	57	34	59	73	<b>158</b>
Southbound T (2)	*	75	75	76	76	522	522
Southbound R	Shared						
<b>Willow / North</b>							
Eastbound LT	*	38	55	45	68	298	403
Eastbound R	75+	3	3	3	3	10	10
Westbound LTR	*	18	25	33	45	310	390
Northbound LTR	*	23	25	25	28	128	125
Southbound LTR	*	5	8	8	10	40	48
<b>Peach / North</b>							
Eastbound LTR	*	3	3	3	3	5	5
Westbound LTR	*	0	0	0	0	3	3
Northbound LTR	*	15	18	18	20	X	X
Southbound LTR	*	15	18	25	30	X	X

\* Available storage capacity exceeds 1,000 feet.  
 + Additional storage capacity exists beyond the striped lane.  
 X Queue length exceeds the computational limits. Volume exceeds capacity.  
 DNS: Does not stop

**17.4 Site Driveway Left-Turn Lane Analyses**

The need for a left-turn lane on eastbound North Avenue at the site access driveway was analyzed using *Volume Warrants for Left-Turn Storage Lanes at Unsignalized Grade Intersections* by M.D. Harmelink, Highway Research Record No. 211, Highway Research Board, 1967.

The analyses indicate that a dedicated left-turn lane at the site access driveway is warranted in the near-term condition. The analysis sheets are presented in the attached Appendix G.

When North Avenue is ultimately developed as an arterial with a median, it is recommended that a median break with a dedicated left-turn lane into the site be considered to minimize the need for U turns at the intersection of Willow and North Avenues.

## **18.0 DISCUSSION OF INTERSECTION ANALYSES**

### **18.1 Existing and Near-Term No-Project Conditions**

The intersection analyses indicate that the study intersections are currently operating at acceptable levels of service with acceptable queuing conditions. The intersections are expected to continue to operate at acceptable conditions after opening of the approved and pending projects.

Traffic signal warrants are not satisfied at the study intersections based on the existing pandemic traffic volumes. The traffic signal warrants analyses suggest that the intersection of Maple and North Avenues very nearly meets traffic signal Warrants 1, 2, and 3 in the existing condition and would likely meet all three warrants in a non-pandemic condition.

The crash experience warrant (Warrant 7) is almost satisfied at the intersection of Peach and North Avenues. In addition, it is noted that the signalized intersection of Chestnut and North Avenues experiences nearly 10 crashes per year, nearly 75 percent of which are broadsides.

### **18.2 Existing-Plus-Project and Near-Term With-Project Conditions**

The intersection analyses indicate that the study intersections are expected to continue to operate at acceptable levels of service with acceptable queuing conditions after opening of the Project in both the existing-plus-Project conditions and the near-term with-Project conditions. Therefore, the Project does not cause a Project-specific traffic issue or contribute to a cumulative near-term traffic issue at the study intersections. Peak-hour traffic signal warrants are not expected to be satisfied at the study intersections during the a.m. and p.m. peak hours occurring between 7:00 and 9:00 a.m. and between 4:00 and 6:00 p.m.

### **18.3 Cumulative (Year 2040) No-Project Conditions**

The year 2040 No-Project conditions analyses are based on the assumption that the Project site is vacant and regional growth has occurred. This scenario estimates the long-term cumulative effects without the Project.

By the year 2040 without the Project (assuming the Project site remains vacant), it is anticipated that all four study intersections will operate below the target LOS D and will require improvements to reduce congestion and improve safety. Queues are expected to exceed the storage capacity, or to be excessively long, at all of the study intersections except the intersection of Willow and North Avenues.

### **18.4 Cumulative (Year 2040) With-Project Conditions**

The year 2040 With-Project conditions analyses are based on the assumption that the Project has been opened and regional growth has occurred. This scenario estimates the long-term cumulative effects with the Project, the pending projects, and regional growth.

By the year 2040 with the Project, it is anticipated that all four study intersections will operate below the target LOS D and will require improvements to reduce congestion and improve safety. Queues are expected to exceed storage capacities, or to be excessively long,



at all of the study intersections except the intersection of Willow and North Avenues. Recommended improvements that are expected to allow the intersections to operate at acceptable LOS are discussed below.

In order to operate at acceptable LOS, the intersection of Maple and North Avenues should be signalized and widened. The results of the improved intersection analyses are presented in Tables 19 and 20. Storage lanes should be designed accommodate the queue lengths presented in Table 20. The improved intersection analysis sheets are presented in Appendix H. The Project is responsible only for its equitable share of the improvement, and it is noted that the intersection is included in the City of Fresno TSMI fee program with an estimate of \$372,000. The following lane configurations are recommended to achieve acceptable LOS:

- Eastbound: one left-turn lane and one through lane with a shared right turn;
- Westbound: one left-turn lane, one through lane, and one right-turn lane;
- Northbound: one shared left/through/right lane (private driveway);
- Southbound: one left-turn lane and one through lane with a shared right turn.

In order to operate at acceptable LOS, the intersection of Chestnut and North Avenues should be widened and eight-phase traffic signal operations should be implemented. The results of the improved intersection analyses are presented in Tables 19 and 20. Storage lanes should be designed accommodate the queue lengths presented in Table 20. The improved intersection analysis sheets are presented in Appendix H. The Project is responsible only for its equitable share of the improvement. The following Alternative 1 lane configurations are recommended to achieve acceptable LOS:

- Eastbound: one left-turn lane, one through lane, and one right-turn lane;
- Westbound: one left-turn lane, one through lane, and one right-turn lane;
- Northbound: two left-turn lanes, two through lanes, and one right-turn lane;
- Southbound: one left-turn lane, two through lanes, and one right-turn lane.

The intersection of Chestnut and North Avenues is constrained by a canal and existing facilities. Therefore, it is suggested that LOS E may be considered acceptable in accordance with the City of Fresno General Plan, since the intersection is within the City of Fresno sphere of influence. It is anticipated that the intersection would operate at LOS E with the following Alternative 2 lane configurations:

- Eastbound: one left-turn lane and one through lane with a shared right turn;
- Westbound: one left-turn lane, one through lane, and one right-turn lane;
- Northbound: one left-turn lane, two through lanes, and one right-turn lane;
- Southbound: one left-turn lane and two through lanes with a shared right turn.

In order to operate at acceptable LOS, the intersection of Willow and North Avenues should be signalized and widened. The results of the improved intersection analyses are presented in Tables 19 and 20. Storage lanes should be designed accommodate the queue lengths presented in Table 20. The improved intersection analysis sheets are presented in Appendix H. The Project is responsible only for its equitable share of the improvement, and it is noted that the intersection is included in the City of Fresno TSMI fee program with an

estimate of \$404,000. The following lane configurations are recommended to achieve acceptable LOS:

- Eastbound: one left-turn lane, one through lane, and one right-turn lane;
- Westbound: one left-turn lane and one through lane with a shared right turn;
- Northbound: one left-turn lane and one through lane with a shared right turn;
- Southbound: one left-turn lane and one through lane with a shared right turn.

In order to operate at acceptable LOS, the intersection of Peach and North Avenues should be signalized and widened. The results of the improved intersection analyses are presented in Tables 19 and 20. Storage lanes should be designed accommodate the queue lengths presented in Table 20. The improved intersection analysis sheets are presented in Appendix H. The Project is responsible only for its equitable share of the improvement, and it is noted that the intersection is included in the City of Fresno TSMI fee program with an estimate of \$404,000. The following lane configurations are recommended to achieve acceptable LOS:

- Eastbound: one left-turn lane and one through lane with a shared right turn;
- Westbound: one left-turn lane and one through lane with a shared right turn;
- Northbound: one left-turn lane and one through lane with a shared right turn;
- Southbound: one left-turn lane and one through lane with a shared right turn.

**Table 19**  
**Intersection LOS Summary – Improved Cumulative 2040 With-Project Conditions**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		Delay (sec)	LOS	Delay (sec)	LOS
Maple / North	Signals	12.5	B	18.8	B
Chestnut / North	Signals Alt. 1	25.9	C	38.5	D
	Signals Alt. 2	49.8	D	79.2	E
Willow / North	Signals	21.1	C	20.8	C
Peach / North	Signals	22.1	C	24.7	C

**Table 20**  
**Intersection Queuing Summary – Improved Cumulative 2040 With-Project Conditions**

Intersection Approach	95 <sup>th</sup> -Percentile Queue Length (feet)	
	A.M. Peak Hour	P.M. Peak Hour
<b>Maple / North</b>		
Eastbound L	103	128
Eastbound T(R)	597	510
Westbound L	5	13
Westbound T	285	746
Westbound R	24	29
Northbound LT(R)	8	11
Southbound L	108	154
Southbound T(R)	40	40
<b>Chestnut / North (Alt. 1)</b>		
Eastbound L	258	293
Eastbound T	394	268
Eastbound R	47	68
Westbound L	139	115
Westbound T	251	458
Westbound R	0	21
Northbound L (2)	93	191
Northbound T (2)	172	185
Northbound R	0	0
Southbound L	146	104
Southbound T (2)	167	204
Southbound R	56	61
<b>Chestnut / North (Alt. 2)</b>		
Eastbound L	263	395
Eastbound T(R)	588	910
Westbound L	166	182
Westbound T	249	597
Westbound R	0	53
Northbound L	229	531
Northbound T (2)	170	218
Northbound R	0	15
Southbound L	151	108
Southbound T(2)(R)	285	428

Numbers in parentheses indicate number of lanes if more than one.

(L) Indicates left turn shared with through lane.

(R) Indicates right turn shared with through lane.

**Table 20 (Continued)**  
**Intersection Queuing Summary – Improved Cumulative 2040 With-Project Conditions**

Intersection Approach	95 <sup>th</sup> -Percentile Queue Length (feet)	
	A.M. Peak Hour	P.M. Peak Hour
<b>Willow / North</b>		
Eastbound L	37	132
Eastbound T	253	211
Eastbound R	13	0
Westbound L	159	48
Westbound T(R)	156	345
Northbound L	46	112
Northbound T(R)	40	97
Southbound L	29	29
Southbound T(R)	67	56
<b>Peach / North</b>		
Eastbound L	157	85
Eastbound T(R)	170	393
Westbound L	31	47
Westbound T(R)	296	338
Northbound L	31	25
Northbound T(R)	197	193
Southbound L	43	71
Southbound T(R)	143	344

Numbers in parentheses indicate number of lanes if more than one.  
 (L) Indicates left turn shared with through lane.  
 (R) Indicates right turn shared with through lane.

**19.0 TRANSPORTATION IMPACT ANALYSIS (VMT)**

The Project-specific traffic modeling performed by COG indicates a Project VMT of 28.7 miles per employee, which can also be reasonably estimated as the VMT per student. This value is greater than the regional (Countywide) average of 25.6 miles per employee. Although the Project could potentially be considered to be exempt from VMT analyses on the basis that it is an educational facility and not specifically a residential, office, or retail project, it is more conservative to identify a significant transportation impact and explore potential mitigation measures.

The Technical Advisory indicates that potential measures to reduce VMT include, but are not limited to, the items listed below.

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.
- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle and pedestrian facilities.

- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Unbundle parking costs.
- Provide parking cash-out programs.
- Implement roadway pricing.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

The Technical Advisory indicates that, “...because VMT is largely a regional impact, regional VMT-reduction programs may be an appropriate form of mitigation. In lieu fees have been found to be valid mitigation where there is both a commitment to pay fees and evidence that mitigation will actually occur.”

Effective mitigation measures will be difficult to implement on a Project level. Therefore, it is recommended that SCCCD consider the following to reduce the significant impact, but not completely eliminate it:

- Improve or increase access to transit.
- Incorporate electric vehicle charging stations.
- Provide bicycle parking.
- Provide parking cash-out programs.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

**20.0 EQUITABLE SHARE CALCULATIONS**

Where required cumulative mitigation measures or improvements are not included in a traffic impact fee to be paid by the Project, the Project’s financial responsibility for the improvements can be determined based on equitable share calculations. The County of Fresno typically uses the following equation to determine a project’s equitable share of the cost of improvements:

$$P = \frac{T}{T_B}$$

where:

- P = The equitable share of the Project’s traffic impact;
- T = The Project trips generated during the peak hour of the adjacent facility;
- T<sub>B</sub> = The forecasted (future with Project) traffic volume on the impacted facility.

Table 21 presents equitable share responsibility calculations for the 2040 improvements based on p.m. peak hour trips. These fair shares would not be applicable if the improvement is included in a transportation impact fee paid by the Project.

**Table 21**  
**Equitable Share Responsibility Calculations – P.M. Peak Hour**

<b>Intersection</b>	<b>Improvement</b>	<b>Project Trips</b>	<b>2040 Traffic</b>	<b>Equitable Share</b>
Maple / North	Signalize and widen	120	2,112	5.68%
Chestnut / North	Widen with eight-phase signals	194	3,378	5.74%
Willow / North	Signalize and widen	100	1,416	7.06%
Peach / North	Signalize and widen	71	1,697	4.18%

**21.0 CONCLUSIONS**

Generally-accepted traffic engineering principles and methods were employed to estimate the amount of traffic expected to be generated by the Project, to analyze the existing traffic conditions, and to analyze the traffic conditions projected to occur in the future.

The CEQA transportation impact study found that the Project is likely to cause a significant transportation impact based on the Project VMT exceeding the regional average VMT. The Project is not expected to be able to fully mitigate the significant impact; however, potential mitigation measures provided by OPR are listed herein that may be considered in an effort to reduce the significant impact.

The trip generation analyses suggest that the Project will generate approximately 144 trips during the a.m. peak hour and 295 trips during the p.m. peak hour (entering and exiting combined). It was found that, if the site were to be developed with industrial uses in accordance with the City of Fresno General Plan land use designation at the site instead of the Project, the trips generated at the site could be substantially greater than the Project trips.

The traffic analyses indicate that the study intersections are currently operating at acceptable levels of service with acceptable queuing conditions. Traffic signal warrants are not satisfied

at the study intersections based on the existing pandemic traffic volumes. The traffic signal warrants analyses suggest that the intersection of Maple and North Avenues very nearly meets traffic signal Warrants 1, 2, and 3 in the existing condition and would likely meet all three warrants in a non-pandemic condition.

The crash experience warrant (Warrant 7) is almost satisfied at the intersection of Peach and North Avenues. In addition, it is noted that the signalized intersection of Chestnut and North Avenues experiences nearly 10 crashes per year, nearly 75 percent of which are broadsides.

The study intersections are expected to continue to operate at acceptable levels of service with acceptable queuing conditions after opening of the approved and pending projects (near-term no-Project conditions).

The study intersections are expected to continue to operate at acceptable levels of service with acceptable queuing conditions after opening of the Project in both the existing-plus-Project conditions and the near-term with-Project conditions. Therefore, the Project does not cause a Project-specific traffic issue or contribute to a cumulative near-term traffic issue based on LOS and queueing at the study intersections.

All four of the study intersections are expected to operate below the target LOS by the year 2040, and the Project will contribute to the cumulative issue. The intersections will require widening and signalization as described herein. The Project is responsible only for an equitable share of the improvements.

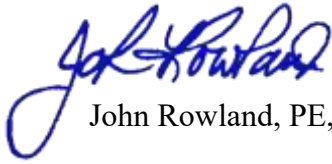
The analyses indicate that a dedicated left-turn lane at the site access driveway is warranted in the near-term condition. When North Avenue is ultimately developed as an arterial with a median, it is recommended that a median break with a dedicated left-turn lane into the site be considered to minimize the need for U turns at the intersection of Willow and North Avenues.

No bicycle facilities exist at the study locations. The City of Fresno has planned Class II bike lanes on all of the streets at the study intersections (with the exception of segments south of North Avenue, which are not within the sphere of influence of the City of Fresno). The Project is not expected to disrupt or impede existing or planned bicycle facilities.

Fresno Area Express (FAX) provides bus service to the Fresno area. FAX Route 41, which serves the Malaga area, is the nearest route to the Project site, with stops at approximately 30-minute headways near the Maple/North Avenues intersection and the Chestnut/North Avenues intersection. The walking distance from the Project site to the nearest stop is at least ¼ mile. The Project is not expected to disrupt or impede existing transit facilities.

Thank you for the opportunity to perform this traffic impact study. Please feel free to contact our office if you have any questions.

**PETERS ENGINEERING GROUP**



John Rowland, PE, TE

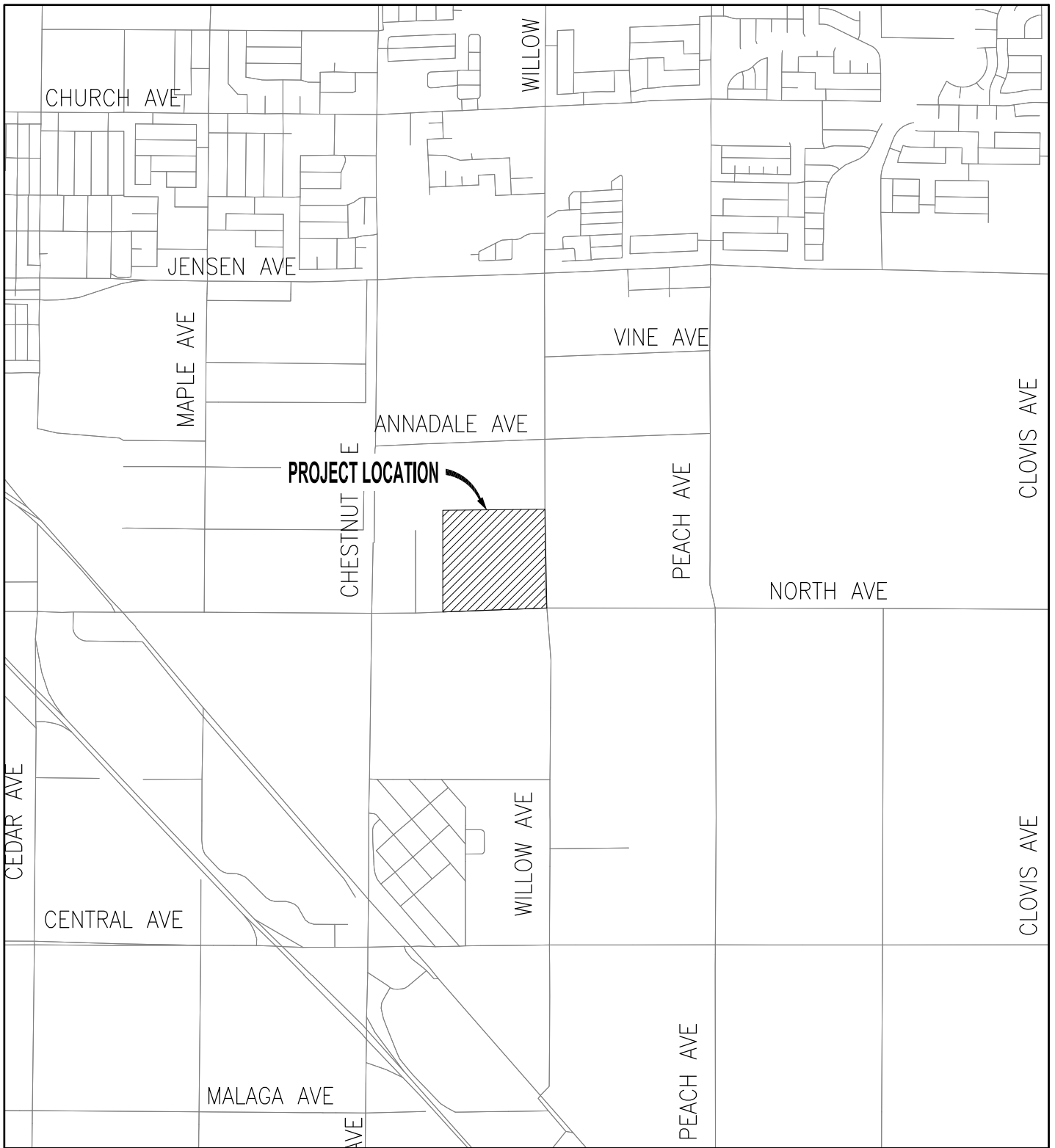


Attachments: Figures 1 through 12

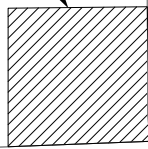
- Appendix A - Scoping Letter and Agency Responses
- Appendix B - Traffic Count Data Sheets
- Appendix C - Fresno County Travel Model
- Appendix D - Traffic Signal Warrants
- Appendix E - SWITRS Crash Records
- Appendix F - Intersection Analysis Sheets
- Appendix G - Left-Turn Lane Analysis
- Appendix H - Improved Intersection Analysis Sheets
- Appendix I – Sources Referenced



# FIGURES



**PROJECT LOCATION**



Proposed First Responders Campus  
Fresno County, California

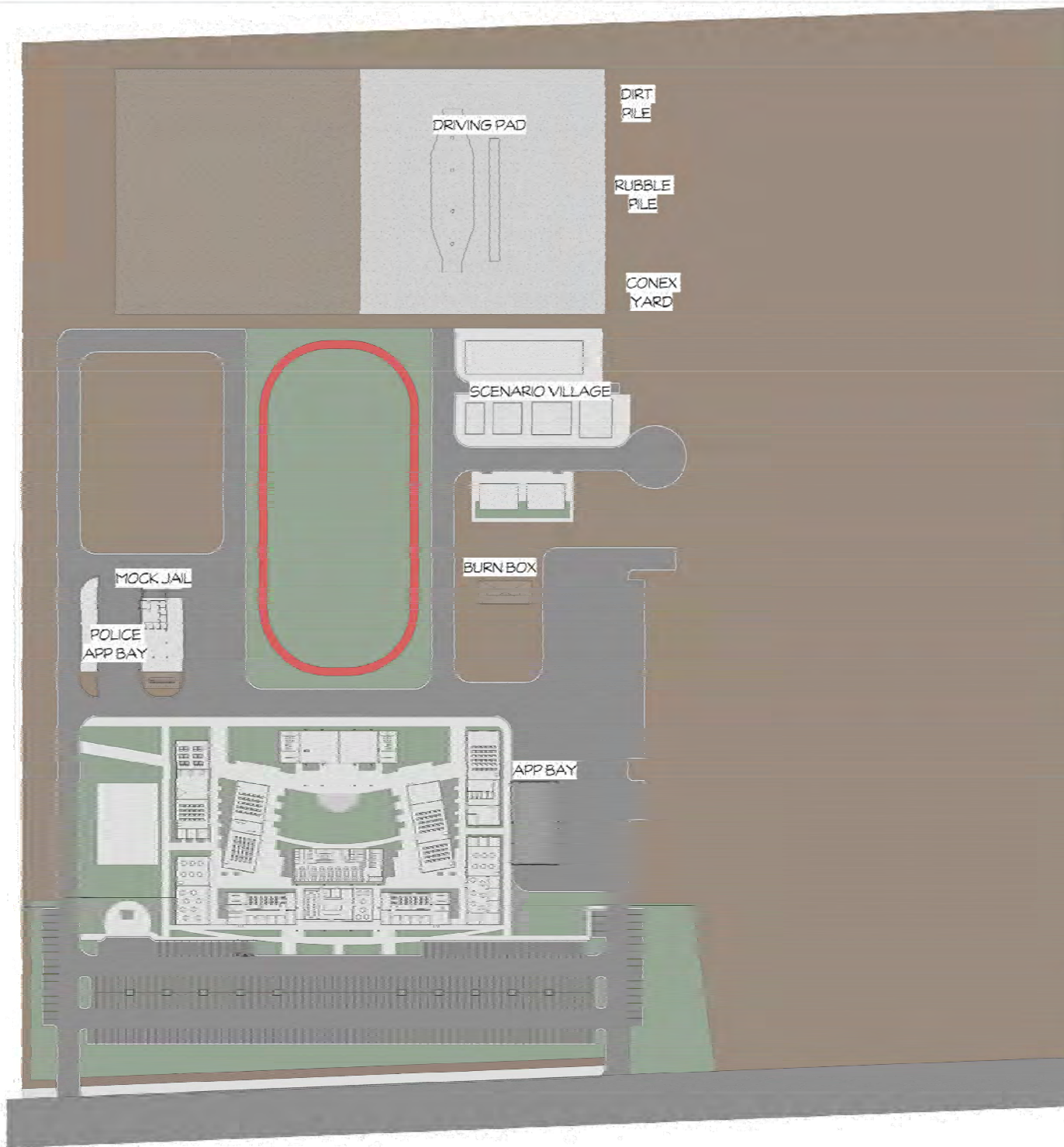
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 PROJECT SITE

**VICINITY MAP**

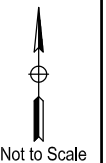


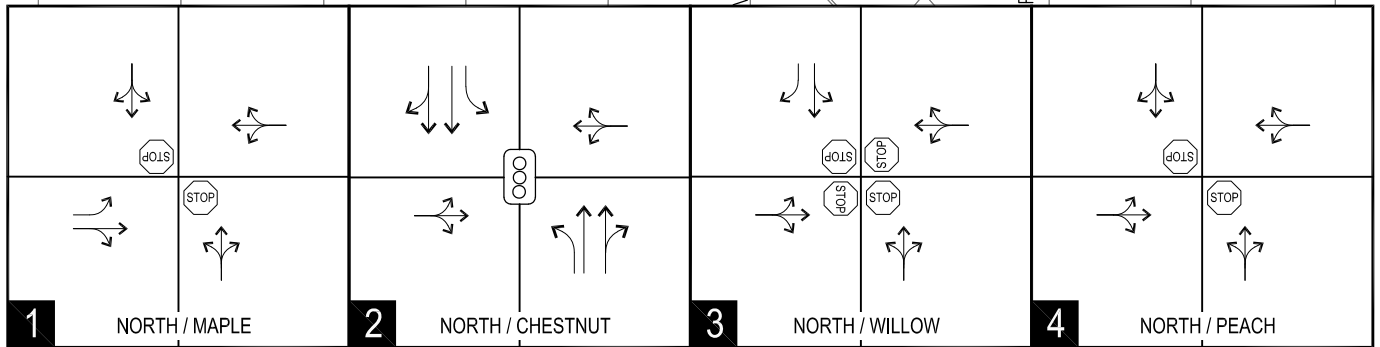
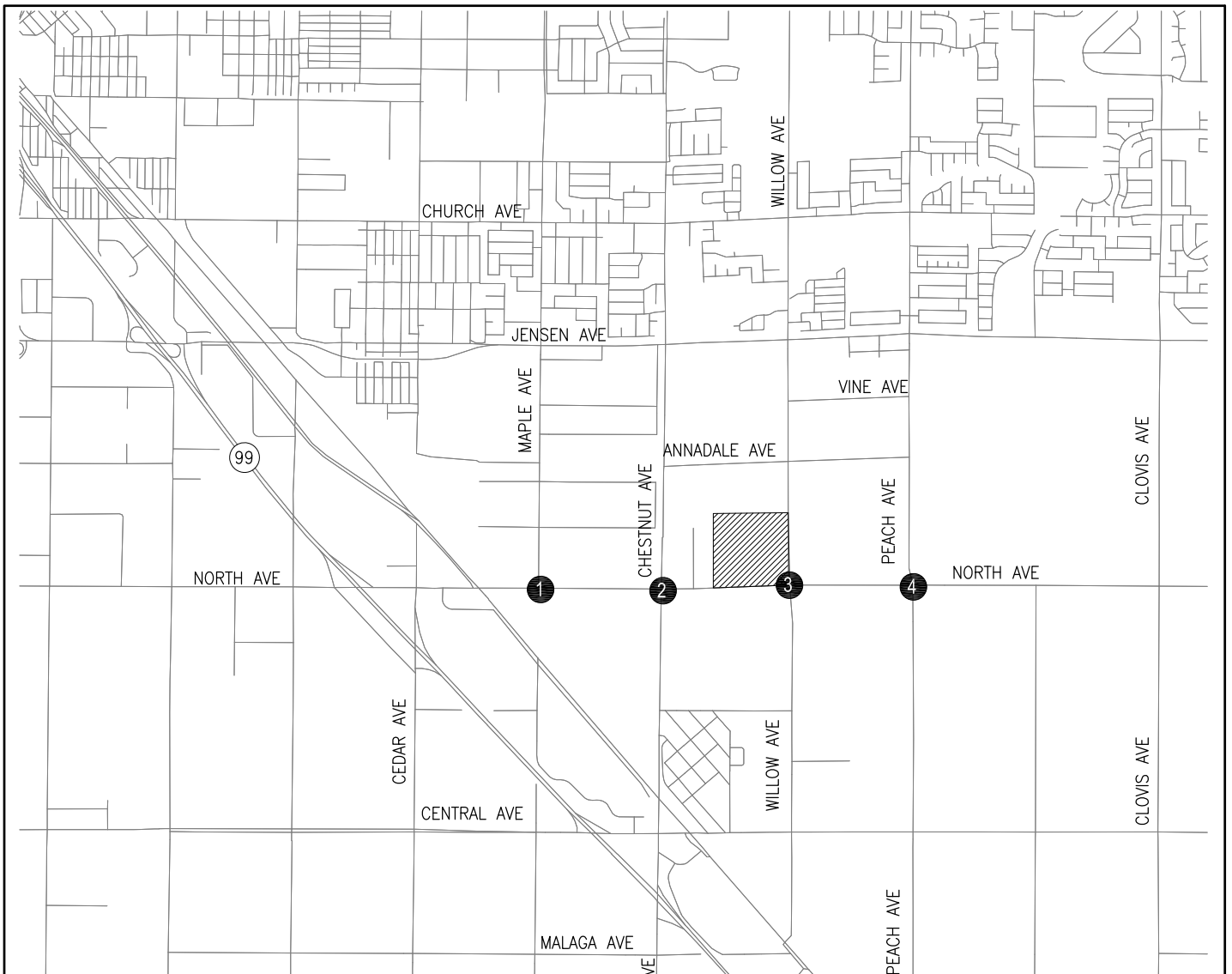
Not to Scale



Proposed First Responders Campus  
 Fresno County, California

SITE PLAN





**LEGEND**

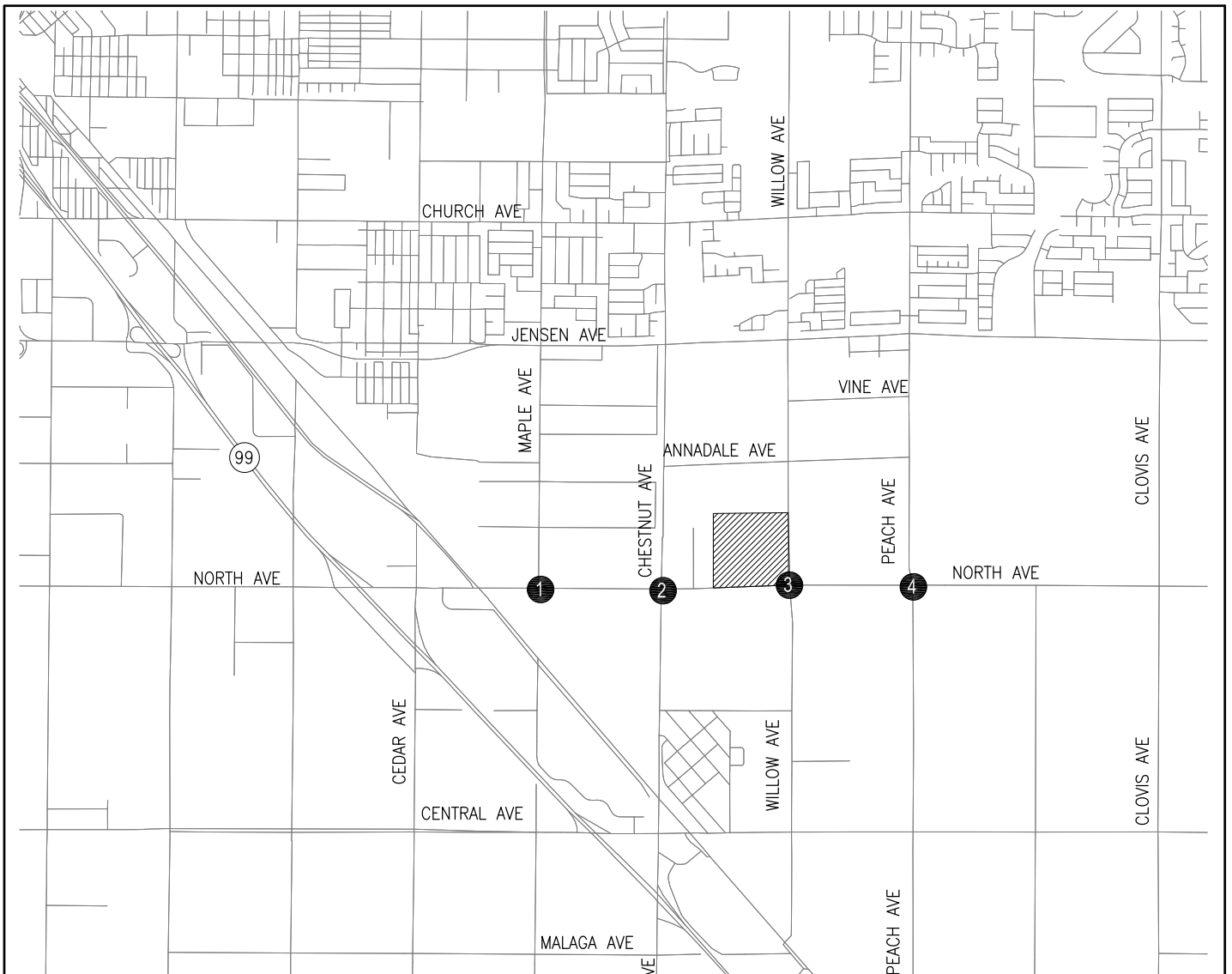
- STUDY AREA INTERSECTIONS
- PROJECT SITE
- SIGNALIZED INTERSECTION
- STOP SIGN
- DIRECTION OF TRAVEL

Proposed First Responders Campus  
Fresno County, California

**EXISTING LANE CONFIGURATIONS AND INTERSECTION CONTROL**



Not to Scale



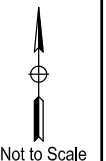
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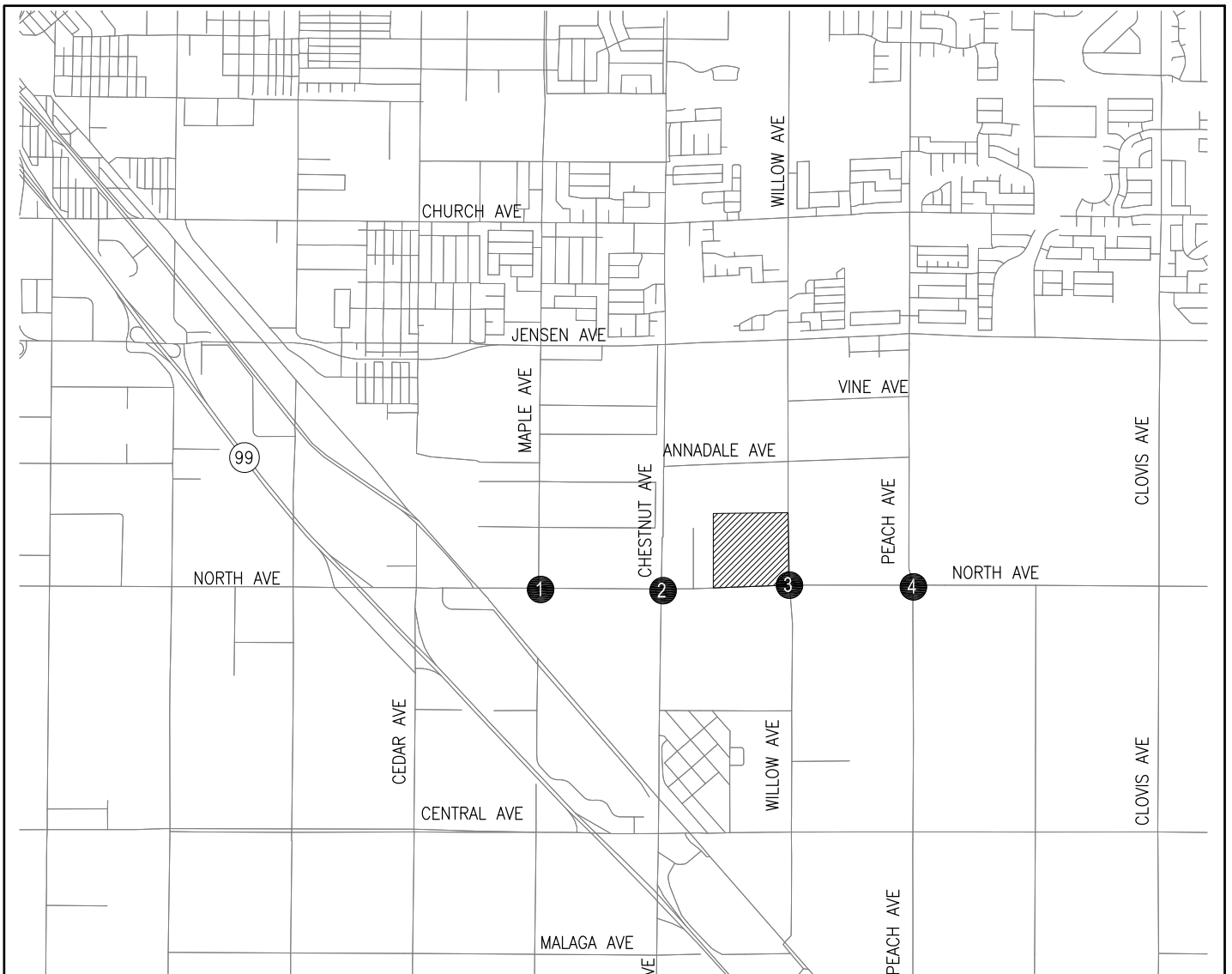
Proposed First Responders Campus  
Fresno County, California

**LEGEND**

- STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- PROJECT SITE

**EXISTING PEAK HOUR TRAFFIC VOLUMES**





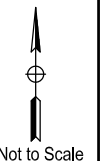
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<p>           45(42) ↘            145(186) →            1(1) ↓            1(1) ↑            1(2) ↖            1(2) ↗         </p>	<p>           32(36) ↘            99(138) →            55(124) ↓            89(80) ↑            197(468) ↖            38(52) ↗         </p>	<p>           11(22) ↘            69(189) →            51(26) ↓            24(48) ↑            17(43) ↖            20(69) ↗         </p>	<p>           19(37) ↘            63(138) →            14(9) ↓            7(9) ↑            20(58) ↖            7(17) ↗         </p>
<p><b>1</b> NORTH / MAPLE</p>	<p><b>2</b> NORTH / CHESTNUT</p>	<p><b>3</b> NORTH / WILLOW</p>	<p><b>4</b> NORTH / PEACH</p>

Proposed First Responders Campus  
Fresno County, California

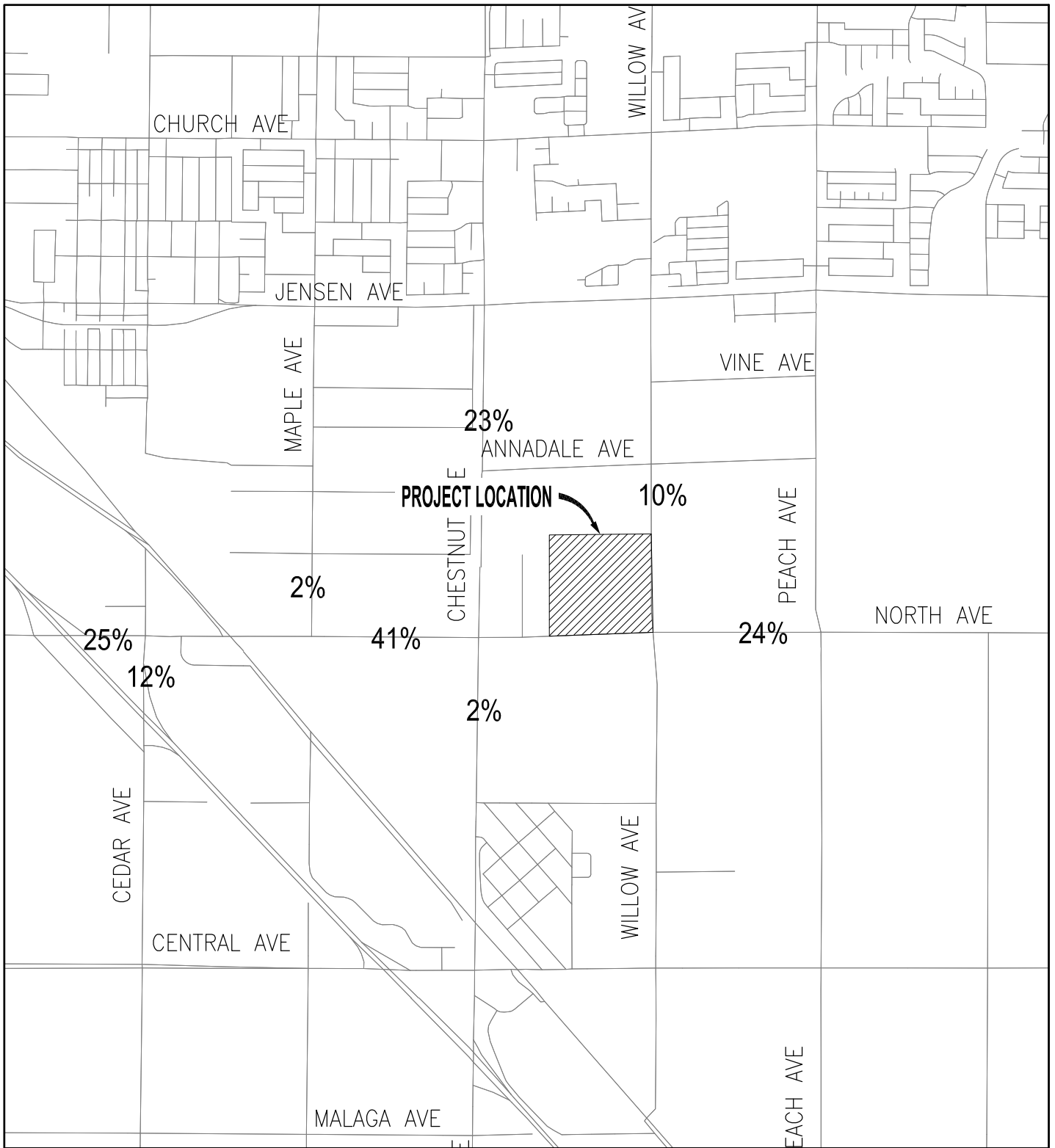
**LEGEND**

- STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- PROJECT SITE

**ADJUSTED EXISTING PEAK HOUR TRAFFIC VOLUMES**



Not to Scale

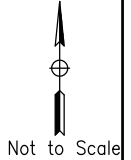


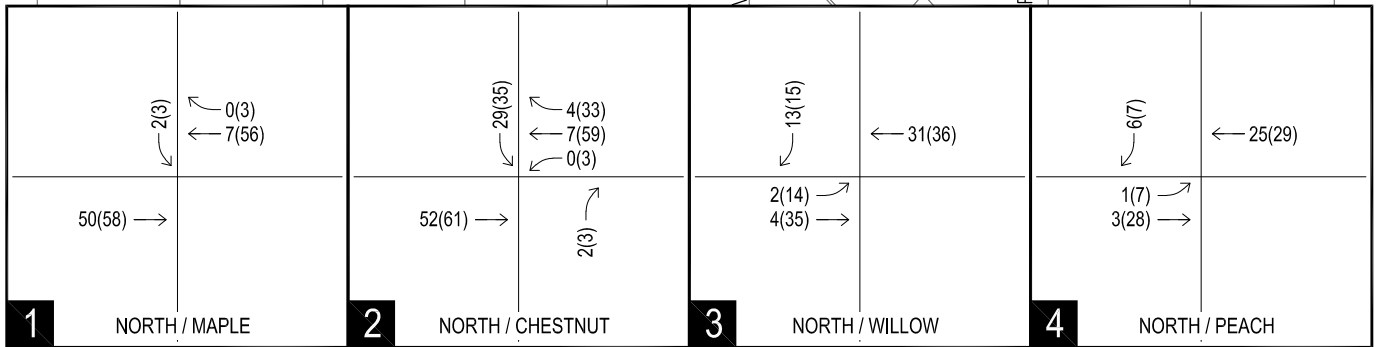
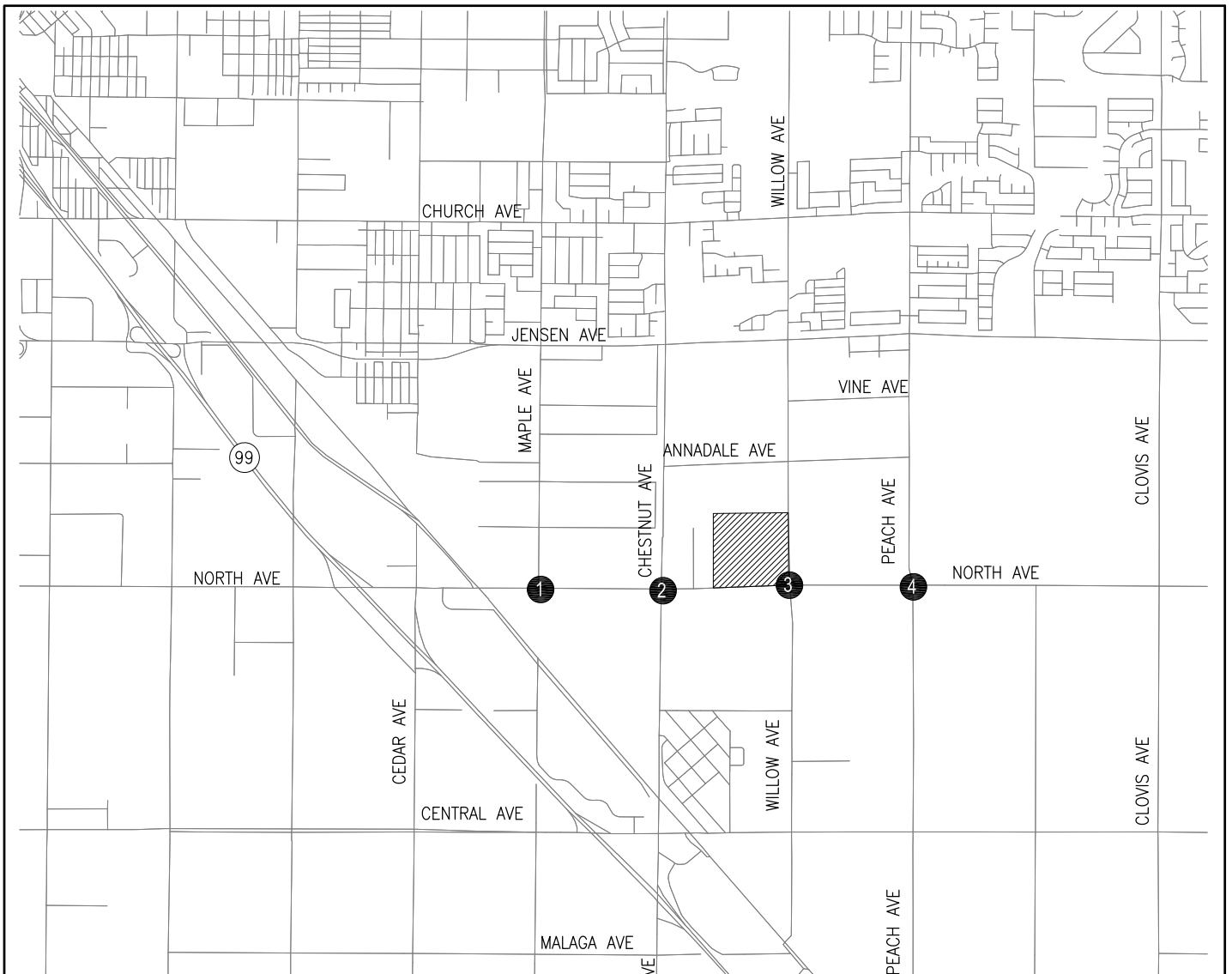
Proposed First Responders Campus  
 Fresno County, California

**LEGEND**

 PROJECT SITE

**PEAK-HOUR PROJECT TRAFFIC DISTRIBUTION**



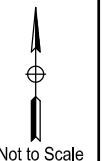


Proposed First Responders Campus  
Fresno County, California

**LEGEND**

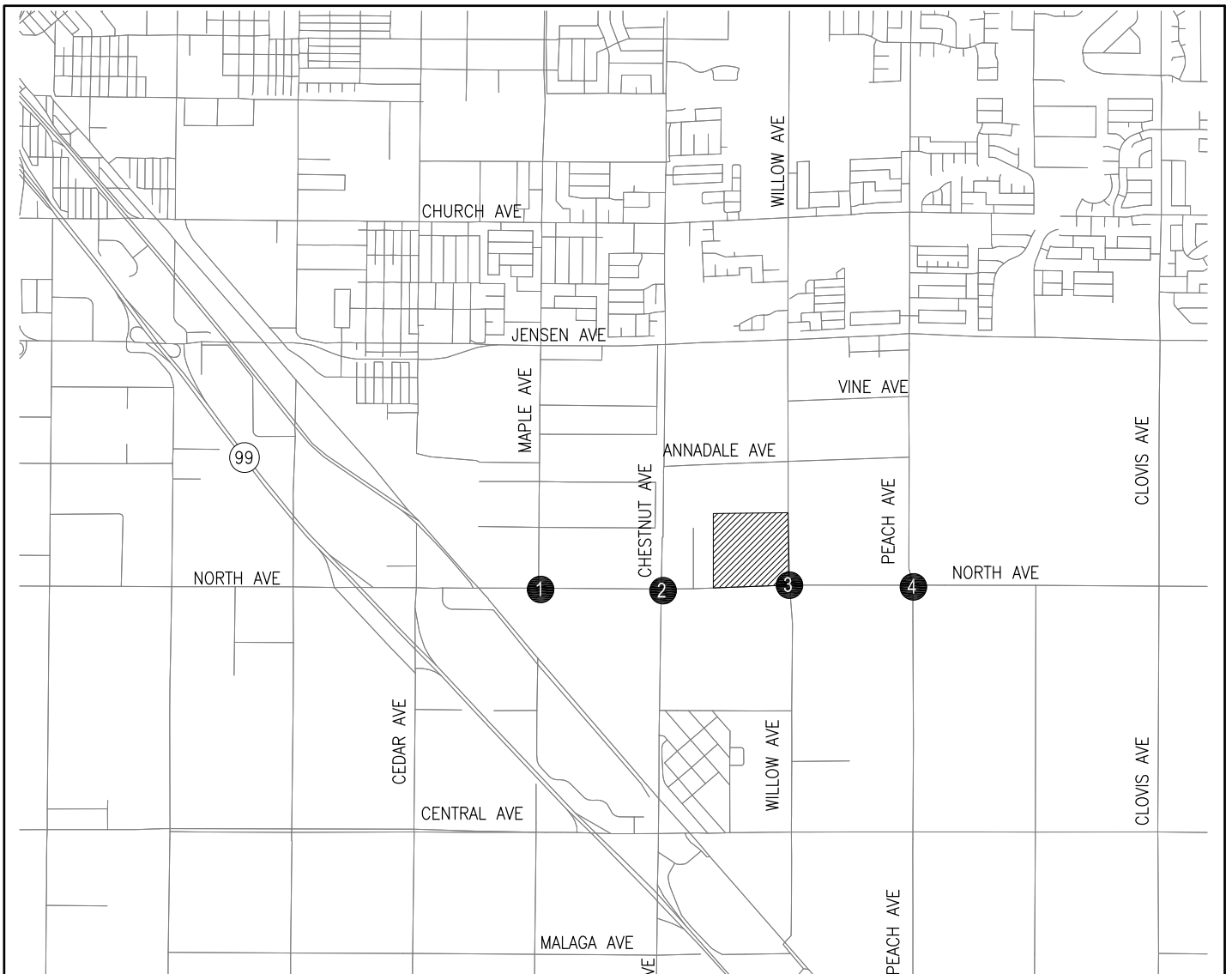
- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

**PEAK HOUR PROJECT TRAFFIC VOLUMES**



Not to Scale





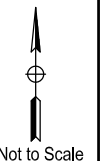
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<p>45(42) 195(244) 1(1)</p> <p>1(1) 1(2) 1(2)</p>	<p>32(36) 151(199) 55(124)</p> <p>89(80) 197(468) 40(55)</p>	<p>13(36) 73(224) 51(26)</p> <p>24(48) 17(43) 20(69)</p>	<p>20(44) 66(166) 14(9)</p> <p>7(9) 20(58) 7(17)</p>
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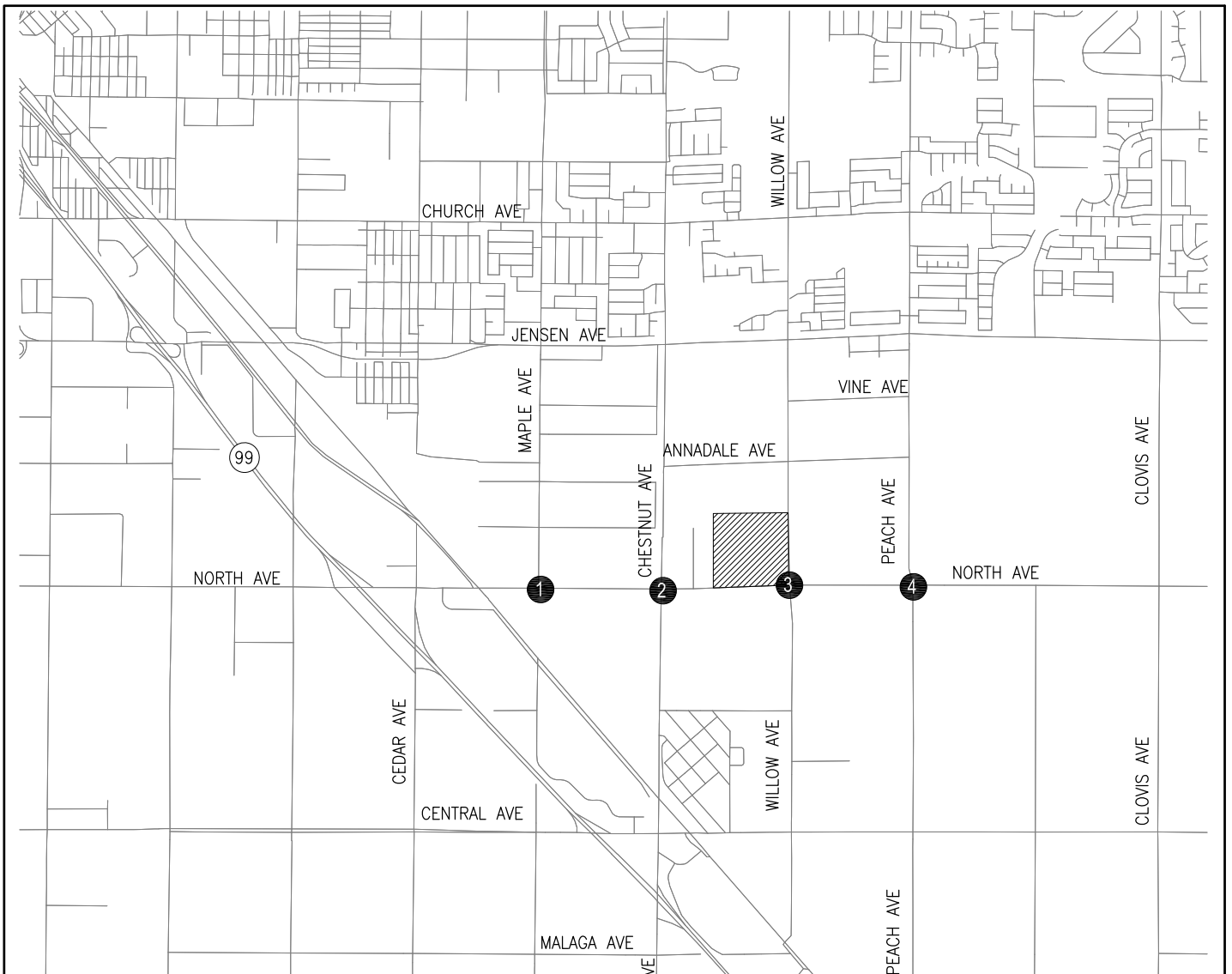
Proposed First Responders Campus  
Fresno County, California

**LEGEND**

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

**EXISTING PLUS PROJECT PEAK HOUR TRAFFIC VOLUMES**





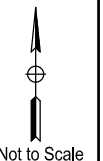
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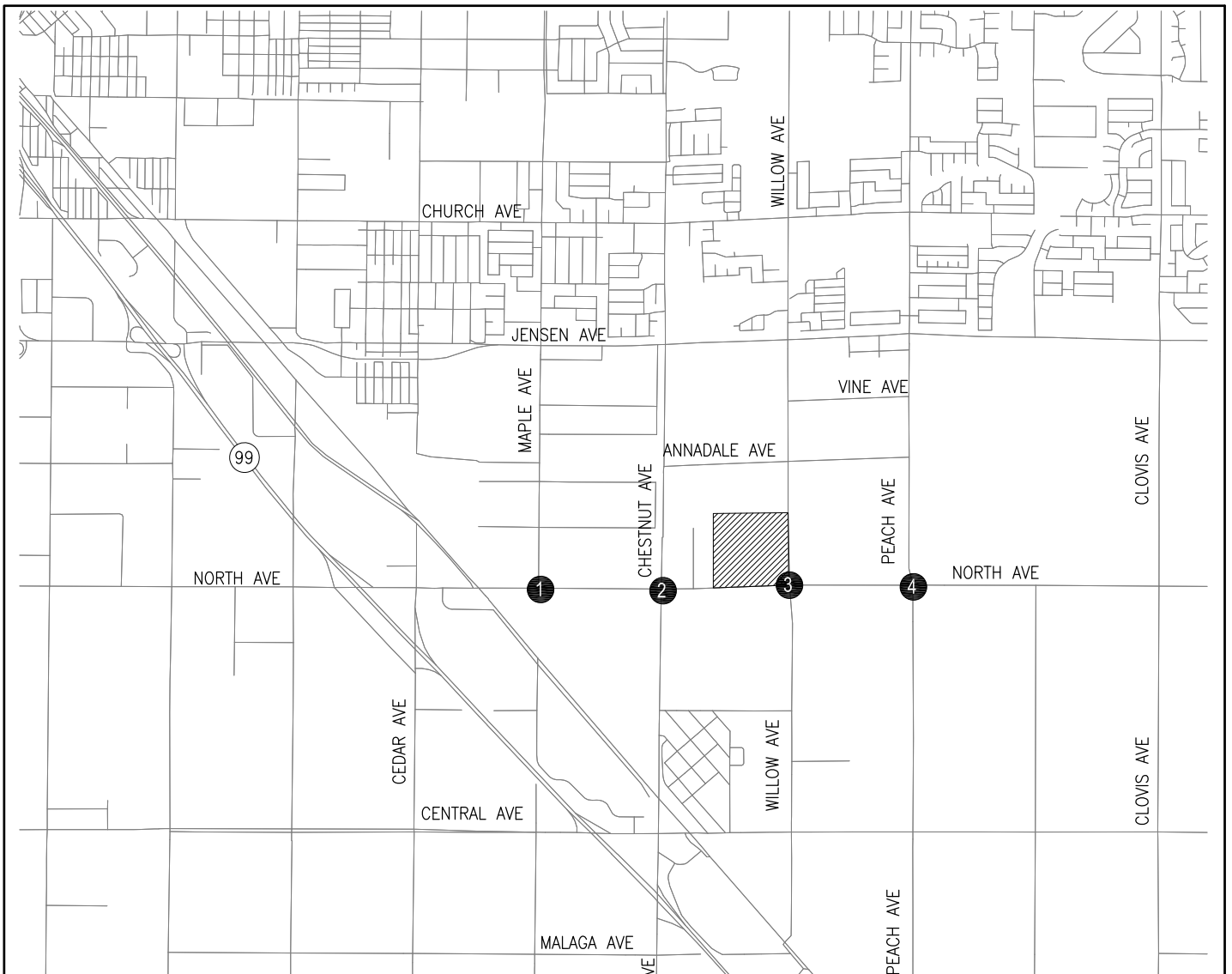
Proposed First Responders Campus  
Fresno County, California

LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

NEAR-TERM NO PROJECT PEAK HOUR TRAFFIC VOLUMES





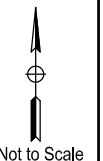
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<p>45(42) ↗ 238(255) → 1(1) ↓</p> <p>1(1) ↑ 1(2) ↑ 1(2) ↑</p>	<p>32(36) ↗ 198(211) → 55(124) ↓</p> <p>89(80) ↑ 199(473) ↑ 47(57) ↑</p>	<p>13(36) ↗ 134(239) → 51(26) ↓</p> <p>24(48) ↑ 18(46) ↑ 25(71) ↑</p>	<p>58(54) ↗ 68(179) → 14(9) ↓</p> <p>7(9) ↑ 23(59) ↑ 7(17) ↑</p>
<p><b>1</b> NORTH / MAPLE</p>	<p><b>2</b> NORTH / CHESTNUT</p>	<p><b>3</b> NORTH / WILLOW</p>	<p><b>4</b> NORTH / PEACH</p>

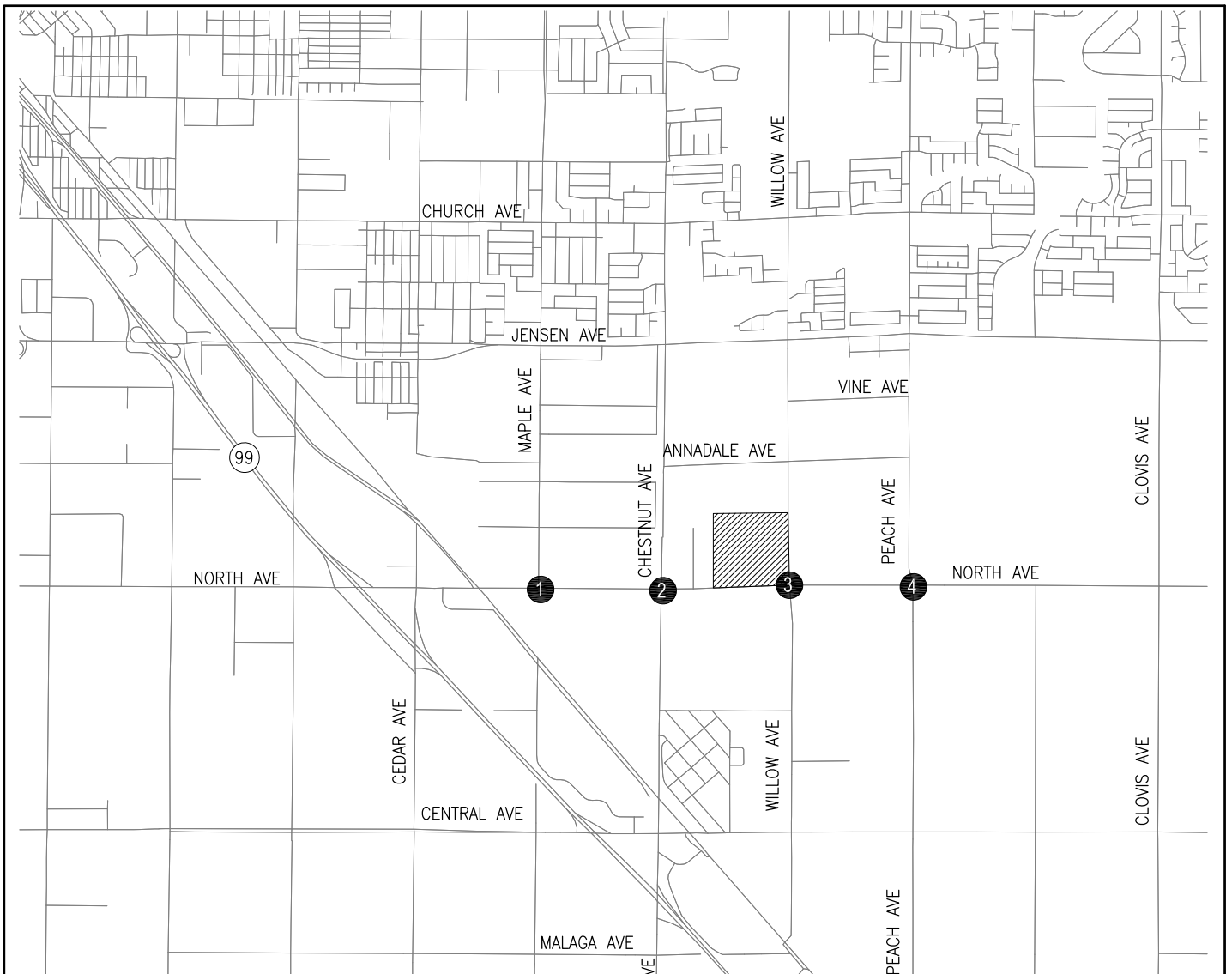
Proposed First Responders Campus  
Fresno County, California

LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

NEAR-TERM WITH PROJECT PEAK HOUR TRAFFIC VOLUMES





<p>102(89) ↓</p> <p>1(1) ↓</p> <p>116(151) ↓</p> <p>112(196) ↖</p> <p>480(796) ←</p> <p>1(4) ↙</p>	<p>224(243) ↓</p> <p>417(492) ↓</p> <p>87(38) ↓</p> <p>55(123) ↖</p> <p>248(396) ←</p> <p>106(80) ↙</p>	<p>107(88) ↓</p> <p>57(33) ↓</p> <p>24(20) ↓</p> <p>14(28) ↖</p> <p>217(366) ←</p> <p>141(41) ↙</p>	<p>70(117) ↓</p> <p>154(287) ↓</p> <p>35(61) ↓</p> <p>51(65) ↖</p> <p>279(304) ←</p> <p>22(34) ↙</p>
<p>79(74) ↗</p> <p>684(674) →</p> <p>1(1) ↘</p> <p>1(1) ↗</p> <p>1(2) ↗</p> <p>1(2) ↗</p>	<p>245(253) ↗</p> <p>374(311) →</p> <p>152(335) ↘</p> <p>166(351) ↗</p> <p>410(482) ↗</p> <p>68(80) ↗</p>	<p>31(106) ↗</p> <p>348(300) →</p> <p>98(50) ↘</p> <p>46(92) ↗</p> <p>33(77) ↗</p> <p>36(115) ↗</p>	<p>147(60) ↗</p> <p>229(338) →</p> <p>33(78) ↘</p> <p>22(14) ↗</p> <p>251(242) ↗</p> <p>40(26) ↗</p>
<p><b>1</b> NORTH / MAPLE</p>	<p><b>2</b> NORTH / CHESTNUT</p>	<p><b>3</b> NORTH / WILLOW</p>	<p><b>4</b> NORTH / PEACH</p>

Proposed First Responders Campus  
Fresno County, California

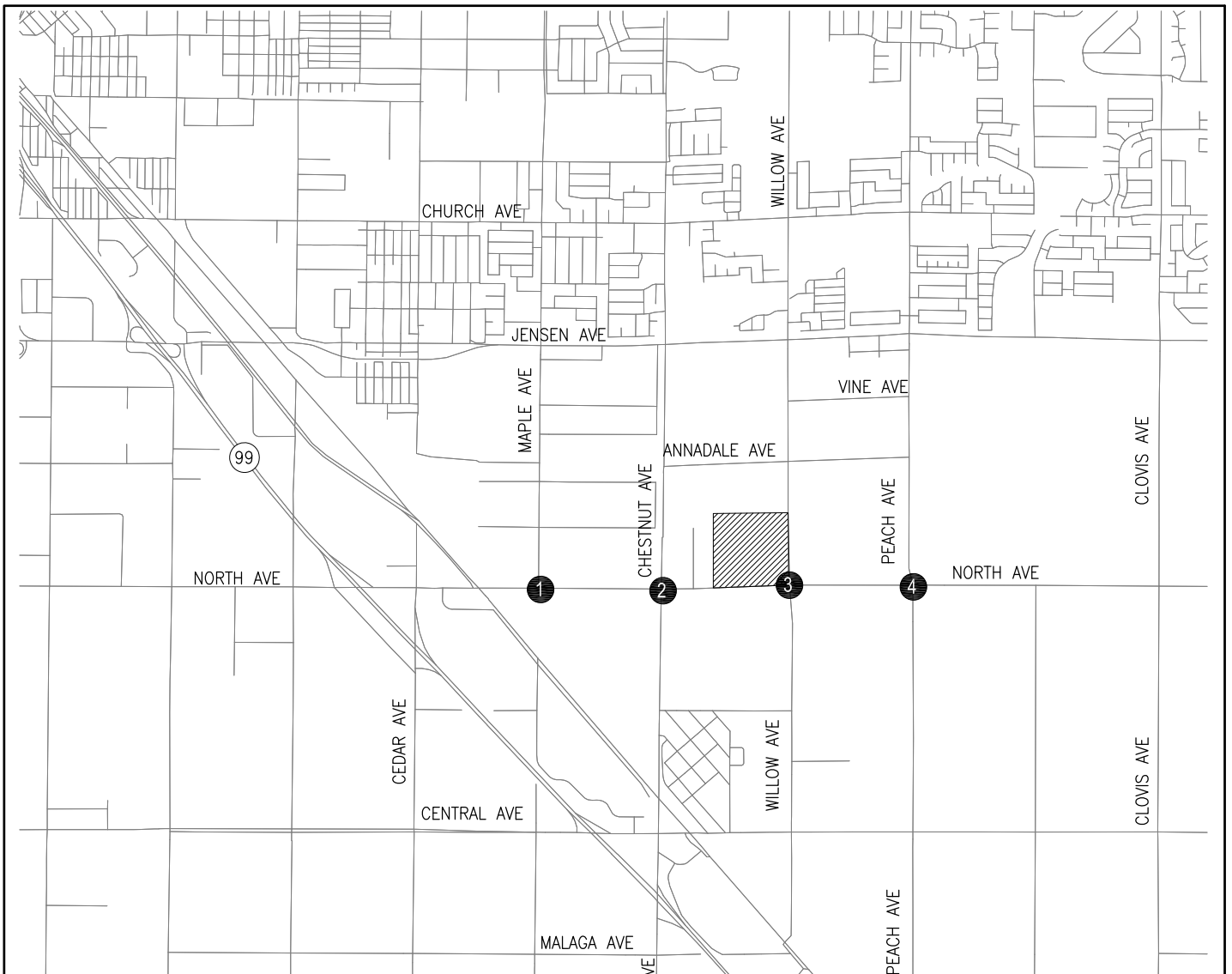
**LEGEND**

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

CUMULATIVE YEAR 2040 NO PROJECT PEAK HOUR TRAFFIC VOLUMES



Not to Scale



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<p>79(74) 734(732) 1(1)</p> <p>1(1) 1(2) 1(2)</p>	<p>245(253) 426(372) 152(335)</p> <p>166(351) 410(482) 70(83)</p>	<p>33(120) 352(335) 98(50)</p> <p>46(92) 33(77) 36(115)</p>	<p>148(67) 232(366) 33(78)</p> <p>22(14) 251(242) 40(26)</p>
<p><b>1</b> NORTH / MAPLE</p>	<p><b>2</b> NORTH / CHESTNUT</p>	<p><b>3</b> NORTH / WILLOW</p>	<p><b>4</b> NORTH / PEACH</p>

Proposed First Responders Campus  
Fresno County, California

LEGEND

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

CUMULATIVE YEAR 2040 WITH PROJECT PEAK HOUR TRAFFIC VOLUMES



Not to Scale

# APPENDIX A

## SCOPING LETTER AND AGENCY RESPONSES

# Scoping Letter



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# PETERS ENGINEERING GROUP

A CALIFORNIA CORPORATION

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Mr. Steve White  
County of Fresno Development Services Division  
2220 Tulare Street  
Fresno, California 93721

September 16, 2020

Subject: Request for Traffic Study Scoping Meeting  
Project: Proposed First Responders Campus  
Northwest of the Intersection of Willow and North Avenues  
Fresno County, California

Dear Mr. White:

Peters Engineering Group has been retained by the State Center Community College District (SCCCD) to perform the required traffic studies for the subject Project. The Project is located in the County of Fresno and SCCCDD will be the lead agency. The purpose of this letter is to present the applicable Project information to the County of Fresno and other affected agencies, and to request a meeting with County staff and any affected agencies to discuss the scope of the traffic study to be performed for the subject Project.

### **Project Description**

The SCCCDD proposed campus for first responders is to be located on approximately 40 acres northwest of the intersection of Willow and North Avenues in Fresno County, California. The proposed campus will include a fire academy, police academy, and EMT training and will serve an aggregate of approximately 4,400 students over a one-year period made up of numerous smaller cohorts moving through the academy programs. Approximately 270 students would be on the campus at any one time, staffed by up to 50 employees, including administrators, faculty, and support staff.

The facilities are likely to include a total of approximately 62,000 square feet of building area with a spot tower, a scenario village, and a virtual-reality/simulation laboratory, which may include joint use with the City of Fresno and other agencies.

The police and fire academies are expected to begin daily operations at 7:00 a.m. and finish at approximately 5:00 p.m., although night classes until 10:00 p.m. are possible. Day courses for EMT training are likely to begin at 8:00 a.m. and end at 5:00 p.m. on Tuesdays, Wednesdays, and Thursdays. Evening courses for EMT training are likely to start at 6:00 p.m. and end by 10:00 p.m. on Tuesdays and Thursdays.

Construction is planned to occur from the middle of 2021 to the middle of 2023.

A site vicinity map is presented in Figure 1, Site Vicinity Map, and a site plan is presented in Figure 2, Site Plan.



**Trip Generation**

Data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual, 10<sup>th</sup> Edition* (TGM) are utilized to estimate the number of trips that will be generated by proposed projects. In our opinion, there are no ITE land uses that accurately reflect the type of facility proposed. Land Use 540, Junior/Community College may be similar, however, a review of various trip generation estimates presented in Tables 1A through 1C, and the knowledge that no more than 270 students will be on site at any given time, disqualifies them by inspection as it can be reasonably assumed that the volumes in Tables 1A through 1C are either too great or too low.

**Table 1A**  
**Project Trip Generation Estimate**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
540	4,400 students	1.15	5,060	0.11	81:19	392	92	484	0.11	56:44	271	213	484

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
 Rates are reported in trips per student. The weekday trip total is combined entering and exiting.

Table 1B uses ITE Land Use 540, Junior/Community College with the total building area as the independent variable. Could underestimate trips since the nature of this campus does not rely as heavily on classroom buildings.

**Table 1B**  
**Project Trip Generation Estimate**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
540	62,000 sq. ft.	20.25	1,256	2.07	77:23	99	30	129	1.86	50:50	58	58	116

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
 Rates are reported in trips per 1,000 square feet of building area.  
 The weekday trip total is combined entering and exiting.

Table 1C uses ITE Land Use 540, Junior/Community College with the number of employees as the independent variable. Seems to underestimate the trips.

**Table 1C**  
**Project Trip Generation Estimate**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
540	50 Employees	14.61	732	1.49	77:23	58	17	75	1.34	50:50	34	34	68

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
 Rates are reported in trips per employee. The weekday trip total is combined entering and exiting.

In our judgment, a good alternative for purposes of trip generations estimates is to model the campus as a general office building, taking into account the number of students and staff. ITE

Land Use 710, General Office Building, is utilized in Table 2 to estimate the number of trips that an office building with 320 employees would generate (270 students plus 50 staff equals 320).

**Table 2**  
**Project Trip Generation Estimate – Based on General Office**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
710	270+50 = 320 Employees	n/a	n/a	0.45	88:12	127	17	144	0.47	15:85	23	128	151

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
Rates are reported in trips per employee.

Since there is a likelihood that many students and staff would leave the site during the p.m. peak hour while other students and staff are arriving at the same time to attend evening classes, Table 3 has been prepared to account for the anticipated overlap of trips entering and exiting. The a.m. peak hour values presented in Table 2 are assumed to be representative of trips arriving at the site during any given period and have been added to the p.m. peak hour values to develop the p.m. values in Table 3 that are proposed for use in the analyses.

**Table 3**  
**Project Trip Generation Estimate – Based on General Office and P.M. Overlap**

Land Use	Size	Weekday		A.M. Peak Hour				P.M. Peak Hour					
		Rate	Total	Rate	In:Out	In	Out	Total	Rate	In:Out	In	Out	Total
710	270+50 = 320 Employees	n/a	n/a	0.45	88:12	127	17	144	n/a	n/a	150	145	295

Reference: *Trip Generation Manual, 10<sup>th</sup> Edition, Institute of Transportation Engineers 2017*  
Rates are reported in trips per employee. P.M. peak hour values presented in Table 3 were determined by adding the a.m. and p.m. peak hour values from Table 2.

**Project Trip Distribution and Assignment**

The distribution of project trips has been estimated based on the results of a select zone analysis performed by the Fresno Council of Governments (COG) using the most recent travel model. The select zone analysis request and results are attached. The distribution of Project trips to the adjacent road network is presented in Figure 3, Peak-Hour Project Traffic Distribution. Peak-hour Project trips are presented in Figure 4, Peak-Hour Project Traffic Volumes.

### **Requirements for Operational Analyses**

The document *Guidelines for the Preparation of Traffic Impact Studies Within County of Fresno* dated August 2012 (County Guidelines) identifies LOS A, B, and C as acceptable at County locations and LOS D, E, and F as unacceptable. LOS D is considered acceptable within the spheres of influence of the City of Fresno and the City of Clovis. The County Guidelines state:

*A project is considered to have a significant impact if its traffic, when added to the traffic of the without-project condition, would cause any of the changes in traffic conditions described below.*

1) *On roadway segments:*

- a) *Cause a roadway that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR*
- b) *Cause the V/C ratio (on a directional peak hour basis) to increase by more than 0.05 on a roadway that is already operating at an unacceptable LOS. It should be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g. from LOS D to LOS E in County areas) is not considered an impact unless the corresponding V/C ratio increase is greater than 0.05.*

2) *At signalized intersections:*

- a) *Cause an intersection that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR*
- b) *Cause the average delay to increase by more than 5.0 seconds at a signalized intersection that is operating at an unacceptable LOS. It should be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g. from LOS D to LOS E in County areas) is not considered an impact unless the corresponding delay increase is greater than 5.0 seconds.*

3) *At unsignalized intersections, including all-way stop, minor approach stop, and roundabouts:*

- a) *Cause a movement or approach that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR*
- b) *Cause the average delay to increase by more than 5.0 seconds on a movement or approach that is operating at an unacceptable LOS. It should be noted that a decrease from an unacceptable LOS to a lesser LOS (e.g. from LOS D to LOS E in County areas) is not considered an impact unless the corresponding delay increase is greater than 5.0 seconds.*

4) *On roadways with traveled way width of less than 18 feet (essentially one-lane roadways assuming a minimum of 8 feet per travel direction for vehicle width and edge-of-traveled-way clearance, plus 2 feet clearance between vehicles traveling in opposite directions.)*

- a) *Cause a roadway that already carries 100 vehicles per day (vpd) or less to carry more than 100 vpd; OR*
- b) *Cause a roadway that already carries more than 100 vpd to carry any additional traffic.*

The County Guidelines also contain the following statement: “*Although queuing is not included as a significance criterion, the TIS shall include a queuing analysis when appropriate,*

*particularly (but not limited to) left-turn pockets at signalized intersections. The TIS shall include recommendations to correct excessive queuing, blocking, operational problems, or storage deficiencies related to queuing.”*

The City of Fresno sphere of influence boundary runs along North Avenue. Considering the current preference to annex an entire roadway to the City rather than annexing to the centerline, the Project site and the study locations are considered to be located within the sphere of influence of the City of Fresno and LOS D or better is considered acceptable.

### **Pending Projects**

Peters Engineering Group is requesting that Fresno County and other affected agencies provide information related to pending and approved projects in the vicinity of the Project site.

### **Study Area**

Peters Engineering Group is requesting that Fresno County and other affected agencies indicate the study locations required to be analyzed. Based on the anticipated number of Project trips, the following intersections may be considered for analysis:

1. Cedar Avenue / North Avenue
2. Maple Avenue / North Avenue
3. Chestnut Avenue / North Avenue
4. Willow Avenue / North Avenue.

### **Study Scenarios**

Traffic analyses for intersection operations will be performed for the following peak hours:

- Weekday a.m. peak hour between 7:00 and 9:00 a.m.;
- Weekday p.m. peak hour between 4:00 and 6:00 p.m.

The peak hours will be analyzed for the following scenarios:

- Existing Conditions;
- Existing-Plus-Project Conditions;
- Existing Plus Approved and Pending Projects Conditions;
- Existing Plus Approved and Pending Projects Plus Project Conditions;
- Cumulative (Year 2040) No-Project Conditions;
- Cumulative (Year 2040) With-Project Conditions.

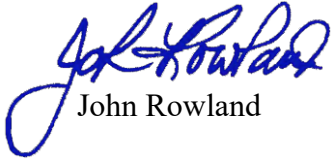
Improvements required for the intersections to operate at or better than the target LOS or to alleviate excessive queues will be developed and the levels of service for the improved conditions will also be evaluated. The traffic analysis will include a review of site access as typically required by the County of Fresno.

### **Vehicle Miles Traveled (VMT)**

SCCCD is the lead agency for this project. The traffic study discussed herein is not intended to address the CEQA transportation impacts, which will be addressed by SCCCD in a separate document.

Thank you for your attention to this request for a scoping meeting. We look forward to the opportunity to work with County staff on this traffic study. Please feel free to call our office if you have any questions.

**PETERS ENGINEERING GROUP**



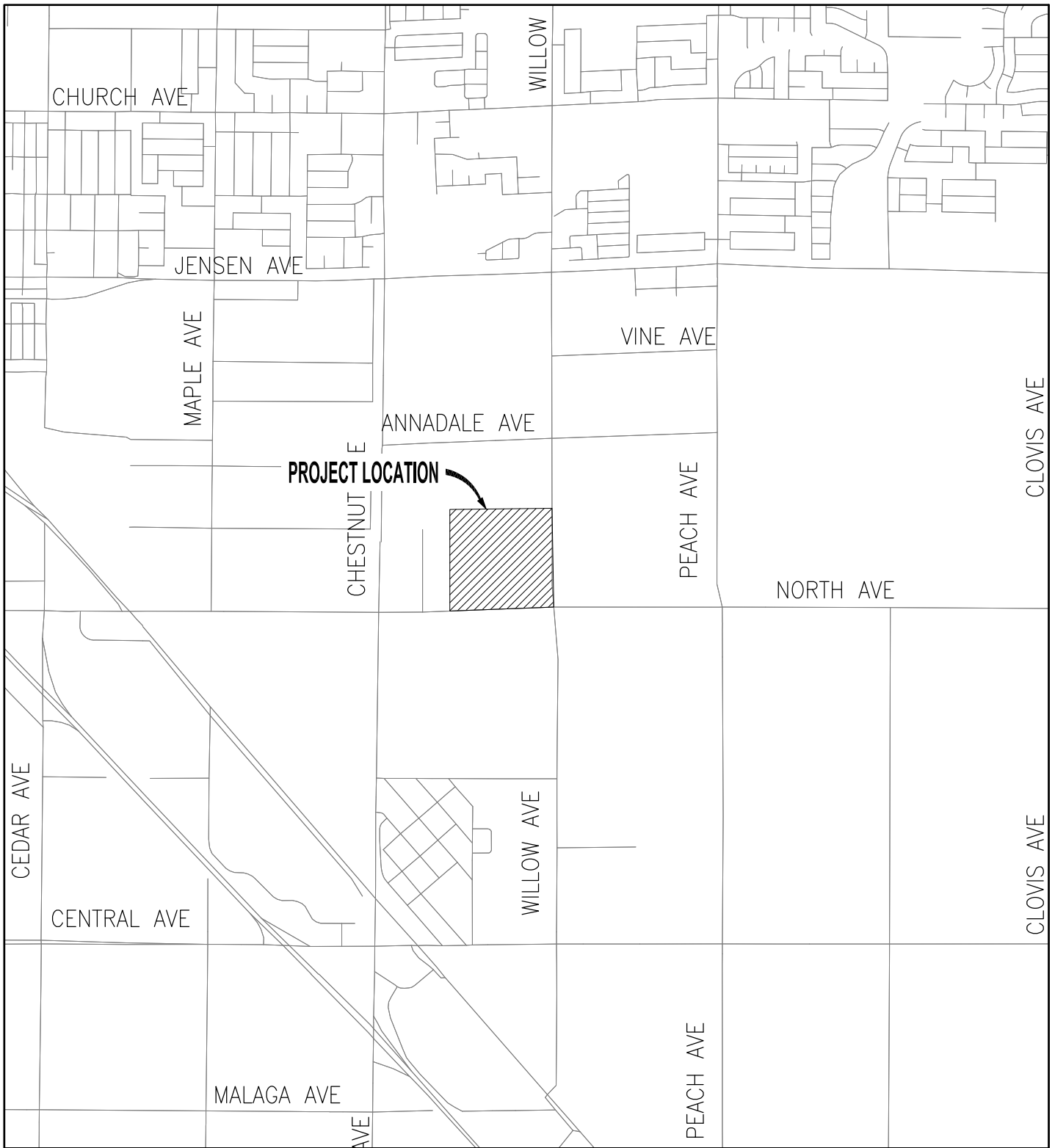
John Rowland

Attachments: Figures 1 through 4  
Select Zone Analysis Request  
Select Zone Analysis Results

cc: Mr. Harman Dhaliwal, City of Fresno  
Mr. David Padilla, Caltrans

## FIGURES





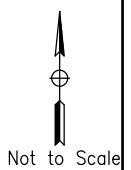
Proposed First Responders Campus  
 Fresno County, California

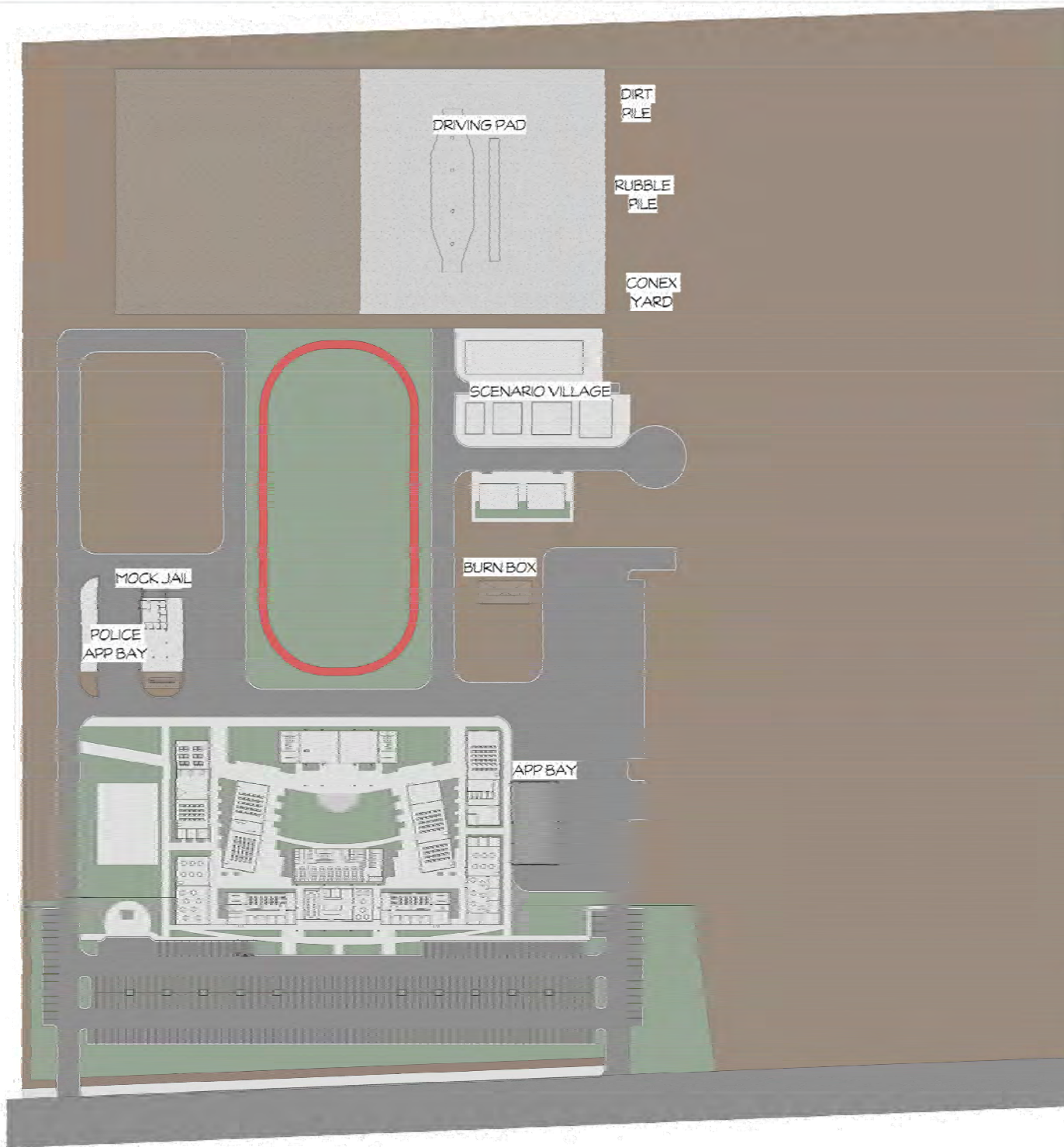
**LEGEND**

---

▨ PROJECT SITE

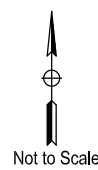
VICINITY MAP



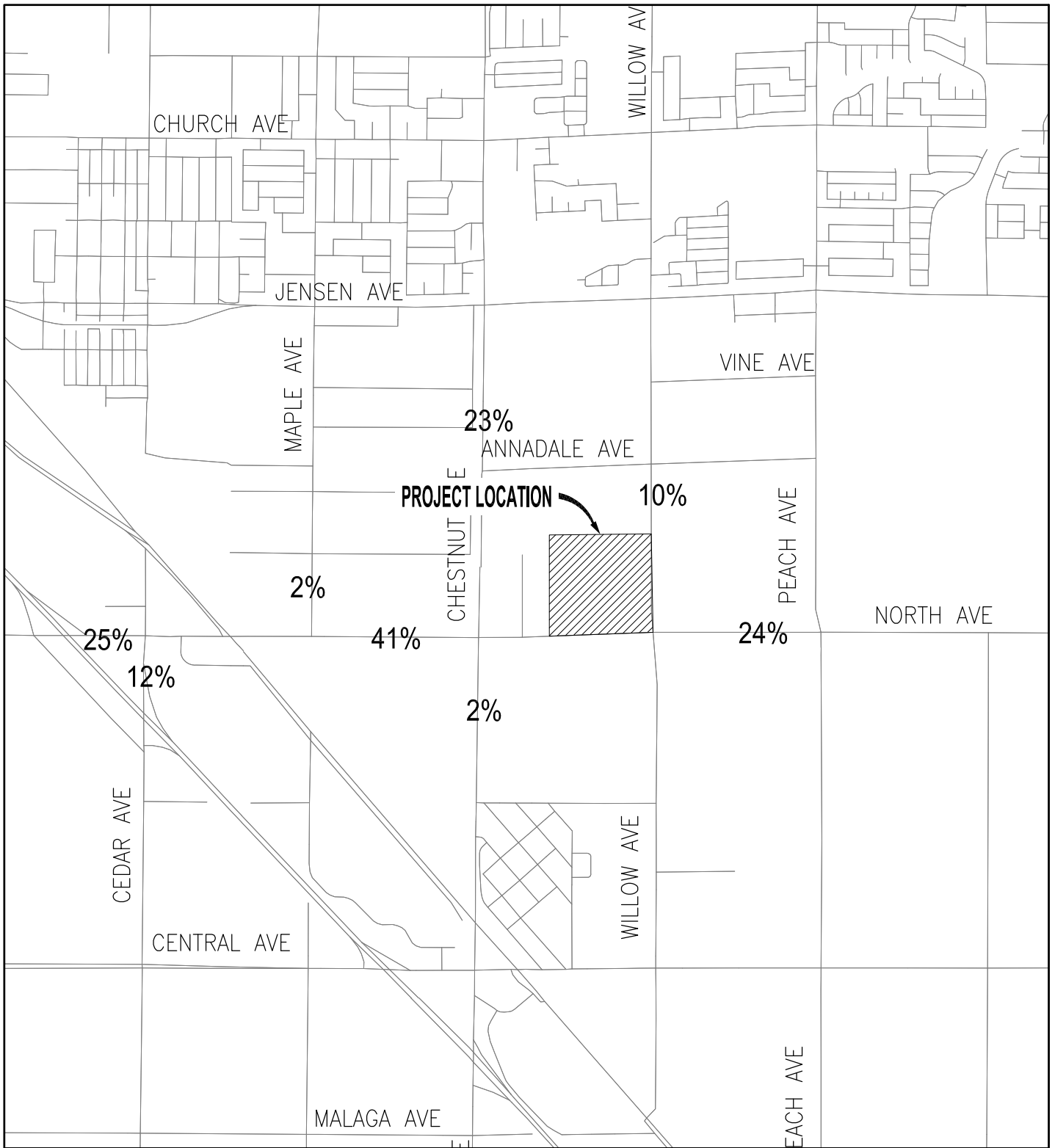


Proposed First Responders Campus  
 Fresno County, California

SITE PLAN





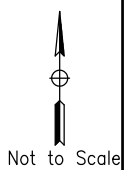


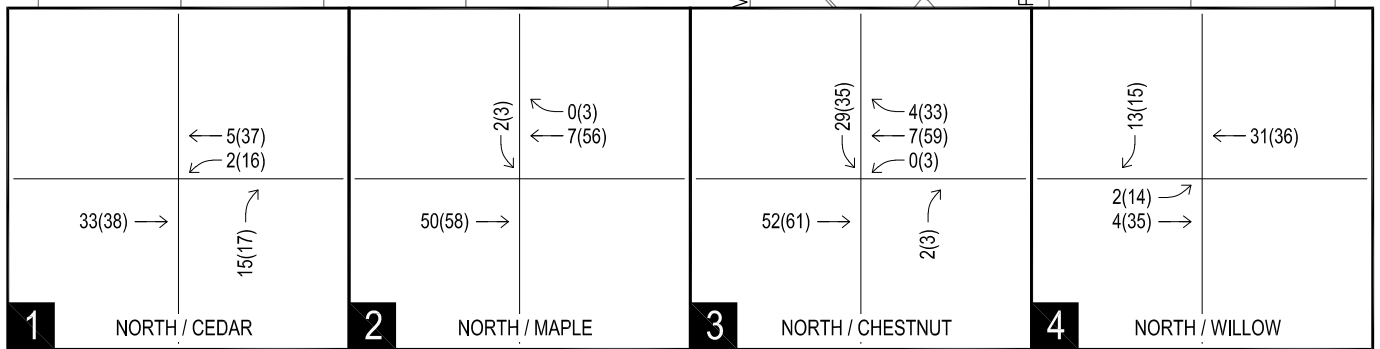
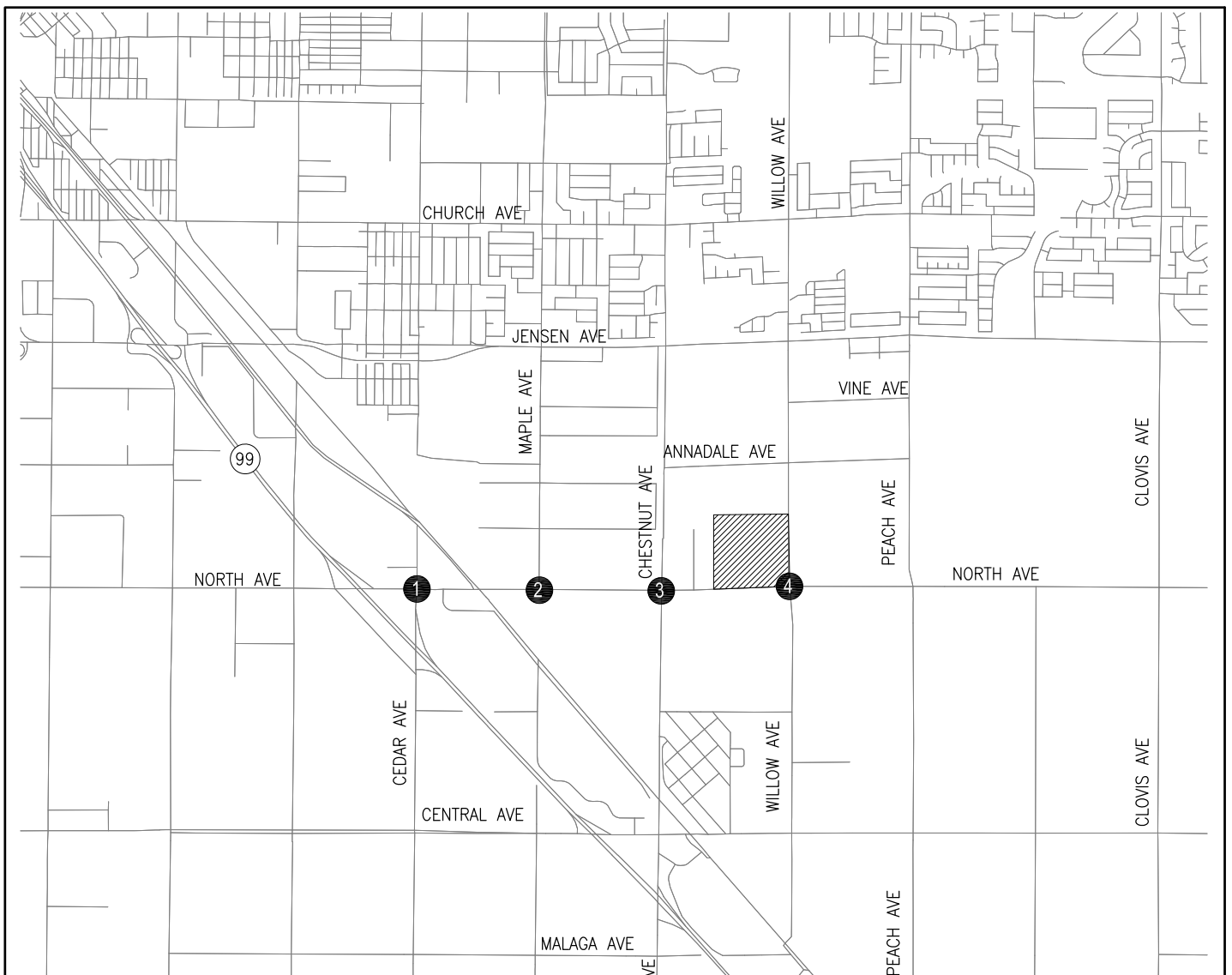
Proposed First Responders Campus  
 Fresno County, California

**LEGEND**

 PROJECT SITE

**PEAK-HOUR PROJECT TRAFFIC DISTRIBUTION**



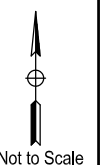


Proposed First Responders Campus  
Fresno County, California

**LEGEND**

- ⊗ STUDY AREA INTERSECTIONS
- XX (YY) AM (PM) VOLUMES
- ▨ PROJECT SITE

**PEAK HOUR PROJECT TRAFFIC VOLUMES**



## SELECT ZONE ANALYSIS REQUEST

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## **John Rowland**

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**From:** Mike Sharp  
**Sent:** Thursday, May 21, 2020 9:47 AM  
**To:** John Rowland  
**Subject:** Request for Select Zone Analysis Modeling  
**Attachments:** 1 VIC MAP.pdf; Figure 2 2035 Model Network.pdf

Lang,

We need a Future Year 2035 select zone analysis model run and trip length for VMT analysis.

### **PROJECT DESCRIPTION**

The State Center Community College District (SCCCD) proposed campus for first responders to be located on approximately 40 acres northwest of the intersection of Willow and North Avenues in Fresno County, California. We understand that the proposed campus will generally include a fire academy, police academy, and EMT training and with a capacity of approximately 4,400 students and 40 full-time equivalent faculty. The facilities are likely to include a total of approximately 62,000 square feet of building area with a spot tower, a scenario village, and a virtual reality/simulation laboratory, which may include joint use with the City of Fresno and other agencies. A Site Vicinity Map is attached Figure 1.

### **Network and Model Changes**

Add a New TAZ for a 40 acre university 4,400 students and 40 full-time faculty  
Connect the new TAZ to Willow Avenue and North Avenue, see attached Figure 2  
Remove 40 acres of industrial from existing TAZ 1200

Thank You,

**Michael Sharp**

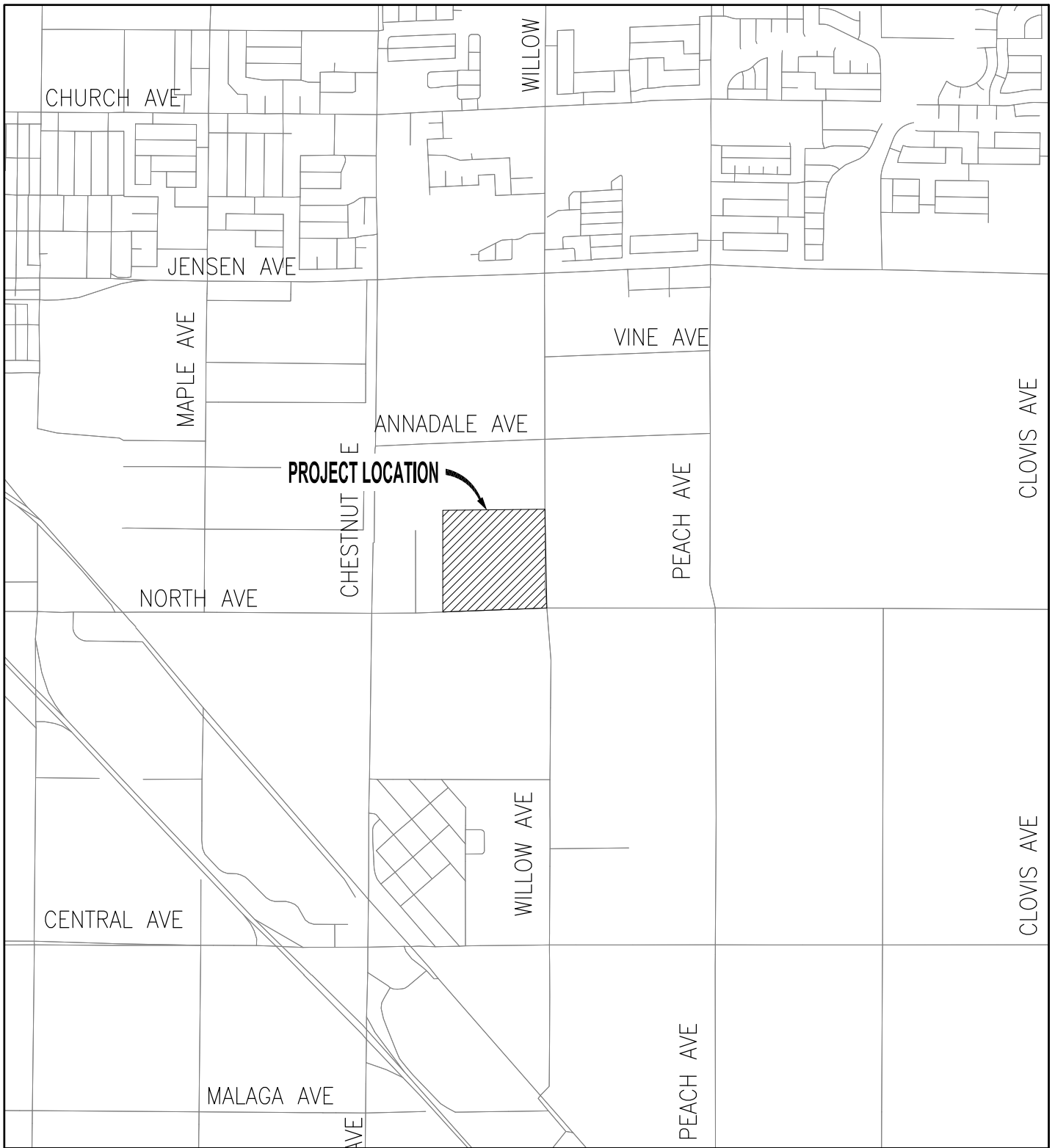
PETERS ENGINEERING GROUP

862 Pollasky Avenue

Clovis, California 93612

Phone: (559) 299-1544 Ext. 118

Fax: (559) 299-1722



Proposed First Responders Campus  
 Fresno County, California

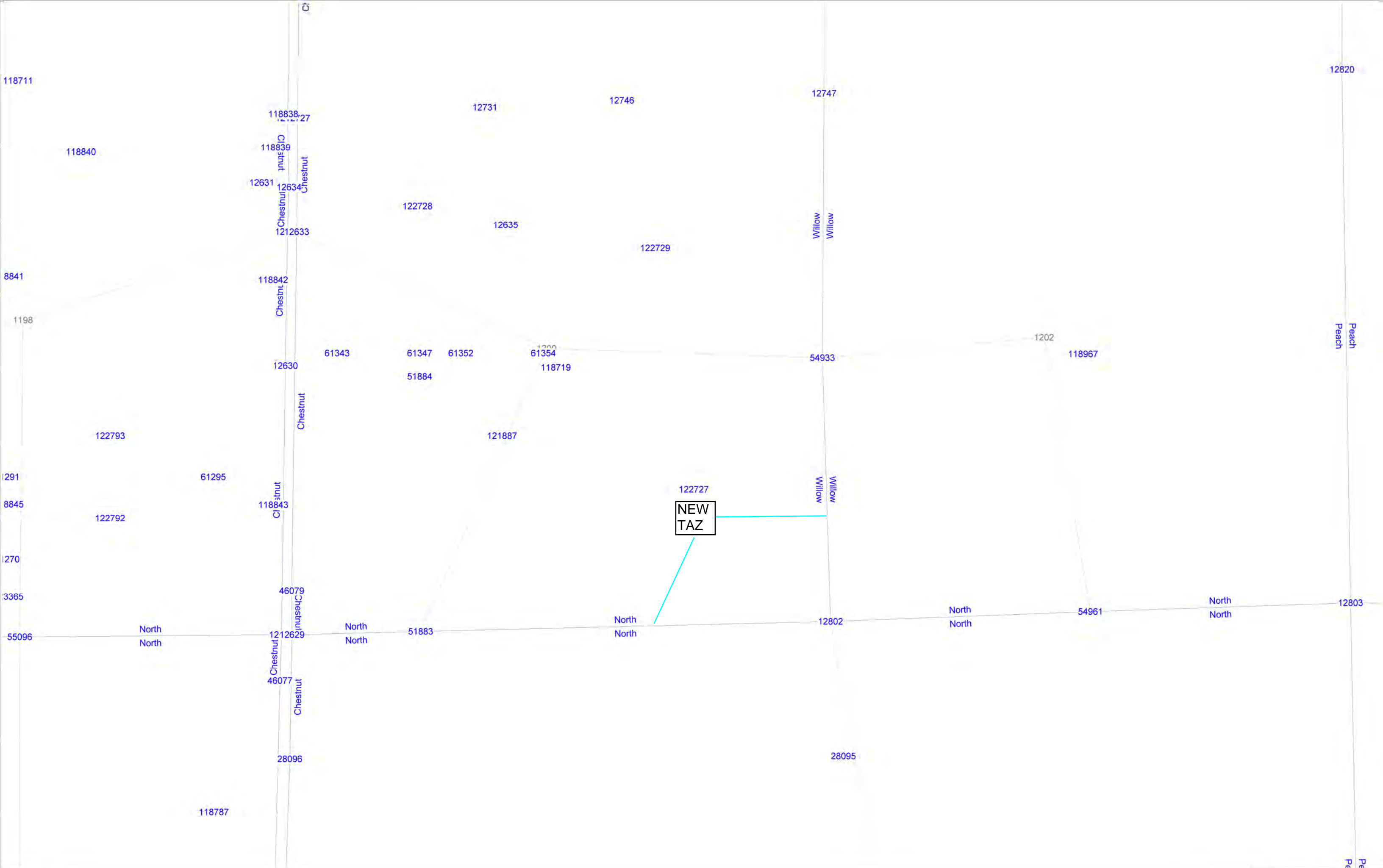
**LEGEND**

 PROJECT SITE

**VICINITY MAP**



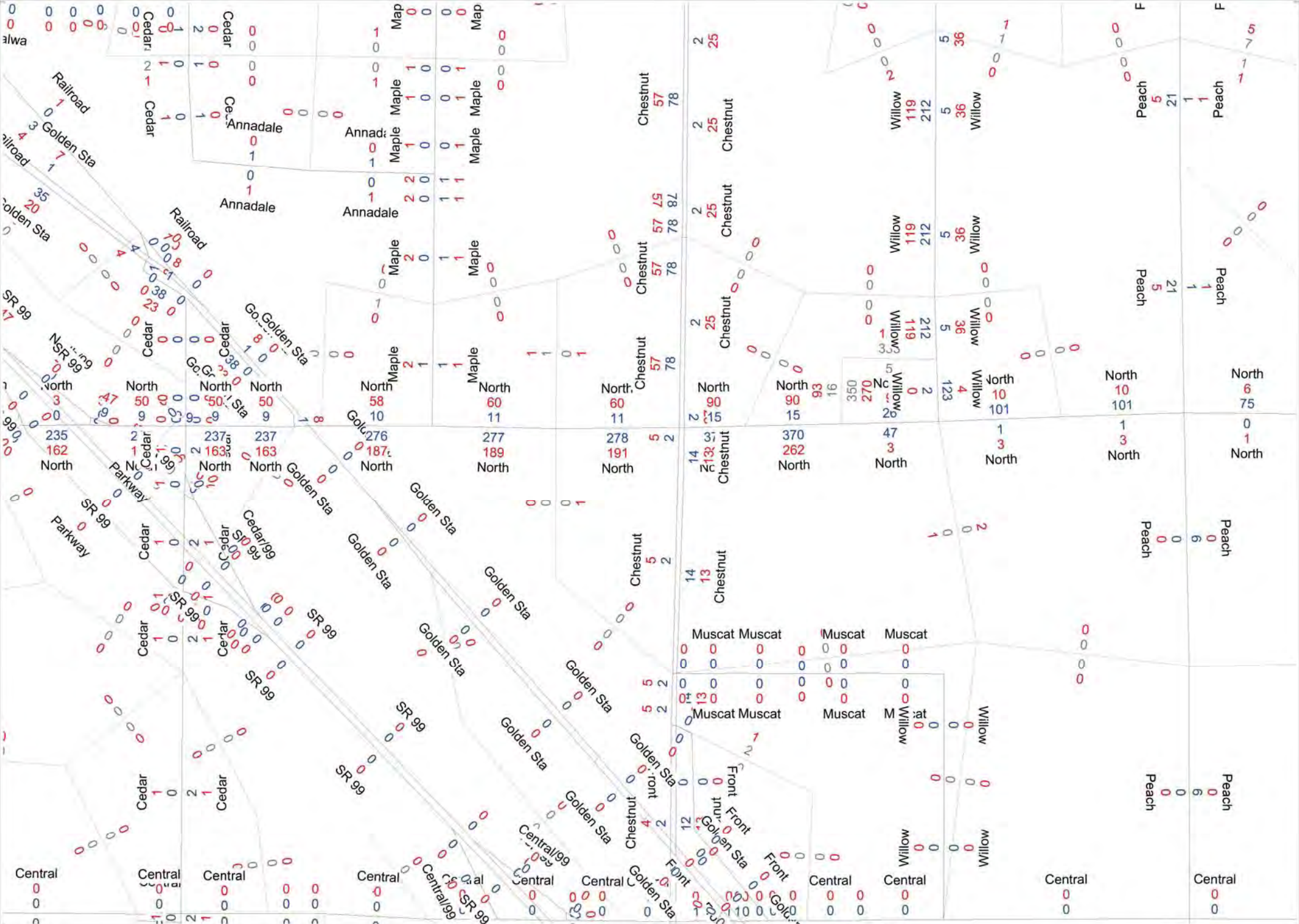
Not to Scale



## SELECT ZONE ANALYSIS RESULTS

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Select Zone Analysis 2035 Fresno County Travel Demand Model  
AM and PM Peak Hour Traffic Volumes



# County of Fresno Response

## John Rowland

---

**From:** Spaunhurst, Brian <bspaunhurst@fresnocountyca.gov>  
**Sent:** Wednesday, October 28, 2020 2:33 PM  
**To:** John Rowland; White, Steven  
**Cc:** Harmanjit Dhaliwal; 'Padilla, Dave@DOT'; 'Scott Odell'; 'George Cummings'; Nakagawa, Wendy; Hensley, Gloria  
**Subject:** RE: Traffic Study - First Responders Campus

Good Afternoon John,

I appreciate the clarification and I agree that perhaps the project description should be altered to reflect this more clearly or omit it entirely so that we can stick with the 270 students plus 50 faculty information. Do you know if a planner has already been assigned to this project? I would like to route comments through whoever that person is to keep track of requested changes like this.

Respectfully,



**Brian Spaunhurst** | Senior Planner  
Department of Public Works and Planning | Design Division  
2220 Tulare St. 7th Floor Fresno, CA 93721  
Main Office: (559) 600-4109 Direct: (559) 600-4532  
[Your input matters! Customer Service Survey](#)

---

**From:** John Rowland <johnrowland@peters-engineering.com>  
**Sent:** Wednesday, October 28, 2020 10:28 AM  
**To:** Spaunhurst, Brian <bspaunhurst@fresnocountyca.gov>; White, Steven <stwhite@fresnocountyca.gov>  
**Cc:** Harmanjit Dhaliwal <Harmanjit.Dhaliwal@fresno.gov>; 'Padilla, Dave@DOT' <dave.padilla@dot.ca.gov>; 'Scott Odell' <scott@odellplanning.com>; 'George Cummings' <george.cummings@sccd.edu>; Nakagawa, Wendy <WNakagawa@fresnocountyca.gov>; Hensley, Gloria <ghensley@fresnocountyca.gov>  
**Subject:** RE: Traffic Study - First Responders Campus

Brian,

The campus will serve an aggregate of approximately 4,400 students over a one-year period in smaller cohorts (classes) moving through the various academy programs. This is not like a traditional community college where there are 4,400 students enrolled taking classes all at one time for an entire year. As I understand it, the way this works is that there will be various smaller groups of students enrolled in the fire academy, police academy, and EMT training, and they would receive training for a portion of the year and then will be replaced by other small groups of students receiving training for a portion of the year. The estimated number of students on campus at any one time would be 270 with 50 faculty and staff. When you add up all the students in the various programs likely served over the year, the total would be approximately 4,400 students, so this is not the total capacity in the traditional sense, just a sum of the number of students served over a one year period. In terms of space, a traditional community college that had capacity for 4,400 students would likely have about 250,000 square feet of building area. In contrast, this specialized facility will have about 62,000 square feet of building area. Perhaps the project description should not mention 4,400 students as it is not meaningful in determining the traffic volumes of the project.

Thanks,

John Rowland  
Peters Engineering Group  
(559) 299-1544 Ext. 112

---

**From:** Spaunhurst, Brian <[bspaunhurst@fresnocountyca.gov](mailto:bspaunhurst@fresnocountyca.gov)>  
**Sent:** Thursday, October 22, 2020 10:34 AM  
**To:** John Rowland <[johnrowland@peters-engineering.com](mailto:johnrowland@peters-engineering.com)>; White, Steven <[stwhite@fresnocountyca.gov](mailto:stwhite@fresnocountyca.gov)>  
**Cc:** Harmanjit Dhaliwal <[Harmanjit.Dhaliwal@fresno.gov](mailto:Harmanjit.Dhaliwal@fresno.gov)>; 'Padilla, Dave@DOT' <[dave.padilla@dot.ca.gov](mailto:dave.padilla@dot.ca.gov)>; 'Scott Odell' <[scott@odellplanning.com](mailto:scott@odellplanning.com)>; 'George Cummings' <[george.cummings@scccd.edu](mailto:george.cummings@scccd.edu)>; Nakagawa, Wendy <[WNakagawa@fresnocountyca.gov](mailto:WNakagawa@fresnocountyca.gov)>; Hensley, Gloria <[ghensley@fresnocountyca.gov](mailto:ghensley@fresnocountyca.gov)>  
**Subject:** RE: Traffic Study - First Responders Campus

Good Morning John,

Please see my attached comments so that we can work our way closer to an agreeable scope.

Wendy, with an anticipated 2 year construction window do you have any concerns regarding pavement impacts?

Respectfully,



**Brian Spaunhurst** | Senior Planner  
Department of Public Works and Planning | Design Division  
2220 Tulare St. 7th Floor Fresno, CA 93721  
Main Office: (559) 600-4109 Direct: (559) 600-4532  
[Your input matters! Customer Service Survey](#)

---

**From:** John Rowland <[johnrowland@peters-engineering.com](mailto:johnrowland@peters-engineering.com)>  
**Sent:** Thursday, October 22, 2020 9:00 AM  
**To:** White, Steven <[stwhite@fresnocountyca.gov](mailto:stwhite@fresnocountyca.gov)>  
**Cc:** Harmanjit Dhaliwal <[Harmanjit.Dhaliwal@fresno.gov](mailto:Harmanjit.Dhaliwal@fresno.gov)>; 'Padilla, Dave@DOT' <[dave.padilla@dot.ca.gov](mailto:dave.padilla@dot.ca.gov)>; 'Scott Odell' <[scott@odellplanning.com](mailto:scott@odellplanning.com)>; 'George Cummings' <[george.cummings@scccd.edu](mailto:george.cummings@scccd.edu)>; Spaunhurst, Brian <[bspaunhurst@fresnocountyca.gov](mailto:bspaunhurst@fresnocountyca.gov)>; Nakagawa, Wendy <[WNakagawa@fresnocountyca.gov](mailto:WNakagawa@fresnocountyca.gov)>  
**Subject:** RE: Traffic Study - First Responders Campus

**CAUTION!!! - EXTERNAL EMAIL - THINK BEFORE YOU CLICK**

Hello all,

We provided the attached scoping letter with the email below and we heard back from Caltrans in the attached email a couple weeks ago. Just checking to see if we should anticipate any comments from the County or the City in the near future?

Thanks,

John Rowland  
Peters Engineering Group  
(559) 299-1544 Ext. 112

---

**From:** John Rowland

**Sent:** Wednesday, September 23, 2020 2:19 PM

**To:** White, Steven <[stwhite@fresnocountyca.gov](mailto:stwhite@fresnocountyca.gov)>

**Cc:** Harmanjit Dhaliwal <[Harmanjit.Dhaliwal@fresno.gov](mailto:Harmanjit.Dhaliwal@fresno.gov)>; Padilla, Dave@DOT <[dave.padilla@dot.ca.gov](mailto:dave.padilla@dot.ca.gov)>; Scott Odell <[scott@odellplanning.com](mailto:scott@odellplanning.com)>; George Cummings <[george.cummings@scccd.edu](mailto:george.cummings@scccd.edu)>

**Subject:** Traffic Study - First Responders Campus

Hello Steve,

Attached for your review is a letter regarding the scope of the traffic study for the State Center Community College District's proposed First Responders Campus. We look forward to discussing the project with County staff and will be available to meet once you have had a chance to review. The City of Fresno and Caltrans are copied on this email.

Thanks,

*We've moved! Please note my new contact information:*

**John Rowland, PE, TE**

PETERS ENGINEERING GROUP

862 Pollasky Avenue

Clovis, California 93612

(559) 299-1544 Ext. 112

# City of Fresno Response

## John Rowland

---

**From:** Harmanjit Dhaliwal <Harmanjit.Dhaliwal@fresno.gov>  
**Sent:** Wednesday, January 20, 2021 12:13 PM  
**To:** John Rowland  
**Cc:** Jill Gormley; Scott Odell  
**Subject:** RE: Traffic Study - First Responders Campus

Good Afternoon John,

Thank you for the explanation for Willow Avenue. Based on this information the City would request that Peach/North be added to the Analysis and that Cedar/North be removed.

Thanks,

**Harmanjit Dhaliwal, PE**



**Public Works Department**

***Traffic Operations & Planning Division***

2600 Fresno Street, Room 4064

Fresno, CA 93721

Ph: (559) 621-8694

[Harmanjit.Dhaliwal@fresno.gov](mailto:Harmanjit.Dhaliwal@fresno.gov)

---

**From:** John Rowland <johnrowland@peters-engineering.com>  
**Sent:** Tuesday, January 19, 2021 2:38 PM  
**To:** Harmanjit Dhaliwal <Harmanjit.Dhaliwal@fresno.gov>  
**Cc:** Jill Gormley <Jill.Gormley@fresno.gov>; Scott Odell <scott@odellplanning.com>  
**Subject:** RE: Traffic Study - First Responders Campus

**External Email: Use caution with links and attachments**

Hello Harman,

In response to your comment below regarding the distribution, the Project will not have a direct connection to Willow Avenue and will actually be situated toward the western portion of the project site. Right turns out of the site provide a more direct route to Chestnut Avenue. Since Chestnut Avenue in that area is a well developed four-lane road, and Willow Avenue resembles a narrow, two-lane country road, we believe more trips are likely to use Chestnut than Willow.

Please let us know if the City wishes to request analysis of additional intersections not listed in the attached letter.

Thanks,

John Rowland

Peters Engineering Group  
(559) 299-1544 Ext. 112

---

**From:** Harmanjit Dhaliwal <[Harmanjit.Dhaliwal@fresno.gov](mailto:Harmanjit.Dhaliwal@fresno.gov)>  
**Sent:** Friday, October 23, 2020 8:25 AM  
**To:** John Rowland <[johnrowland@peters-engineering.com](mailto:johnrowland@peters-engineering.com)>  
**Cc:** 'Padilla, Dave@DOT' <[dave.padilla@dot.ca.gov](mailto:dave.padilla@dot.ca.gov)>; 'Scott Odell' <[scott@odellplanning.com](mailto:scott@odellplanning.com)>; 'George Cummings' <[george.cummings@sccd.edu](mailto:george.cummings@sccd.edu)>; Brian Spaunhurst <[bspaunhurst@fresnocountyca.gov](mailto:bspaunhurst@fresnocountyca.gov)>; Nakagawa, Wendy <[WNakagawa@fresnocountyca.gov](mailto:WNakagawa@fresnocountyca.gov)>; 'White, Steven' <[stwhite@fresnocountyca.gov](mailto:stwhite@fresnocountyca.gov)>; Jill Gormley <[Jill.Gormley@fresno.gov](mailto:Jill.Gormley@fresno.gov)>; Andrew Benelli <[Andrew.Benelli@fresno.gov](mailto:Andrew.Benelli@fresno.gov)>  
**Subject:** RE: Traffic Study - First Responders Campus

Good Morning John,

The City has reviewed the Scope of Work for the subject project. How were the distribution percentages for the trip distribution determined? The City is calculating higher percentages on Willow and from the east on North Ave. Once clarification is provided, the City will determine if any additional intersections will be added to the Scope. Please add the following analysis to the study.

- Include Warrant 1 and 2 for existing unsignalized intersections under the existing scenario.
- Include Warrant 3 for unsignalized study intersections under all study scenarios.
- Qualitative analysis of bikeways and transit routes in the vicinity of the project.
- Five-year collision analysis based on SWITRS.
- Verify that this project does not need to perform VMT analysis.

Thanks,

**Harmanjit Dhaliwal, PE**



**Public Works Department**  
**Traffic Operations & Planning Division**  
2600 Fresno Street, Room 4064  
Fresno, CA 93721  
Ph: (559) 621-8694  
[Harmanjit.Dhaliwal@fresno.gov](mailto:Harmanjit.Dhaliwal@fresno.gov)

***Effective January 2, 2020, new security measures have been implemented at City Hall to include security screening for all visitors. For additional information please see the following link:***

<https://www.fresno.gov/news/city-announces-new-security-measures-at-city-hall/>

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**From:** John Rowland <[johnrowland@peters-engineering.com](mailto:johnrowland@peters-engineering.com)>  
**Sent:** Thursday, October 22, 2020 9:00 AM  
**To:** 'White, Steven' <[stwhite@fresnocountyca.gov](mailto:stwhite@fresnocountyca.gov)>  
**Cc:** Harmanjit Dhaliwal <[Harmanjit.Dhaliwal@fresno.gov](mailto:Harmanjit.Dhaliwal@fresno.gov)>; 'Padilla, Dave@DOT' <[dave.padilla@dot.ca.gov](mailto:dave.padilla@dot.ca.gov)>; 'Scott Odell' <[scott@odellplanning.com](mailto:scott@odellplanning.com)>; 'George Cummings' <[george.cummings@sccd.edu](mailto:george.cummings@sccd.edu)>; Brian Spaunhurst <[bspaunhurst@fresnocountyca.gov](mailto:bspaunhurst@fresnocountyca.gov)>; Nakagawa, Wendy <[WNakagawa@fresnocountyca.gov](mailto:WNakagawa@fresnocountyca.gov)>  
**Subject:** RE: Traffic Study - First Responders Campus

**External Email: Use caution with links and attachments**

Hello all,

We provided the attached scoping letter with the email below and we heard back from Caltrans in the attached email a couple weeks ago. Just checking to see if we should anticipate any comments from the County or the City in the near future?

Thanks,

John Rowland  
Peters Engineering Group  
(559) 299-1544 Ext. 112

---

**From:** John Rowland  
**Sent:** Wednesday, September 23, 2020 2:19 PM  
**To:** White, Steven <[stwhite@fresnocountyca.gov](mailto:stwhite@fresnocountyca.gov)>  
**Cc:** Harmanjit Dhaliwal <[Harmanjit.Dhaliwal@fresno.gov](mailto:Harmanjit.Dhaliwal@fresno.gov)>; Padilla, Dave@DOT <[dave.padilla@dot.ca.gov](mailto:dave.padilla@dot.ca.gov)>; Scott Odell <[scott@odellplanning.com](mailto:scott@odellplanning.com)>; George Cummings <[george.cummings@scccd.edu](mailto:george.cummings@scccd.edu)>  
**Subject:** Traffic Study - First Responders Campus

Hello Steve,

Attached for your review is a letter regarding the scope of the traffic study for the State Center Community College District's proposed First Responders Campus. We look forward to discussing the project with County staff and will be available to meet once you have had a chance to review. The City of Fresno and Caltrans are copied on this email.

Thanks,

*We've moved! Please note my new contact information:*

**John Rowland, PE, TE**  
PETERS ENGINEERING GROUP  
862 Pollasky Avenue  
Clovis, California 93612  
(559) 299-1544 Ext. 112



# Caltrans Response

## John Rowland

---

**From:** Gentry, Jamaica@DOT <Jamaica.Gentry@dot.ca.gov>  
**Sent:** Wednesday, October 7, 2020 9:58 AM  
**To:** John Rowland  
**Cc:** Padilla, Dave@DOT  
**Subject:** Caltrans Comments: Traffic Study - First Responders Campus  
**Attachments:** First Responders Traffic Study Scope request (9-16-20).pdf

Hello John,

Caltrans has reviewed the proposed TIS SOW for the First Responders Campus (Project) in SE Fresno/Fresno County. We agree with your assessment that estimated trip generation rates under land use code 540 (ITE TGM 10<sup>th</sup> Edition) appear to over- or underestimate the traffic volumes attributable to this Project. We also agree that land use code 710 results in a likely scenario for the Project (as shown in Tables 2 and 3).

Caltrans recommends a trip trace to the interchange at State Route (SR) 99 and North/Cedar Avenues. It is understood that VMT analysis for the Project will be conducted separately (under CEQA) and the Project will pay into the RTMF for interchange improvements. Still, SR 99 should be included in the study since it is likely part of the shortest route for students traveling from northern Fresno or Clovis.

Caltrans is aware of several developments near the Project which may have a cumulative impact on traffic flow. One is a truck terminal proposed near North Ave at Willow Ave. The other developments are rezones of land along Peach Ave between North and Central Aves from agriculture to industrial land use, with undefined project types.

We look forward to reviewing this traffic study, once it is complete.

Warm Regards,  
*Jamaica Gentry*  
Associate Transportation Planner  
Transportation Planning - North

# APPENDIX B

## TRAFFIC COUNT DATA SHEETS

## Year 2021 Counts



**Metro Traffic Data Inc.**  
 310 N. Irwin Street - Suite 20  
 Hanford, CA 93230  
 800-975-6938 Phone/Fax  
 www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Maple Ave @ North Ave

**LATITUDE** 36.6925

**COUNTY** Fresno

**LONGITUDE** -119.7457

**COLLECTION DATE** Tuesday, January 26, 2021

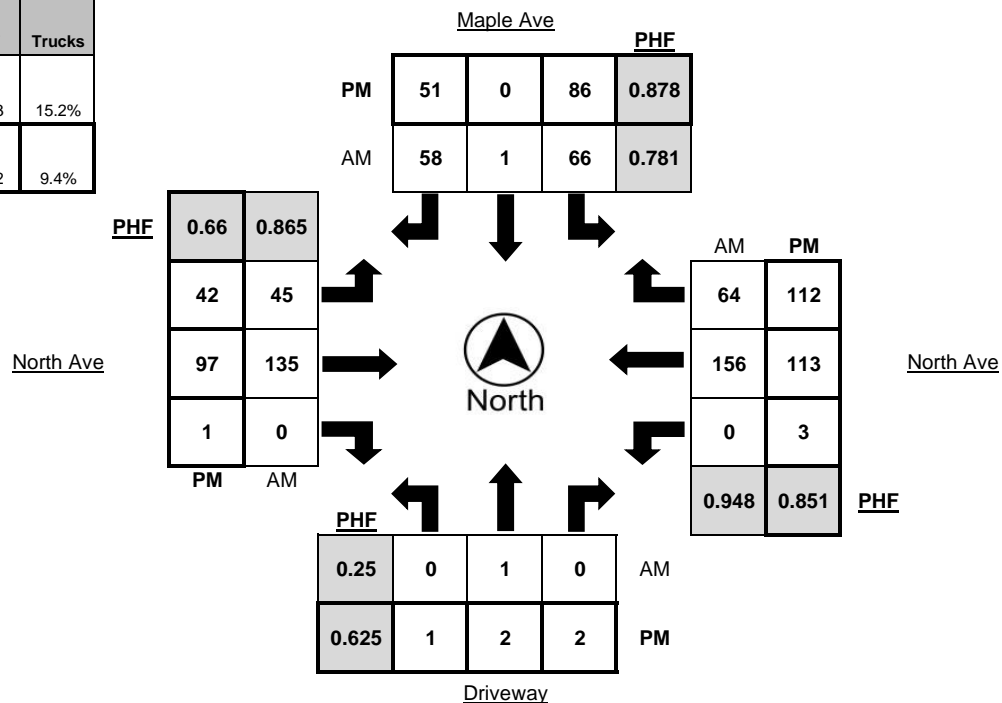
**WEATHER** Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	0	0	0	5	1	13	5	7	24	0	7	0	32	12	0
7:15 AM - 7:30 AM	0	0	0	0	14	0	20	10	7	30	0	8	0	46	8	0
7:30 AM - 7:45 AM	0	1	0	0	19	0	8	9	14	38	0	12	0	40	15	0
7:45 AM - 8:00 AM	0	0	0	0	20	0	20	13	11	35	0	9	0	32	26	0
8:00 AM - 8:15 AM	0	0	0	0	13	1	10	6	13	32	0	13	0	38	15	0
8:15 AM - 8:30 AM	0	0	0	0	12	0	12	7	14	25	0	11	0	27	10	0
8:30 AM - 8:45 AM	1	0	0	0	16	0	13	12	8	33	1	11	0	36	11	0
8:45 AM - 9:00 AM	0	0	0	0	11	0	12	5	8	26	0	10	0	31	10	0
<b>TOTAL</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>110</b>	<b>2</b>	<b>108</b>	<b>67</b>	<b>82</b>	<b>243</b>	<b>1</b>	<b>81</b>	<b>0</b>	<b>282</b>	<b>107</b>	<b>0</b>

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	1	1	0	0	17	0	22	10	15	37	1	8	0	48	19	0
4:15 PM - 4:30 PM	0	0	2	0	20	0	18	8	10	43	0	12	0	44	12	0
4:30 PM - 4:45 PM	0	1	0	0	29	0	8	2	12	7	0	0	1	11	49	0
4:45 PM - 5:00 PM	0	0	0	0	20	0	3	5	5	10	0	3	2	10	32	0
5:00 PM - 5:15 PM	0	0	0	0	25	0	3	2	4	4	0	3	1	8	38	0
5:15 PM - 5:30 PM	0	0	0	0	17	0	4	3	19	28	0	11	2	30	23	0
5:30 PM - 5:45 PM	0	1	0	0	4	0	24	2	13	34	0	7	0	45	7	0
5:45 PM - 6:00 PM	0	0	0	0	10	0	7	1	8	32	0	5	0	45	16	0
<b>TOTAL</b>	<b>1</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>142</b>	<b>0</b>	<b>89</b>	<b>33</b>	<b>86</b>	<b>195</b>	<b>1</b>	<b>49</b>	<b>6</b>	<b>241</b>	<b>196</b>	<b>0</b>

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:15 AM - 8:15 AM	0	1	0	0	66	1	58	38	45	135	0	42	0	156	64	0
4:00 PM - 5:00 PM	1	2	2	0	86	0	51	25	42	97	1	23	3	113	112	0

	PHF	Trucks
AM	0.913	15.2%
PM	0.792	9.4%





**Metro Traffic Data Inc.**  
 310 N. Irwin Street - Suite 20  
 Hanford, CA 93230  
 800-975-6938 Phone/Fax  
 www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Maple Ave @ North Ave

**LATITUDE** 36.6925

**COUNTY** Fresno

**LONGITUDE** -119.7457

**COLLECTION DATE** Tuesday, January 26, 2021

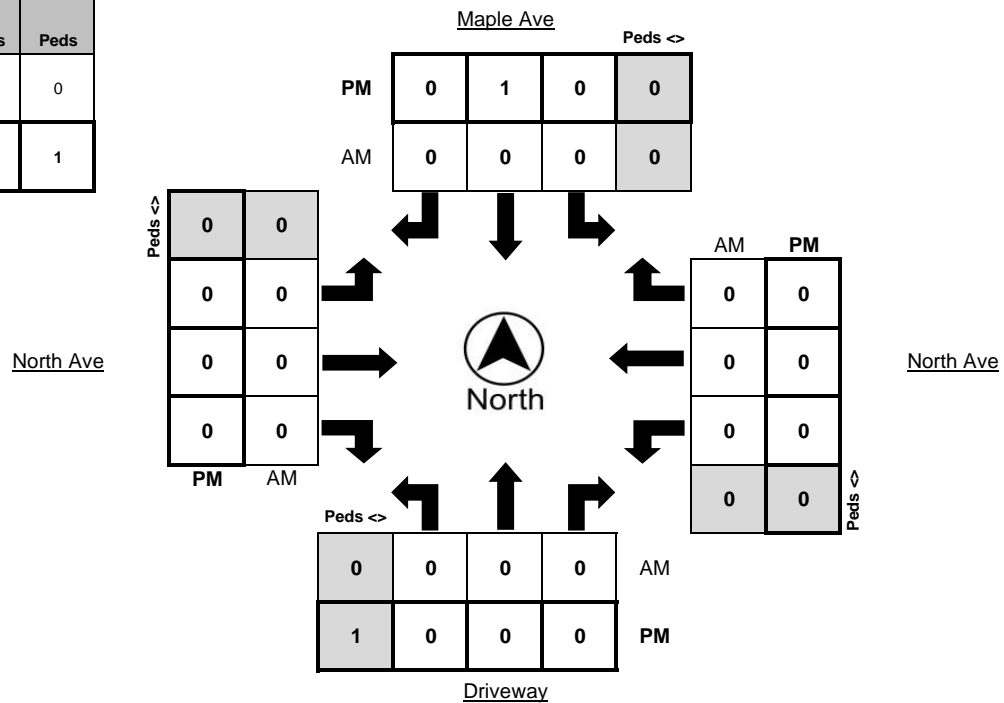
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:15 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	1	1





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# Turning Movement Report

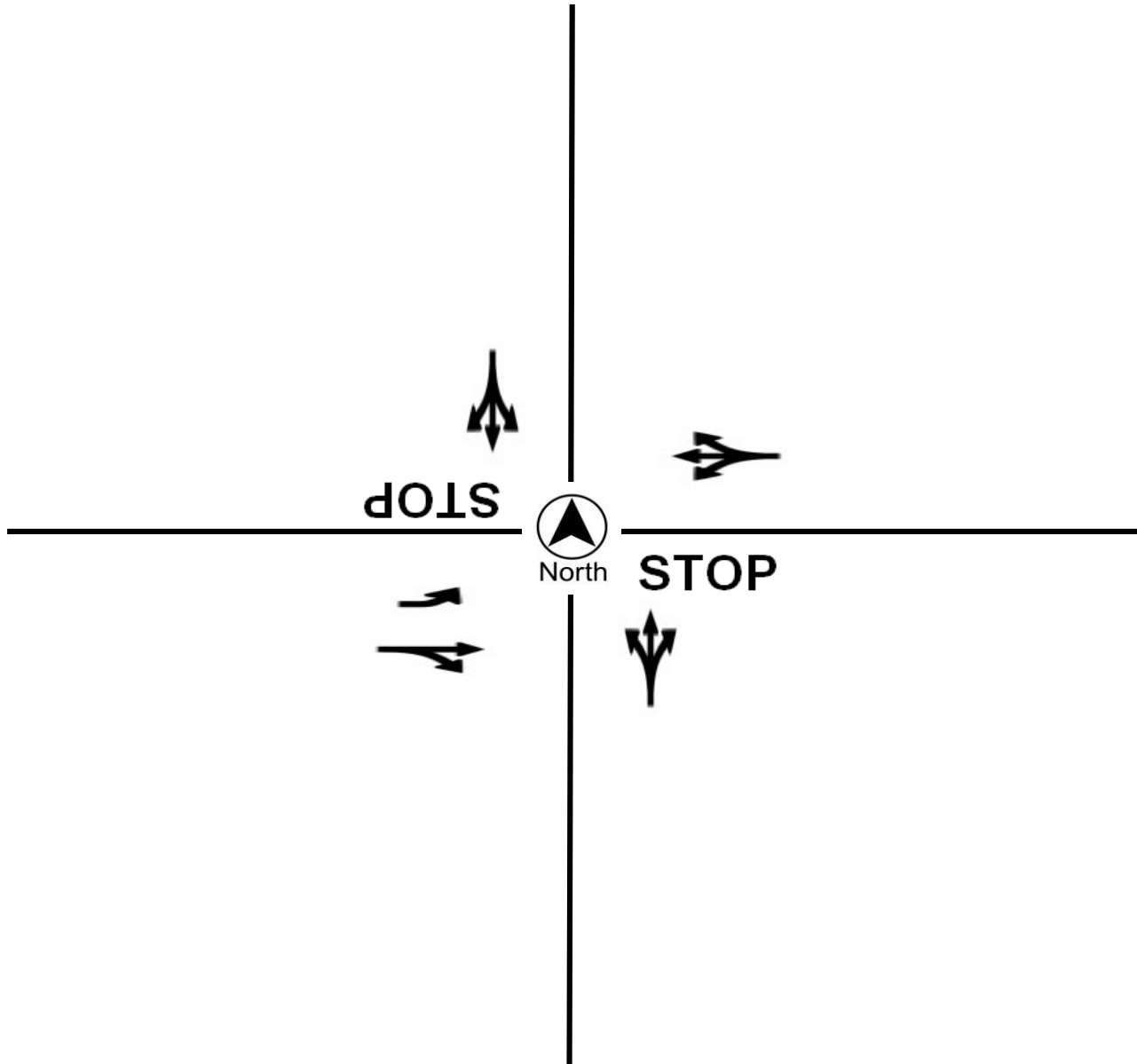
Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Maple Ave @ North Ave  
**COUNTY** Fresno  
**COLLECTION DATE** Tuesday, January 26, 2021  
**CYCLE TIME** N/A

**N/S STREET** Maple Ave  
**E/W STREET** North Ave  
**WEATHER** Clear  
**CONTROL TYPE** Two-Way Stop

**COMMENTS**





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

LOCATION Chestnut Ave @ North Ave

LATITUDE 36.6925

COUNTY Fresno

LONGITUDE -119.7365

COLLECTION DATE Tuesday, January 26, 2021

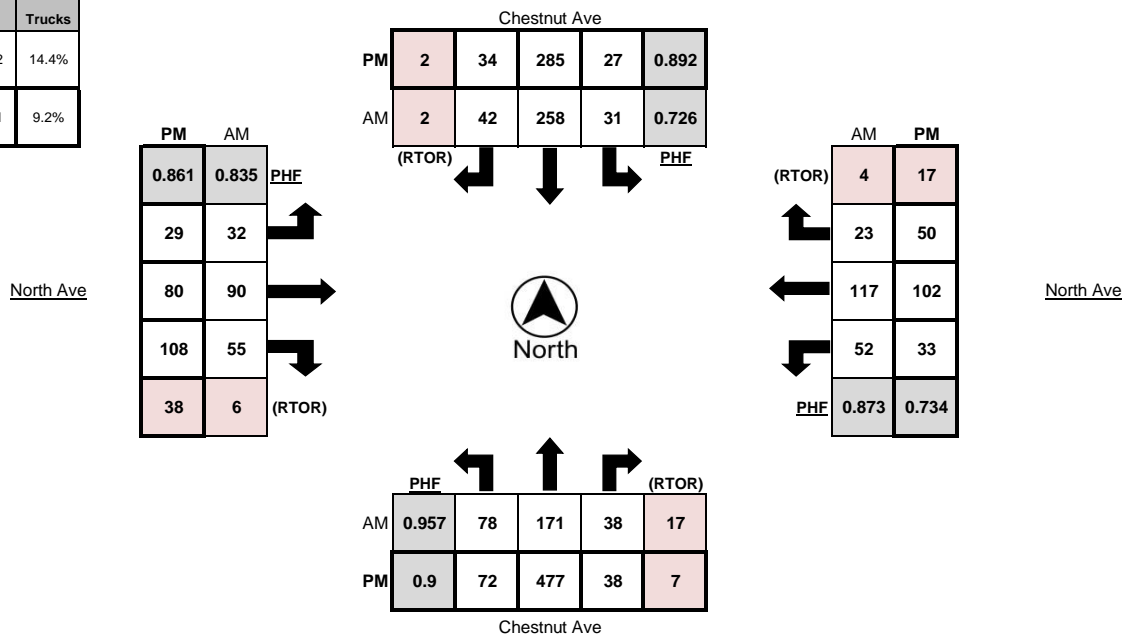
WEATHER Clear

Time	Northbound					Southbound					Eastbound					Westbound				
	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
7:00 AM - 7:15 AM	13	27	9	3	7	12	55	13	0	8	4	14	6	0	7	12	19	4	1	4
7:15 AM - 7:30 AM	8	4	13	5	7	11	58	12	0	2	5	20	14	0	9	17	48	3	2	8
7:30 AM - 7:45 AM	21	45	6	2	16	9	62	7	0	8	9	24	18	1	14	16	33	6	1	4
7:45 AM - 8:00 AM	22	32	17	9	9	16	83	15	1	4	10	27	16	2	13	19	32	4	1	5
8:00 AM - 8:15 AM	18	43	8	2	15	3	58	13	0	9	5	19	13	3	7	8	28	8	1	6
8:15 AM - 8:30 AM	17	51	7	4	11	3	55	7	1	2	8	20	8	0	10	9	24	5	1	9
8:30 AM - 8:45 AM	9	37	13	4	8	3	46	10	0	7	4	23	21	0	17	9	26	8	2	13
8:45 AM - 9:00 AM	20	35	11	4	12	9	51	7	0	9	3	16	17	3	9	15	24	2	0	12
<b>TOTAL</b>	<b>128</b>	<b>274</b>	<b>84</b>	<b>33</b>	<b>85</b>	<b>66</b>	<b>468</b>	<b>84</b>	<b>2</b>	<b>49</b>	<b>48</b>	<b>163</b>	<b>113</b>	<b>9</b>	<b>86</b>	<b>105</b>	<b>234</b>	<b>40</b>	<b>9</b>	<b>61</b>

Time	Northbound					Southbound					Eastbound					Westbound				
	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
4:00 PM - 4:15 PM	10	130	10	2	12	5	63	7	0	3	12	29	22	5	16	8	42	13	5	7
4:15 PM - 4:30 PM	19	114	3	1	6	6	85	6	0	2	8	33	19	5	12	12	24	11	5	10
4:30 PM - 4:45 PM	22	103	13	2	11	5	70	11	0	5	5	12	33	13	4	9	20	19	5	2
4:45 PM - 5:00 PM	21	130	12	2	18	11	67	10	2	3	4	6	34	15	7	4	16	7	2	5
5:00 PM - 5:15 PM	18	121	24	5	17	4	62	9	0	4	3	6	38	12	6	13	33	20	12	8
5:15 PM - 5:30 PM	15	89	13	2	16	2	67	11	0	1	6	4	28	14	8	8	25	11	4	6
5:30 PM - 5:45 PM	8	77	9	4	9	6	42	13	1	0	15	31	5	2	5	5	30	10	2	7
5:45 PM - 6:00 PM	10	61	14	3	11	5	55	13	0	4	16	16	13	4	4	12	41	13	6	7
<b>TOTAL</b>	<b>123</b>	<b>825</b>	<b>98</b>	<b>21</b>	<b>100</b>	<b>44</b>	<b>511</b>	<b>80</b>	<b>3</b>	<b>22</b>	<b>69</b>	<b>137</b>	<b>192</b>	<b>70</b>	<b>62</b>	<b>71</b>	<b>231</b>	<b>104</b>	<b>41</b>	<b>52</b>

PEAK HOUR	Northbound					Southbound					Eastbound					Westbound				
	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks	Left	Thru	Right	(RTOR)	Trucks
7:30 AM - 8:30 AM	78	171	38	17	51	31	258	42	2	23	32	90	55	6	44	52	117	23	4	24
4:00 PM - 5:00 PM	72	477	38	7	47	27	285	34	2	13	29	80	108	38	39	33	102	50	17	24

	PHF	Trucks
AM	0.842	14.4%
PM	0.951	9.2%







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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Chestnut Ave @ North Ave

**LATITUDE** 36.6925

**COUNTY** Fresno

**LONGITUDE** -119.7365

**COLLECTION DATE** Tuesday, January 26, 2021

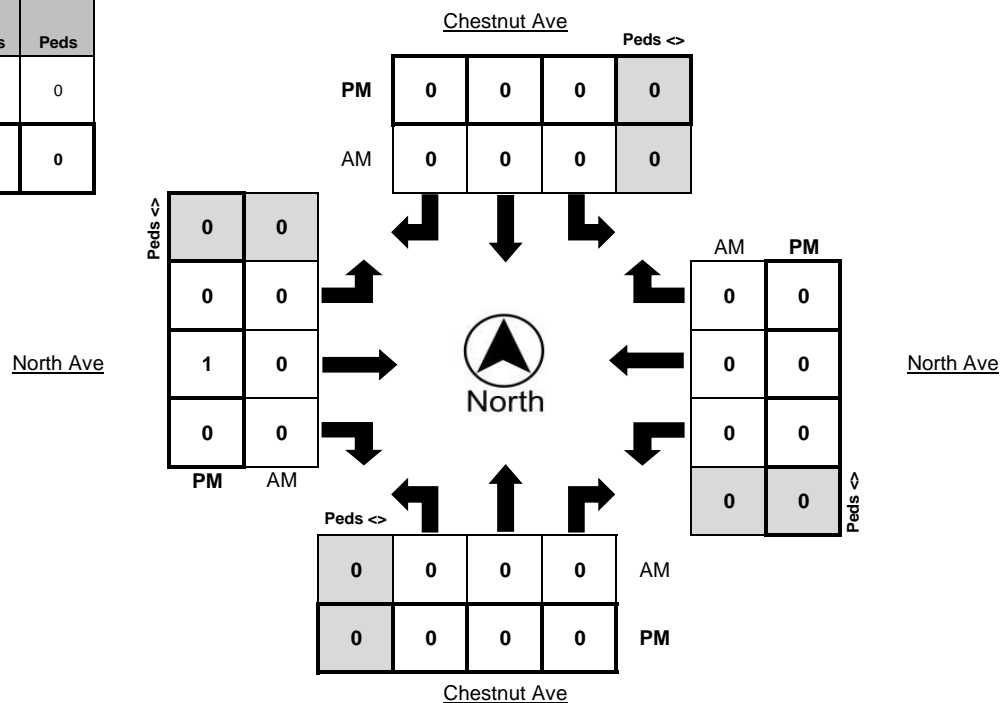
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	1	0





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# Turning Movement Report

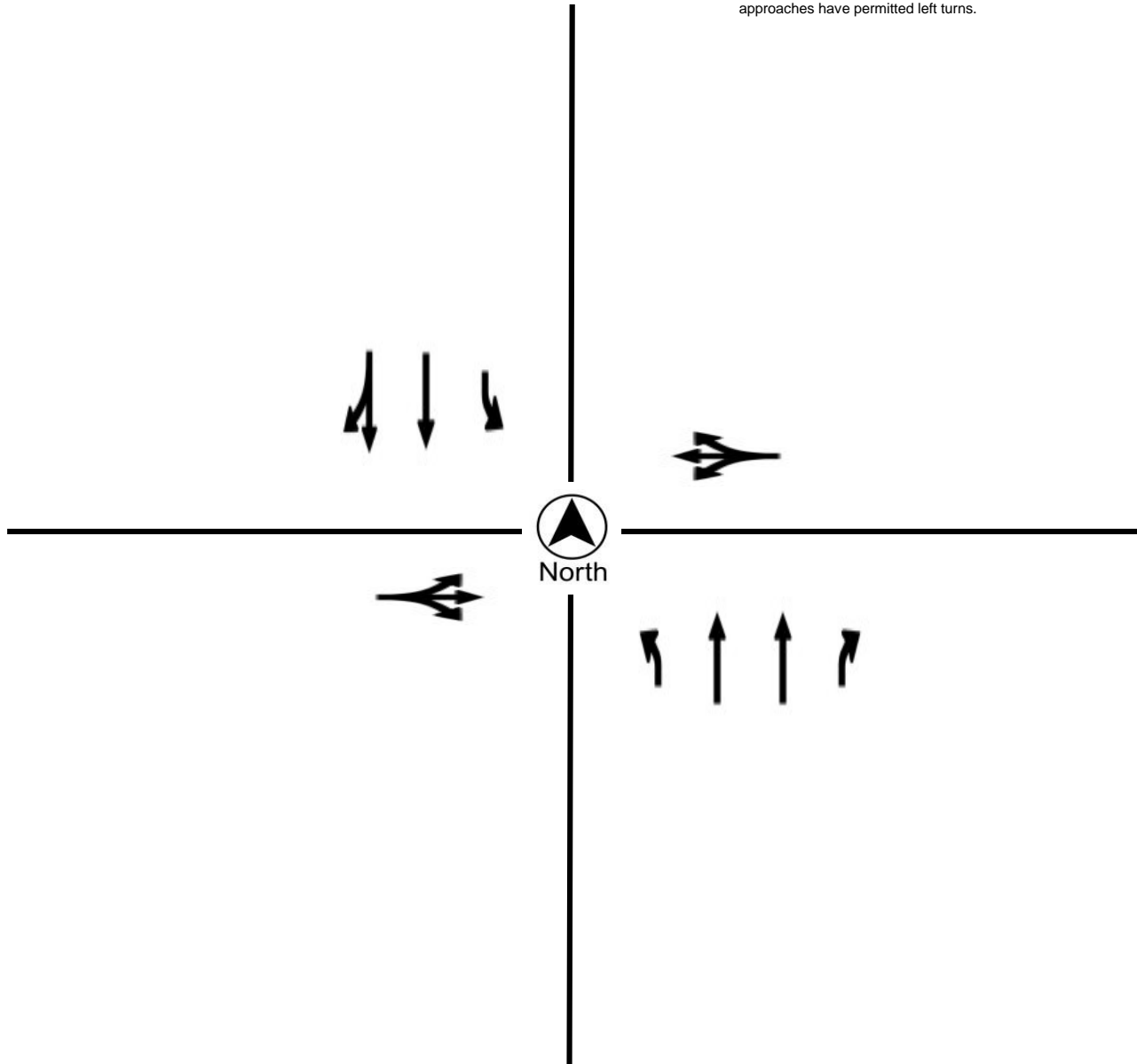
Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** \_\_\_\_\_ Chestnut Ave @ North Ave \_\_\_\_\_  
**COUNTY** \_\_\_\_\_ Fresno \_\_\_\_\_  
**COLLECTION DATE** \_\_\_\_\_ Tuesday, January 26, 2021 \_\_\_\_\_  
**CYCLE TIME** \_\_\_\_\_ 33 Seconds \_\_\_\_\_

**N/S STREET** \_\_\_\_\_ Chestnut Ave \_\_\_\_\_  
**E/W STREET** \_\_\_\_\_ North Ave \_\_\_\_\_  
**WEATHER** \_\_\_\_\_ Clear \_\_\_\_\_  
**CONTROL TYPE** \_\_\_\_\_ Signal \_\_\_\_\_

**COMMENTS** Northbound/southbound approaches have protected left turns. Eastbound/westbound approaches have permitted left turns.





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Willow Ave @ North Ave

**LATITUDE** 36.6927

**COUNTY** Fresno

**LONGITUDE** -119.7272

**COLLECTION DATE** Tuesday, January 26, 2021

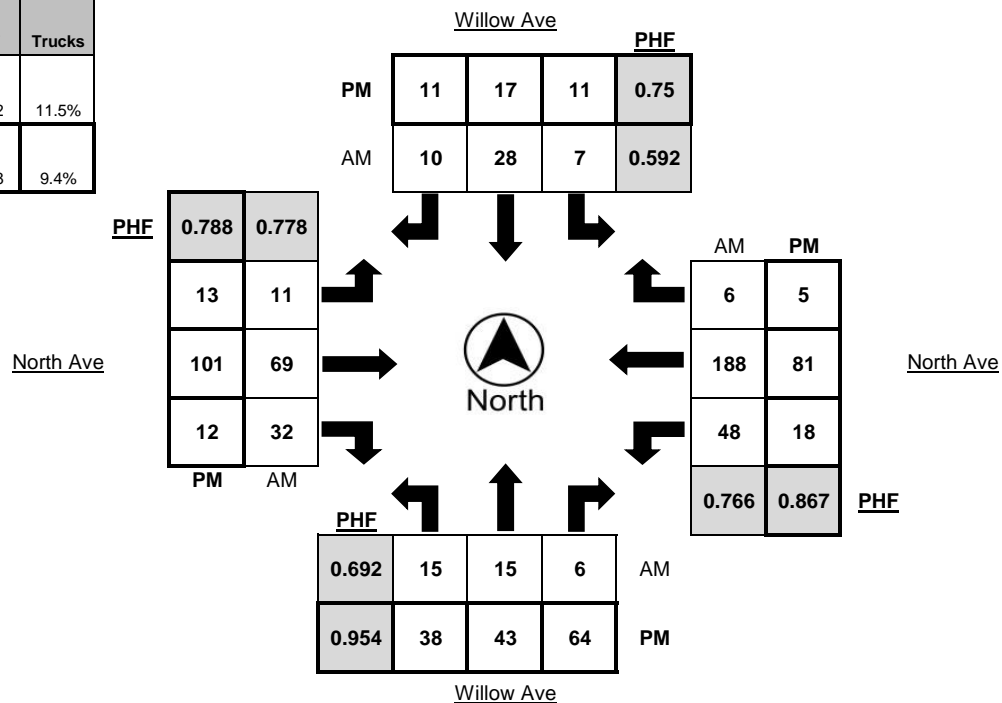
**WEATHER** Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	4	4	0	2	1	4	2	1	1	17	5	5	6	39	2	2
7:15 AM - 7:30 AM	4	4	1	2	3	5	3	3	5	14	11	7	12	47	0	4
7:30 AM - 7:45 AM	3	1	2	0	1	4	3	2	3	21	12	9	8	48	1	3
7:45 AM - 8:00 AM	4	6	3	3	2	15	2	1	2	17	4	3	22	54	3	3
8:00 AM - 8:15 AM	6	5	1	4	3	9	4	2	2	13	4	3	2	31	4	2
8:15 AM - 8:30 AM	5	9	2	1	2	5	0	3	2	15	3	5	8	24	1	7
8:30 AM - 8:45 AM	6	2	13	7	3	11	5	3	1	12	8	5	7	21	2	5
8:45 AM - 9:00 AM	8	3	6	3	0	6	4	2	3	21	5	6	3	22	3	6
<b>TOTAL</b>	<b>40</b>	<b>34</b>	<b>28</b>	<b>22</b>	<b>15</b>	<b>59</b>	<b>23</b>	<b>17</b>	<b>19</b>	<b>130</b>	<b>52</b>	<b>43</b>	<b>68</b>	<b>286</b>	<b>16</b>	<b>32</b>

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	12	9	5	5	2	6	2	4	5	25	6	11	3	28	1	3
4:15 PM - 4:30 PM	8	12	12	4	1	3	4	4	3	34	3	4	7	16	0	3
4:30 PM - 4:45 PM	12	7	19	2	6	2	5	3	3	20	2	2	3	23	1	0
4:45 PM - 5:00 PM	9	14	14	2	1	4	1	0	3	20	4	3	5	16	3	5
5:00 PM - 5:15 PM	9	10	19	3	3	8	1	0	4	27	3	2	3	26	1	2
5:15 PM - 5:30 PM	9	5	7	3	3	0	2	1	3	10	5	4	4	20	0	6
5:30 PM - 5:45 PM	11	4	14	1	1	1	2	2	5	29	7	8	7	29	2	3
5:45 PM - 6:00 PM	6	5	5	0	5	7	3	3	3	27	2	2	6	33	1	3
<b>TOTAL</b>	<b>76</b>	<b>66</b>	<b>95</b>	<b>20</b>	<b>22</b>	<b>31</b>	<b>20</b>	<b>17</b>	<b>29</b>	<b>192</b>	<b>32</b>	<b>36</b>	<b>38</b>	<b>191</b>	<b>9</b>	<b>25</b>

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 8:00 AM	15	15	6	7	7	28	10	7	11	69	32	24	48	188	6	12
4:15 PM - 5:15 PM	38	43	64	11	11	17	11	7	13	101	12	11	18	81	5	10

	PHF	Trucks
AM	0.812	11.5%
PM	0.908	9.4%





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Willow Ave @ North Ave

**LATITUDE** 36.6927

**COUNTY** Fresno

**LONGITUDE** -119.7272

**COLLECTION DATE** Tuesday, January 26, 2021

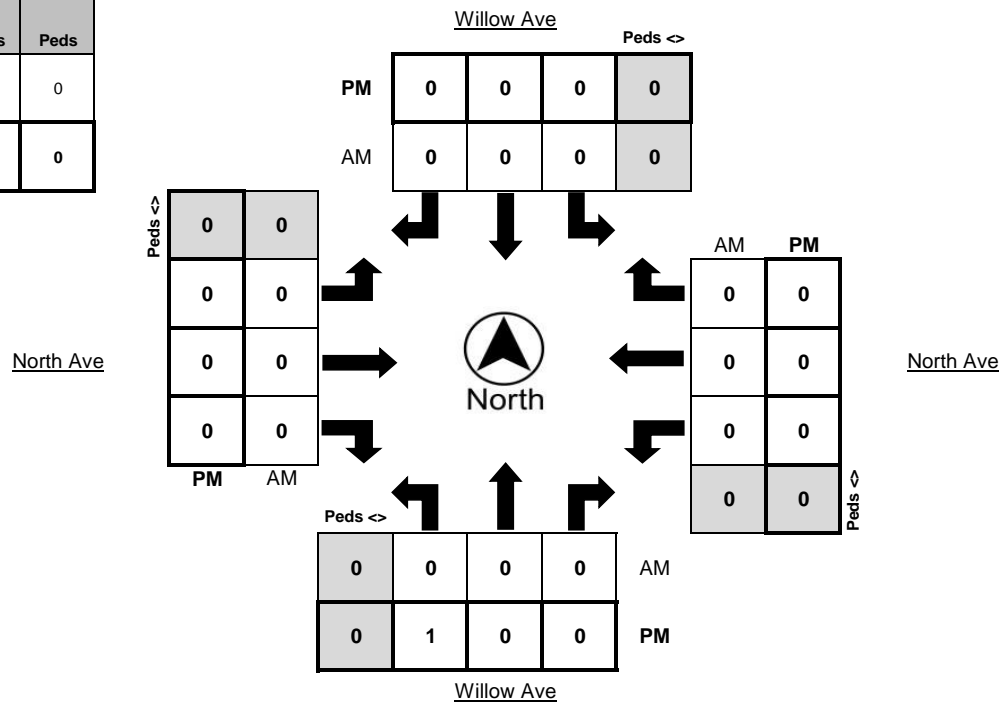
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
<b>AM Peak Total</b>	<b>0</b>	<b>0</b>
<b>PM Peak Total</b>	<b>1</b>	<b>0</b>





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# Turning Movement Report

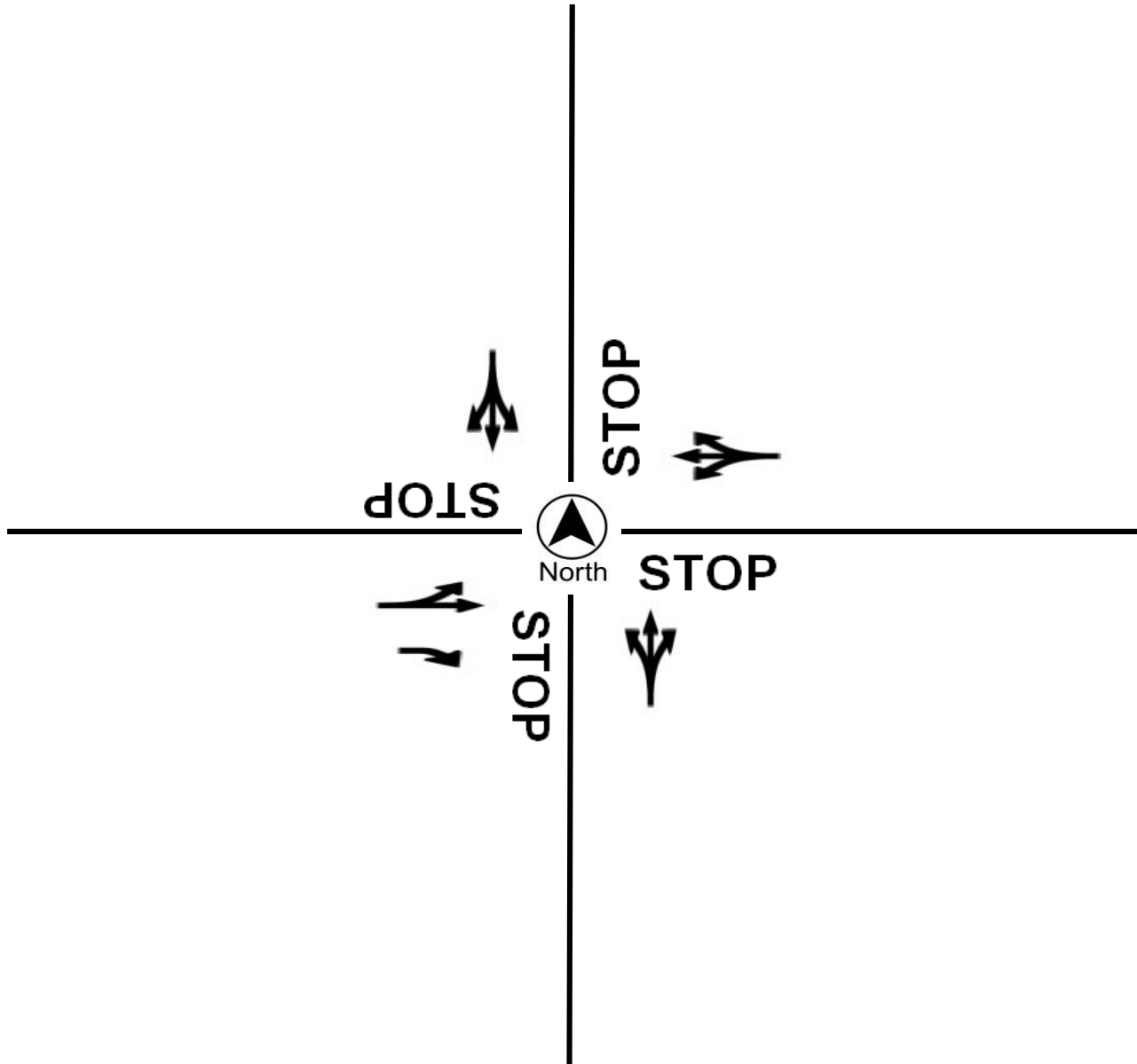
Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Willow Ave @ North Ave  
**COUNTY** Fresno  
**COLLECTION DATE** Tuesday, January 26, 2021  
**CYCLE TIME** N/A

**N/S STREET** Willow Ave  
**E/W STREET** North Ave  
**WEATHER** Clear  
**CONTROL TYPE** All-Way Stop

**COMMENTS**





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Peach Ave @ North Ave

**LATITUDE** 36.6930

**COUNTY** Fresno

**LONGITUDE** -119.7182

**COLLECTION DATE** Tuesday, January 26, 2021

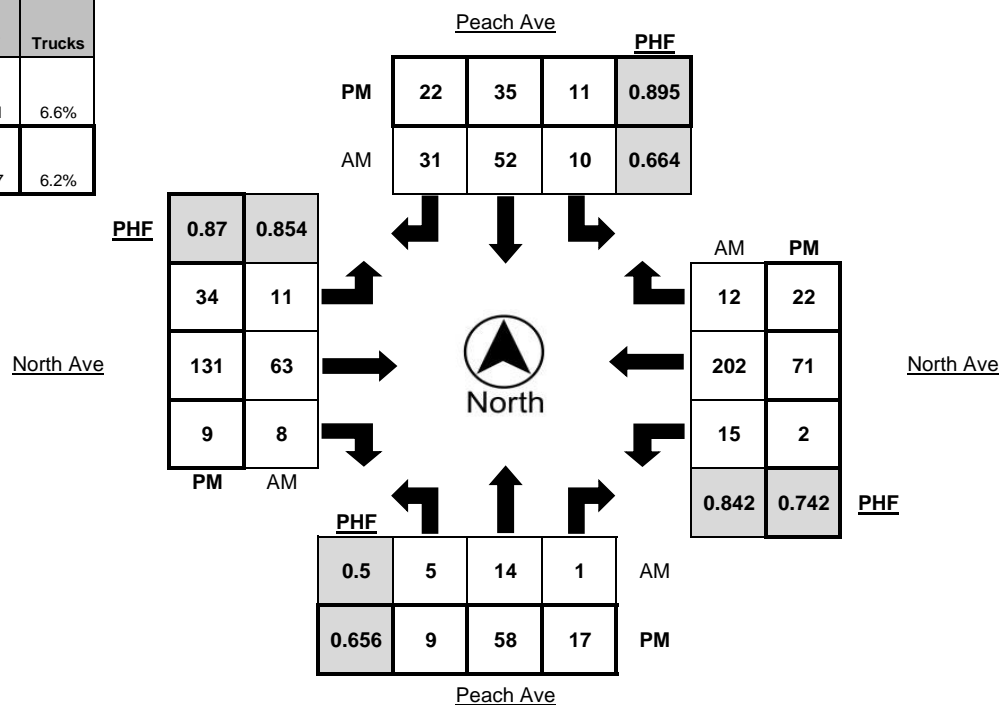
**WEATHER** Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	0	3	0	0	1	5	7	0	4	14	1	4	4	41	4	2
7:15 AM - 7:30 AM	0	3	0	0	2	15	6	0	1	17	0	5	5	51	3	6
7:30 AM - 7:45 AM	2	2	0	1	3	13	6	0	4	16	4	3	2	50	1	3
7:45 AM - 8:00 AM	3	6	1	0	4	19	12	1	2	16	3	2	4	60	4	1
8:00 AM - 8:15 AM	0	5	0	0	1	4	0	1	2	11	1	1	1	36	3	1
8:15 AM - 8:30 AM	2	2	0	1	3	10	2	1	3	17	1	4	2	30	2	5
8:30 AM - 8:45 AM	0	9	1	0	2	7	6	0	7	17	3	2	2	25	3	6
8:45 AM - 9:00 AM	1	4	1	0	3	4	6	1	6	17	1	3	1	18	1	4
<b>TOTAL</b>	<b>8</b>	<b>34</b>	<b>3</b>	<b>2</b>	<b>19</b>	<b>77</b>	<b>45</b>	<b>4</b>	<b>29</b>	<b>125</b>	<b>14</b>	<b>24</b>	<b>21</b>	<b>311</b>	<b>21</b>	<b>28</b>

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	2	15	3	1	3	8	7	0	2	29	1	4	2	25	6	4
4:15 PM - 4:30 PM	1	9	0	1	2	11	3	1	5	37	5	2	0	17	4	4
4:30 PM - 4:45 PM	4	23	5	2	3	8	8	0	8	36	1	3	0	17	4	0
4:45 PM - 5:00 PM	2	14	5	3	2	8	6	0	6	23	3	1	1	13	7	4
5:00 PM - 5:15 PM	2	12	7	1	4	8	5	1	15	35	0	1	1	24	7	2
5:15 PM - 5:30 PM	1	11	1	0	1	7	1	0	4	14	1	3	5	22	5	6
5:30 PM - 5:45 PM	2	8	2	1	9	5	8	1	11	33	1	2	0	34	4	2
5:45 PM - 6:00 PM	1	6	0	0	3	7	5	0	7	31	1	0	0	31	3	0
<b>TOTAL</b>	<b>15</b>	<b>98</b>	<b>23</b>	<b>9</b>	<b>27</b>	<b>62</b>	<b>43</b>	<b>3</b>	<b>58</b>	<b>238</b>	<b>13</b>	<b>16</b>	<b>9</b>	<b>183</b>	<b>40</b>	<b>22</b>

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 8:00 AM	5	14	1	1	10	52	31	1	11	63	8	14	15	202	12	12
4:15 PM - 5:15 PM	9	58	17	7	11	35	22	2	34	131	9	7	2	71	22	10

	PHF	Trucks
AM	0.791	6.6%
PM	0.877	6.2%





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Peach Ave @ North Ave

**LATITUDE** 36.6930

**COUNTY** Fresno

**LONGITUDE** -119.7182

**COLLECTION DATE** Tuesday, January 26, 2021

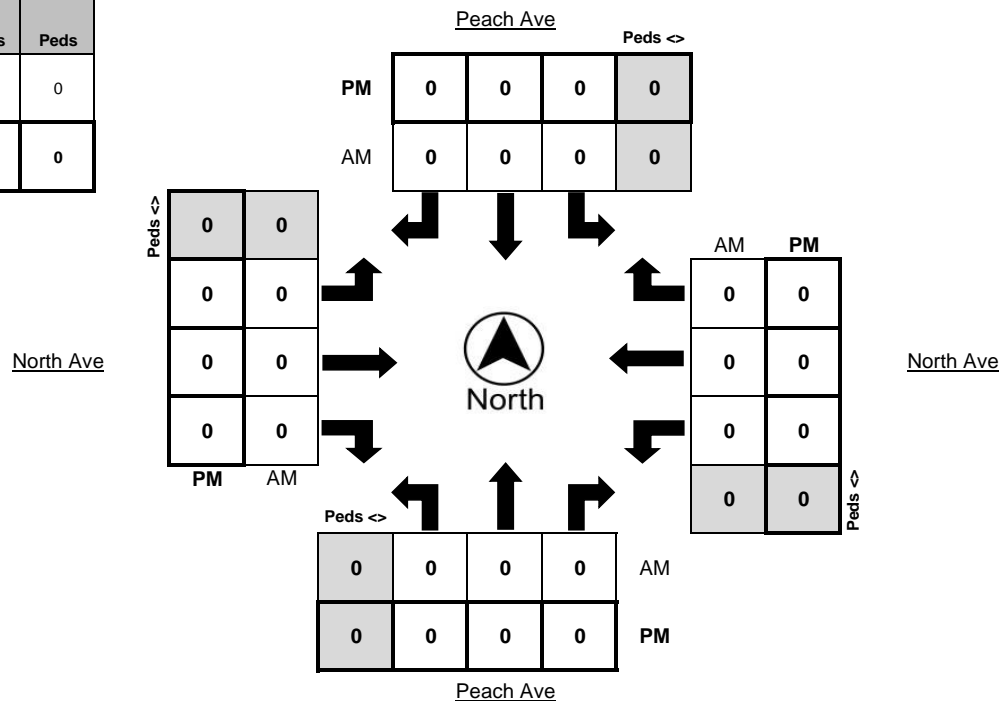
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	0	0





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# Turning Movement Report

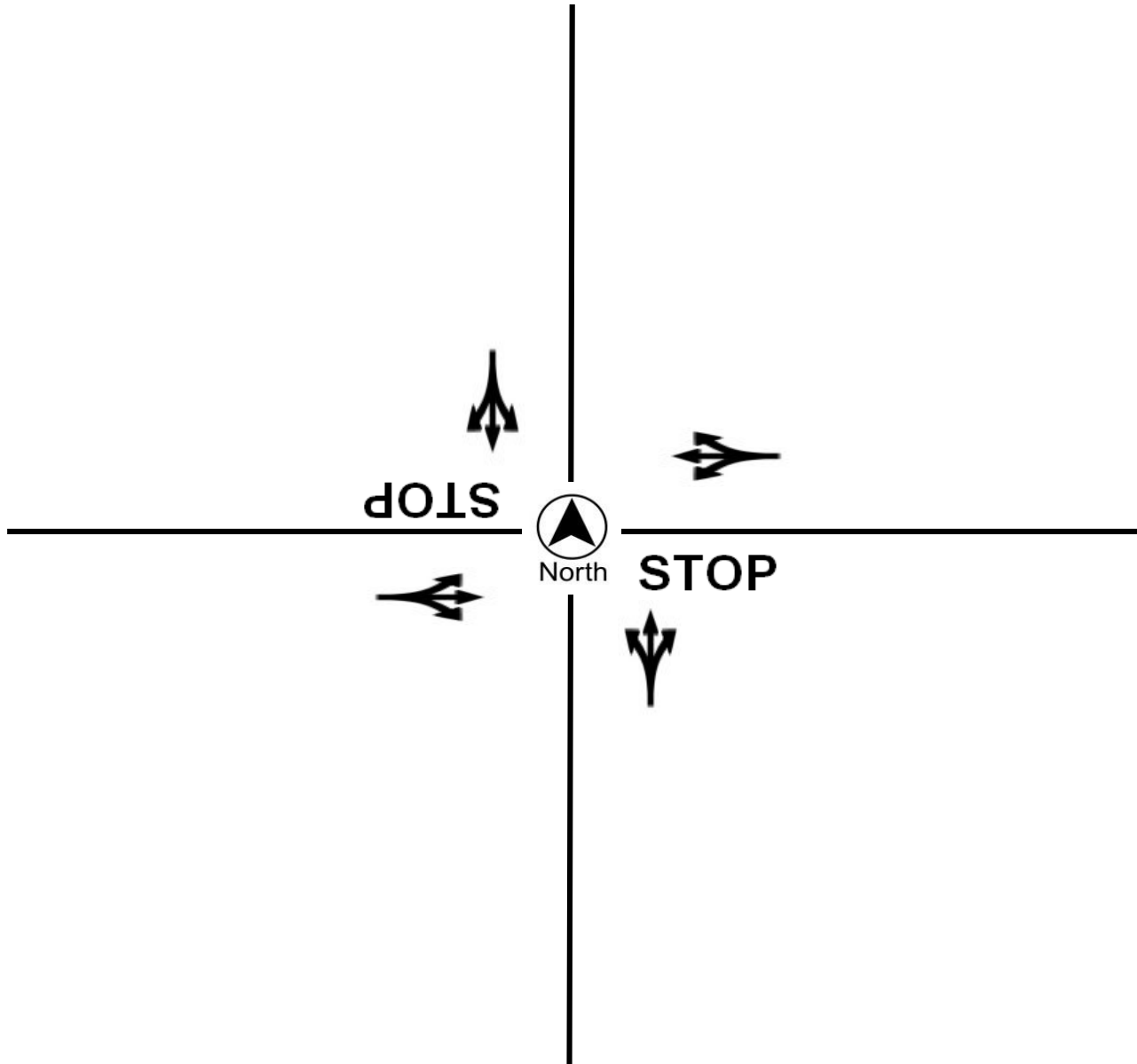
Prepared For:

**Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**LOCATION** Peach Ave @ North Ave  
**COUNTY** Fresno  
**COLLECTION DATE** Tuesday, January 26, 2021  
**CYCLE TIME** N/A

**N/S STREET** Peach Ave  
**E/W STREET** North Ave  
**WEATHER** Clear  
**CONTROL TYPE** Two-Way Stop

**COMMENTS**







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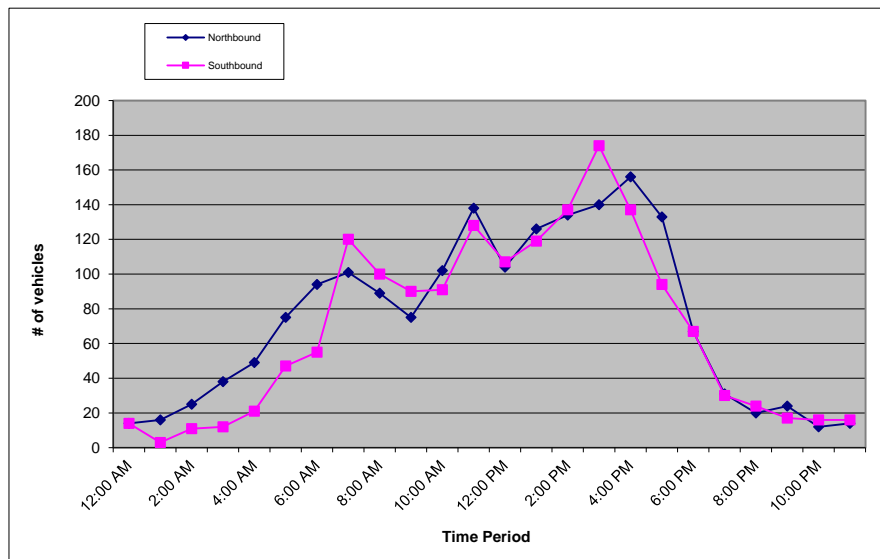
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** Maple Ave **LATITUDE** 36.6924576  
**SEGMENT** North of North Ave **LONGITUDE** -119.7456641  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	2	1	7	4	14	3	6	5	0	14	28
1:00 AM	3	4	6	3	16	0	1	0	2	3	19
2:00 AM	1	6	11	7	25	2	3	6	0	11	36
3:00 AM	5	8	4	21	38	2	3	3	4	12	50
4:00 AM	5	13	13	18	49	8	5	4	4	21	70
5:00 AM	14	9	16	36	75	11	7	12	17	47	122
6:00 AM	17	24	25	28	94	17	13	13	12	55	149
7:00 AM	19	15	30	37	101	19	34	27	40	120	221
8:00 AM	28	24	19	18	89	24	24	29	23	100	189
9:00 AM	21	20	19	15	75	16	22	25	27	90	165
10:00 AM	26	25	22	29	102	22	23	24	22	91	193
11:00 AM	30	36	31	41	138	30	24	40	34	128	266
12:00 PM	26	24	26	28	104	29	22	30	26	107	211
1:00 PM	33	32	30	31	126	32	30	34	23	119	245
2:00 PM	31	28	32	43	134	37	27	44	29	137	271
3:00 PM	31	33	43	33	140	83	28	33	30	174	314
4:00 PM	34	22	62	38	156	39	38	37	23	137	293
5:00 PM	44	44	21	24	133	28	21	28	17	94	227
6:00 PM	18	20	15	14	67	25	18	13	11	67	134
7:00 PM	11	8	6	6	31	9	5	6	10	30	61
8:00 PM	6	7	3	4	20	6	4	10	4	24	44
9:00 PM	4	10	5	5	24	2	3	6	6	17	41
10:00 PM	2	2	3	5	12	4	9	1	2	16	28
11:00 PM	3	4	4	3	14	1	4	9	2	16	30
<b>Total</b>	<b>52.2%</b>				<b>1777</b>	<b>47.8%</b>				<b>1630</b>	<b>3407</b>

AM% **44.3%**      AM Peak **266**      11:00 am to 12:00 pm      AM P.H.F. **0.89**  
 PM% **55.7%**      PM Peak **323**      2:45 pm to 3:45 pm      PM P.H.F. **0.71**





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# 24 Hour Count Report

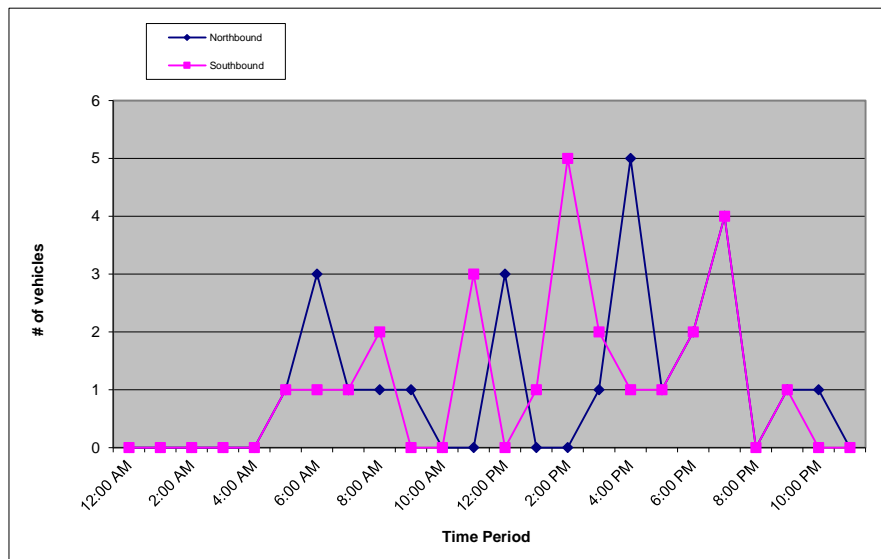
Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** Driveway  
**SEGMENT** South of North Ave  
**COLLECTION DATE** Tuesday, January 26, 2021  
**NUMBER OF LANES** 2

**LATITUDE** 36.6924576  
**LONGITUDE** -119.7456641  
**WEATHER** Clear

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	1	1	0	0	0	1	1	2
6:00 AM	0	1	2	0	3	0	0	1	0	1	4
7:00 AM	0	0	1	0	1	1	0	0	0	1	2
8:00 AM	0	0	1	0	1	1	0	1	0	2	3
9:00 AM	0	0	0	1	1	0	0	0	0	0	1
10:00 AM	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	1	0	1	1	3	3
12:00 PM	1	1	0	1	3	0	0	0	0	0	3
1:00 PM	0	0	0	0	0	1	0	0	0	1	1
2:00 PM	0	0	0	0	0	0	1	2	2	5	5
3:00 PM	0	1	0	0	1	0	1	1	0	2	3
4:00 PM	2	2	1	0	5	1	0	0	0	1	6
5:00 PM	0	0	1	0	1	1	0	0	0	1	2
6:00 PM	0	0	1	1	2	0	0	2	0	2	4
7:00 PM	0	2	0	2	4	2	0	2	0	4	8
8:00 PM	0	0	0	0	0	0	0	0	0	0	0
9:00 PM	0	1	0	0	1	0	0	1	0	1	2
10:00 PM	0	0	1	0	1	0	0	0	0	0	1
11:00 PM	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>50.0%</b>				<b>25</b>	<b>50.0%</b>				<b>25</b>	
<b>50</b>											

**AM%** 30.0%      **AM Peak 6**      5:45 am to 6:45 am      **AM P.H.F.** 0.50  
**PM%** 70.0%      **PM Peak 8**      7:00 pm to 8:00 pm      **PM P.H.F.** 1.00





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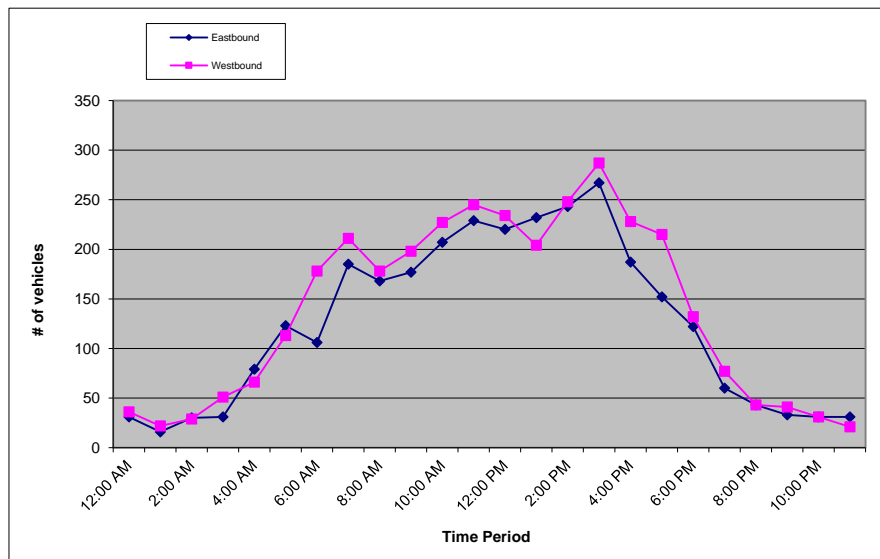
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** North Ave **LATITUDE** 36.6924576  
**SEGMENT** East of Maple Ave **LONGITUDE** -119.7456641  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Eastbound					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	7	11	11	2	31	10	6	14	6	36	67
1:00 AM	1	3	5	7	16	4	5	4	9	22	38
2:00 AM	8	4	10	8	30	5	9	9	6	29	59
3:00 AM	7	9	7	8	31	4	10	11	26	51	82
4:00 AM	15	16	28	20	79	10	13	17	26	66	145
5:00 AM	31	32	22	38	123	24	16	29	44	113	236
6:00 AM	26	26	32	22	106	24	39	59	56	178	284
7:00 AM	29	44	57	55	185	44	54	55	58	211	396
8:00 AM	45	37	49	37	168	53	37	47	41	178	346
9:00 AM	38	54	45	40	177	49	51	46	52	198	375
10:00 AM	51	55	48	53	207	53	58	58	58	227	434
11:00 AM	47	57	63	62	229	64	53	67	61	245	474
12:00 PM	60	47	56	57	220	69	50	58	57	234	454
1:00 PM	49	67	62	54	232	49	42	59	54	204	436
2:00 PM	61	52	65	65	243	76	49	65	58	248	491
3:00 PM	76	58	72	61	267	71	68	79	69	287	554
4:00 PM	54	65	37	31	187	67	56	61	44	228	415
5:00 PM	27	45	38	42	152	47	55	52	61	215	367
6:00 PM	38	39	23	22	122	40	35	32	25	132	254
7:00 PM	17	12	14	17	60	24	22	18	13	77	137
8:00 PM	12	13	13	5	43	13	10	10	10	43	86
9:00 PM	10	9	7	7	33	13	11	8	9	41	74
10:00 PM	8	6	5	12	31	6	10	6	9	31	62
11:00 PM	10	6	10	5	31	4	7	6	4	21	52
<b>Total</b>	<b>47.5%</b>				<b>3003</b>	<b>52.5%</b>				<b>3315</b>	<b>6318</b>

**AM%** 46.5%      **AM Peak** 474      **11:00 am to 12:00 pm**      **AM P.H.F.** 0.91  
**PM%** 53.5%      **PM Peak** 554      **3:00 pm to 4:00 pm**      **PM P.H.F.** 0.92





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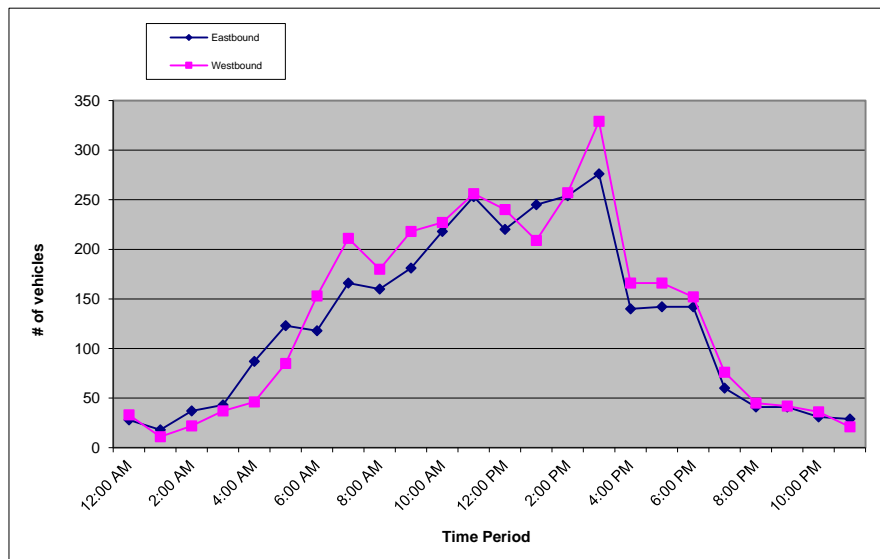
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** North Ave **LATITUDE** 36.6924576  
**SEGMENT** West of Maple Ave **LONGITUDE** -119.7456641  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Eastbound					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	5	10	10	3	28	9	10	11	3	33	61
1:00 AM	1	3	9	5	18	1	2	2	6	11	29
2:00 AM	7	4	13	13	37	5	6	7	4	22	59
3:00 AM	9	12	7	15	43	3	8	10	16	37	80
4:00 AM	12	19	31	25	87	10	8	11	17	46	133
5:00 AM	33	30	24	36	123	23	12	27	23	85	208
6:00 AM	25	30	30	33	118	23	33	46	51	153	271
7:00 AM	31	37	52	46	166	45	66	48	52	211	377
8:00 AM	45	39	42	34	160	48	39	50	43	180	340
9:00 AM	45	56	43	37	181	51	55	50	62	218	399
10:00 AM	54	56	54	54	218	52	57	66	52	227	445
11:00 AM	52	65	64	72	253	68	49	76	63	256	509
12:00 PM	54	52	56	58	220	67	54	62	57	240	460
1:00 PM	47	73	66	59	245	45	46	67	51	209	454
2:00 PM	56	55	66	77	254	77	50	76	54	257	511
3:00 PM	63	58	88	67	276	110	63	84	72	329	605
4:00 PM	53	53	19	15	140	72	62	19	13	166	306
5:00 PM	8	47	47	40	142	11	34	69	52	166	308
6:00 PM	43	49	27	23	142	52	43	33	24	152	294
7:00 PM	20	15	14	11	60	23	24	16	13	76	136
8:00 PM	9	18	10	4	41	10	12	14	9	45	86
9:00 PM	11	13	9	8	41	12	9	10	11	42	83
10:00 PM	8	4	6	13	31	8	15	6	7	36	67
11:00 PM	12	5	8	4	29	4	6	9	2	21	50
<b>Total</b>	<b>48.7%</b>				<b>3053</b>	<b>51.3%</b>				<b>3218</b>	<b>6271</b>

**AM%** 46.4%      **AM Peak** 509      **11:00 am to 12:00 pm**      **AM P.H.F.** 0.91  
**PM%** 53.6%      **PM Peak** 605      **3:00 pm to 4:00 pm**      **PM P.H.F.** 0.87





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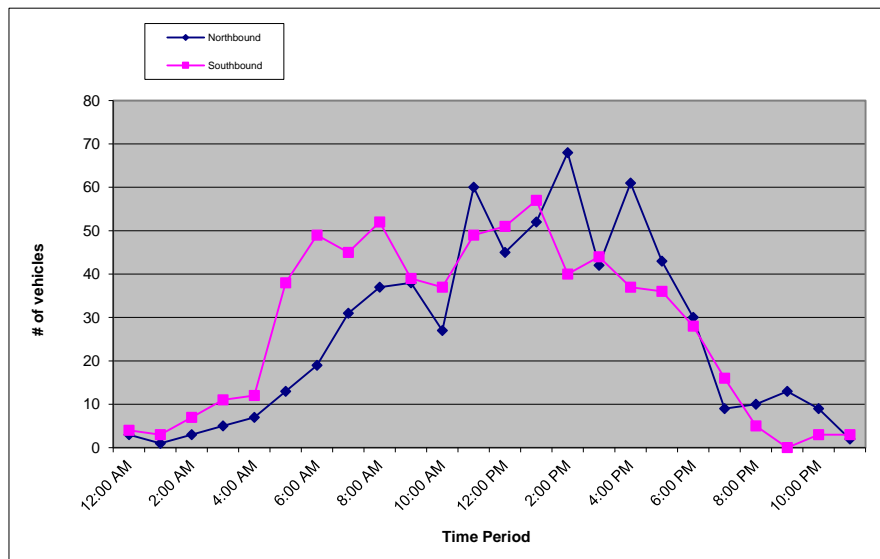
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** Willow Ave **LATITUDE** 36.6927071  
**SEGMENT** North of North Ave **LONGITUDE** -119.7271804  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	0	1	0	2	3	1	1	1	1	4	7
1:00 AM	0	0	0	1	1	0	1	1	1	3	4
2:00 AM	1	0	1	1	3	2	1	1	3	7	10
3:00 AM	1	1	1	2	5	3	0	5	3	11	16
4:00 AM	2	0	5	0	7	1	2	3	6	12	19
5:00 AM	5	2	2	4	13	8	7	14	9	38	51
6:00 AM	2	5	7	5	19	11	13	12	13	49	68
7:00 AM	6	9	5	11	31	7	11	8	19	45	76
8:00 AM	11	12	5	9	37	16	7	19	10	52	89
9:00 AM	9	7	11	11	38	9	8	14	8	39	77
10:00 AM	6	7	7	7	27	8	8	11	10	37	64
11:00 AM	7	17	20	16	60	13	12	10	14	49	109
12:00 PM	10	12	12	11	45	15	14	11	11	51	96
1:00 PM	10	20	9	13	52	12	10	22	13	57	109
2:00 PM	17	19	10	22	68	9	10	13	8	40	108
3:00 PM	13	7	11	11	42	12	10	12	10	44	86
4:00 PM	15	15	11	20	61	10	8	13	6	37	98
5:00 PM	15	8	11	9	43	12	5	4	15	36	79
6:00 PM	8	8	8	6	30	9	8	4	7	28	58
7:00 PM	2	0	3	4	9	2	4	8	2	16	25
8:00 PM	1	3	1	5	10	1	2	1	1	5	15
9:00 PM	4	1	5	3	13	0	0	0	0	0	13
10:00 PM	1	4	1	3	9	1	0	2	0	3	12
11:00 PM	0	2	0	0	2	2	0	0	1	3	5
<b>Total</b>	<b>48.5%</b>				<b>628</b>	<b>51.5%</b>				<b>666</b>	
<b>1294</b>											

**AM%** 45.6%      **AM Peak** 109      **11:00 am to 12:00 pm**      **AM P.H.F.** 0.91  
**PM%** 54.4%      **PM Peak** 113      **1:15 pm to 2:15 pm**      **PM P.H.F.** 0.91





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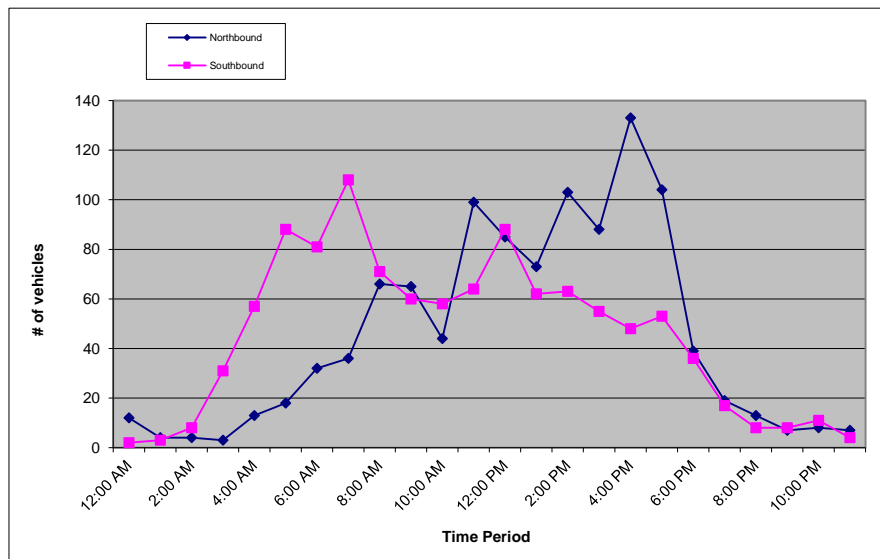
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** Willow Ave **LATITUDE** 36.6927071  
**SEGMENT** South of North Ave **LONGITUDE** -119.7271804  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	3	2	2	5	12	2	0	0	0	2	14
1:00 AM	0	2	0	2	4	0	0	1	2	3	7
2:00 AM	2	0	2	0	4	1	1	3	3	8	12
3:00 AM	0	1	1	1	3	9	0	8	14	31	34
4:00 AM	2	1	5	5	13	11	8	15	23	57	70
5:00 AM	7	3	3	5	18	13	16	26	33	88	106
6:00 AM	11	5	6	10	32	17	12	15	37	81	113
7:00 AM	8	9	6	13	36	15	28	24	41	108	144
8:00 AM	12	16	21	17	66	15	16	26	14	71	137
9:00 AM	18	16	11	20	65	14	19	15	12	60	125
10:00 AM	9	15	10	10	44	14	10	19	15	58	102
11:00 AM	17	22	30	30	99	22	14	15	13	64	163
12:00 PM	26	19	18	22	85	23	21	24	20	88	173
1:00 PM	21	15	19	18	73	16	19	13	14	62	135
2:00 PM	19	30	35	19	103	17	13	13	20	63	166
3:00 PM	19	20	27	22	88	18	14	11	12	55	143
4:00 PM	26	32	38	37	133	15	13	7	13	48	181
5:00 PM	38	21	29	16	104	14	9	15	15	53	157
6:00 PM	8	13	10	8	39	9	8	8	11	36	75
7:00 PM	10	3	4	2	19	4	7	5	1	17	36
8:00 PM	4	2	6	1	13	4	3	0	1	8	21
9:00 PM	2	2	2	1	7	1	2	2	3	8	15
10:00 PM	4	2	0	2	8	3	4	2	2	11	19
11:00 PM	1	2	4	0	7	1	0	1	2	4	11
<b>Total</b>	<b>49.8%</b>				<b>1075</b>	<b>50.2%</b>				<b>1084</b>	
<b>2159</b>											

**AM%** 47.6%      **AM Peak** 163      **11:00 am to 12:00 pm**      **AM P.H.F.** 0.91  
**PM%** 52.4%      **PM Peak** 192      **4:15 pm to 5:15 pm**      **PM P.H.F.** 0.92





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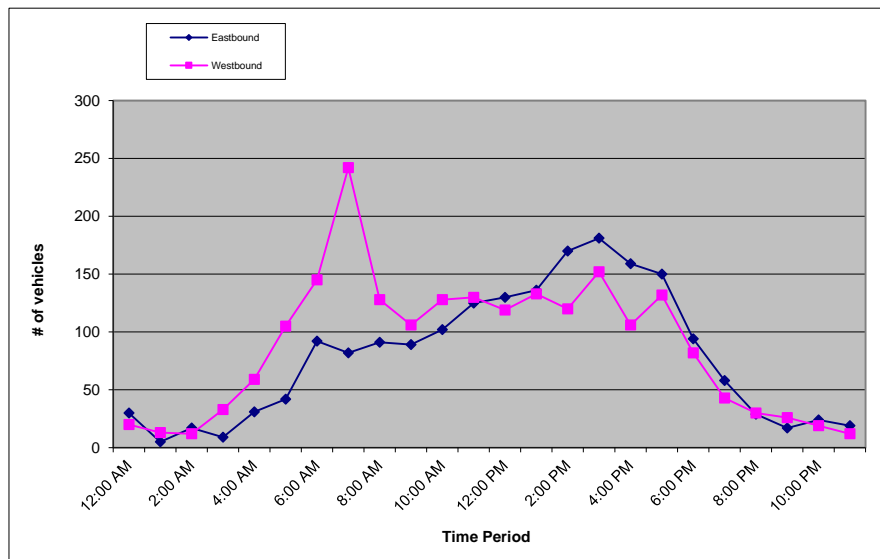
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** North Ave **LATITUDE** 36.6927071  
**SEGMENT** East of Willow Ave **LONGITUDE** -119.7271804  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Eastbound					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	6	7	13	4	30	4	5	8	3	20	50
1:00 AM	1	0	2	2	5	2	2	5	4	13	18
2:00 AM	4	2	4	7	17	3	2	3	4	12	29
3:00 AM	2	0	6	1	9	3	3	10	17	33	42
4:00 AM	2	5	11	13	31	7	8	18	26	59	90
5:00 AM	8	13	8	13	42	10	21	28	46	105	147
6:00 AM	20	20	27	25	92	26	26	37	56	145	237
7:00 AM	18	18	24	22	82	47	59	57	79	242	324
8:00 AM	17	19	28	27	91	37	33	30	28	128	219
9:00 AM	22	23	23	21	89	23	28	33	22	106	195
10:00 AM	28	23	22	29	102	35	31	32	30	128	230
11:00 AM	22	37	35	31	125	40	25	31	34	130	255
12:00 PM	31	31	34	34	130	33	26	34	26	119	249
1:00 PM	21	40	44	31	136	34	39	32	28	133	269
2:00 PM	45	31	58	36	170	33	21	29	37	120	290
3:00 PM	47	32	54	48	181	40	34	42	36	152	333
4:00 PM	32	47	45	35	159	32	23	27	24	106	265
5:00 PM	49	20	44	37	150	30	24	38	40	132	282
6:00 PM	31	27	20	16	94	19	26	21	16	82	176
7:00 PM	22	13	12	11	58	6	14	8	15	43	101
8:00 PM	9	12	5	3	29	7	9	6	8	30	59
9:00 PM	7	3	2	5	17	7	7	4	8	26	43
10:00 PM	6	3	4	11	24	5	7	4	3	19	43
11:00 PM	5	7	5	2	19	4	3	2	3	12	31
<b>Total</b>	<b>47.3%</b>				<b>1882</b>	<b>52.7%</b>				<b>2095</b>	
<b>3977</b>											

AM% **46.2%**      AM Peak **324**      7:00 am to 8:00 am      AM P.H.F. **0.80**  
 PM% **53.8%**      PM Peak **333**      3:00 pm to 4:00 pm      PM P.H.F. **0.87**





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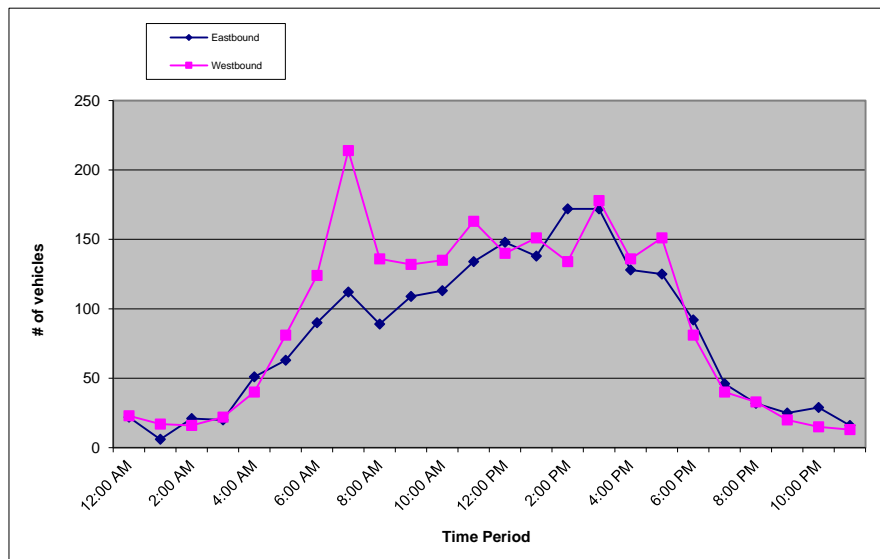
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** North Ave **LATITUDE** 36.6927071  
**SEGMENT** West of Willow Ave **LONGITUDE** -119.7271804  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Eastbound					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	3	6	12	1	22	3	6	10	4	23	45
1:00 AM	1	0	2	3	6	2	5	5	5	17	23
2:00 AM	5	2	5	9	21	6	2	3	5	16	37
3:00 AM	7	0	7	6	20	1	3	8	10	22	42
4:00 AM	11	8	18	14	51	6	6	13	15	40	91
5:00 AM	14	16	15	18	63	13	16	24	28	81	144
6:00 AM	16	18	30	26	90	25	25	36	38	124	214
7:00 AM	23	30	36	23	112	46	54	54	60	214	326
8:00 AM	19	20	21	29	89	41	29	32	34	136	225
9:00 AM	26	31	26	26	109	31	34	35	32	132	241
10:00 AM	31	22	25	35	113	35	36	30	34	135	248
11:00 AM	24	40	41	29	134	43	31	42	47	163	297
12:00 PM	30	36	45	37	148	40	31	38	31	140	288
1:00 PM	20	47	34	37	138	40	32	41	38	151	289
2:00 PM	48	31	45	48	172	30	29	41	34	134	306
3:00 PM	48	31	44	49	172	41	42	49	46	178	350
4:00 PM	36	40	25	27	128	42	28	40	26	136	264
5:00 PM	34	18	41	32	125	36	31	42	42	151	276
6:00 PM	32	23	21	16	92	20	27	20	14	81	173
7:00 PM	14	11	10	11	46	4	12	10	14	40	86
8:00 PM	8	12	4	8	32	6	7	11	9	33	65
9:00 PM	9	4	5	7	25	6	7	2	5	20	45
10:00 PM	4	6	6	13	29	4	4	5	2	15	44
11:00 PM	3	7	3	3	16	4	3	3	3	13	29
<b>Total</b>	<b>47.1%</b>				<b>1953</b>	<b>52.9%</b>				<b>2195</b>	<b>4148</b>

**AM%** 46.6%      **AM Peak** 326      **7:00 am to 8:00 am**      **AM P.H.F.** 0.91  
**PM%** 53.4%      **PM Peak** 350      **3:00 pm to 4:00 pm**      **PM P.H.F.** 0.92







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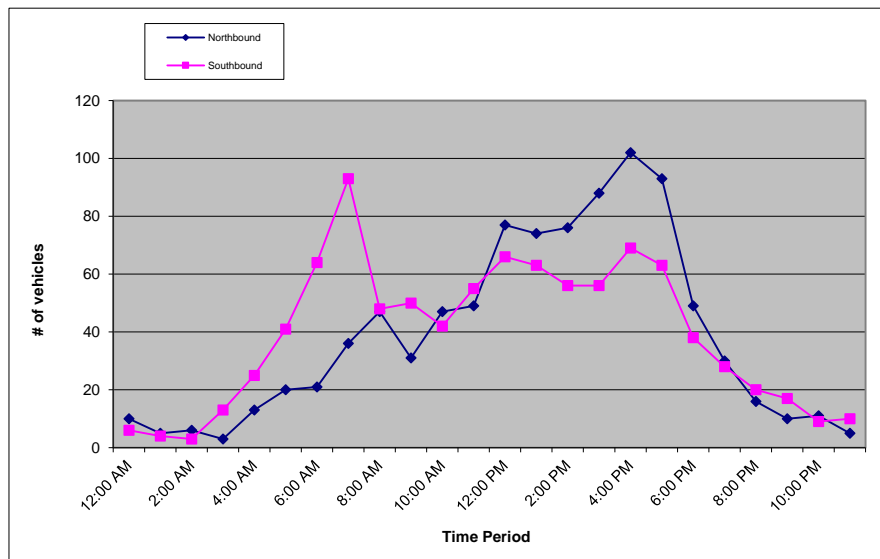
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** Peach Ave **LATITUDE** 36.6930426  
**SEGMENT** North of North Ave **LONGITUDE** -119.7182004  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	5	3	0	2	10	3	1	1	1	6	16
1:00 AM	2	0	1	2	5	0	1	2	1	4	9
2:00 AM	2	2	1	1	6	0	0	0	3	3	9
3:00 AM	0	0	0	3	3	4	3	1	5	13	16
4:00 AM	2	2	4	5	13	1	4	5	15	25	38
5:00 AM	4	6	3	7	20	4	6	13	18	41	61
6:00 AM	7	4	7	3	21	9	10	20	25	64	85
7:00 AM	10	7	7	12	36	13	23	22	35	93	129
8:00 AM	10	7	19	11	47	5	15	15	13	48	95
9:00 AM	4	5	15	7	31	10	11	15	14	50	81
10:00 AM	14	8	15	10	47	9	17	8	8	42	89
11:00 AM	9	13	15	12	49	12	12	12	19	55	104
12:00 PM	18	18	24	17	77	14	7	22	23	66	143
1:00 PM	11	19	20	24	74	24	10	19	10	63	137
2:00 PM	14	13	31	18	76	13	16	14	13	56	132
3:00 PM	18	18	28	24	88	12	16	12	16	56	144
4:00 PM	23	18	35	26	102	18	16	19	16	69	171
5:00 PM	34	20	23	16	93	17	9	22	15	63	156
6:00 PM	20	8	14	7	49	15	6	8	9	38	87
7:00 PM	16	3	7	4	30	9	6	10	3	28	58
8:00 PM	6	6	4	0	16	5	4	2	9	20	36
9:00 PM	4	3	1	2	10	2	4	2	9	17	27
10:00 PM	2	5	1	3	11	2	3	1	3	9	20
11:00 PM	2	1	0	2	5	4	2	4	0	10	15
<b>Total</b>	<b>49.5%</b>				<b>919</b>	<b>50.5%</b>				<b>939</b>	<b>1858</b>

**AM%** 39.4%      **AM Peak** 129      **7:00 am to 8:00 am**      **AM P.H.F.** 0.69  
**PM%** 60.6%      **PM Peak** 181      **4:15 pm to 5:15 pm**      **PM P.H.F.** 0.84





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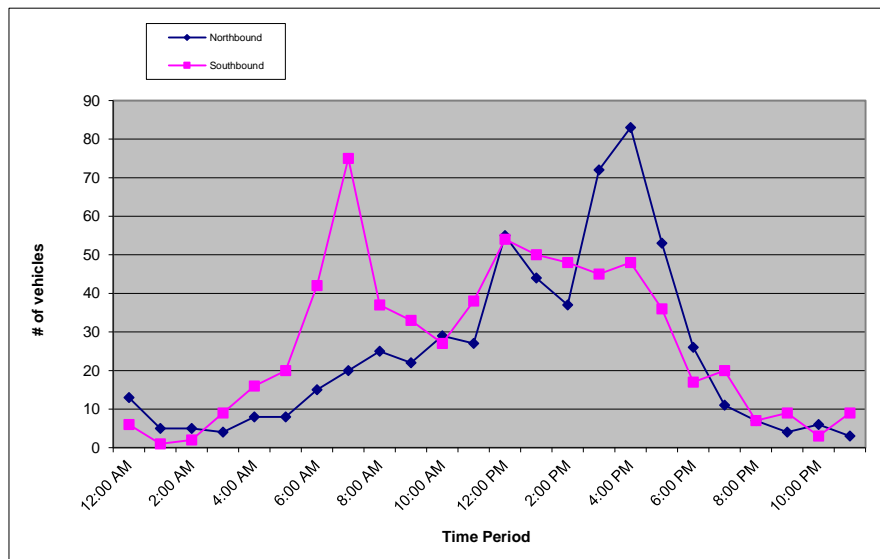
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** Peach Ave **LATITUDE** 36.6930426  
**SEGMENT** South of North Ave **LONGITUDE** -119.7182004  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Northbound					Southbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	6	5	2	0	13	2	2	1	1	6	19
1:00 AM	1	0	2	2	5	0	0	1	0	1	6
2:00 AM	2	3	0	0	5	0	0	0	2	2	7
3:00 AM	0	0	0	4	4	1	4	2	2	9	13
4:00 AM	1	3	2	2	8	2	1	3	10	16	24
5:00 AM	1	3	2	2	8	2	2	7	9	20	28
6:00 AM	5	3	4	3	15	6	8	14	14	42	57
7:00 AM	3	3	4	10	20	10	20	19	26	75	95
8:00 AM	5	4	10	6	25	6	13	12	6	37	62
9:00 AM	8	1	9	4	22	6	4	13	10	33	55
10:00 AM	11	7	7	4	29	10	9	4	4	27	56
11:00 AM	6	6	9	6	27	8	15	4	11	38	65
12:00 PM	15	9	23	8	55	8	10	17	19	54	109
1:00 PM	8	12	10	14	44	14	4	21	11	50	94
2:00 PM	7	6	14	10	37	9	14	16	9	48	85
3:00 PM	11	13	26	22	72	14	13	8	10	45	117
4:00 PM	20	10	32	21	83	11	16	9	12	48	131
5:00 PM	21	13	12	7	53	9	13	6	8	36	89
6:00 PM	11	3	7	5	26	7	5	3	2	17	43
7:00 PM	3	1	4	3	11	8	3	5	4	20	31
8:00 PM	2	2	3	0	7	3	1	1	2	7	14
9:00 PM	3	1	0	0	4	1	2	2	4	9	13
10:00 PM	2	3	1	0	6	1	0	0	2	3	9
11:00 PM	1	0	0	2	3	3	2	4	0	9	12
<b>Total</b>	<b>47.2%</b>				<b>582</b>	<b>52.8%</b>				<b>652</b>	
<b>1234</b>											

**AM%** 39.5%      **AM Peak** 95      **7:00 am to 8:00 am**      **AM P.H.F.** 0.66  
**PM%** 60.5%      **PM Peak** 131      **4:00 pm to 5:00 pm**      **PM P.H.F.** 0.80





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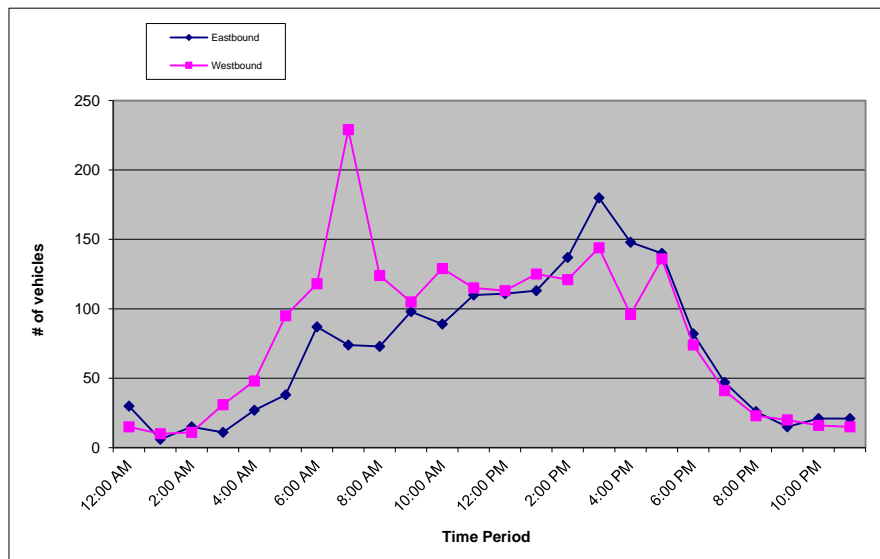
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** North Ave **LATITUDE** 36.6930426  
**SEGMENT** East of Peach Ave **LONGITUDE** -119.7182004  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Eastbound					Westbound					Hourly Totals	
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total		
12:00 AM	9	6	13	2	30	5	3	4	3	15	45	
1:00 AM	1	1	2	2	6	3	1	3	3	10	16	
2:00 AM	4	2	3	6	15	3	1	4	3	11	26	
3:00 AM	3	1	6	1	11	0	4	11	16	31	42	
4:00 AM	1	4	11	11	27	6	5	18	19	48	75	
5:00 AM	6	8	13	11	38	11	19	27	38	95	133	
6:00 AM	20	17	28	22	87	26	17	33	42	118	205	
7:00 AM	15	19	19	21	74	49	59	53	68	229	303	
8:00 AM	12	20	20	21	73	40	34	30	20	124	197	
9:00 AM	28	27	21	22	98	19	29	34	23	105	203	
10:00 AM	23	18	26	22	89	32	27	36	34	129	218	
11:00 AM	25	25	29	31	110	32	27	27	29	115	225	
12:00 PM	29	24	33	25	111	29	30	27	27	113	224	
1:00 PM	25	32	23	33	113	32	30	29	34	125	238	
2:00 PM	39	25	45	28	137	28	22	34	37	121	258	
3:00 PM	40	33	46	61	180	37	33	39	35	144	324	
4:00 PM	35	39	44	30	148	33	21	21	21	96	244	
5:00 PM	46	16	44	34	140	32	32	38	34	136	276	
6:00 PM	29	25	13	15	82	18	25	20	11	74	156	
7:00 PM	15	14	7	11	47	6	16	5	14	41	88	
8:00 PM	6	9	4	7	26	6	6	6	5	23	49	
9:00 PM	5	4	2	4	15	4	7	5	4	20	35	
10:00 PM	5	2	5	9	21	3	5	5	3	16	37	
11:00 PM	6	8	5	2	21	5	4	2	4	15	36	
<b>Total</b>	<b>46.5%</b>				<b>1699</b>	<b>53.5%</b>				<b>1954</b>	<b>3653</b>	

**AM%** 46.2%      **AM Peak** 303      **7:00 am to 8:00 am**      **AM P.H.F.** 0.85  
**PM%** 53.8%      **PM Peak** 324      **3:00 pm to 4:00 pm**      **PM P.H.F.** 0.84





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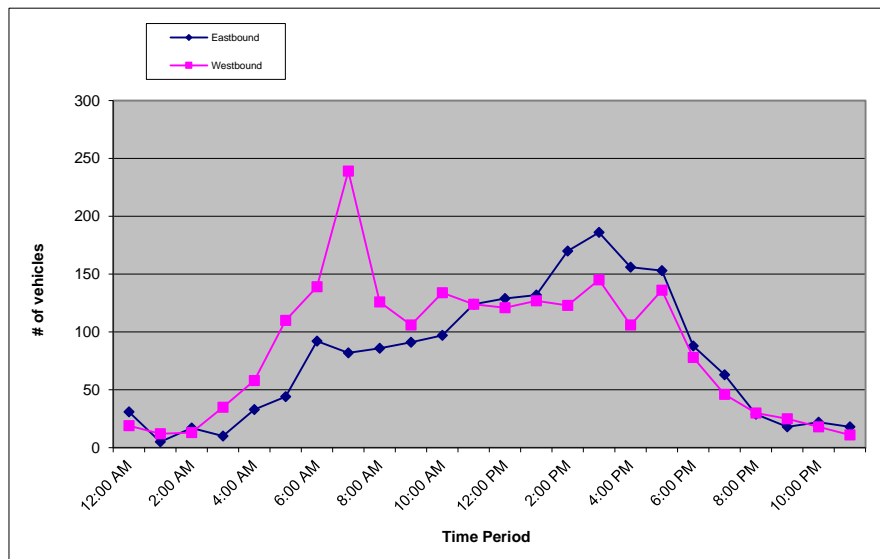
# 24 Hour Count Report

Prepared For: **Peters Engineering Group**  
 862 Pollasky Ave  
 Clovis, CA 93612

**STREET** North Ave **LATITUDE** 36.6930426  
**SEGMENT** West of Peach Ave **LONGITUDE** -119.7182004  
**COLLECTION DATE** Tuesday, January 26, 2021 **WEATHER** Clear  
**NUMBER OF LANES** 2

Hour	Eastbound					Westbound					Hourly Totals
	1st	2nd	3rd	4th	Total	1st	2nd	3rd	4th	Total	
12:00 AM	7	7	13	4	31	5	5	6	3	19	50
1:00 AM	1	0	2	2	5	2	1	5	4	12	17
2:00 AM	4	2	4	7	17	3	2	4	4	13	30
3:00 AM	3	1	6	0	10	3	3	10	19	35	45
4:00 AM	3	4	11	15	33	6	9	18	25	58	91
5:00 AM	8	10	12	14	44	12	22	31	45	110	154
6:00 AM	19	20	29	24	92	26	21	37	55	139	231
7:00 AM	19	18	24	21	82	49	57	58	75	239	321
8:00 AM	14	21	27	24	86	36	34	31	25	126	212
9:00 AM	24	23	22	22	91	23	28	31	24	106	197
10:00 AM	28	18	26	25	97	33	34	32	35	134	231
11:00 AM	26	33	32	33	124	34	25	32	33	124	248
12:00 PM	30	29	37	33	129	33	23	35	30	121	250
1:00 PM	21	38	36	37	132	35	35	30	27	127	259
2:00 PM	45	31	60	34	170	31	23	30	39	123	293
3:00 PM	48	36	48	54	186	36	34	43	32	145	331
4:00 PM	32	47	45	32	156	34	21	29	22	106	262
5:00 PM	50	19	45	39	153	31	24	44	37	136	289
6:00 PM	30	28	16	14	88	18	24	21	15	78	166
7:00 PM	27	13	10	13	63	6	16	10	14	46	109
8:00 PM	9	12	5	3	29	7	8	7	8	30	59
9:00 PM	6	4	2	6	18	5	7	4	9	25	43
10:00 PM	5	3	4	10	22	4	7	5	2	18	40
11:00 PM	5	8	4	1	18	4	3	1	3	11	29
<b>Total</b>	<b>47.4%</b>				<b>1876</b>	<b>52.6%</b>				<b>2081</b>	
<b>3957</b>											

**AM%** **46.2%**      **AM Peak 321**      **7:00 am to 8:00 am**      **AM P.H.F. 0.84**  
**PM%** **53.8%**      **PM Peak 331**      **3:00 pm to 4:00 pm**      **PM P.H.F. 0.91**



## Year 2018 Counts



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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** North Ave @ Chestnut Ave

**LATITUDE** 36.6925

**COUNTY** Fresno

**LONGITUDE** -119.7365

**COLLECTION DATE** Thursday, July 19, 2018

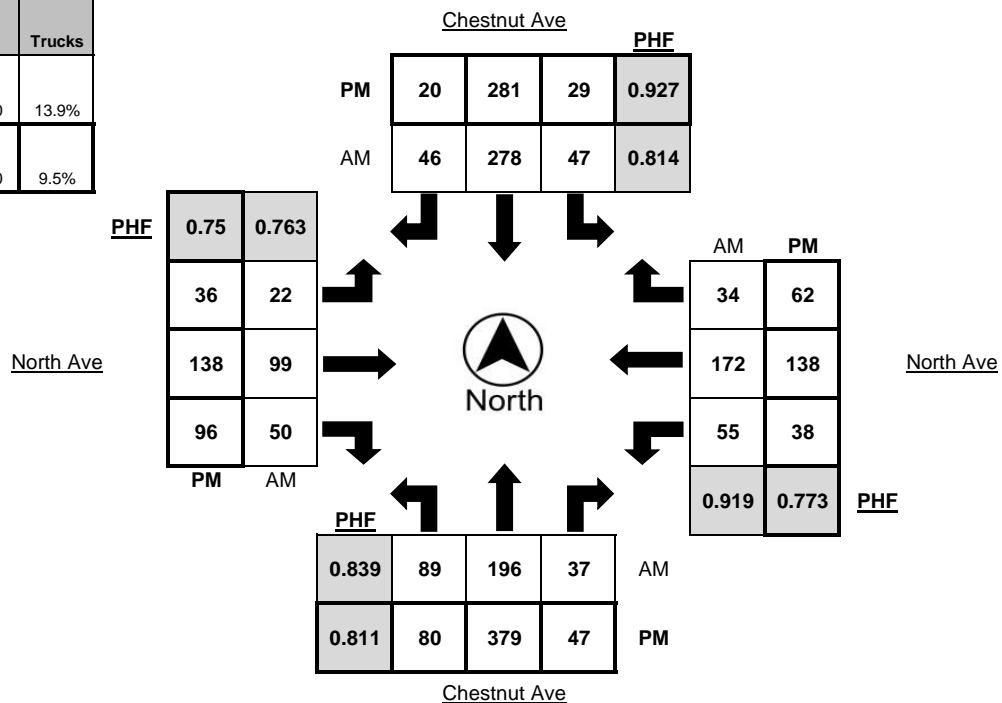
**WEATHER** Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	11	36	3	8	6	64	9	9	7	15	5	6	6	20	3	2
7:15 AM - 7:30 AM	14	49	6	10	11	78	9	9	4	20	14	4	11	32	3	3
7:30 AM - 7:45 AM	20	50	8	9	16	64	17	4	6	29	5	7	10	41	8	3
7:45 AM - 8:00 AM	34	53	9	14	12	90	12	5	6	24	16	5	15	47	9	9
8:00 AM - 8:15 AM	19	44	12	13	9	70	7	17	4	14	11	10	15	43	7	11
8:15 AM - 8:30 AM	16	49	8	14	10	54	10	8	6	32	18	18	15	41	10	9
8:30 AM - 8:45 AM	26	54	5	15	11	48	9	4	11	27	12	16	8	34	10	6
8:45 AM - 9:00 AM	13	50	7	8	7	43	7	6	6	17	14	9	9	25	12	10
<b>TOTAL</b>	<b>153</b>	<b>385</b>	<b>58</b>	<b>91</b>	<b>82</b>	<b>511</b>	<b>80</b>	<b>62</b>	<b>50</b>	<b>178</b>	<b>95</b>	<b>75</b>	<b>89</b>	<b>283</b>	<b>62</b>	<b>53</b>

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	14	80	11	14	11	69	6	8	15	50	12	6	7	18	7	9
4:15 PM - 4:30 PM	17	72	7	12	7	76	2	3	6	14	21	6	16	26	14	8
4:30 PM - 4:45 PM	25	118	13	15	8	72	7	3	4	26	37	14	8	31	14	5
4:45 PM - 5:00 PM	21	78	11	13	9	54	6	2	18	38	16	15	5	38	9	4
5:00 PM - 5:15 PM	17	111	16	8	5	79	5	3	8	60	22	8	9	43	25	9
5:15 PM - 5:30 PM	15	94	4	6	8	51	2	3	11	37	11	8	7	32	4	2
5:30 PM - 5:45 PM	16	75	11	9	4	50	15	4	11	29	19	7	11	22	15	5
5:45 PM - 6:00 PM	12	59	4	8	4	59	8	1	15	40	15	9	6	27	4	7
<b>TOTAL</b>	<b>137</b>	<b>687</b>	<b>77</b>	<b>85</b>	<b>56</b>	<b>510</b>	<b>51</b>	<b>27</b>	<b>88</b>	<b>294</b>	<b>153</b>	<b>73</b>	<b>69</b>	<b>237</b>	<b>92</b>	<b>49</b>

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	89	196	37	50	47	278	46	34	22	99	50	40	55	172	34	32
4:15 PM - 5:15 PM	80	379	47	48	29	281	20	11	36	138	96	43	38	138	62	26

	PHF	Trucks
AM	0.860	13.9%
PM	0.840	9.5%





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** North Ave @ Chestnut Ave

**LATITUDE** 36.6925

**COUNTY** Fresno

**LONGITUDE** -119.7365

**COLLECTION DATE** Thursday, July 19, 2018

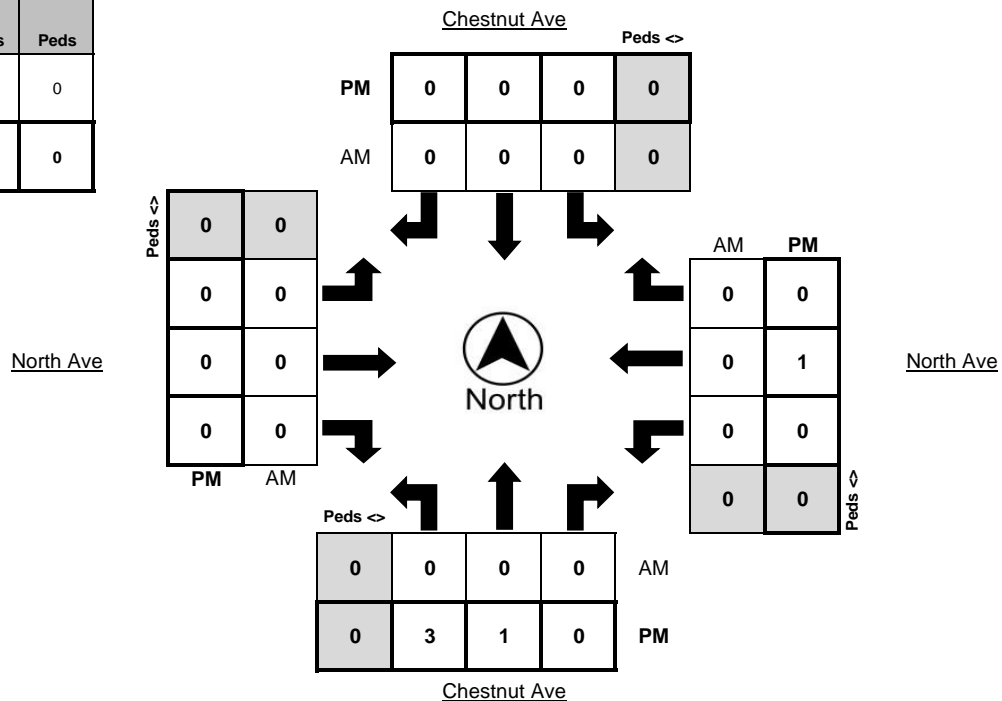
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 5:15 PM	3	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	5	0





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** North Ave @ Willow Ave

**LATITUDE** 36.6927

**COUNTY** Fresno

**LONGITUDE** -119.7272

**COLLECTION DATE** Thursday, July 19, 2018

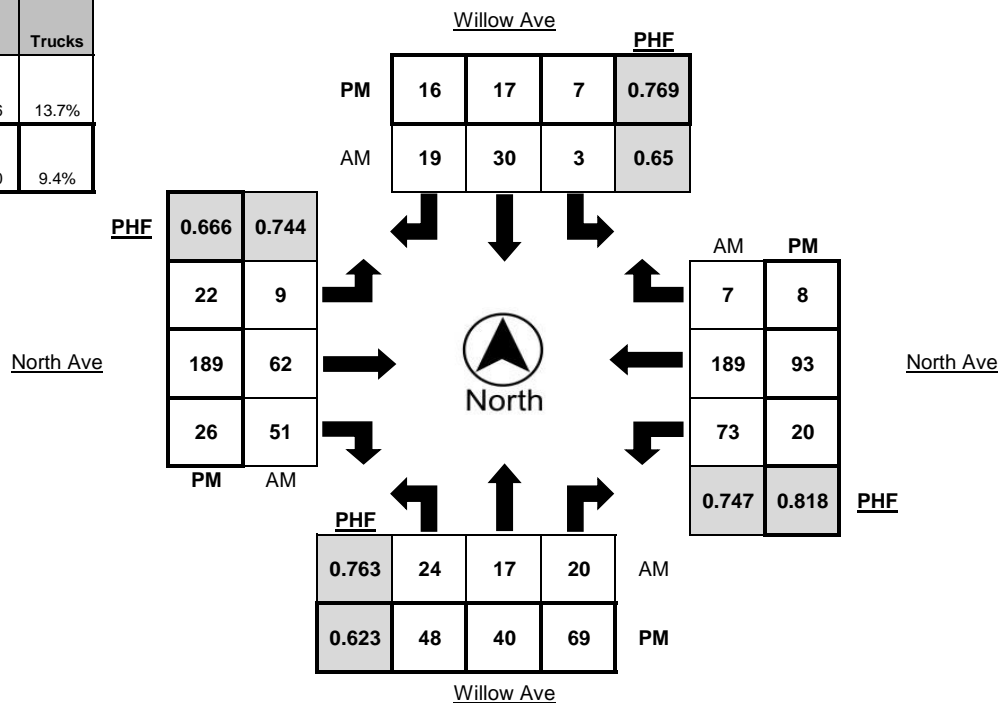
**WEATHER** Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	1	1	1	1	0	10	0	3	0	10	7	3	9	25	1	0
7:15 AM - 7:30 AM	2	2	4	1	0	4	2	3	3	12	6	1	13	37	3	1
7:30 AM - 7:45 AM	4	6	7	3	1	12	7	3	1	20	12	6	23	42	4	4
7:45 AM - 8:00 AM	6	3	4	1	1	7	2	2	2	11	13	3	26	62	2	5
8:00 AM - 8:15 AM	5	3	3	0	1	8	5	3	2	4	16	5	11	52	0	13
8:15 AM - 8:30 AM	9	5	6	1	0	3	5	1	4	27	10	14	13	33	1	5
8:30 AM - 8:45 AM	10	2	5	3	0	5	0	1	3	17	13	8	6	33	1	2
8:45 AM - 9:00 AM	9	4	7	5	0	6	5	3	3	12	8	8	5	18	2	1
<b>TOTAL</b>	<b>46</b>	<b>26</b>	<b>37</b>	<b>15</b>	<b>3</b>	<b>55</b>	<b>26</b>	<b>19</b>	<b>18</b>	<b>113</b>	<b>85</b>	<b>48</b>	<b>106</b>	<b>302</b>	<b>14</b>	<b>31</b>

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	7	3	10	3	3	0	3	1	3	49	10	5	4	12	1	5
4:15 PM - 4:30 PM	10	4	12	5	3	4	2	5	0	19	7	5	3	24	2	3
4:30 PM - 4:45 PM	8	8	18	3	2	5	6	2	4	30	9	6	5	28	3	3
4:45 PM - 5:00 PM	10	10	12	1	1	3	3	1	2	39	11	6	8	28	1	1
5:00 PM - 5:15 PM	22	13	28	5	3	4	6	3	12	74	3	10	2	17	1	2
5:15 PM - 5:30 PM	8	9	11	1	1	5	1	0	4	46	3	4	5	20	3	4
5:30 PM - 5:45 PM	8	8	18	2	2	2	3	0	2	34	6	6	6	26	3	2
5:45 PM - 6:00 PM	5	5	8	1	0	5	1	1	1	40	4	5	4	18	0	3
<b>TOTAL</b>	<b>78</b>	<b>60</b>	<b>117</b>	<b>21</b>	<b>15</b>	<b>28</b>	<b>25</b>	<b>13</b>	<b>28</b>	<b>331</b>	<b>53</b>	<b>47</b>	<b>37</b>	<b>173</b>	<b>14</b>	<b>23</b>

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	24	17	20	5	3	30	19	9	9	62	51	28	73	189	7	27
4:30 PM - 5:30 PM	48	40	69	10	7	17	16	6	22	189	26	26	20	93	8	10

	PHF	Trucks
AM	0.906	13.7%
PM	0.750	9.4%







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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

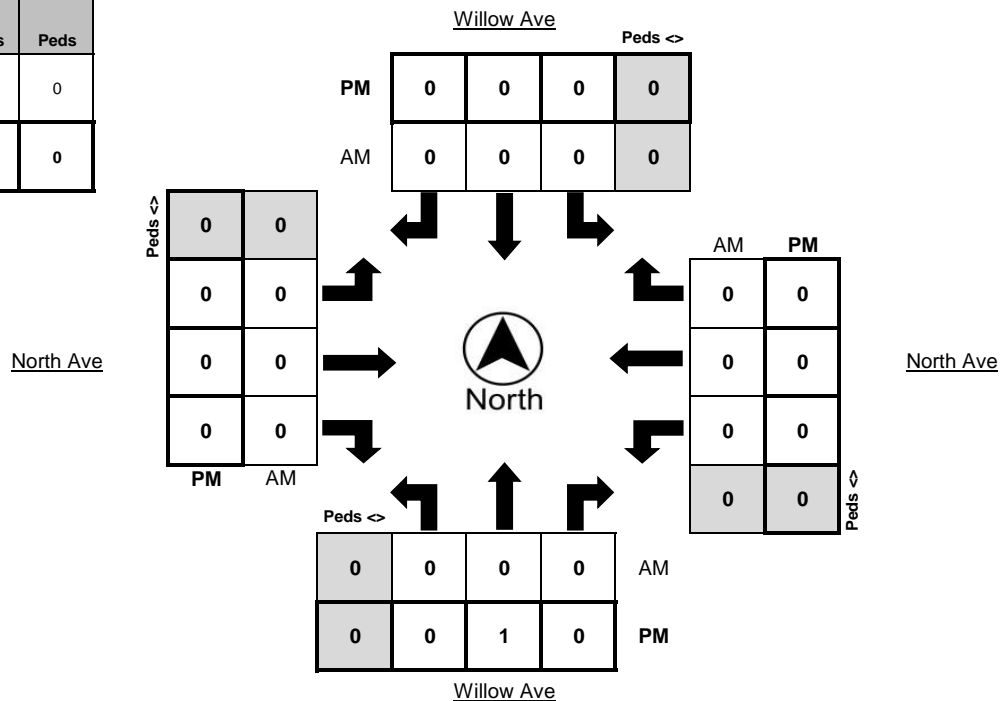
**LOCATION** North Ave @ Willow Ave **LATITUDE** 36.6927  
**COUNTY** Fresno **LONGITUDE** -119.7272  
**COLLECTION DATE** Thursday, July 19, 2018 **WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	1	0





**Metro Traffic Data Inc.**  
 310 N. Irwin Street - Suite 20  
 Hanford, CA 93230  
 800-975-6938 Phone/Fax  
 www.metrotrafficdata.com

# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** North Ave @ Peach Ave  
**COUNTY** Fresno  
**COLLECTION DATE** Thursday, September 13, 2018

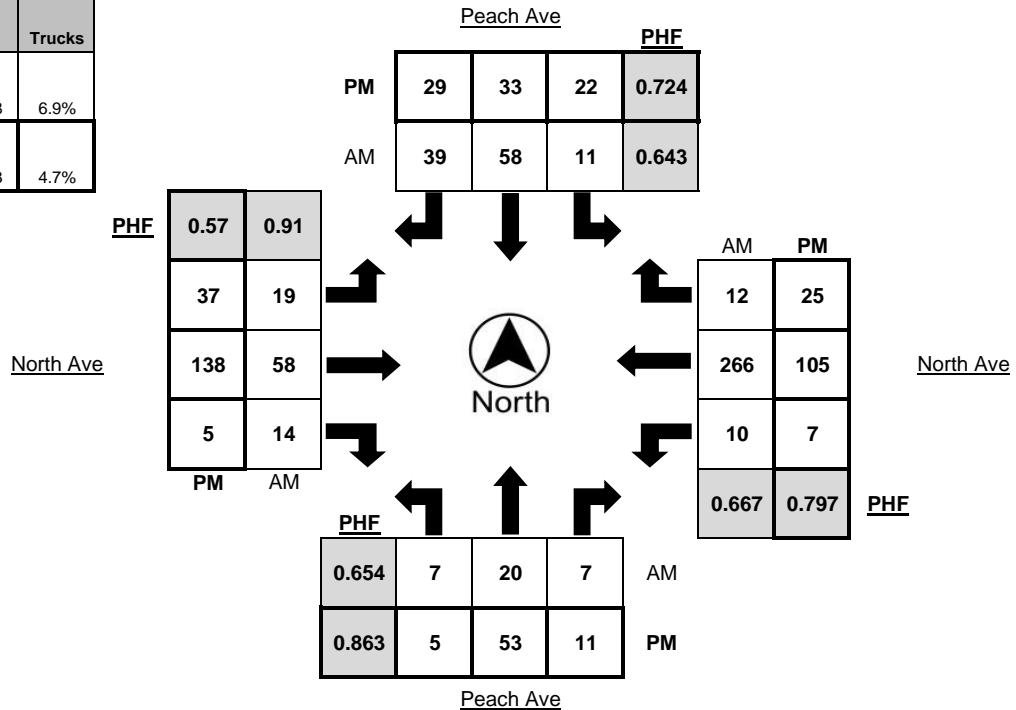
**LATITUDE** 36.6930  
**LONGITUDE** -119.7182  
**WEATHER** Clear

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:00 AM - 7:15 AM	1	3	1	1	2	2	9	0	2	11	1	3	1	43	2	1
7:15 AM - 7:30 AM	0	6	1	0	2	11	7	0	0	12	0	2	5	38	4	1
7:30 AM - 7:45 AM	3	6	4	2	1	19	7	1	1	20	2	3	5	83	1	4
7:45 AM - 8:00 AM	2	6	0	0	5	23	14	0	10	10	1	3	4	97	7	1
8:00 AM - 8:15 AM	1	2	1	1	3	10	9	1	3	14	5	5	1	46	3	6
8:15 AM - 8:30 AM	1	6	2	2	2	6	9	1	5	14	6	2	0	40	1	4
8:30 AM - 8:45 AM	4	12	0	0	5	8	6	2	1	7	2	2	4	32	1	8
8:45 AM - 9:00 AM	3	3	1	0	0	7	5	1	0	19	1	4	4	33	2	6
<b>TOTAL</b>	<b>15</b>	<b>44</b>	<b>10</b>	<b>6</b>	<b>20</b>	<b>86</b>	<b>66</b>	<b>6</b>	<b>22</b>	<b>107</b>	<b>18</b>	<b>24</b>	<b>24</b>	<b>412</b>	<b>21</b>	<b>31</b>

Time	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
4:00 PM - 4:15 PM	1	7	3	0	2	7	10	0	8	28	0	3	1	11	4	2
4:15 PM - 4:30 PM	2	14	1	1	5	8	7	0	4	21	2	1	2	12	5	1
4:30 PM - 4:45 PM	1	15	2	0	4	3	6	0	3	31	1	0	3	28	2	4
4:45 PM - 5:00 PM	2	11	5	0	5	11	7	3	6	18	2	0	2	21	6	3
5:00 PM - 5:15 PM	1	15	4	1	6	6	7	2	20	57	2	2	1	26	5	2
5:15 PM - 5:30 PM	1	12	0	0	7	13	9	0	8	32	0	0	1	30	12	5
5:30 PM - 5:45 PM	0	4	2	0	4	10	6	2	6	18	1	1	0	24	3	0
5:45 PM - 6:00 PM	2	11	0	0	4	8	7	0	7	17	1	2	0	20	3	2
<b>TOTAL</b>	<b>10</b>	<b>89</b>	<b>17</b>	<b>2</b>	<b>37</b>	<b>66</b>	<b>59</b>	<b>7</b>	<b>62</b>	<b>222</b>	<b>9</b>	<b>9</b>	<b>10</b>	<b>172</b>	<b>40</b>	<b>19</b>

PEAK HOUR	Northbound				Southbound				Eastbound				Westbound			
	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks	Left	Thru	Right	Trucks
7:30 AM - 8:30 AM	7	20	7	5	11	58	39	3	19	58	14	13	10	266	12	15
4:30 PM - 5:30 PM	5	53	11	1	22	33	29	5	37	138	5	2	7	105	25	14

	PHF	Trucks
AM	0.728	6.9%
PM	0.783	4.7%





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# Turning Movement Report

Prepared For:

**Peters Engineering Group**  
 952 Pollasky Avenue  
 Clovis, CA 93612

**LOCATION** North Ave @ Peach Ave  
**COUNTY** Fresno  
**COLLECTION DATE** Thursday, September 13, 2018

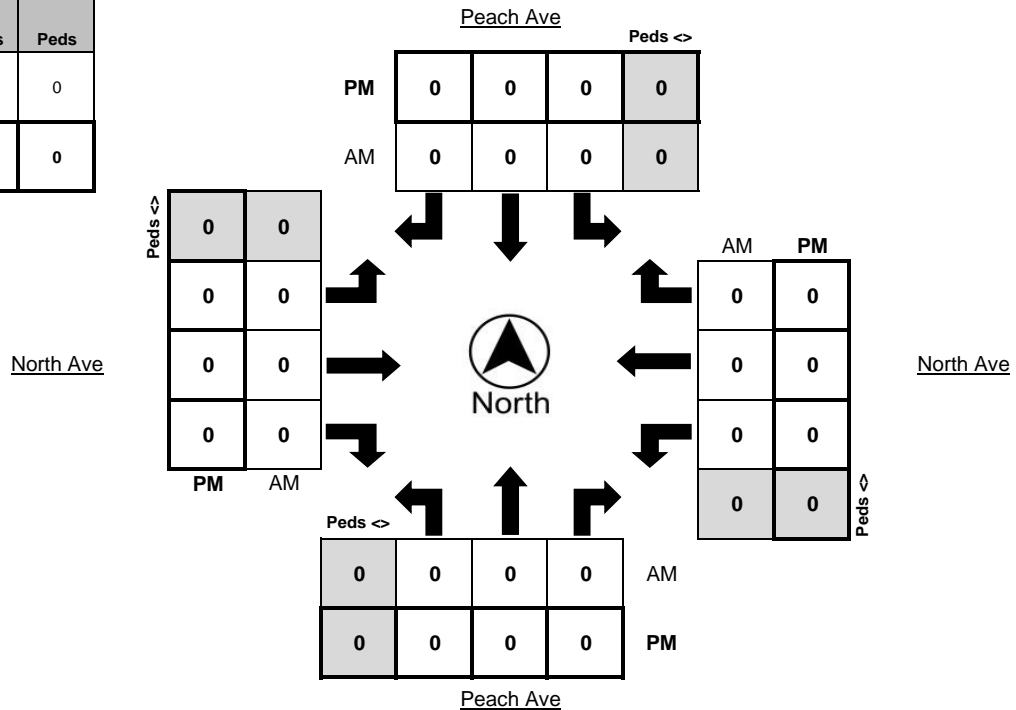
**LATITUDE** 36.6930  
**LONGITUDE** -119.7182  
**WEATHER** Clear

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Time	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>TOTAL</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

PEAK HOUR	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right	
7:30 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Bikes	Peds
AM Peak Total	0	0
PM Peak Total	0	0



# APPENDIX C

## FRESNO COUNTY TRAVEL MODEL

# Select Zone Analysis Request

## **John Rowland**

---

**From:** Mike Sharp  
**Sent:** Thursday, May 21, 2020 9:47 AM  
**To:** John Rowland  
**Subject:** Request for Select Zone Analysis Modeling  
**Attachments:** 1 VIC MAP.pdf; Figure 2 2035 Model Network.pdf

Lang,

We need a Future Year 2035 select zone analysis model run and trip length for VMT analysis.

### **PROJECT DESCRIPTION**

The State Center Community College District (SCCCD) proposed campus for first responders to be located on approximately 40 acres northwest of the intersection of Willow and North Avenues in Fresno County, California. We understand that the proposed campus will generally include a fire academy, police academy, and EMT training and with a capacity of approximately 4,400 students and 40 full-time equivalent faculty. The facilities are likely to include a total of approximately 62,000 square feet of building area with a spot tower, a scenario village, and a virtual reality/simulation laboratory, which may include joint use with the City of Fresno and other agencies. A Site Vicinity Map is attached Figure 1.

### **Network and Model Changes**

Add a New TAZ for a 40 acre university 4,400 students and 40 full-time faculty  
Connect the new TAZ to Willow Avenue and North Avenue, see attached Figure 2  
Remove 40 acres of industrial from existing TAZ 1200

Thank You,

**Michael Sharp**

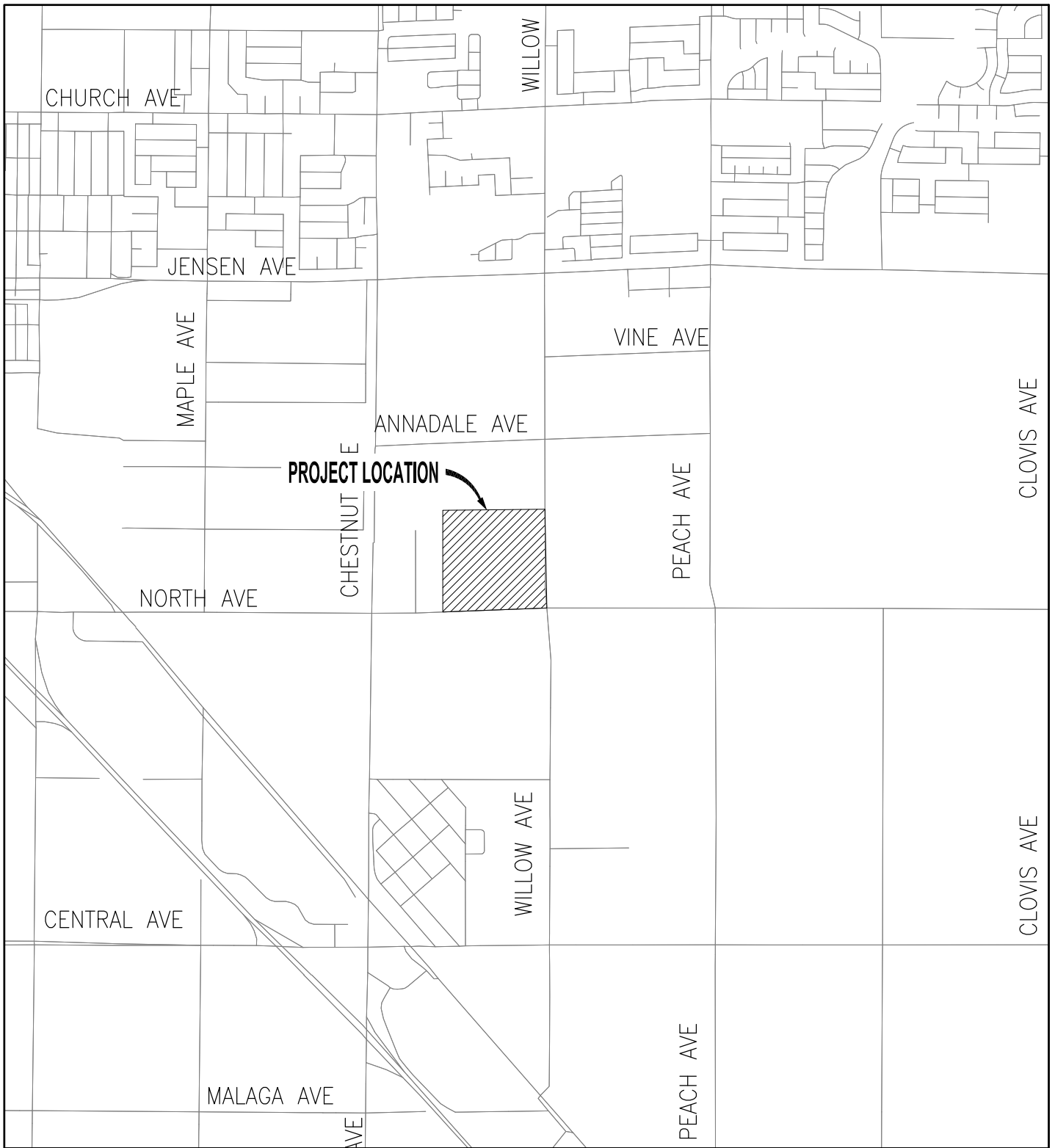
PETERS ENGINEERING GROUP

862 Pollasky Avenue

Clovis, California 93612

Phone: (559) 299-1544 Ext. 118

Fax: (559) 299-1722



Proposed First Responders Campus  
 Fresno County, California

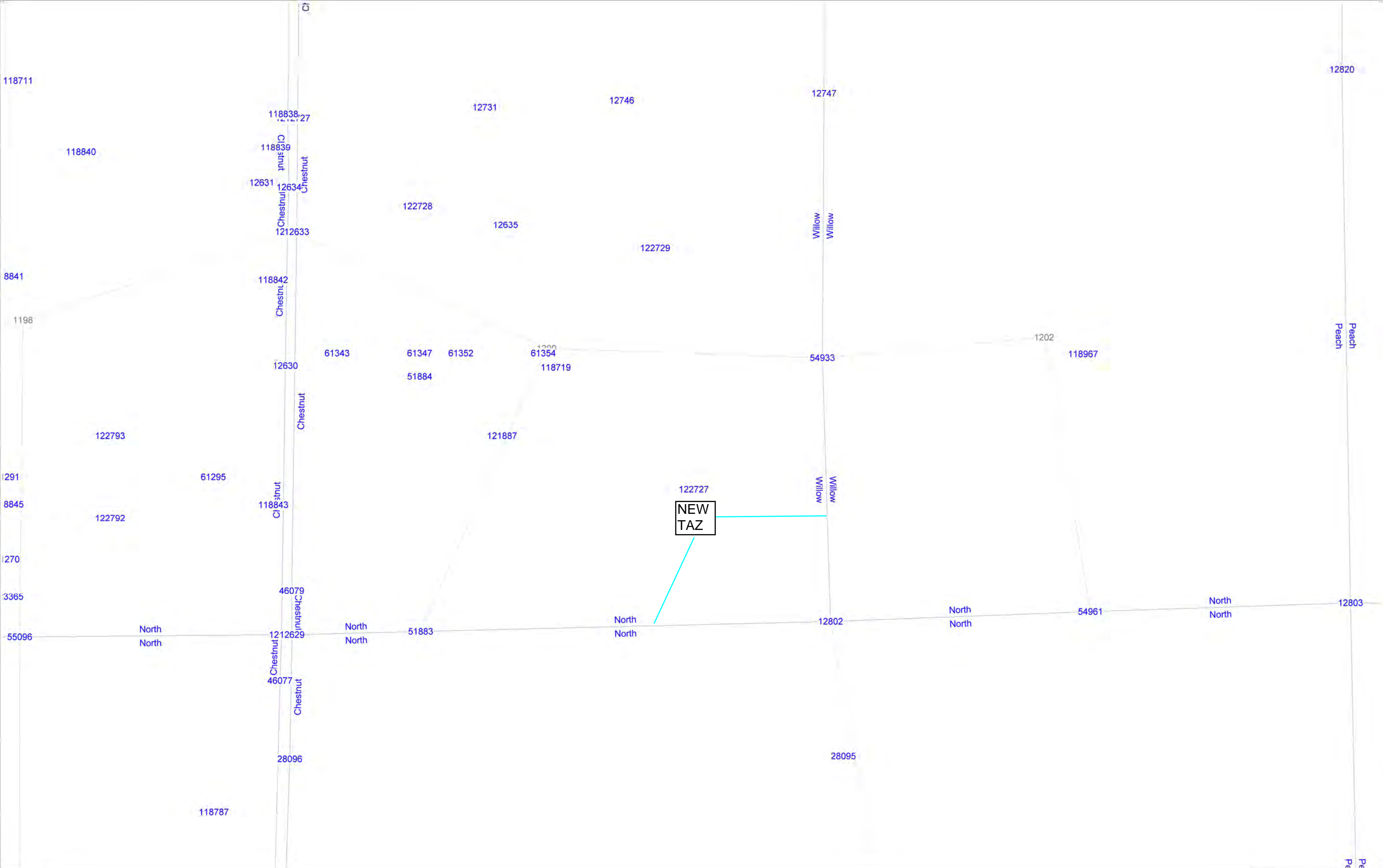
**LEGEND**

 PROJECT SITE

**VICINITY MAP**

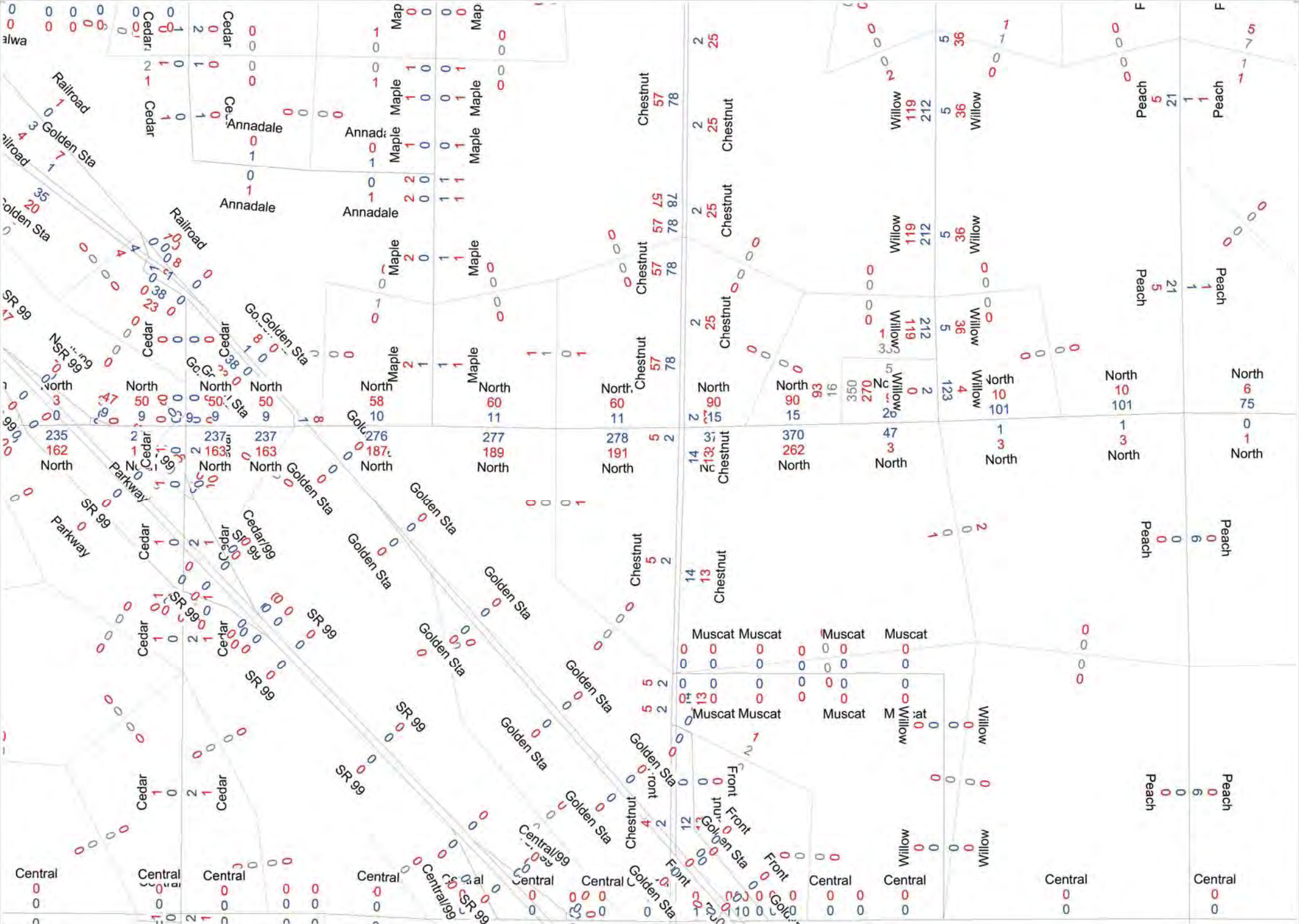


Not to Scale





## Select Zone Analysis Output



Select Zone Analysis 2035 Fresno County Travel Demand Model  
AM and PM Peak Hour Traffic Volumes

# VMT Report



# Fresno COG Vehicle Miles Traveled Analysis Summary Report

Report Date: 7/31/2020

## Project Information

Name: Proposed First Responders Campus

Jurisdiction: Fresno

TAZ ID: 1200

## Project Land Use

Residential	Single-family:	0	DU	Multi-family:	0	DU
	Total:	0	DU	Percent Affordable:	0	%
Non-Residential	Educational:	40	EMP	Others:		TSF

## Project VMT Results

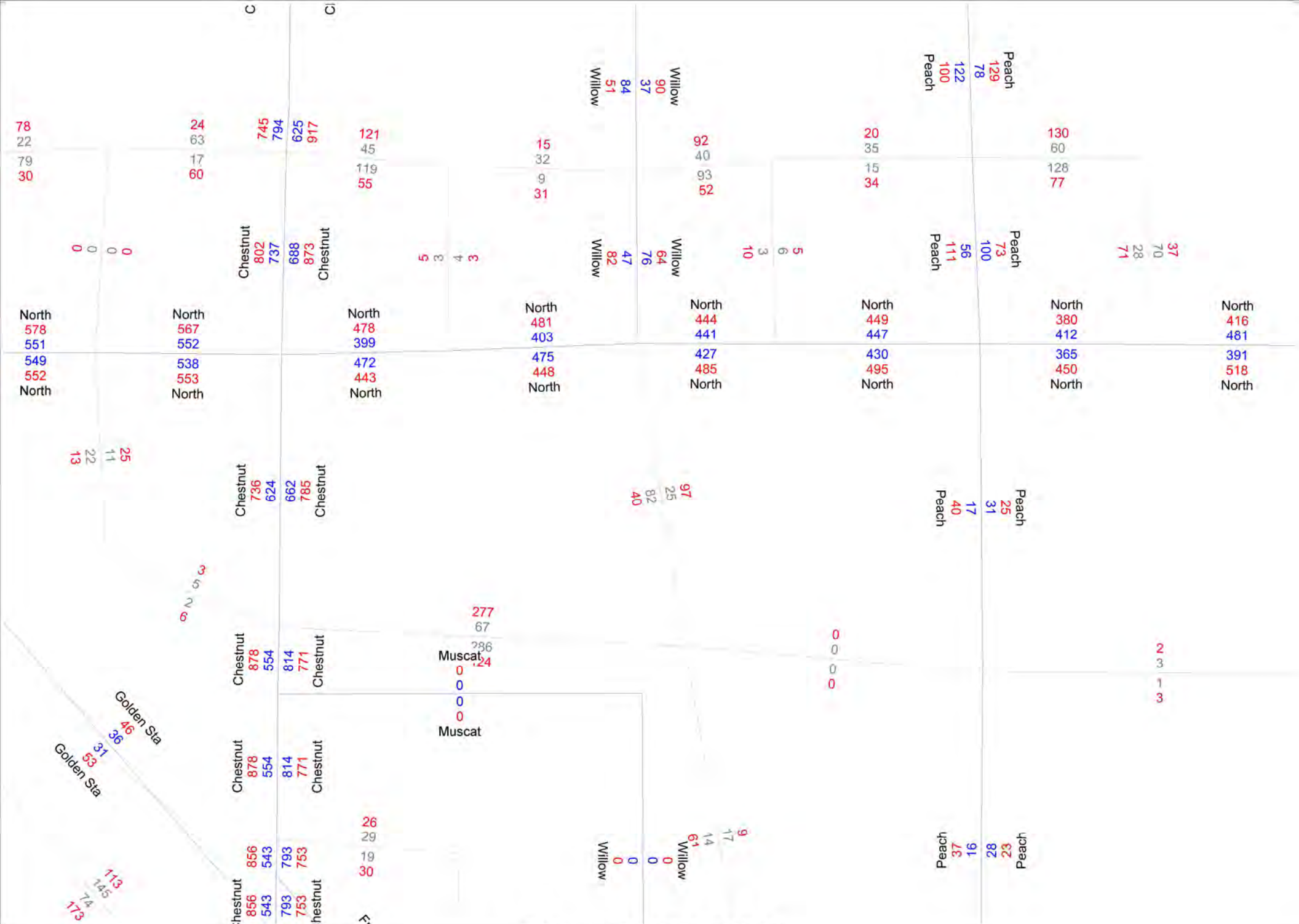
### Educational

Project VMT per Employee: 28.7

County Average VMT per Employee: 25.6

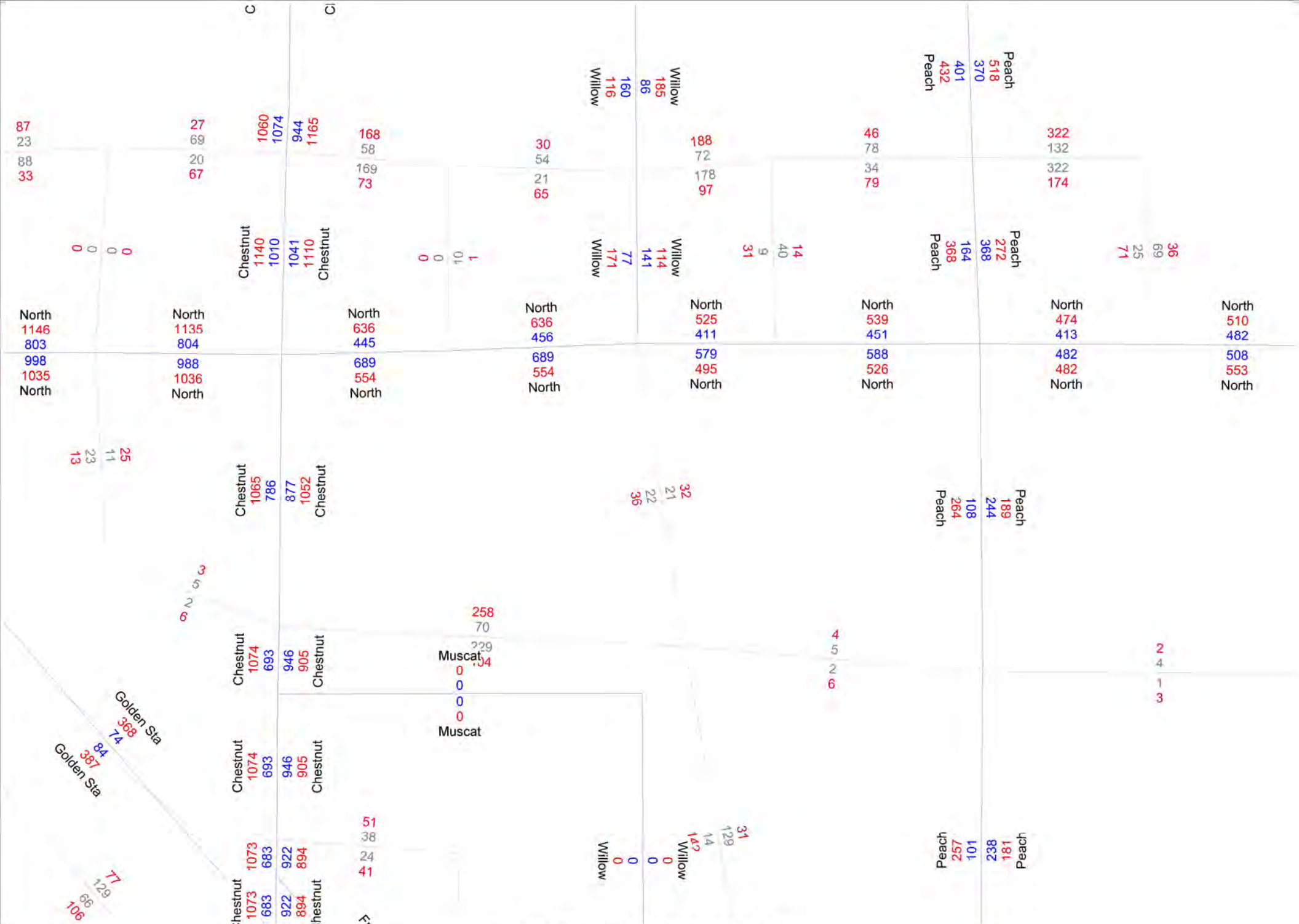
County Average VMT per Employee (13% threshold): 22.3

# Travel Model Output



2018 Fresno County Travel Model  
AM and PM Peak Hour Traffic Volumes





2035 Fresno County Travel Model  
AM and PM Peak Hour Traffic Volumes

# APPENDIX D

## TRAFFIC SIGNAL WARRANTS



**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)**

COUNT DATE 1-26-21  
 CALC TR DATE 2-10-21  
 CHK \_\_\_\_\_ DATE \_\_\_\_\_

DIST \_\_\_\_\_ CO \_\_\_\_\_ RTE \_\_\_\_\_ PM \_\_\_\_\_  
 Major St: NORTH AVE Critical Approach Speed 45 mph  
 Minor St: MAPLE AVE Critical Approach Speed \_\_\_\_\_ mph

Speed limit or critical speed on major street traffic > 40 mph.....  }  
 or } **RURAL (R)**  
 In built up area of isolated community of < 10,000 population.....  }  
 **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES  NO   
 (Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES  NO  7 HRS MET  
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour								
	U	R	U	R	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	367	477	472	451	480	562	445	315	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	117	116	115	122	131	173	144	100	

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES  NO  2 HRS MET  
 80% SATISFIED YES  NO  6-7 HRS MET

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour								
	U	R	U	R	6-7	7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	458	489	440	474	526	532			
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	100	125	118	121	184	140			

**Combination of Conditions A & B** SATISFIED YES  NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

TRY ALL-WAY STOP

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED\* YES  NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	Hour		1545		
	One	2 or More	1345	1445	1545
Both Approaches - Major Street	✓		480	562	445
Higher Approach - Minor Street	✓		131	173	144

FOURTH HOUR IS VERY CLOSE FOR SEVERAL HOURS.

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

**WARRANT 3 - Peak Hour**  
 (Part A or Part B must be satisfied)

SATISFIED YES  NO

**PART A**

SATISFIED YES  NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <b>AND</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <b>AND</b>	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input checked="" type="checkbox"/>	No <input type="checkbox"/>

LOS C  
 $15.7 \text{ SEC} \times 127 = 1986 \text{ SEC}$   
 $= 0.54 \text{ VEH-HRS}$

**PART B**

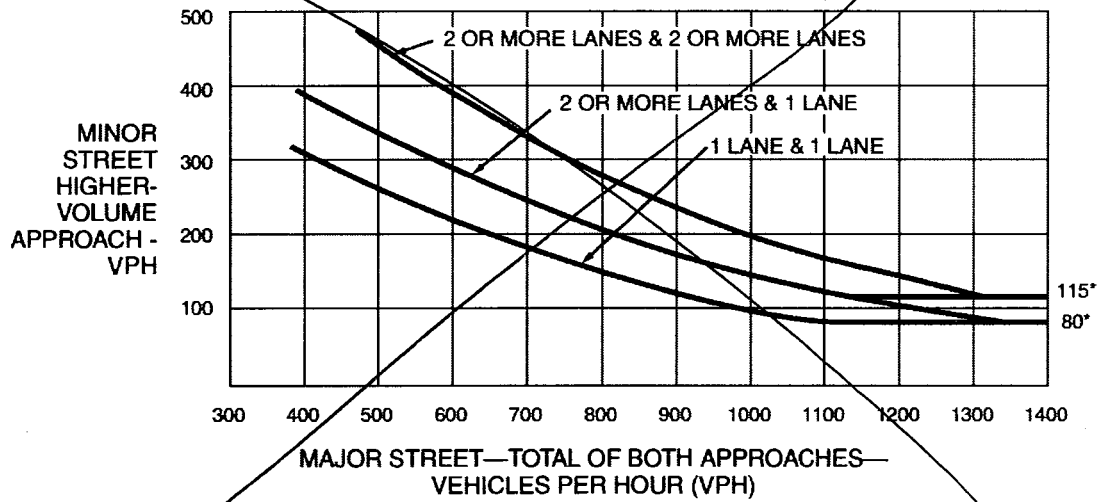
SATISFIED YES  NO

APPROACH LANES	Hour		1500
	One	2 or More	
Both Approaches - Major Street	X		563
Higher Approach - Minor Street	X		174

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

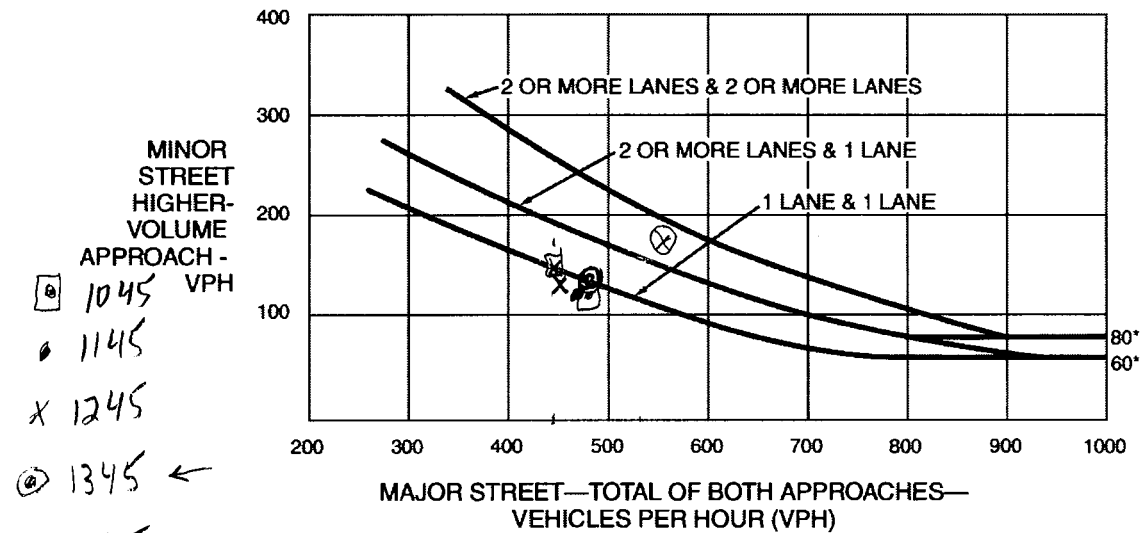
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



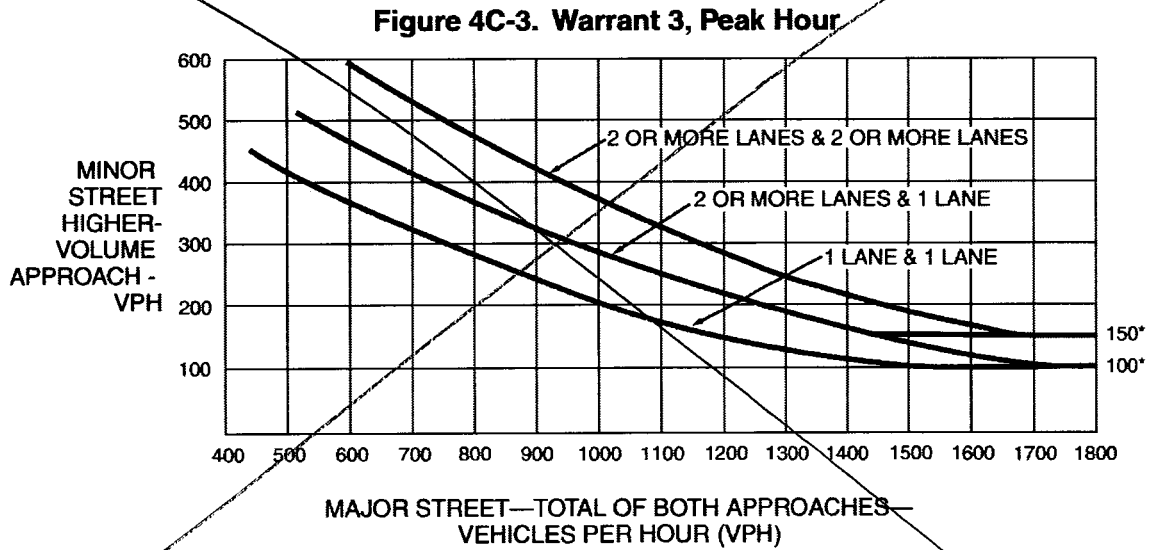
\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

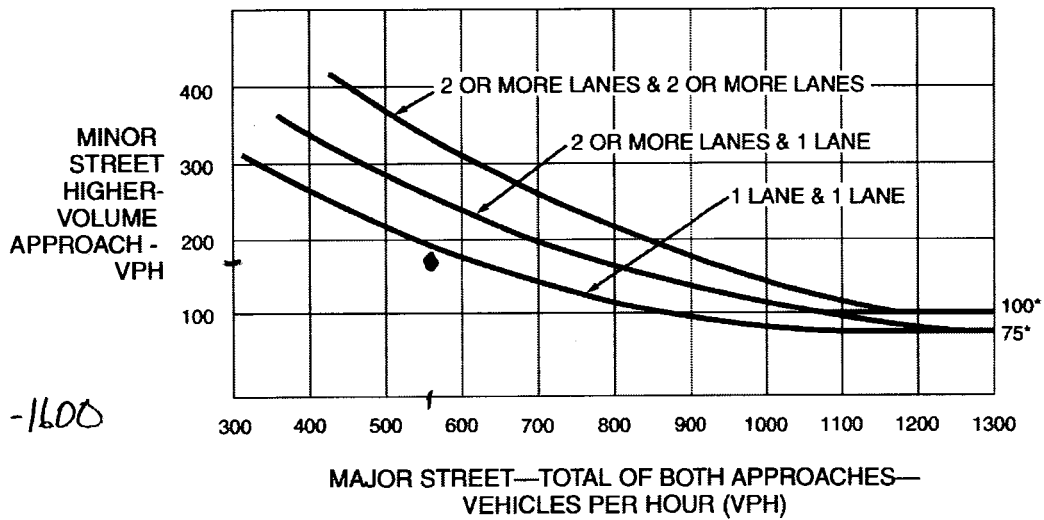


\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)**

**WARRANT 6 - Coordinated Signal System  
 (All Parts Must Be Satisfied)**

SATISFIED YES  NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant  
 (All Parts Must Be Satisfied)**

SATISFIED YES  NO

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	~4 IN 5 YEARS CORRECTABLE	
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	✓
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	
		Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

**WARRANT 8 - Roadway Network  
 (All Parts Must Be Satisfied)**

SATISFIED YES  NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.	✓	Yes <input type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Period	MINOR		MAJOR	
	EB	WB	NB	SB
00:00	0	3	5	10
00:15	0	6	10	6
00:30	0	5	10	14
00:45	0	0	3	6
01:00	0	0	1	4
01:15	0	1	3	5
01:30	0	0	9	4
01:45	0	2	5	9
02:00	0	2	7	5
02:15	0	3	4	9
02:30	0	6	13	9
02:45	0	0	13	6
03:00	0	2	9	4
03:15	0	3	12	10
03:30	0	3	7	11
03:45	0	4	15	26
04:00	0	8	12	10
04:15	0	5	19	13
04:30	0	4	31	17
04:45	0	4	25	26
05:00	0	11	33	24
05:15	0	7	30	16
05:30	0	12	24	29
05:45	1	17	36	44
06:00	0	17	25	24
06:15	1	13	30	39
06:30	2	13	30	59
06:45	0	12	33	56
07:00	0	19	31	44
07:15	0	34	37	54
07:30	1	27	52	55
07:45	0	40	46	58
08:00	0	24	45	53
08:15	0	24	39	37
08:30	1	29	42	47
08:45	0	23	34	41
09:00	0	16	45	49
09:15	0	22	56	51
09:30	0	25	43	46
09:45	1	27	37	52
10:00	0	22	54	53
10:15	0	23	56	58
10:30	0	24	54	58
10:45	0	22	54	58
11:00	0	30	52	64
11:15	0	24	65	53
11:30	0	40	64	67
11:45	0	34	72	61
12:00	1	29	54	69
12:15	1	22	52	50
12:30	0	30	56	58
12:45	1	26	58	57
13:00	0	32	47	49
13:15	0	30	73	42
13:30	0	34	66	59
13:45	0	23	59	54
14:00	0	37	56	76
14:15	0	27	55	49
14:30	0	44	66	65
14:45	0	29	77	58
15:00	0	83	63	71
15:15	1	28	58	68
15:30	0	33	88	79
15:45	0	30	67	69
16:00	2	39	53	67
16:15	2	38	53	56
16:30	1	37	19	61
16:45	0	23	15	44
17:00	0	28	8	47
17:15	0	21	47	55
17:30	1	28	47	52
17:45	0	17	40	61
18:00	0	25	43	40
18:15	0	18	49	35
18:30	1	13	27	32
18:45	1	11	23	25
19:00	0	9	20	24
19:15	2	5	15	22
19:30	0	6	14	18
19:45	2	10	11	13
20:00	0	6	9	13
20:15	0	4	18	10
20:30	0	10	10	10
20:45	0	4	4	10
21:00	0	2	11	13
21:15	1	3	13	11
21:30	0	6	9	8
21:45	0	6	8	9
22:00	0	4	8	6
22:15	0	9	4	10
22:30	1	1	6	6
22:45	0	2	13	9
23:00	0	1	12	4
23:15	0	4	5	7
23:30	0	9	8	6
23:45	0	2	4	4

NB+SB		EB or WB	
Combined Major	Greatest Minor		

Major >350?	Minor >105?	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?
64	14	NO	NO	NO	NO
54	11	NO	NO	NO	NO
46	6	NO	NO	NO	NO
35	1	NO	NO	NO	NO
40	3	NO	NO	NO	NO
47	5	NO	NO	NO	NO
52	7	NO	NO	NO	NO
61	13	NO	NO	NO	NO
66	11	NO	NO	NO	NO
67	11	NO	NO	NO	NO
76	11	NO	NO	NO	NO
72	8	NO	NO	NO	NO
94	12	NO	NO	NO	NO
103	18	NO	NO	NO	NO
113	20	NO	NO	NO	NO
143	21	NO	NO	NO	NO
153	21	NO	NO	NO	NO
188	24	NO	NO	NO	NO
202	26	NO	NO	NO	NO
207	34	NO	NO	NO	NO
236	47	NO	NO	NO	NO
228	53	NO	NO	NO	NO
251	59	NO	NO	NO	NO
287	60	NO	NO	YES	NO
296	55	NO	NO	YES	NO
322	57	NO	NO	YES	NO
344	78	NO	NO	YES	NO
362	92	YES	NO	YES	YES
377	120	YES	YES	YES	YES
400	125	YES	YES	YES	YES
385	115	YES	YES	YES	YES
367	117	YES	YES	YES	YES
338	100	NO	NO	YES	YES
334	92	NO	NO	YES	YES
365	90	YES	NO	YES	YES
365	86	YES	NO	YES	YES
379	90	YES	NO	YES	YES
392	96	YES	NO	YES	YES
399	97	YES	NO	YES	YES
422	96	YES	NO	YES	YES
445	91	YES	NO	YES	YES
454	99	YES	NO	YES	YES
458	100	YES	NO	YES	YES
477	116	YES	YES	YES	YES
498	128	YES	YES	YES	YES
505	127	YES	YES	YES	YES
489	125	YES	YES	YES	YES
472	115	YES	YES	YES	YES
454	107	YES	YES	YES	YES
427	110	YES	YES	YES	YES
440	118	YES	YES	YES	YES
451	122	YES	YES	YES	YES
449	119	YES	YES	YES	YES
485	124	YES	YES	YES	YES
474	121	YES	YES	YES	YES
480	131	YES	YES	YES	YES
502	137	YES	YES	YES	YES
504	183	YES	YES	YES	YES
526	184	YES	YES	YES	YES
562	173	YES	YES	YES	YES
563	174	YES	YES	YES	YES
549	130	YES	YES	YES	YES
532	140	YES	YES	YES	YES
445	144	YES	YES	YES	YES
368	137	YES	YES	YES	YES
303	126	NO	YES	YES	YES
296	109	NO	YES	YES	YES
315	100	NO	NO	YES	YES
357	94	YES	NO	YES	YES
385	91	YES	NO	YES	YES
367	88	YES	NO	YES	YES
327	73	NO	NO	YES	NO
274	67	NO	NO	NO	NO
235	51	NO	NO	NO	NO
188	38	NO	NO	NO	NO
161	31	NO	NO	NO	NO
137	30	NO	NO	NO	NO
115	27	NO	NO	NO	NO
106	26	NO	NO	NO	NO
94	30	NO	NO	NO	NO
84	24	NO	NO	NO	NO
86	20	NO	NO	NO	NO
82	19	NO	NO	NO	NO
79	15	NO	NO	NO	NO
82	17	NO	NO	NO	NO
72	19	NO	NO	NO	NO
62	25	NO	NO	NO	NO
57	20	NO	NO	NO	NO
62	16	NO	NO	NO	NO
64	13	NO	NO	NO	NO
62	8	NO	NO	NO	NO
64	16	NO	NO	NO	NO
50	16	NO	NO	NO	NO



Period	MINOR				MAJOR				EB-WB		NB-SB		Speeds less than 40 MPH on Major Street						
	Major Ave				North Ave				Combined Major	Combined Minor	Major < 40%	Minor < 40%	100% Satisfied?	Major < 40%	Minor < 40%	80% Satisfied?	Major < 40%	Minor < 40%	100% Satisfied?
	NB	NB Ped/Bike	SB	SB Ped/Bike	EB	EB Ped/Bike	WB	WB Ped/Bike											
00:00	0	0	3	0	5	0	0	0	0	64	14	NO	NO	NO	NO	NO	NO	NO	NO
00:15	0	0	6	0	10	0	0	0	0	54	11	NO	NO	NO	NO	NO	NO	NO	NO
00:30	0	0	5	0	10	0	0	0	0	46	6	NO	NO	NO	NO	NO	NO	NO	NO
00:45	0	0	0	0	3	0	0	0	0	35	1	NO	NO	NO	NO	NO	NO	NO	NO
01:00	0	0	0	0	1	0	0	0	0	40	3	NO	NO	NO	NO	NO	NO	NO	NO
01:15	0	0	1	0	3	0	0	0	0	47	5	NO	NO	NO	NO	NO	NO	NO	NO
01:30	0	0	0	0	4	0	0	0	0	52	7	NO	NO	NO	NO	NO	NO	NO	NO
01:45	0	0	2	0	5	0	0	0	0	61	13	NO	NO	NO	NO	NO	NO	NO	NO
02:00	0	0	2	0	7	0	0	0	0	66	11	NO	NO	NO	NO	NO	NO	NO	NO
02:15	0	0	3	0	4	0	0	0	0	67	11	NO	NO	NO	NO	NO	NO	NO	NO
02:30	0	0	6	0	13	0	0	0	0	76	11	NO	NO	NO	NO	NO	NO	NO	NO
02:45	0	0	0	0	13	0	0	0	0	72	8	NO	NO	NO	NO	NO	NO	NO	NO
03:00	0	0	2	0	7	0	0	0	0	94	12	NO	NO	NO	NO	NO	NO	NO	NO
03:15	0	0	3	0	12	0	0	0	0	103	18	NO	NO	NO	NO	NO	NO	NO	NO
03:30	0	0	7	0	11	0	0	0	0	113	20	NO	NO	NO	NO	NO	NO	NO	NO
03:45	0	0	4	0	15	0	0	0	0	143	21	NO	NO	NO	NO	NO	NO	NO	NO
04:00	0	0	8	0	25	0	0	0	0	153	21	NO	NO	NO	NO	NO	NO	NO	NO
04:15	0	0	5	0	19	0	0	0	0	177	22	NO	NO	NO	NO	NO	NO	NO	NO
04:30	0	0	4	0	31	0	0	0	0	188	24	NO	NO	NO	NO	NO	NO	NO	NO
04:45	0	0	4	0	25	0	0	0	0	202	26	NO	NO	NO	NO	NO	NO	NO	NO
05:00	0	0	11	0	33	0	0	0	0	207	34	NO	NO	NO	NO	NO	NO	NO	NO
05:15	0	0	7	0	30	0	0	0	0	236	48	NO	NO	NO	NO	NO	NO	NO	NO
05:30	0	0	12	0	24	0	0	0	0	228	54	NO	NO	NO	NO	NO	NO	NO	NO
05:45	1	0	17	0	36	0	0	0	0	251	61	NO	NO	NO	NO	NO	NO	NO	NO
06:00	0	0	24	0	25	0	0	0	0	287	64	NO	NO	NO	NO	NO	NO	NO	NO
06:15	1	1	13	0	30	0	0	0	0	296	58	NO	NO	NO	NO	NO	NO	NO	NO
06:30	2	1	30	0	39	0	0	0	0	322	60	YES	NO	NO	NO	NO	NO	NO	NO
06:45	0	0	12	0	33	0	0	0	0	344	80	YES	NO	NO	NO	NO	NO	NO	NO
07:00	0	0	19	0	31	0	0	0	0	362	93	YES	NO	NO	NO	NO	NO	NO	NO
07:15	0	0	34	0	37	0	0	0	0	377	121	YES	NO	NO	NO	NO	NO	NO	NO
07:30	1	0	27	0	52	0	0	0	0	400	126	YES	NO	NO	NO	NO	NO	NO	NO
07:45	0	0	40	0	46	0	0	0	0	385	116	YES	NO	NO	NO	NO	NO	NO	NO
08:00	0	0	24	0	45	0	0	0	0	367	118	YES	NO	NO	NO	NO	NO	NO	NO
08:15	0	0	24	0	39	0	0	0	0	338	101	YES	NO	NO	NO	NO	NO	NO	NO
08:30	1	0	29	0	42	0	0	0	0	334	93	YES	NO	NO	NO	NO	NO	NO	NO
08:45	0	0	23	0	34	0	0	0	0	365	86	YES	NO	NO	NO	NO	NO	NO	NO
09:00	0	0	16	0	48	0	0	0	0	379	91	YES	NO	NO	NO	NO	NO	NO	NO
09:15	0	0	22	0	51	0	0	0	0	392	97	YES	NO	NO	NO	NO	NO	NO	NO
09:30	0	0	25	0	43	0	0	0	0	399	98	YES	NO	NO	NO	NO	NO	NO	NO
09:45	1	0	37	0	52	0	0	0	0	422	97	YES	NO	NO	NO	NO	NO	NO	NO
10:00	0	0	22	0	54	0	0	0	0	445	91	YES	NO	NO	NO	NO	NO	NO	NO
10:15	0	0	23	0	56	0	0	0	0	454	99	YES	NO	NO	NO	NO	NO	NO	NO
10:30	0	0	24	0	54	0	0	0	0	458	100	YES	NO	NO	NO	NO	NO	NO	NO
10:45	0	0	22	0	54	0	0	0	0	477	116	YES	NO	NO	NO	NO	NO	NO	NO
11:00	0	0	30	0	52	0	0	0	0	498	128	YES	NO	NO	NO	NO	NO	NO	NO
11:15	0	0	24	0	65	0	0	0	0	505	128	YES	NO	NO	NO	NO	NO	NO	NO
11:30	0	0	40	0	64	0	0	0	0	510	127	YES	NO	NO	NO	NO	NO	NO	NO
11:45	0	0	29	0	61	0	0	0	0	472	117	YES	NO	NO	NO	NO	NO	NO	NO
12:00	1	0	54	0	69	0	0	0	0	454	110	YES	NO	NO	NO	NO	NO	NO	NO
12:15	1	0	52	0	50	0	0	0	0	427	112	YES	NO	NO	NO	NO	NO	NO	NO
12:30	0	0	30	0	56	0	0	0	0	440	119	YES	NO	NO	NO	NO	NO	NO	NO
12:45	1	0	26	0	58	0	0	0	0	451	123	YES	NO	NO	NO	NO	NO	NO	NO
13:00	0	0	32	0	47	0	0	0	0	449	119	YES	NO	NO	NO	NO	NO	NO	NO
13:15	0	0	30	0	73	0	0	0	0	485	124	YES	NO	NO	NO	NO	NO	NO	NO
13:30	0	0	34	0	66	0	0	0	0	474	121	YES	NO	NO	NO	NO	NO	NO	NO
13:45	0	0	23	0	59	0	0	0	0	480	131	YES	NO	NO	NO	NO	NO	NO	NO
14:00	0	0	37	0	56	0	0	0	0	502	137	YES	NO	NO	NO	NO	NO	NO	NO
14:15	0	0	27	0	55	0	0	0	0	504	188	YES	NO	NO	NO	NO	NO	NO	NO
14:30	0	0	44	0	66	0	0	0	0	526	185	YES	NO	NO	NO	NO	NO	NO	NO
14:45	0	0	29	0	77	0	0	0	0	562	174	YES	NO	NO	NO	NO	NO	NO	NO
14:55	0	0	63	0	83	0	0	0	0	563	175	YES	NO	NO	NO	NO	NO	NO	NO
15:15	1	0	28	0	58	0	0	0	0	549	133	YES	NO	NO	NO	NO	NO	NO	NO
15:30	0	0	33	0	88	0	0	0	0	532	144	YES	NO	NO	NO	NO	NO	NO	NO
15:45	0	0	30	0	67	0	0	0	0	445	149	YES	NO	NO	NO	NO	NO	NO	NO
16:00	2	0	39	0	53	0	0	0	0	368	142	YES	NO	NO	NO	NO	NO	NO	NO
16:15	2	0	38	0	53	0	0	0	0	303	129	YES	NO	NO	NO	NO	NO	NO	NO
16:30	1	0	37	0	19	0	0	0	0	296	110	NO	NO	NO	NO	NO	NO	NO	NO
16:45	0	0	23	0	15	0	0	0	0	315	103	YES	NO	NO	NO	NO	NO	NO	NO
17:00	0	0	8	0	47	0	0	0	0	357	95	YES	NO	NO	NO	NO	NO	NO	NO
17:15	0	0	21	0	47	0	0	0	0	385	92	YES	NO	NO	NO	NO	NO	NO	NO
17:30	1	0	28	0	52	0	0	0	0	367	89	YES	NO	NO	NO	NO	NO	NO	NO
17:45	0	0	17	0	40	0	0	0	0	327	74	YES	NO	NO	NO	NO	NO	NO	NO
18:00	0	0	25	0	43	0	0	0	0	274	69	NO	NO	NO	NO	NO	NO	NO	NO
18:15	0	0	18	0	49	0	0	0	0	225	53	NO	NO	NO	NO	NO	NO	NO	NO
18:30	1	0	13	0	27	0	0	0	0	188	42	NO	NO	NO	NO	NO	NO	NO	NO
18:45	1	0	11	0	23	0	0	0	0	161	34	NO	NO	NO	NO	NO	NO	NO	NO
19:00	0	0	9	0	20	0	0	0	0	137	34	NO	NO	NO	NO	NO	NO	NO	NO
19:15	2	0	5	0	15	0	0	0	0	115	31	NO	NO	NO	NO	NO	NO	NO	NO
19:30	0	0	6	0	14	0	0	0	0	106	28	NO	NO	NO	NO	NO	NO	NO	NO
19:45	2	0	10	0	11	0	0	0	0	94	32	NO	NO	NO	NO	NO	NO	NO	NO
20:00	0	0	4	0	9	0	0	0	0	84	24	NO	NO	NO	NO	NO	NO	NO	NO
20:15	0	0	4	0	18	0	0	0	0	86	20	NO	NO	NO	NO	NO	NO	NO	NO
20:30	0	0	10	0	10	0	0	0	0	82	20	NO	NO	NO	NO	NO	NO	NO	NO
20:45	0	0	4	0	4	0	0	0	0	79	16	NO	NO	NO	NO	NO	NO	NO	NO
21:00	0	0	2	0	11	0	0	0	0	82	18	NO	NO	NO	NO	NO	NO	NO	NO
21:15	1	0	3	0	13	0	0	0	0	72	20	NO	NO	NO	NO	NO	NO	NO	NO
21:30	0	0	6	0	9	0	0	0	0	62	25	NO	NO	NO	NO	NO	NO	NO	NO
21:45	0	0	6	0	8	0	0	0	0	57	21	NO	NO	NO	NO	NO	NO	NO	NO
22:00	0	0	4	0	8	0	0	0	0	62	17	NO	NO	NO	NO	NO	NO	NO	NO
22:15	0	0	9	0	4	0	0	0	0	64	14	NO	NO	NO	NO	NO</			



**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)**

COUNT DATE 1-26-21  
 CALC JR DATE 2-10-21  
 CHK \_\_\_\_\_ DATE \_\_\_\_\_  
 Major St: NORTH AVE Critical Approach Speed 45/55 mph  
 Minor St: WILLOW AVE Critical Approach Speed \_\_\_\_\_ mph

Speed limit or critical speed on major street traffic > 40 mph.....  }  
 or } **RURAL (R)**  
 In built up area of isolated community of < 10,000 population.....  }  
 **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES  NO   
 (Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES  NO  0 HOURS  
 80% SATISFIED YES  NO  2 HOURS

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour									
	U	R	U	R	2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	1430	1530	/	/	/	/	/	/	/	/
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	93	107	/	/	/	/	/	/	/	/

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour							
	U	R	U	R	2 or More							
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	NONE MET							
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	NONE MET							

**Combination of Conditions A & B** SATISFIED YES  NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED\* YES  NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	Hour			
	One	2 or More		
Both Approaches - Major Street	X			
Higher Approach - Minor Street	X			

NONE MET

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

**WARRANT 3 - Peak Hour**  
 (Part A or Part B must be satisfied)

SATISFIED YES  NO

**PART A**

SATISFIED YES  NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <b>AND</b>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <b>AND</b>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

**PART B**

SATISFIED YES  NO

APPROACH LANES	Hour	
	One	2 or More
Both Approaches - Major Street	X	324
Higher Approach - Minor Street	X	88

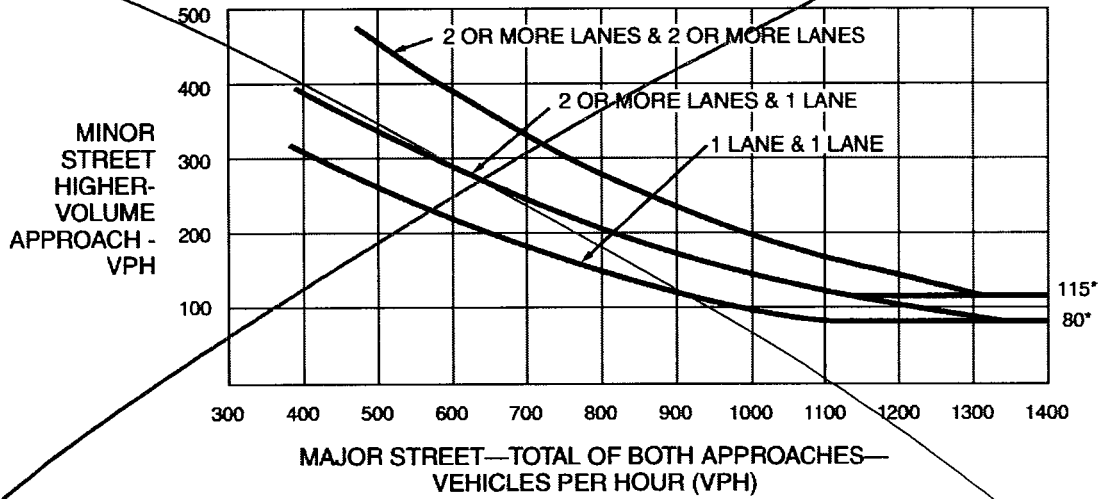
NOT MET

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

WILLOW

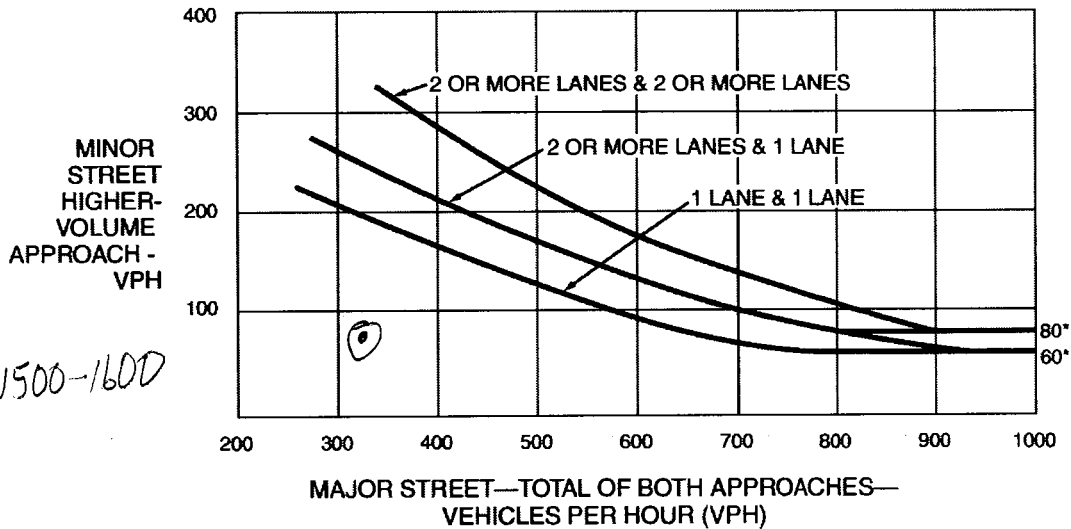
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

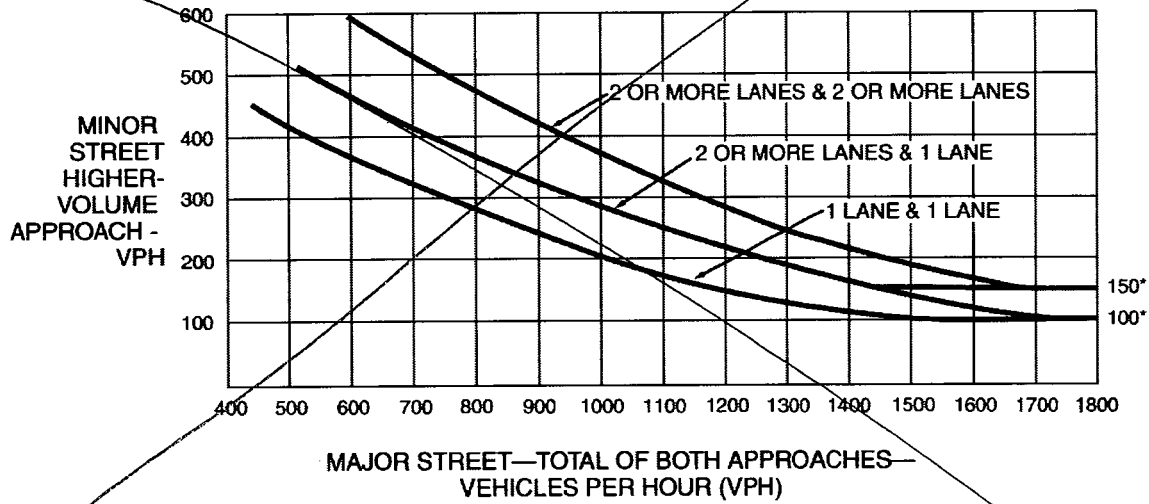
**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



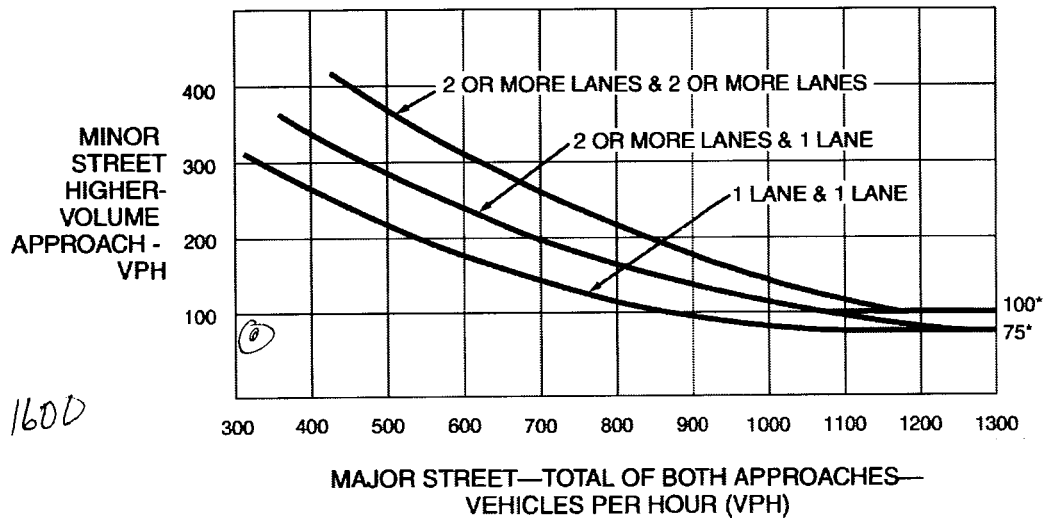
\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-3. Warrant 3, Peak Hour**



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**  
 (COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

@ 1500 - 1600

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)**

**WARRANT 6 - Coordinated Signal System  
 (All Parts Must Be Satisfied)**

SATISFIED YES  NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant  
 (All Parts Must Be Satisfied)**

SATISFIED YES  NO

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
5 OR MORE	3 IN 5 YEARS	
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	

**WARRANT 8 - Roadway Network  
 (All Parts Must Be Satisfied)**

SATISFIED YES  NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes <input type="checkbox"/> No <input type="checkbox"/>

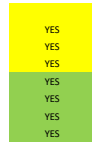
The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

WILLOW

Period	MINOR North Ave		MAJOR Willow Ave	
	EB	WB	NB	SB
00:00	3	1	3	4
00:15	2	1	6	5
00:30	2	1	12	8
00:45	5	1	1	3
01:00	0	0	1	2
01:15	2	1	0	2
01:30	0	1	2	5
01:45	2	1	3	4
02:00	2	2	5	3
02:15	0	1	2	2
02:30	2	1	5	3
02:45	0	3	9	4
03:00	0	3	7	3
03:15	1	0	0	3
03:30	1	5	7	10
03:45	1	3	6	17
04:00	2	1	11	7
04:15	1	2	8	8
04:30	5	3	18	18
04:45	5	6	14	26
05:00	7	8	14	10
05:15	3	7	16	21
05:30	3	14	15	28
05:45	5	9	18	46
06:00	11	11	16	26
06:15	5	13	18	26
06:30	6	12	30	37
06:45	10	13	26	56
07:00	8	7	23	47
07:15	9	11	30	59
07:30	6	8	36	57
07:45	13	19	23	79
08:00	12	16	19	37
08:15	16	7	20	33
08:30	21	19	21	30
08:45	17	10	29	28
09:00	18	9	26	23
09:15	16	8	31	28
09:30	11	14	26	33
09:45	20	8	26	22
10:00	9	8	31	35
10:15	15	8	22	31
10:30	10	11	25	32
10:45	10	10	35	30
11:00	17	13	24	40
11:15	22	12	40	25
11:30	30	10	41	31
11:45	30	14	29	34
12:00	26	15	30	33
12:15	19	14	36	26
12:30	18	11	45	34
12:45	22	11	37	26
13:00	21	12	20	34
13:15	15	10	47	39
13:30	19	22	34	32
13:45	18	13	37	28
14:00	19	9	48	33
14:15	30	10	31	21
14:30	35	13	45	29
14:45	19	8	48	37
15:00	19	12	48	40
15:15	20	10	31	34
15:30	27	12	44	42
15:45	22	10	49	36
16:00	26	10	36	32
16:15	32	8	40	23
16:30	38	13	25	27
16:45	37	6	27	24
17:00	38	12	34	30
17:15	21	5	18	24
17:30	29	4	41	38
17:45	16	15	32	40
18:00	8	9	32	19
18:15	13	8	23	26
18:30	10	4	21	21
18:45	8	7	16	16
19:00	10	2	14	6
19:15	3	4	11	14
19:30	4	8	10	8
19:45	2	2	11	15
20:00	4	1	8	7
20:15	2	2	12	9
20:30	6	1	4	6
20:45	1	1	8	8
21:00	2	0	9	7
21:15	2	0	4	7
21:30	2	0	5	4
21:45	1	0	7	8
22:00	4	1	4	5
22:15	2	0	6	7
22:30	0	2	6	4
22:45	2	0	13	3
23:00	1	2	3	4
23:15	2	0	7	3
23:30	4	0	3	2
23:45	0	1	3	3

NB+SB		EB or WB	
Combined Major	Greatest Minor		

Major >350?	Minor >105?	100% Satisfied?	Major >280?	Minor >84?	80% Satisfied?
42	12	NO	NO	NO	NO
38	9	NO	NO	NO	NO
29	9	NO	NO	NO	NO
16	7	NO	NO	NO	NO
19	4	NO	NO	NO	NO
24	6	NO	NO	NO	NO
26	5	NO	NO	NO	NO
27	6	NO	NO	NO	NO
33	7	NO	NO	NO	NO
35	8	NO	NO	NO	NO
34	7	NO	NO	NO	NO
43	11	NO	NO	NO	NO
53	11	NO	NO	NO	NO
61	9	NO	NO	NO	NO
74	11	NO	NO	NO	NO
93	9	NO	NO	NO	NO
110	13	NO	NO	NO	NO
116	19	NO	NO	NO	NO
137	24	NO	NO	NO	NO
144	35	NO	NO	NO	NO
168	38	NO	NO	NO	NO
186	41	NO	NO	NO	NO
193	47	NO	NO	NO	NO
217	45	NO	NO	NO	NO
235	49	NO	NO	NO	NO
263	45	NO	NO	NO	NO
308	43	NO	NO	YES	NO
334	39	NO	NO	YES	NO
354	45	YES	NO	YES	NO
340	54	NO	NO	YES	NO
304	50	NO	NO	YES	NO
262	62	NO	NO	NO	NO
217	66	NO	NO	NO	NO
210	72	NO	NO	NO	NO
216	72	NO	NO	NO	NO
224	62	NO	NO	NO	NO
215	65	NO	NO	NO	NO
232	56	NO	NO	NO	NO
226	55	NO	NO	NO	NO
224	54	NO	NO	NO	NO
241	44	NO	NO	NO	NO
239	52	NO	NO	NO	NO
251	59	NO	NO	NO	NO
266	79	NO	NO	NO	NO
264	99	NO	NO	NO	YES
263	108	NO	YES	NO	YES
260	105	NO	YES	NO	YES
267	93	NO	NO	NO	YES
267	85	NO	NO	NO	YES
258	80	NO	NO	NO	NO
282	76	NO	NO	YES	NO
269	77	NO	NO	NO	NO
271	73	NO	NO	NO	NO
298	71	NO	NO	YES	NO
264	86	NO	NO	YES	YES
272	102	NO	NO	NO	YES
292	103	NO	NO	YES	YES
299	103	NO	NO	YES	YES
312	93	NO	NO	YES	YES
324	85	NO	NO	YES	YES
324	88	NO	NO	YES	YES
304	95	NO	NO	YES	YES
302	107	NO	YES	YES	YES
268	118	NO	YES	NO	YES
234	133	NO	YES	NO	YES
230	145	NO	YES	NO	YES
209	134	NO	YES	NO	YES
236	125	NO	YES	NO	YES
257	104	NO	NO	NO	YES
244	74	NO	NO	NO	NO
251	66	NO	NO	NO	NO
214	47	NO	NO	NO	NO
174	39	NO	NO	NO	NO
143	41	NO	NO	NO	NO
119	31	NO	NO	NO	NO
95	25	NO	NO	NO	NO
89	19	NO	NO	NO	NO
84	15	NO	NO	NO	NO
80	13	NO	NO	NO	NO
72	14	NO	NO	NO	NO
62	13	NO	NO	NO	NO
63	11	NO	NO	NO	NO
53	11	NO	NO	NO	NO
52	7	NO	NO	NO	NO
51	7	NO	NO	NO	NO
44	9	NO	NO	NO	NO
46	9	NO	NO	NO	NO
47	7	NO	NO	NO	NO
48	8	NO	NO	NO	NO
46	5	NO	NO	NO	NO
43	5	NO	NO	NO	NO
38	9	NO	NO	NO	NO
28	7	NO	NO	NO	NO



Period	MINOR North Ave		MAJOR Willow Ave	
	EB	WB	NB	SB
00:00	3	1	3	4
00:15	2	1	6	5
00:30	2	1	12	8
00:45	5	1	1	3
01:00	0	0	1	2
01:15	2	1	0	2
01:30	0	1	2	5
01:45	2	1	3	4
02:00	2	2	5	3
02:15	0	1	2	2
02:30	2	1	5	3
02:45	0	3	9	4
03:00	0	3	7	3
03:15	1	0	0	3
03:30	1	5	7	10
03:45	1	3	6	17
04:00	2	1	11	7
04:15	1	2	8	8
04:30	5	3	18	18
04:45	5	6	14	26
05:00	7	8	14	10
05:15	3	7	16	21
05:30	3	14	15	28
05:45	5	9	18	46
06:00	11	11	16	26
06:15	5	13	18	26
06:30	6	12	30	37
06:45	10	13	26	56
07:00	8	7	23	47
07:15	9	11	30	59
07:30	6	8	36	57
07:45	13	19	23	79
08:00	12	16	19	37
08:15	16	7	20	33
08:30	21	19	21	30
08:45	17	10	29	28
09:00	18	9	26	23
09:15	16	8	31	28
09:30	11	14	26	33
09:45	20	8	26	22
10:00	9	8	31	35
10:15	15	8	22	31
10:30	10	11	25	32
10:45	10	10	35	30
11:00	17	13	24	40
11:15	22	12	40	25
11:30	30	10	41	31
11:45	30	14	29	34
12:00	26	15	30	33
12:15	19	14	36	26
12:30	18	11	45	34
12:45	22	11	37	26
13:00	21	12	20	34
13:15	15	10	47	39
13:30	19	22	34	32
13:45	18	13	37	28
14:00	19	9	48	33
14:15	30	10	31	21
14:30	35	13	45	29
14:45	19	8	48	37
15:00	19	12	48	40
15:15	20	10	31	34
15:30	27	12	44	42
15:45	22	10	49	36
16:00	26	10	36	32
16:15	32	8	40	23
16:30	38	13	25	27
16:45	37	6	27	24
17:00	38	12	34	30
17:15	21	5	18	24
17:30	29	4	41	38
17:45	16	15	32	40
18:00	8	9	32	19
18:15	13	8	23	26
18:30	10	4	21	21
18:45	8	7	16	16
19:00	10	2	14	6
19:15	3	4	11	14
19:30	4	8	10	8
19:45	2	2	11	15
20:00	4	1	8	7
20:15	2	2	12	9
20:30	6	1	4	6
20:45	1	1	8	8
21:00	2	0	9	7
21:15	2	0	4	7
21:30	2	0	5	4
21:45	1	0	7	8
22:00	4	1	4	5
22:15	2	0	6	7
22:30	0	2	6	4
22:45	2	0	13	3
23:00	1	2	3	4
23:15	2	0	7	3
23:30	4	0	3	2
23:45	0	1	3	3

NB+SB	EB or WB
Combined Major	Greatest Minor

Major >525?	Minor >53?	100% Satisfied?	Major >420?	Minor >42?	80% Satisfied?
42	12	NO	NO	NO	NO
38	9	NO	NO	NO	NO
29	9	NO	NO	NO	NO
16	7	NO	NO	NO	NO
19	4	NO	NO	NO	NO
24	6	NO	NO	NO	NO
26	5	NO	NO	NO	NO
27	6	NO	NO	NO	NO
33	7	NO	NO	NO	NO
35	8	NO	NO	NO	NO
34	7	NO	NO	NO	NO
43	11	NO	NO	NO	NO
53	11	NO	NO	NO	NO
61	9	NO	NO	NO	NO
74	11	NO	NO	NO	NO
93	9	NO	NO	NO	NO
110	13	NO	NO	NO	NO
116	19	NO	NO	NO	NO
137	24	NO	NO	NO	NO
144	35	NO	NO	NO	NO
168	38	NO	NO	NO	NO
186	41	NO	NO	NO	NO
193	47	NO	NO	NO	YES
217	45	NO	NO	NO	YES
235	49	NO	NO	NO	YES
263	45	NO	NO	NO	YES
308	43	NO	NO	NO	YES
334	39	NO	NO	NO	NO
354	45	NO	NO	NO	YES
340	54	NO	YES	NO	YES
304	50	NO	NO	NO	YES
262	62	NO	YES	NO	YES
217	66	NO	YES	NO	YES
210	72	NO	YES	NO	YES
216	72	NO	YES	NO	YES
224	62	NO	YES	NO	YES
215	65	NO	YES	NO	YES
232	56	NO	YES	NO	YES
226	55	NO	YES	NO	YES
224	54	NO	YES	NO	YES
241	44	NO	NO	NO	YES
239	52	NO	NO	NO	YES
251	59	NO	YES	NO	YES
266	79	NO	YES	NO	YES
264	99	NO	YES	NO	YES
263	108	NO	YES	NO	YES
260	105	NO	YES	NO	YES
267	93	NO	YES	NO	YES
267	85	NO	YES	NO	YES
258	80	NO	YES	NO	YES
282	76	NO	YES	NO	YES
269	77	NO	YES	NO	YES
271	73	NO	YES	NO	YES
298	71	NO	YES	NO	YES
264	86	NO	YES	NO	YES
272	102	NO	YES	NO	YES
292	103	NO	YES	NO	YES
299	103	NO	YES	NO	YES
312	93	NO	YES	NO	YES
324	85	NO	YES	NO	YES
324	88	NO	YES	NO	YES
304	95	NO	YES	NO	YES
302	107	NO	YES	NO	YES
268	118	NO	YES	NO	YES
234	133	NO	YES	NO	YES
230	145	NO	YES	NO	YES
209	134	NO	YES	NO	YES
236	125	NO	YES	NO	YES
257	104	NO	YES	NO	YES
244	74	NO	YES	NO	YES
251	66	NO	YES	NO	YES
214	47	NO	NO	NO	YES
174	39	NO	NO	NO	NO
143	41	NO	NO	NO	NO
119	31	NO	NO	NO	NO
95	25	NO	NO	NO	NO
89	19	NO	NO	NO	NO
84	15	NO	NO	NO	NO
80	13	NO	NO	NO	NO
72	14	NO	NO	NO	NO
62	13	NO	NO	NO	NO
63	11	NO	NO	NO	NO
53	11	NO	NO	NO	NO
52	7	NO	NO	NO	NO
51	7	NO	NO	NO	NO
44	9	NO	NO	NO	NO
46	9	NO	NO	NO	NO
47	7	NO	NO	NO	NO
48	8	NO	NO	NO	NO
46	5	NO	NO	NO	NO
43	5	NO	NO	NO	NO
38	9	NO	NO	NO	NO
28	7	NO	NO	NO	NO

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 1 of 5)**

COUNT DATE 1-26-21  
 CALC JR DATE 2-10-21  
 CHK \_\_\_\_\_ DATE \_\_\_\_\_

DIST \_\_\_\_\_ CO \_\_\_\_\_ RTE \_\_\_\_\_ PM \_\_\_\_\_  
 Major St: NORTH AVE Critical Approach Speed 55 mph  
 Minor St: PEACH AVE Critical Approach Speed \_\_\_\_\_ mph

Speed limit or critical speed on major street traffic > 40 mph.....  }  
 or } **RURAL (R)**  
 In built up area of isolated community of < 10,000 population.....  }  
 **URBAN (U)**

**WARRANT 1 - Eight Hour Vehicular Volume** SATISFIED YES  NO   
 (Condition A or Condition B or combination of A and B must be satisfied)

**Condition A - Minimum Vehicle Volume** 100% SATISFIED YES  NO  0 HOURS  
 80% SATISFIED YES  NO  2 HOURS

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour									
	U	R	U	R	2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	7/15	15/15								
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	(85)	(84)								

**Condition B - Interruption of Continuous Traffic** 100% SATISFIED YES  NO   
 80% SATISFIED YES  NO

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				Hour									
	U	R	U	R	2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	NONE MET									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)										

**Combination of Conditions A & B** SATISFIED YES  NO

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.



**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 2 of 5)**

**WARRANT 2 - Four Hour Vehicular Volume**

SATISFIED\* YES  NO

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	Hour			
	One	2 or More		
Both Approaches - Major Street	A			
Higher Approach - Minor Street	α			

NONE MET

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

**WARRANT 3 - Peak Hour  
 (Part A or Part B must be satisfied)**

SATISFIED YES  NO

**PART A**

SATISFIED YES  NO

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; <u>AND</u>	Yes <input type="checkbox"/>	No <input type="checkbox"/>
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; <u>AND</u>	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

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**PART B**

SATISFIED YES  NO

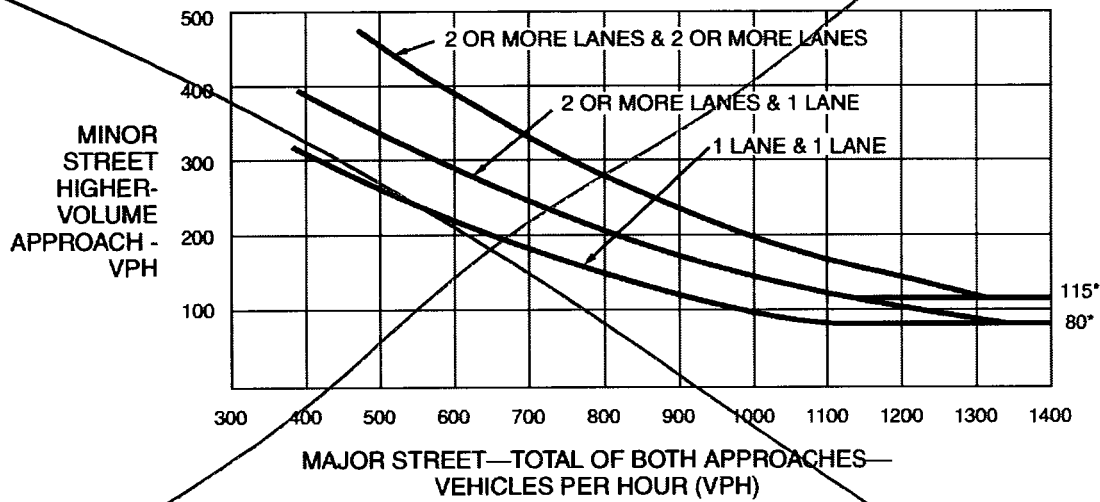
APPROACH LANES	Hour	
	One	2 or More
Both Approaches - Major Street	x	330
Higher Approach - Minor Street	x	72

1500  
NOT MET

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes <input type="checkbox"/>	No <input type="checkbox"/>
<u>OR</u> , The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes <input type="checkbox"/>	No <input checked="" type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

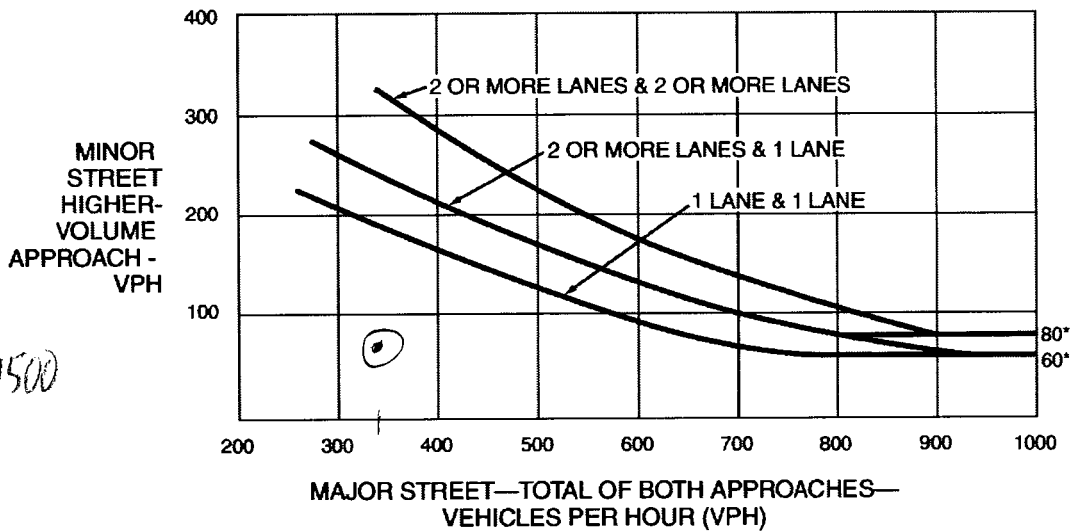
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

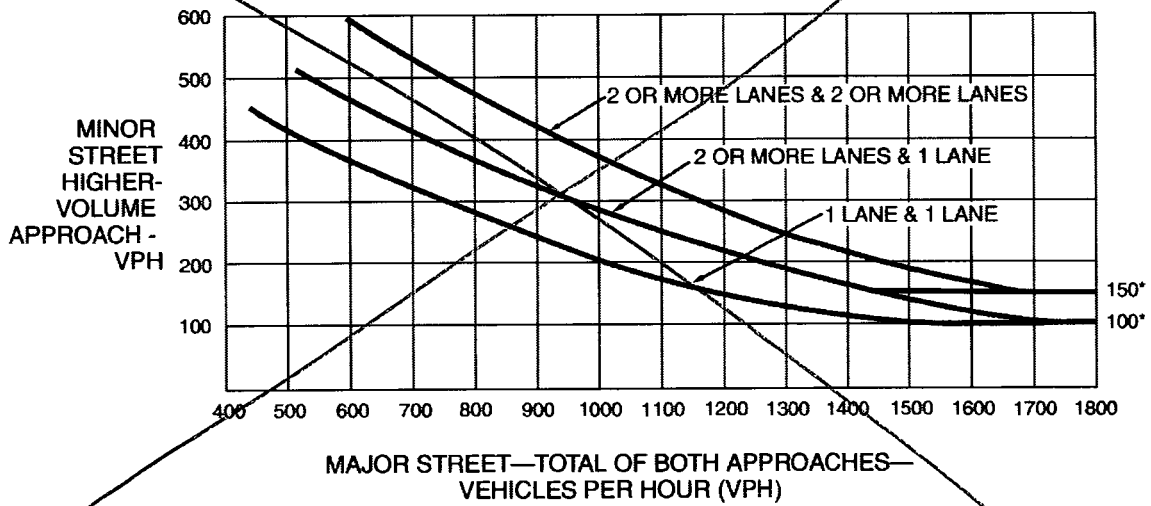
**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

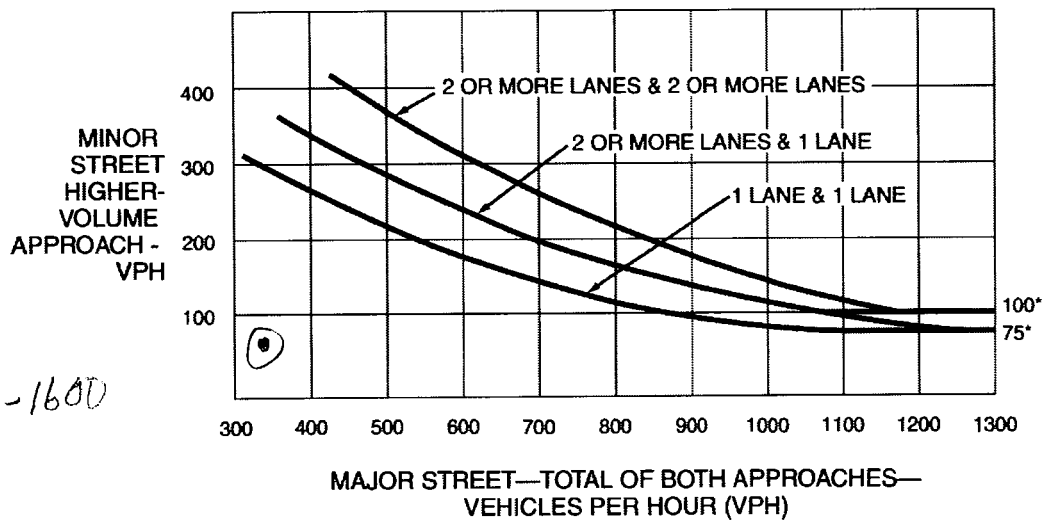
**Figure 4C-3. Warrant 3, Peak Hour**



\*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-4. Warrant 3, Peak Hour (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



⊙ 1500-1600

\*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 4 of 5)**

**WARRANT 6 - Coordinated Signal System  
 (All Parts Must Be Satisfied)**

SATISFIED YES  NO

MINIMUM REQUIREMENTS	DISTANCE TO NEAREST SIGNAL	
≥ 1000 ft	N _____ ft, S _____ ft, E _____ ft, W _____ ft	Yes <input type="checkbox"/> No <input type="checkbox"/>
On a one-way street or a street that has traffic predominantly in one direction, the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.		Yes <input type="checkbox"/> No <input type="checkbox"/>
OR, On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.		

**WARRANT 7 - Crash Experience Warrant  
 (All Parts Must Be Satisfied)**

SATISFIED YES  NO

Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency.		Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
REQUIREMENTS	Number of crashes reported within a 12 month period susceptible to correction by a traffic signal, and involving injury or damage exceeding the requirements for a reportable crash.	Yes <input checked="" type="checkbox"/> No <input type="checkbox"/>
5 OR MORE	AVG 5 PER FOR 5 YEARS	
REQUIREMENTS	CONDITIONS	✓
ONE CONDITION SATISFIED 80%	Warrant 1, Condition A - Minimum Vehicular Volume	Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>
	OR, Warrant 1, Condition B - Interruption of Continuous Traffic	
	OR, Warrant 4, Pedestrian Volume Condition Ped Vol ≥ 80% of Figure 4C-5 through Figure 4C-8	

ALL-WAY STOP

**WARRANT 8 - Roadway Network  
 (All Parts Must Be Satisfied)**

SATISFIED YES  NO

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes <input type="checkbox"/> No <input type="checkbox"/>
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		
CHARACTERISTICS OF MAJOR ROUTES		MAJOR ROUTE A	MAJOR ROUTE B
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes <input type="checkbox"/> No <input type="checkbox"/>

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Period	MINOR		MAJOR	
	EB	WB	NB	SB
00:00	6	3	7	5
00:15	5	1	7	3
00:30	2	1	13	4
00:45	0	1	4	3
01:00	1	0	1	3
01:15	0	1	0	1
01:30	2	2	2	3
01:45	2	1	2	3
02:00	2	0	4	3
02:15	3	0	2	1
02:30	0	0	4	4
02:45	0	3	7	3
03:00	0	4	3	0
03:15	0	3	1	4
03:30	0	1	6	11
03:45	4	5	0	16
04:00	1	1	3	6
04:15	3	4	4	5
04:30	2	5	11	18
04:45	2	15	15	19
05:00	1	4	8	11
05:15	3	6	10	19
05:30	2	13	12	27
05:45	2	18	14	38
06:00	5	9	19	26
06:15	3	10	20	17
06:30	4	20	29	33
06:45	3	25	24	42
07:00	3	13	19	49
07:15	3	23	18	59
07:30	4	22	24	53
07:45	10	35	21	68
08:00	5	5	14	40
08:15	4	15	21	34
08:30	10	15	27	30
08:45	6	13	24	20
09:00	8	10	24	19
09:15	1	11	23	29
09:30	9	15	22	34
09:45	4	14	22	23
10:00	11	9	28	32
10:15	7	17	18	27
10:30	7	8	26	36
10:45	4	8	25	34
11:00	6	12	26	32
11:15	6	12	33	27
11:30	9	12	32	27
11:45	6	19	33	29
12:00	15	14	30	29
12:15	9	7	29	30
12:30	23	22	37	27
12:45	8	23	33	27
13:00	8	24	21	32
13:15	12	10	38	30
13:30	10	19	36	29
13:45	14	10	37	34
14:00	7	13	45	28
14:15	6	16	31	22
14:30	14	14	60	34
14:45	10	13	34	37
15:00	11	12	48	37
15:15	13	16	36	33
15:30	26	12	48	39
15:45	22	16	54	35
16:00	20	18	32	33
16:15	10	16	47	21
16:30	32	19	45	21
16:45	21	16	32	21
17:00	21	17	50	32
17:15	13	9	19	32
17:30	12	22	45	38
17:45	7	15	39	34
18:00	11	15	30	18
18:15	3	6	28	25
18:30	7	8	16	20
18:45	5	9	14	11
19:00	3	9	27	6
19:15	1	6	13	16
19:30	4	10	10	5
19:45	3	3	13	14
20:00	2	5	9	6
20:15	2	4	12	6
20:30	3	2	5	6
20:45	0	9	3	5
21:00	3	2	6	4
21:15	1	4	4	7
21:30	0	2	2	5
21:45	0	9	6	4
22:00	2	2	5	3
22:15	3	3	3	5
22:30	1	1	4	5
22:45	0	3	10	3
23:00	1	4	5	5
23:15	0	2	8	4
23:30	0	4	4	2
23:45	2	0	1	4

NB+SB		EB or WB	
Combined Major	Greatest Minor		

Major > 350?	Minor > 105?	100% Satisfied?	Major > 280?	Minor > 84?	80% Satisfied?
46	13	NO	NO	NO	NO
38	8	NO	NO	NO	NO
29	3	NO	NO	NO	NO
17	4	NO	NO	NO	NO
15	5	NO	NO	NO	NO
18	6	NO	NO	NO	NO
20	9	NO	NO	NO	NO
23	7	NO	NO	NO	NO
28	5	NO	NO	NO	NO
24	7	NO	NO	NO	NO
26	10	NO	NO	NO	NO
35	11	NO	NO	NO	NO
41	13	NO	NO	NO	NO
47	10	NO	NO	NO	NO
51	11	NO	NO	NO	NO
63	15	NO	NO	NO	NO
81	25	NO	NO	NO	NO
91	28	NO	NO	NO	NO
111	30	NO	NO	NO	NO
121	38	NO	NO	NO	NO
139	41	NO	NO	NO	NO
165	46	NO	NO	NO	NO
173	50	NO	NO	NO	NO
196	57	NO	NO	NO	NO
210	64	NO	NO	NO	NO
233	68	NO	NO	NO	NO
273	81	NO	NO	NO	NO
288	83	NO	NO	YES	NO
311	93	NO	NO	YES	YES
297	85	NO	NO	YES	YES
275	77	NO	NO	NO	NO
255	70	NO	NO	NO	NO
210	48	NO	NO	NO	NO
199	53	NO	NO	NO	NO
196	49	NO	NO	NO	NO
195	49	NO	NO	NO	NO
196	50	NO	NO	NO	NO
213	49	NO	NO	NO	NO
206	55	NO	NO	NO	NO
212	48	NO	NO	NO	NO
226	42	NO	NO	NO	NO
224	45	NO	NO	NO	NO
239	40	NO	NO	NO	NO
236	44	NO	NO	NO	NO
239	55	NO	NO	NO	NO
240	57	NO	NO	NO	NO
239	52	NO	NO	NO	NO
244	62	NO	NO	NO	NO
242	66	NO	NO	NO	NO
236	76	NO	NO	NO	NO
245	79	NO	NO	NO	NO
246	76	NO	NO	NO	NO
257	63	NO	NO	NO	NO
277	52	NO	NO	NO	NO
262	58	NO	NO	NO	NO
291	53	NO	NO	YES	NO
291	56	NO	NO	YES	NO
303	55	NO	NO	YES	NO
319	55	NO	NO	YES	NO
312	60	NO	NO	YES	NO
330	72	NO	NO	YES	NO
310	81	NO	NO	YES	NO
309	78	NO	NO	YES	NO
288	84	NO	NO	YES	YES
252	83	NO	NO	NO	NO
269	84	NO	NO	NO	YES
252	87	NO	NO	NO	YES
269	67	NO	NO	NO	NO
289	63	NO	NO	YES	NO
255	61	NO	NO	NO	NO
257	58	NO	NO	NO	NO
210	44	NO	NO	NO	NO
162	38	NO	NO	NO	NO
147	32	NO	NO	NO	NO
123	32	NO	NO	NO	NO
102	34	NO	NO	NO	NO
104	28	NO	NO	NO	NO
86	24	NO	NO	NO	NO
75	22	NO	NO	NO	NO
71	14	NO	NO	NO	NO
52	20	NO	NO	NO	NO
47	17	NO	NO	NO	NO
40	17	NO	NO	NO	NO
36	17	NO	NO	NO	NO
38	17	NO	NO	NO	NO
36	17	NO	NO	NO	NO
33	16	NO	NO	NO	NO
35	15	NO	NO	NO	NO
38	9	NO	NO	NO	NO
40	11	NO	NO	NO	NO
44	10	NO	NO	NO	NO
41	13	NO	NO	NO	NO
33	10	NO	NO	NO	NO

YES  
YES

YES

Period	MINOR		MAJOR	
	EB	WB	NB	SB
00:00	6	3	7	5
00:15	5	1	7	3
00:30	2	1	13	4
00:45	0	1	4	3
01:00	1	0	1	3
01:15	0	1	0	1
01:30	2	2	2	3
01:45	2	1	2	3
02:00	2	0	4	3
02:15	3	0	2	1
02:30	0	0	4	4
02:45	0	3	7	3
03:00	0	4	3	0
03:15	0	3	1	4
03:30	0	1	6	11
03:45	4	5	0	16
04:00	1	1	3	6
04:15	3	4	4	5
04:30	2	5	11	18
04:45	2	15	15	19
05:00	1	4	8	11
05:15	3	6	10	19
05:30	2	13	12	27
05:45	2	18	14	38
06:00	5	9	19	26
06:15	3	10	20	17
06:30	4	20	29	33
06:45	3	25	24	42
07:00	3	13	19	49
07:15	3	23	18	59
07:30	4	22	24	53
07:45	10	35	21	68
08:00	5	5	14	40
08:15	4	15	21	34
08:30	10	15	27	30
08:45	6	13	24	20
09:00	8	10	24	19
09:15	1	11	23	29
09:30	9	15	22	34
09:45	4	14	22	23
10:00	11	9	28	32
10:15	7	17	18	27
10:30	7	8	26	36
10:45	4	8	25	34
11:00	6	12	26	32
11:15	6	12	33	27
11:30	9	12	32	27
11:45	6	19	33	29
12:00	15	14	30	29
12:15	9	7	29	30
12:30	23	22	37	27
12:45	8	23	33	27
13:00	8	24	21	32
13:15	12	10	38	30
13:30	10	19	36	29
13:45	14	10	37	34
14:00	7	13	45	28
14:15	6	16	31	22
14:30	14	14	60	34
14:45	10	13	34	37
15:00	11	12	48	37
15:15	13	16	36	33
15:30	26	12	48	39
15:45	22	16	54	35
16:00	20	18	32	33
16:15	10	16	47	21
16:30	32	19	45	21
16:45	21	16	32	21
17:00	21	17	50	32
17:15	13	9	19	32
17:30	12	22	45	38
17:45	7	15	39	34
18:00	11	15	30	18
18:15	3	6	28	25
18:30	7	8	16	20
18:45	5	9	14	11
19:00	3	9	27	6
19:15	1	6	13	16
19:30	4	10	10	5
19:45	3	3	13	14
20:00	2	5	9	6
20:15	2	4	12	6
20:30	3	2	5	6
20:45	0	9	3	5
21:00	3	2	6	4
21:15	1	4	4	7
21:30	0	2	2	5
21:45	0	9	6	4
22:00	2	2	5	3
22:15	3	3	3	5
22:30	1	1	4	5
22:45	0	3	10	3
23:00	1	4	5	5
23:15	0	2	8	4
23:30	0	4	4	2
23:45	2	0	1	4

NB+SB		EB or WB	
Combined Major	Greatest Minor		

Major >525?	Minor >53?	100% Satisfied?	Major >420?	Minor >42?	80% Satisfied?
46	13	NO	NO	NO	NO
38	8	NO	NO	NO	NO
29	3	NO	NO	NO	NO
17	4	NO	NO	NO	NO
15	5	NO	NO	NO	NO
18	6	NO	NO	NO	NO
20	9	NO	NO	NO	NO
23	7	NO	NO	NO	NO
28	5	NO	NO	NO	NO
24	7	NO	NO	NO	NO
26	10	NO	NO	NO	NO
35	11	NO	NO	NO	NO
41	13	NO	NO	NO	NO
47	10	NO	NO	NO	NO
51	11	NO	NO	NO	NO
63	15	NO	NO	NO	NO
81	25	NO	NO	NO	NO
91	28	NO	NO	NO	NO
111	30	NO	NO	NO	NO
121	38	NO	NO	NO	NO
139	41	NO	NO	NO	NO
165	46	NO	NO	NO	YES
173	50	NO	NO	NO	YES
196	57	NO	YES	NO	YES
210	64	NO	YES	NO	YES
233	68	NO	YES	NO	YES
273	81	NO	YES	NO	YES
288	83	NO	YES	NO	YES
311	93	NO	YES	NO	YES
297	85	NO	YES	NO	YES
275	77	NO	YES	NO	YES
255	70	NO	YES	NO	YES
210	48	NO	NO	NO	YES
199	53	NO	YES	NO	YES
196	49	NO	NO	NO	YES
195	49	NO	NO	NO	YES
196	50	NO	NO	NO	YES
213	49	NO	NO	NO	YES
206	55	NO	YES	NO	YES
212	48	NO	NO	NO	YES
226	42	NO	NO	NO	YES
224	45	NO	NO	NO	YES
239	40	NO	NO	NO	NO
236	44	NO	NO	NO	YES
239	55	NO	YES	NO	YES
240	57	NO	YES	NO	YES
239	52	NO	NO	NO	YES
244	62	NO	YES	NO	YES
242	66	NO	YES	NO	YES
236	76	NO	YES	NO	YES
245	79	NO	YES	NO	YES
246	76	NO	YES	NO	YES
257	63	NO	YES	NO	YES
277	52	NO	NO	NO	YES
262	58	NO	YES	NO	YES
291	53	NO	YES	NO	YES
291	56	NO	YES	NO	YES
303	55	NO	YES	NO	YES
319	55	NO	YES	NO	YES
312	60	NO	YES	NO	YES
330	72	NO	YES	NO	YES
310	81	NO	YES	NO	YES
309	78	NO	YES	NO	YES
288	84	NO	YES	NO	YES
252	83	NO	YES	NO	YES
269	84	NO	YES	NO	YES
252	87	NO	YES	NO	YES
269	67	NO	YES	NO	YES
289	63	NO	YES	NO	YES
255	61	NO	YES	NO	YES
257	58	NO	YES	NO	YES
210	44	NO	NO	NO	YES
162	38	NO	NO	NO	NO
147	32	NO	NO	NO	NO
123	32	NO	NO	NO	NO
102	34	NO	NO	NO	NO
104	28	NO	NO	NO	NO
86	24	NO	NO	NO	NO
75	22	NO	NO	NO	NO
71	14	NO	NO	NO	NO
52	20	NO	NO	NO	NO
47	17	NO	NO	NO	NO
40	17	NO	NO	NO	NO
36	17	NO	NO	NO	NO
38	17	NO	NO	NO	NO
36	17	NO	NO	NO	NO
33	16	NO	NO	NO	NO
35	15	NO	NO	NO	NO
38	9	NO	NO	NO	NO
40	11	NO	NO	NO	NO
44	10	NO	NO	NO	NO
41	13	NO	NO	NO	NO
33	10	NO	NO	NO	NO



# APPENDIX E

## SWITRS CRASH RECORDS



Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> CHESTNUT AVENUE	Distance (ft) 1584	<b>Direction</b> N	<b>Secondary Rd</b> MANNING AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 015	Type 3	CalTrans	Badge 017489	Collision Date 20150911	Time 0550	Day FRI
<b>Primary Collision Factor</b> IMPROP PASS	Violation 21751	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> INJURY	#Killed 0	#Injured 1	Tow Away? N	<b>Process Date</b> 20151019		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run MSDMNR	Motor Vehicle Involved With FIXED OBJ		Lighting DUSK/DAWN	Ped Action	Cntnl Dev	NT PRS/FCTR	Loc Type	Ramp/Int	

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	39	F	H	HNBD		PROC ST	N	A	0700	CHEV	2003	- 3	N	-	M	G	PASS	COMP PN 39	F	3	0	M	G	
2F	DRVR	998	-		IMP UNK	IMP UNK	PASSING	S	A	0100	-	-	3	N	-	M	B								

<b>Primary Rd</b> CHESTNUT AVENUE	Distance (ft) 70	<b>Direction</b> S	<b>Secondary Rd</b> MUSCAT AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 019113	Collision Date 20151002	Time 1727	Day FRI
<b>Primary Collision Factor</b> UNSAFE SPEED	Violation 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	#Killed 0	#Injured 0	Tow Away? N	<b>Process Date</b> 20151019		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntnl Dev	NT PRS/FCTR	Loc Type	Ramp/Int	

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	F	H	HNBD		PROC ST	N	A	0100	NISS	2005	- 3	N	-	M	G								
2	DRVR	29	M	H	HNBD		SLOWING	N	G	2533	INTL	2014	- 3	N	-	P	G								

<b>Primary Rd</b> CHESTNUT AVENUE	Distance (ft) 1056	<b>Direction</b> S	<b>Secondary Rd</b> NORTH AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 018284	Collision Date 20151015	Time 1915	Day THU
<b>Primary Collision Factor</b> UNSAFE SPEED	Violation 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	#Killed 0	#Injured 0	Tow Away? N	<b>Process Date</b> 20151029		
Weather1 RAINING	Weather2	Rdwy Surface WET	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV		Lighting DARK - NO	Ped Action	Cntnl Dev	NT PRS/FCTR	Loc Type	Ramp/Int	

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	55	M	H	HNBD		PROC ST	S	A	0700	CADI	2005	- 3	N	-	M	G	PASS		23	M	3	0	M	G
2	DRVR	23	M	H	HNBD		STOPPED	S	A	0100	DODG	2008	- 3	N	-	M	G	PASS		25	M	3	0	M	G

<b>Primary Rd</b> CHESTNUT AVENUE	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> CENTRAL AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 019039	Collision Date 20151207	Time 1725	Day MON
<b>Primary Collision Factor</b> STOP SGN SIG	Violation 21453A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	#Killed 0	#Injured 1	Tow Away? Y	<b>Process Date</b> 20160115		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV		Lighting DARK - ST	Ped Action	Cntnl Dev	NT PRS/FCTR	Loc Type	Ramp/Int	

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	H	HNBD		PROC ST	S	A	0100	HYUN	2014	- 3	N	-	L	G								
2	DRVR	36	M	H	HNBD		LFT TURN	E	A	0100	LINC	1993	- 3	N	-	P	G	DRVR	COMP PN 36	M	1	0	P	G	
																		PASS		17	F	3	0	P	G
																		PASS		14	M	4	0	P	G
3	DRVR	54	M	O	HNBD		STOPPED	N	A	0100	MERZ	2004	- 3	N	-	M	G								

<b>Primary Rd</b> CHUCKWAGON RD	Distance (ft) 220	<b>Direction</b> N	<b>Secondary Rd</b> GREENHILL RD	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 060	Type 3	CalTrans	Badge 16507	Collision Date 20150124	Time 0215	Day SAT
<b>Primary Collision Factor</b> IMPROP TURN	Violation 22107	<b>Collision Type</b> OVERTURNED	<b>Severity</b> PDO	#Killed 0	#Injured 0	Tow Away? Y	<b>Process Date</b> 20150806		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With NON-CLSN		Lighting DARK - NO	Ped Action	Cntnl Dev	NT PRS/FCTR	Loc Type	Ramp/Int	

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	M	W	HNBD		UNS TURN	N	A	0100	CHRY	2000	- 3	N	-	B	G								

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> MAPLE AV	<b>Distance (ft)</b> 41	<b>Direction</b> S	<b>Secondary Rd</b> SHEILDS AV	<b>NCIC</b> 1005	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> Fresno	<b>County</b> Fresno	<b>Population</b> 7	<b>Rpt Dist</b> 2161	<b>Beat</b> 04H	<b>Type</b> 0	<b>CalTrans</b>	<b>Badge</b> P948	<b>Collision Date</b> 20150923	<b>Time</b> 1344 <b>Day</b> WED
<b>Primary Collision Factor</b> DRVR ALC DRG	<b>Violation</b> 23152B	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20160126		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	70	M	H	HBD-UI		UNS TURN	N	D	2200	NISSA	1988	- 3	A	22350	-	M H	DRVR	SEVERE	70	M	1	1	M	H
2	DRVR	24	F	H	HNBD		STOPPED	N	A	0100	SATUR	2007	- 3	N			M G								
3	DRVR	44	M	H	HNBD		STOPPED	N	D	2200	TOYOT	2000	- 3	N			M G								

<b>Primary Rd</b> MAPLE AV	<b>Distance (ft)</b> 20	<b>Direction</b> N	<b>Secondary Rd</b> SHEPHERD AV	<b>NCIC</b> 1005	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> Fresno	<b>County</b> Fresno	<b>Population</b> 7	<b>Rpt Dist</b> 0861	<b>Beat</b> 04A	<b>Type</b> 0	<b>CalTrans</b>	<b>Badge</b> P948	<b>Collision Date</b> 20150410	<b>Time</b> 1113 <b>Day</b> FRI
<b>Primary Collision Factor</b> DRVR ALC DRG	<b>Violation</b> 23152A	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20160205		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	M	B	HBD-UI		PROC ST	S	A	0100	CADIL	2003	- 3	A	22350	-	M G								
2	DRVR	27	F	H	HNBD		STOPPED	S	A	0700	LEXUS	2012	- 3	N			M G								

<b>Primary Rd</b> MAPLE AVE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> AMERICAN AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 013112	<b>Collision Date</b> 20150905	<b>Time</b> 1235 <b>Day</b> SAT
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20151019		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	H	HNBD		PROC ST	E	A	0100	TOYT	2010	- 3	N			M G	PASS		22	M	3	0	M	G
2	DRVR	19	M	W	HNBD		PROC ST	S	D	2200	CHEV	1998	- 3	N			M G	PASS		17	M	3	0	M	G

<b>Primary Rd</b> MAPLE AVE	<b>Distance (ft)</b> 34	<b>Direction</b> S	<b>Secondary Rd</b> AMERICAN AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 013112	<b>Collision Date</b> 20150926	<b>Time</b> 1230 <b>Day</b> SAT
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 22450A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20151019		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	75	M	O	HNBD		LFT TURN	W	F	2500	FRHT	1994	- 3	N			M G								
2	DRVR	43	M	W	HNBD		PROC ST	S	G	2532	FRHT	2012	- 3	N			M G								

<b>Primary Rd</b> MAPLE AVE	<b>Distance (ft)</b> 20	<b>Direction</b> S	<b>Secondary Rd</b> NORTH AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019610	<b>Collision Date</b> 20151205	<b>Time</b> 2500 <b>Day</b> SAT
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160104		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ	<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	S	-	9900	-	-	- 3	N			B B								

Primary Rd <b>NORTH AV</b>		Distance (ft) <b>2640</b>	Direction <b>W</b>	Secondary Rd <b>BISHOP AV</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>015</b>	Type <b>3</b>	CalTrans	Badge <b>18934</b>	Collision Date <b>20150207</b>	Time <b>2500</b>	Day <b>SAT</b>
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20150819</b>			
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>					
Hit and Run <b>MSDMNR</b>		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int			

Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	W	D	2200	FORD	2011	-	3	N	-	M	B								

Primary Rd <b>NORTH AV</b>		Distance (ft) <b>900</b>	Direction <b>W</b>	Secondary Rd <b>CHESTNUT AV</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy
City <b>Fresno</b>		County <b>Fresno</b>	Population <b>7</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>17032</b>	Collision Date <b>20150329</b>	Time <b>2500</b>	Day <b>SUN</b>
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20150921</b>			
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>					
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int			

Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	W	A	0100	HONDA	2008	-	3	N	-	L	B								

Primary Rd <b>NORTH AV</b>		Distance (ft) <b>600</b>	Direction <b>E</b>	Secondary Rd <b>CLOVIS AV</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>18912</b>	Collision Date <b>20150417</b>	Time <b>1337</b>	Day <b>FRI</b>
Primary Collision Factor <b>OTHER HAZ</b>		Violation <b>21711</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20150924</b>			
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>					
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int			

Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	F	W	HNBD		PROC ST	W	D	2200	CHEVR	2004	-	3	N	-	M	G								

Primary Rd <b>NORTH AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CLOVIS AV</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>019610</b>	Collision Date <b>20150501</b>	Time <b>1603</b>	Day <b>FRI</b>
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20150609</b>			
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>					
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int			

Party Info												Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected		
1F	DRVR	21	F	H	HNBD		LFT TURN	E	A	0100	TOYOT	2008	-	3	A	22100	N	M	G	DRVR	COMP PN	21	F	1	0	M	G
2	DRVR	42	M	H	HNBD		PROC ST	W	A	0700	SUZUK	2004	-	3	N	-	M	G									

Primary Rd <b>NORTH AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>DEL REY AV</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>014479</b>	Collision Date <b>20150506</b>	Time <b>0954</b>	Day <b>WED</b>
Primary Collision Factor <b>STOP SGN SIG</b>		Violation <b>22450A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>3</b>	Tow Away? <b>Y</b>	Process Date <b>20150609</b>			
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>					
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int			

Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	72	F	W	HNBD		PROC ST	N	A	0100	TOYOT	2010	-	3	N	-	L	G	DRVR	COMP PN	72	F	1	0	L	G
2	DRVR	64	M	H	HNBD		PROC ST	W	A	0700	NISSA	2001	-	3	N	-	L	G	PASS	SEVERE	59	F	3	0	L	G
																			PASS	OTH VIS	3	M	4	0	P	Q

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AV	Distance (ft)	590	<b>Direction</b> W	<b>Secondary Rd</b> INDIANOLA AV	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019789	<b>Collision Date</b> 20150731	<b>Time</b> 2342	<b>Day</b> FRI	
<b>Primary Collision Factor</b> PED VIOL	<b>Violation</b> 21954A	<b>Collision Type</b> AUTO/PED	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> N	<b>Process Date</b> 20150828				
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> PED	<b>Lighting</b> DARK - NO	<b>Ped Action</b> NOT IN X-	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	PED	65	M	A	HNBD		OTHER	N	N	6000	-	-	3	N	-	-	-	PED	SEVERE	65	M	9	3	-	-
2	DRVR	25	M	H	HNBD		PROC ST	E	D	2200	TOYOT	1994	-	3	N	-	M	G							

<b>Primary Rd</b> NORTH AV	Distance (ft)	384	<b>Direction</b> W	<b>Secondary Rd</b> J ST	<b>NCIC</b> 1013	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> Sanger	<b>County</b> Fresno	<b>Population</b> 3	<b>Rpt Dist</b> 1013	<b>Beat</b> 003	<b>Type</b> 0	<b>CalTrans</b>	<b>Badge</b> M139	<b>Collision Date</b> 20150724	<b>Time</b> 1553	<b>Day</b> FRI	
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> N	<b>Process Date</b> 20151124				
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	M	H	HNBD		PROC ST	W	A	0100	HONDA	1992	-	3	N	-	M	G	DRVR	COMP PN 24	M	1	0	M	G
2	DRVR	18	M	H	HNBD		PROC ST	W	A	0100	HONDA	1994	-	3	N	-	M	G	DRVR	COMP PN 18	M	1	0	M	G

<b>Primary Rd</b> NORTH AV	Distance (ft)	170	<b>Direction</b> W	<b>Secondary Rd</b> J ST	<b>NCIC</b> 1013	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> Sanger	<b>County</b> Fresno	<b>Population</b> 3	<b>Rpt Dist</b> M370	<b>Beat</b> 003	<b>Type</b> 0	<b>CalTrans</b>	<b>Badge</b> M134	<b>Collision Date</b> 20151019	<b>Time</b> 0901	<b>Day</b> MON	
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160206				
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	27	F	H	HNBD		U-TURN	E	-	0000	HONDA	2000	-	3	N	-	M	E								
2	DRVR	40	F	H	HNBD		PROC ST	E	-	0000	MERCU	1994	-	3	N	-	M	E	PASS		14	F	3	0	M	E

<b>Primary Rd</b> NORTH AV	Distance (ft)	1000	<b>Direction</b> W	<b>Secondary Rd</b> JAMESON AV	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 17591	<b>Collision Date</b> 20150801	<b>Time</b> 2500	<b>Day</b> SAT	
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20160405				
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M	H	HNBD		UNS TURN	E	A	0100	TOYOT	1998	-	3	N	-	L	B							

<b>Primary Rd</b> NORTH AV	Distance (ft)	1000	<b>Direction</b> W	<b>Secondary Rd</b> MAPLE AV	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 016730	<b>Collision Date</b> 20150423	<b>Time</b> 1431	<b>Day</b> THU	
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 22451A	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20151007				
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	46	M	H	HNBD		PROC ST	W	D	2200	GMC	1995	-	3	N	-	M	G							



Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AV	Distance (ft)	300	<b>Direction</b> W	<b>Secondary Rd</b> MCCALL AV	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 014479	<b>Collision Date</b> 20150128	<b>Time</b> 0835	<b>Day</b> WED	
<b>Primary Collision Factor</b> IMPROP PASS	<b>Violation</b> 21750	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20150810				
<b>Weather1</b> FOG	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	F	H	IMP UNK	IMP UNK	PROC ST	W	A	0100	NISSA	2003	- 3	N	-	M	G								
2	DRVR	51	M	H	HNBD		PROC ST	W	A	0100	DODGE	2009	- 3	N	-	M	G								

<b>Primary Rd</b> NORTH AV	Distance (ft)	0	<b>Direction</b>	<b>Secondary Rd</b> NEWARK	<b>NCIC</b> 1013	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> Sanger	<b>County</b> Fresno	<b>Population</b> 3	<b>Rpt Dist</b> M380	<b>Beat</b> 003	<b>Type</b> 0	<b>CalTrans</b>	<b>Badge</b> M046	<b>Collision Date</b> 20150317	<b>Time</b> 1236	<b>Day</b> TUE	
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 22450A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20151125				
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	H	HBD-NUI		PROC ST	W	B	0101	HONDA	2003	- 3	N	-	L	G								
2	DRVR	22	M	H	HBD-NUI		RGT TURN	S	B	0101	TOYOT	1988	- 3	N	-	M	G	PASS	COMP PN 21	F	3	0	M	G	

<b>Primary Rd</b> NORTH AV	Distance (ft)	1584	<b>Direction</b> E	<b>Secondary Rd</b> NEWCOMB AV	<b>NCIC</b> 9461	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 060	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 018354	<b>Collision Date</b> 20150223	<b>Time</b> 2315	<b>Day</b> MON	
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20150316				
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ	<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	F	W	HNBD		RAN OFF RD	E	A	0700	ISUZU	1999	- 3	N	-	M	G	DRVR	OTH VIS	47	F	1	0	M	G

<b>Primary Rd</b> NORTH AV	Distance (ft)	0	<b>Direction</b>	<b>Secondary Rd</b> NILE AV	<b>NCIC</b> 1013	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> Sanger	<b>County</b> Fresno	<b>Population</b> 3	<b>Rpt Dist</b> M330	<b>Beat</b> 003	<b>Type</b> 0	<b>CalTrans</b>	<b>Badge</b> M134	<b>Collision Date</b> 20151013	<b>Time</b> 1603	<b>Day</b> TUE	
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160202				
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	H	HNBD		PROC ST	E	-	0000	MITSU	1999	- 3	F	N	L	E								
2	DRVR	68	M	W	HNBD		STOPPED	E	-	0000	CHEVR	2001	- 3	N	-	M	E								

<b>Primary Rd</b> NORTH AV	Distance (ft)	1000	<b>Direction</b> E	<b>Secondary Rd</b> PEACH AV	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 19323	<b>Collision Date</b> 20150510	<b>Time</b> 0248	<b>Day</b> SUN	
<b>Primary Collision Factor</b> DRVR ALC DRG	<b>Violation</b> 23152A	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20151021				
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ	<b>Lighting</b> DARK - ST	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>					

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	H	HBD-UI		UNS TURN	E	A	0100	NISSA	2015	- 3	A	22107	-	M	G							

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<b>Primary Rd NORTH AV</b>		<b>Distance (ft) 0</b>		<b>Direction</b>		<b>Secondary Rd PEACH AV</b>		<b>NCIC 9435</b>		<b>State Hwy? N</b>		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 034		Type 3		CalTrans		Badge 019113		Collision Date 20150630		Time 2124		Day TUE								
Primary Collision Factor STOP SGN SIG		Violation 22450A		Collision Type BROADSIDE		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20151110												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run MSDMNR		Motor Vehicle Involved With OTHER MV		Lighting DARK - NO		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	S	D	2200	-	-	3	N	-	B	-									
2	DRVR	62	M	H	HNBD		PROC ST	W	G	2531	FREIG	2012	-	3	-	-	P	H								
<b>Primary Rd NORTH AV</b>		<b>Distance (ft) 378</b>		<b>Direction E</b>		<b>Secondary Rd REED AV</b>		<b>NCIC 1012</b>		<b>State Hwy? N</b>		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City Reedley		County Fresno		Population 3		Rpt Dist REEDL Beat 001		Type 0		CalTrans		Badge L013		Collision Date 20151007		Time 0141		Day WED								
Primary Collision Factor NOT DRIVER		Violation		Collision Type HIT OBJECT		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20160208												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With FIXED OBJ		Lighting DARK - ST		Ped Action		Cntrl Dev NT PRS/FCTR		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	47	M	W	HNBD		PROC ST	N	-	0000	CHEVR	2009	-	3	N	-	M	G								
<b>Primary Rd NORTH AV</b>		<b>Distance (ft) 0</b>		<b>Direction</b>		<b>Secondary Rd SANGER AV</b>		<b>NCIC 1013</b>		<b>State Hwy? N</b>		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City Sanger		County Fresno		Population 3		Rpt Dist M390 Beat 003		Type 0		CalTrans		Badge M134		Collision Date 20150815		Time 2128		Day SAT								
Primary Collision Factor TOO CLOSE		Violation 21703		Collision Type REAR END		Severity PDO		#Killed 0		#Injured 0		Tow Away? N		Process Date 20160109												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DARK - ST		Ped Action		Cntrl Dev NT PRS/FCTR		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	42	M	W	HNBD		PROC ST	W	-	0000	DODGE	2004	-	1	A	23123	F	M	B							
2	DRVR	24	M	H	HNBD		STOPPED	W	-	0000	HONDA	2014	-	3	N	-	M	B								
<b>Primary Rd NORTH AV</b>		<b>Distance (ft) 259</b>		<b>Direction W</b>		<b>Secondary Rd THOMPSON AV</b>		<b>NCIC 9435</b>		<b>State Hwy? N</b>		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 034		Type 3		CalTrans		Badge 015095		Collision Date 20150302		Time 0722		Day MON								
Primary Collision Factor IMPROPR TURN		Violation 22107		Collision Type HIT OBJECT		Severity INJURY		#Killed 0		#Injured 1		Tow Away? Y		Process Date 20150325												
Weather1 CLOUDY		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With FIXED OBJ		Lighting DAYLIGHT		Ped Action		Cntrl Dev NT PRS/FCTR		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	44	M	W	HNBD		UNS TURN	W	A	0100	CHEVR	2007	-	3	N	-	M	G	DRVR	OTH VIS	44	M	1	0	M	G
<b>Primary Rd NORTH AVE</b>		<b>Distance (ft) 33</b>		<b>Direction E</b>		<b>Secondary Rd CHESTNUT AVE</b>		<b>NCIC 9435</b>		<b>State Hwy? N</b>		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 034		Type 3		CalTrans		Badge 015751		Collision Date 20151102		Time 0930		Day MON								
Primary Collision Factor UNSAFE SPEED		Violation 22350		Collision Type REAR END		Severity PDO		#Killed 0		#Injured 0		Tow Away? Y		Process Date 20151111												
Weather1 CLOUDY		Weather2 RAINING		Rdwy Surface WET		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	21	M	H	HNBD		PROC ST	W	A	0100	NISSA	1996	-	3	N	-	M	G								
2	DRVR	33	M	H	HNBD		STOPPED	W	A	0700	CADI	2002	-	3	N	-	M	G								

Include State Highways cases

Report Run On: 02/25/2020

Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>120</b>	Direction <b>E</b>	Secondary Rd <b>ELM AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>015</b>	Type <b>3</b>	CalTrans	Badge <b>019327</b>	Collision Date <b>20150924</b>	Time <b>1730</b>	Day <b>THU</b>														
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20151029</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type		Ramp/Int																
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	W	HNBD		U-TURN	W	G	2728	FREI	2014	- 3	N	-	P	G	PASS		38	F	3	0	M	B
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>95</b>	Direction <b>E</b>	Secondary Rd <b>GOLDENROD AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>015</b>	Type <b>3</b>	CalTrans	Badge <b>020019</b>	Collision Date <b>20150810</b>	Time <b>0503</b>	Day <b>MON</b>														
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20151019</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type		Ramp/Int																
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	W	HNBD		LFT TURN	S	A	0800	DODG	1998	- 3	N	-	M	B	PASS		38	F	3	0	M	B
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>1500</b>	Direction <b>W</b>	Secondary Rd <b>HOWARD</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>015</b>	Type <b>3</b>	CalTrans	Badge <b>018860</b>	Collision Date <b>20150810</b>	Time <b>1805</b>	Day <b>MON</b>														
Primary Collision Factor <b>NOT DRIVER</b>		Violation	Collision Type <b>OVERTURNED</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20151019</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>NON-CLSN</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type		Ramp/Int																
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	29	M	W	HNBD		PROC ST	W	C	0600	HONDA	1998	- 3	N	-	P	V	DRVR	OTH VIS	29	M	1	1	P	V
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>389</b>	Direction <b>W</b>	Secondary Rd <b>LAKE AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>015</b>	Type <b>3</b>	CalTrans	Badge <b>018939</b>	Collision Date <b>20150919</b>	Time <b>1951</b>	Day <b>SAT</b>														
Primary Collision Factor <b>OTHER IMPROV DRV</b>		Violation	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20151020</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type		Ramp/Int																
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	M	W	HNBD		PROC ST	E	-	9800	FORD	2010	- 3	N	-	M	G								
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>1056</b>	Direction <b>E</b>	Secondary Rd <b>MAPLE AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>015602</b>	Collision Date <b>20150824</b>	Time <b>0715</b>	Day <b>MON</b>														
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20151019</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type		Ramp/Int																
Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	M	H	HNBD		PROC ST	W	A	0100	PONT	2008	- 3	N	-	L	G								
2	DRVR	49	F	H	HNBD		SLOWING	W	D	2200	NISSA	2007	- 3	N	-	M	G	PASS		18	M	3	0	M	G

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AVE	<b>Distance (ft)</b> 48	<b>Direction</b> W	<b>Secondary Rd</b> SR-41 S/B	<b>NCIC</b> 9435	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 013112	<b>Collision Date</b> 20151101	<b>Time</b> 0720 <b>Day</b> SUN
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20151110		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	29	M	H	HNBD		PROC ST	S	A	0100	TOYT	1998	- 3	N	-	L	G	DRVR	OTH VIS	29	M	1	0	L	G

<b>Primary Rd</b> NORTH AVE.	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> ELM AVE.	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 014650	<b>Collision Date</b> 20150908	<b>Time</b> 0925 <b>Day</b> TUE
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20151019		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	F	A	HNBD		PROC ST	E	A	0100	BMW	1999	- 3	N	-	M	G	PASS		25	M	3	0	M	G
2	DRVR	29	F	H	HNBD		STOPPED	E	A	0800	DODGE	1999	- 3	N	-	M	G	PASS		4	M	4	0	P	Q
																		PASS		39	M	5	0	P	G

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 100	<b>Direction</b> E	<b>Secondary Rd</b> CHESTNUT	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 015602	<b>Collision Date</b> 20151216	<b>Time</b> 0555 <b>Day</b> WED
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160111		
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	M	A	HNBD		SLOWING	W	A	0100	HOND	1996	- 3	N	-	M	G								
2	DRVR	53	M	H	HNBD		STOPPED	W	D	2200	CHEV	2000	- 3	N	-	M	G								

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> DEL REY AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 015602	<b>Collision Date</b> 20151217	<b>Time</b> 1220 <b>Day</b> THU
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20160114		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	58	M	W	HNBD		PROC ST	S	A	0700	TOYOT	2008	- 3	N	-	M	G								
2	DRVR	35	M	A	HNBD		PROC ST	W	A	0100	TOYT	2012	- 3	N	-	L	G	DRVR	COMP PN	35	M	1	0	L	G

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> PEACH AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 018912	<b>Collision Date</b> 20151113	<b>Time</b> 1821 <b>Day</b> FRI
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 22450A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20151130		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DARK - ST	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	63	M	W	HNBD		PROC ST	S	D	2200	CHEV	2007	- 3	N	-	L	G	PASS		49	F	3	0	L	G
2	DRVR	45	M	O	HNBD		PROC ST	E	G	2540	KENW	2012	A 3	N	-	M	G								



Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 210	<b>Direction</b> E	<b>Secondary Rd</b> PEACH AVENUE		<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>														
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> 034	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019962	<b>Collision Date</b> 20151224	<b>Time</b> 1725	<b>Day</b> THU															
<b>Primary Collision Factor</b> NOT DRIVER		<b>Violation</b>	<b>Collision Type</b> HIT OBJECT		<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160115																
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> WET		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																	
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> ANIMAL				<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>															
<b>Party Info</b>												<b>Victim Info</b>													
<b>Party</b> 1	<b>Type</b> DRVR	<b>Age</b> 19	<b>Sex</b> M	<b>Race</b> H	<b>Sobriety1</b> HNBD	<b>Sobriety2</b>	<b>Move Pre</b> PROC ST	<b>Dir</b> W	<b>SW Veh</b> D	<b>CHP Veh</b> 2200	<b>Make</b> GMC	<b>Year</b> 2015	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> M	<b>Safety Equip</b> G	<b>ROLE</b> PASS	<b>Ext Of Inj</b>	<b>AGE</b> 18	<b>Sex</b> F	<b>Seat Pos</b> 3	<b>Safety</b> 0	<b>EQUIP</b> M	<b>Ejected</b> G
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> TEMPERANCE		<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>														
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> 034	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 018912	<b>Collision Date</b> 20151121	<b>Time</b> 1319	<b>Day</b> SAT															
<b>Primary Collision Factor</b> STOP SGN SIG		<b>Violation</b> 22450A	<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20151214																
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																	
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV				<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>															
<b>Party Info</b>												<b>Victim Info</b>													
<b>Party</b> 1F	<b>Type</b> DRVR	<b>Age</b> 50	<b>Sex</b> F	<b>Race</b> W	<b>Sobriety1</b> HNBD	<b>Sobriety2</b>	<b>Move Pre</b> PROC ST	<b>Dir</b> S	<b>SW Veh</b> A	<b>CHP Veh</b> 0100	<b>Make</b> KIA	<b>Year</b> 2015	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> L	<b>Safety Equip</b> G	<b>ROLE</b> PASS	<b>Ext Of Inj</b>	<b>AGE</b> 9	<b>Sex</b> M	<b>Seat Pos</b> 3	<b>Safety</b> 0	<b>EQUIP</b> L	<b>Ejected</b> G
<b>Party</b> 2	<b>Type</b> DRVR	<b>Age</b> 61	<b>Sex</b> M	<b>Race</b> H	<b>Sobriety1</b> HNBD	<b>Sobriety2</b>	<b>Move Pre</b> PROC ST	<b>Dir</b> W	<b>SW Veh</b> A	<b>CHP Veh</b> 0100	<b>Make</b> DODG	<b>Year</b> 1999	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> P	<b>Safety Equip</b> G								
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> DEL REY AVENUE		<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>														
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> 034	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019039	<b>Collision Date</b> 20151006	<b>Time</b> 1725	<b>Day</b> TUE															
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20151019																
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																	
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV				<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>															
<b>Party Info</b>												<b>Victim Info</b>													
<b>Party</b> 1F	<b>Type</b> DRVR	<b>Age</b> 69	<b>Sex</b> F	<b>Race</b> H	<b>Sobriety1</b> HNBD	<b>Sobriety2</b>	<b>Move Pre</b> PROC ST	<b>Dir</b> S	<b>SW Veh</b> A	<b>CHP Veh</b> 0100	<b>Make</b> CHEVY	<b>Year</b> 2005	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> L	<b>Safety Equip</b> G	<b>ROLE</b> PASS	<b>Ext Of Inj</b>	<b>AGE</b> 25	<b>Sex</b> M	<b>Seat Pos</b> 3	<b>Safety</b> 0	<b>EQUIP</b> L	<b>Ejected</b> G
<b>Party</b> 2	<b>Type</b> DRVR	<b>Age</b> 63	<b>Sex</b> M	<b>Race</b> H	<b>Sobriety1</b> HNBD	<b>Sobriety2</b>	<b>Move Pre</b> PROC ST	<b>Dir</b> E	<b>SW Veh</b> E	<b>CHP Veh</b> 2235	<b>Make</b> GMC	<b>Year</b> 2007	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> M	<b>Safety Equip</b> G								
<b>Party</b> 3	<b>Type</b> DRVR	<b>Age</b> 35	<b>Sex</b> M	<b>Race</b> W	<b>Sobriety1</b> HNBD	<b>Sobriety2</b>	<b>Move Pre</b> STOPPED	<b>Dir</b> W	<b>SW Veh</b> D	<b>CHP Veh</b> 2200	<b>Make</b> CHEV	<b>Year</b> 2014	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> M	<b>Safety Equip</b> G								
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> TEMPERANCE		<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>														
<b>City</b> Fresno	<b>County</b> Fresno	<b>Population</b> 7	<b>Rpt Dist</b> 034	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019039	<b>Collision Date</b> 20151006	<b>Time</b> 1545	<b>Day</b> TUE															
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20151019																
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																	
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV				<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>															
<b>Party Info</b>												<b>Victim Info</b>													
<b>Party</b> 1F	<b>Type</b> DRVR	<b>Age</b> 40	<b>Sex</b> F	<b>Race</b> H	<b>Sobriety1</b> HNBD	<b>Sobriety2</b>	<b>Move Pre</b> PROC ST	<b>Dir</b> N	<b>SW Veh</b> A	<b>CHP Veh</b> 0100	<b>Make</b> CHEVY	<b>Year</b> 2009	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> M	<b>Safety Equip</b> G	<b>ROLE</b> PASS	<b>Ext Of Inj</b>	<b>AGE</b> 2	<b>Sex</b> M	<b>Seat Pos</b> 5	<b>Safety</b> 0	<b>EQUIP</b> P	<b>Ejected</b> Q
<b>Party</b> 2	<b>Type</b> DRVR	<b>Age</b> 998	<b>Sex</b> M	<b>Race</b> H	<b>Sobriety1</b> IMP UNK	<b>Sobriety2</b> IMP UNK	<b>Move Pre</b> PROC ST	<b>Dir</b> E	<b>SW Veh</b> D	<b>CHP Veh</b> 2200	<b>Make</b> DODG	<b>Year</b>	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> -	<b>Safety Equip</b> -								
<b>Primary Rd</b> NORTH BLAKSTONE AV		<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> E VASSAR AV		<b>NCIC</b> 1005	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>														
<b>City</b> Fresno	<b>County</b> Fresno	<b>Population</b> 7	<b>Rpt Dist</b> NW225	<b>Beat</b> 00H	<b>Type</b> 0	<b>CalTrans</b>	<b>Badge</b> P1665	<b>Collision Date</b> 20150923	<b>Time</b> 1630	<b>Day</b> WED															
<b>Primary Collision Factor</b> NOT DRIVER		<b>Violation</b>	<b>Collision Type</b> AUTO/PED		<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> N	<b>Process Date</b> 20160126																
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																	
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> PED				<b>Lighting</b> DAYLIGHT	<b>Ped Action</b> IN RD,	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>															
<b>Party Info</b>												<b>Victim Info</b>													
<b>Party</b> 1	<b>Type</b> DRVR	<b>Age</b> 22	<b>Sex</b> M	<b>Race</b> H	<b>Sobriety1</b> HNBD	<b>Sobriety2</b>	<b>Move Pre</b> PROC ST	<b>Dir</b> S	<b>SW Veh</b> A	<b>CHP Veh</b> 0100	<b>Make</b> NISSA	<b>Year</b> 2012	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> M	<b>Safety Equip</b> G								
<b>Party</b> 2	<b>Type</b> PED	<b>Age</b> 27	<b>Sex</b> M	<b>Race</b> B	<b>Sobriety1</b> HNBD	<b>Sobriety2</b>	<b>Move Pre</b> OTHER	<b>Dir</b> -	<b>SW Veh</b> N	<b>CHP Veh</b> 6000	<b>Make</b> -	<b>Year</b> -	<b>SP Info</b> - 3	<b>OAF1</b> N	<b>Viol</b> -	<b>OAF2</b> -	<b>Safety Equip</b> -	<b>ROLE</b> PED	<b>Ext Of Inj</b> OTH VIS	<b>AGE</b> 27	<b>Sex</b> M	<b>Seat Pos</b> 9	<b>Safety</b> 3	<b>EQUIP</b> -	<b>Ejected</b> -

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Report Run On: 02/25/2020

2	DRVR	67	M	H	HNBD	PROC ST	N	D	2200	CHEV 2007	-	3	N	-	M	G
<b>Primary Rd CHESTNUT AVE</b> <b>Distance (ft) 25</b> <b>Direction N</b> <b>Secondary Rd NORTH AVE</b> <b>NCIC 9435</b> <b>State Hwy? N</b> <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City UNINCORP.</b> <b>County Fresno</b> <b>Population 9</b> <b>Rpt Dist</b> <b>Beat 030</b> <b>Type 3</b> <b>CalTrans</b> <b>Badge 019895</b> <b>Collision Date 20160310</b> <b>Time 1405</b> <b>Day THU</b> <b>Primary Collision Factor NOT DRIVER</b> <b>Violation</b> <b>Collision Type OVERTURNED</b> <b>Severity PDO</b> <b>#Killed 0</b> <b>#Injured 0</b> <b>Tow Away? Y</b> <b>Process Date 20160315</b> <b>Weather1 CLEAR</b> <b>Weather2</b> <b>Rdwy Surface DRY</b> <b>Rdwy Cond1 NO UNUSL CND</b> <b>Rdwy Cond2</b> <b>Spec Cond 0</b> <b>Hit and Run</b> <b>Motor Vehicle Involved With FIXED OBJ</b> <b>Lighting DAYLIGHT</b> <b>Ped Action</b> <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> <b>Loc Type</b> <b>Ramp/Int</b>																
<b>Party Info</b> <b>Victim Info</b> <b>Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected</b> <b>1 DRVR 66 M W HNBD LFT TURN N F 2500 VOLVO 2000 - 3 N - P G</b>																
<b>Primary Rd CHESTNUT AVE</b> <b>Distance (ft) 1320</b> <b>Direction S</b> <b>Secondary Rd NORTH AVE</b> <b>NCIC 9435</b> <b>State Hwy? N</b> <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City UNINCORP.</b> <b>County Fresno</b> <b>Population 9</b> <b>Rpt Dist</b> <b>Beat 034</b> <b>Type 3</b> <b>CalTrans</b> <b>Badge 020419</b> <b>Collision Date 20161212</b> <b>Time 0015</b> <b>Day MON</b> <b>Primary Collision Factor DRVR ALC DRG</b> <b>Violation 23152A</b> <b>Collision Type HIT OBJECT</b> <b>Severity PDO</b> <b>#Killed 0</b> <b>#Injured 0</b> <b>Tow Away? Y</b> <b>Process Date 20161220</b> <b>Weather1 CLEAR</b> <b>Weather2</b> <b>Rdwy Surface DRY</b> <b>Rdwy Cond1 NO UNUSL CND</b> <b>Rdwy Cond2</b> <b>Spec Cond 0</b> <b>Hit and Run</b> <b>Motor Vehicle Involved With FIXED OBJ</b> <b>Lighting DARK - NO</b> <b>Ped Action</b> <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> <b>Loc Type</b> <b>Ramp/Int</b>																
<b>Party Info</b> <b>Victim Info</b> <b>Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected</b> <b>1F DRVR 28 M H HBD-UI UNS TURN N A 0100 STRN 2003 - 3 A 22107 - L G</b>																
<b>Primary Rd CHESTNUT AVE</b> <b>Distance (ft) 30</b> <b>Direction N</b> <b>Secondary Rd RIVERDALE AVE</b> <b>NCIC 9435</b> <b>State Hwy? Y</b> <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City UNINCORP.</b> <b>County Fresno</b> <b>Population 9</b> <b>Rpt Dist</b> <b>Beat 020</b> <b>Type 3</b> <b>CalTrans</b> <b>Badge 018934</b> <b>Collision Date 20160312</b> <b>Time 2500</b> <b>Day SAT</b> <b>Primary Collision Factor IMPROP TURN</b> <b>Violation 22107</b> <b>Collision Type HIT OBJECT</b> <b>Severity PDO</b> <b>#Killed 0</b> <b>#Injured 0</b> <b>Tow Away? Y</b> <b>Process Date 20160318</b> <b>Weather1 CLOUDY</b> <b>Weather2</b> <b>Rdwy Surface WET</b> <b>Rdwy Cond1 NO UNUSL CND</b> <b>Rdwy Cond2</b> <b>Spec Cond 0</b> <b>Hit and Run</b> <b>MSDMNR</b> <b>Motor Vehicle Involved With FIXED OBJ</b> <b>Lighting DARK - NO</b> <b>Ped Action</b> <b>Cntrl Dev</b> <b>FNCTNG</b> <b>Loc Type</b> <b>Ramp/Int</b>																
<b>Party Info</b> <b>Victim Info</b> <b>Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected</b> <b>1F DRVR 998 - IMP UNK IMP UNK RGT TURN W D 2200 CHEV 1999 - 3 N - - -</b>																
<b>Primary Rd CHESTNUT AVE</b> <b>Distance (ft) 125</b> <b>Direction S</b> <b>Secondary Rd SHIELDS AVE</b> <b>NCIC 9435</b> <b>State Hwy? N</b> <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City UNINCORP.</b> <b>County Fresno</b> <b>Population 9</b> <b>Rpt Dist</b> <b>Beat 030</b> <b>Type 3</b> <b>CalTrans</b> <b>Badge 014479</b> <b>Collision Date 20161225</b> <b>Time 1010</b> <b>Day SUN</b> <b>Primary Collision Factor IMPROP TURN</b> <b>Violation 22107</b> <b>Collision Type HIT OBJECT</b> <b>Severity PDO</b> <b>#Killed 0</b> <b>#Injured 0</b> <b>Tow Away? N</b> <b>Process Date 20170106</b> <b>Weather1 CLEAR</b> <b>Weather2</b> <b>Rdwy Surface DRY</b> <b>Rdwy Cond1 NO UNUSL CND</b> <b>Rdwy Cond2</b> <b>Spec Cond 0</b> <b>Hit and Run</b> <b>MSDMNR</b> <b>Motor Vehicle Involved With FIXED OBJ</b> <b>Lighting DAYLIGHT</b> <b>Ped Action</b> <b>Cntrl Dev</b> <b>FNCTNG</b> <b>Loc Type</b> <b>Ramp/Int</b>																
<b>Party Info</b> <b>Victim Info</b> <b>Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected</b> <b>1F DRVR 998 - IMP UNK IMP UNK PROC ST S - 9900 - - 3 N - - -</b>																
<b>Primary Rd CHESTNUT AVE</b> <b>Distance (ft) 0</b> <b>Direction</b> <b>Secondary Rd SOUTH AVE</b> <b>NCIC 9435</b> <b>State Hwy? N</b> <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City UNINCORP.</b> <b>County Fresno</b> <b>Population 9</b> <b>Rpt Dist</b> <b>Beat 015</b> <b>Type 3</b> <b>CalTrans</b> <b>Badge 013112</b> <b>Collision Date 20160422</b> <b>Time 0615</b> <b>Day FRI</b> <b>Primary Collision Factor R-O-W AUTO</b> <b>Violation 21801A</b> <b>Collision Type HEAD-ON</b> <b>Severity INJURY</b> <b>#Killed 0</b> <b>#Injured 1</b> <b>Tow Away? Y</b> <b>Process Date 20160509</b> <b>Weather1 CLEAR</b> <b>Weather2</b> <b>Rdwy Surface DRY</b> <b>Rdwy Cond1 NO UNUSL CND</b> <b>Rdwy Cond2</b> <b>Spec Cond 0</b> <b>Hit and Run</b> <b>Motor Vehicle Involved With OTHER MV</b> <b>Lighting DUSK/DAWN</b> <b>Ped Action</b> <b>Cntrl Dev</b> <b>NT PRS/FCTR</b> <b>Loc Type</b> <b>Ramp/Int</b>																
<b>Party Info</b> <b>Victim Info</b> <b>Party Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip ROLE Ext Of Inj AGE Sex Seat Pos Safety EQUIP Ejected</b> <b>1F DRVR 47 F H HNBD LFT TURN S A 0700 FORD 2005 - 3 N - L G</b> <b>2 DRVR 40 F W HNBD PROC ST N A 0100 DODG 2016 - 3 N - L G</b>																

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Report Run On: 02/25/2020

<b>Primary Rd</b> CHESTNUT AVENUE	Distance (ft) 245	<b>Direction</b> N	<b>Secondary Rd</b> MALAGA AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 015	Type 3	CalTrans	Badge 015095	Collision Date 20161231	Time 1030 Day SAT
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20170227		
<b>Weather1</b> CLOUDY	<b>Weather2</b> RAINING	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	27	F	H	HNBD		U-TURN	N	J	4800	FORD	2015	- 3	N	-	M	G									
2	DRVR	23	F	H	HNBD		PROC ST	N	D	2200	FORD	2001	- 3	N	-	M	G									

<b>Primary Rd</b> CHESTNUT AVENUE	Distance (ft) 4	<b>Direction</b> S	<b>Secondary Rd</b> MUSCAT AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 015602	Collision Date 20160104	Time 1315 Day MON
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22100A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> Y	<b>Process Date</b> 20160201		
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	55	M	A	HNBD		RGT TURN	N	G	2731	FRHT	2010	- 3	N	-	M	G									
2	DRVR	48	M	A	HNBD		PROC ST	N	D	2200	TOYOT	1998	- 3	N	-	M	G	DRVR	COMP PN 48	48	M	1	0	M	G	
																		PASS	COMP PN 80	80	M	3	0	M	G	
																		PASS		43	M	6	0	M	G	

<b>Primary Rd</b> CHESTNUT AVENUE	Distance (ft) 200	<b>Direction</b> S	<b>Secondary Rd</b> MUSCAT AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 017327	Collision Date 20160926	Time 1250 Day MON
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160929		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	54	M	W	HNBD		CHANG LN	N	G	2529	FRHT	2013	- 3	N	-	M	E									
2	DRVR	33	M	W	HNBD		PROC ST	N	D	2200	TOYT	2015	- 3	N	-	M	G									

<b>Primary Rd</b> CHESTNUT AVENUE	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 019113	Collision Date 20160205	Time 1930 Day FRI
<b>Primary Collision Factor</b> DRVR ALC DRG	<b>Violation</b> 23152A	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20160301		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ	<b>Lighting</b> DARK - ST	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	38	M	W	HBD-UI		PROC ST	N	D	2200	FORD	2003	- 1	A	21453	-	M	G	DRVR	OTH VIS	38	M	1	0	L	G

<b>Primary Rd</b> CHESTNUT AVENUE	Distance (ft) 37	<b>Direction</b> S	<b>Secondary Rd</b> NORTH AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 019962	Collision Date 20160502	Time 0425 Day MON
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20160509		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DARK - ST	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	29	M	A		FATG	PROC ST	N	A	0100	HONDA	2005	- 3	N	-	L	G									
2	DRVR	31	M	W	HNBD		STOPPED	N	A	0700	TOYT	2005	- 3	N	-	L	G									

<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 10		<b>Direction</b> S		<b>Secondary Rd</b> NORTH AVENUE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 034		Type 3		CalTrans		Badge 019962		Collision Date 20160724		Time 1750		Day SUN							
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22100		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? N		<b>Process Date</b> 20160802											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	59	M	W	HNBD		U-TURN	N	G	2531	KW	2015	- 3	N		-	M G	PASS		46	F	3	0	M	G
2	DRVR	21	F		HNBD		STOPPED	N	A	0100	NISS	2011	- 3	N		-	M G	PASS		47	F	3	0	M	G
<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> SHIELDS AVENUE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 030		Type 3		CalTrans		Badge 018914		Collision Date 20160926		Time 1930		Day MON							
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21801A		<b>Collision Type</b> HEAD-ON		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20161006											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DARK - ST		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	19	M	H	HNBD		LFT TURN	N	A	0100	HONDA	2005	- 3	N		-	M G	PASS							
2	DRVR	74	M	W	HNBD		PROC ST	S	D	2200	CHEV	2011	- 3	N		-	M G	PASS							
<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> SHIELDS AVENUE		NCIC 9435		State Hwy? Y		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 030		Type 3		CalTrans		Badge 019962		Collision Date 20161013		Time 2125		Day THU							
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21801A		<b>Collision Type</b> SIDESWIPE		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20161019											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>MSDMNR</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DARK - ST		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>											
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1	DRVR	19	M	B	IMP UNK	IMP UNK	PROC ST	S	A	0100	STRN	1998	- 3	N		-	L G	PASS		25	M	3	0	L	G
2F	DRVR	19	M	W	HNBD		LFT TURN	N	D	2200	NISS	2009	- 3	N		-	L G	PASS		18	M	6	0	P	G
<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> SR-99 S/B FROM		NCIC 9435		State Hwy? Y		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 034		Type 3		CalTrans		Badge 018914		Collision Date 20161213		Time 1620		Day TUE							
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21801A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20161220											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	24	M	H	HNBD		LFT TURN	S	A	0100	NISS	2006	- 3	N		-	M G	PASS							
2	DRVR	53	M	H	HNBD		PROC ST	N	A	0700	JEEP	2008	- 3	N		-	M G	PASS							
<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 5		<b>Direction</b> S		<b>Secondary Rd</b> STATE ROUTE 99		NCIC 9435		State Hwy? Y		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 015		Type 3		CalTrans		Badge 014363		Collision Date 20161017		Time 0700		Day MON							
<b>Primary Collision Factor</b> UNSAFE SPEED		<b>Violation</b> 22350		<b>Collision Type</b> REAR END		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20161024											
<b>Weather1</b> CLOUDY		<b>Weather2</b>		<b>Rdwy Surface</b> WET		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DUSK/DAWN		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	62	M	O	HNBD		PROC ST	S	A	0100	NISSA	1996	- 3	N		-	L G	PASS		76	M	3	0	L	G
2	DRVR	24	M	H	HNBD		STOPPED	S	D	2200	CHEV	2001	- 3	N		-	M G	PASS		21	M	3	0	M	G



Include State Highways cases

Report Run On: 02/25/2020

Primary Rd **CHESTNUT AVENUE** Distance (ft) **528** Direction **N** Secondary Rd **SUMNER AVENUE** NCIC **9435** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy  
 City **UNINCORP.** County **Fresno** Population **9** Rpt Dist Beat **040** Type **3** CalTrans Badge **017327** Collision Date **20161019** Time **1148** Day **WED**  
 Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **HIT OBJECT** Severity **INJURY** #Killed **0** #Injured **4** Tow Away? **Y** Process Date **20161025**  
 Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**  
 Hit and Run Motor Vehicle Involved With **FIXED OBJ** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	F	H	HNBD		RAN OFF RD	S	A	0700	CHEV	2003	- 3	A	22350	-	M G	DRVR	OTH VIS	40	F	1	0	M	G
																		PASS	COMP PN	19	M	3	0	M	G
																		PASS	COMP PN	17	F	5	0	M	G
																		PASS	OTH VIS	1	M	4	0	M	G
																		PASS		998	F	6	0	M	G

Primary Rd **CHESTNUT AVENUE** Distance (ft) **1056** Direction **N** Secondary Rd **NORTH AVENUE** NCIC **9435** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy  
 City **UNINCORP.** County **Fresno** Population **9** Rpt Dist Beat **034** Type **3** CalTrans Badge **018912** Collision Date **20160220** Time **1912** Day **SAT**  
 Primary Collision Factor **IMPROP TURN** Violation **22107** Collision Type **OVERTURNED** Severity **INJURY** #Killed **0** #Injured **1** Tow Away? **Y** Process Date **20160310**  
 Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**  
 Hit and Run Motor Vehicle Involved With **NON-CLSN** Lighting **DARK - ST** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	F	H	HNBD		PROC ST	S	A	0100	HONDA	2005	- 3	N	-	-	L G	DRVR	OTH VIS	38	F	1	0	L	G

Primary Rd **CHESTNUT AVENUE** Distance (ft) **5** Direction **S** Secondary Rd **CENTRAL AVENUE** NCIC **9435** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy  
 City **UNINCORP.** County **Fresno** Population **9** Rpt Dist Beat **034** Type **3** CalTrans Badge **017138** Collision Date **20160930** Time **1035** Day **FRI**  
 Primary Collision Factor **IMPROP PASS** Violation **21755** Collision Type **SIDESWIPE** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20161010**  
 Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**  
 Hit and Run Motor Vehicle Involved With **NON-CLSN** Lighting **DAYLIGHT** Ped Action Cntrl Dev **FUNCTNG** Loc Type Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	M	H	HNBD		STOPPED	N	A	0100	CADI	2013	- 3	N	-	-	M G								
2	DRVR	50	M	O	HNBD		RGT TURN	N	G	2528	FREI	2017	- 3	N	-	-	M G								

Primary Rd **CHESTNUT AVENUE** Distance (ft) **250** Direction **S** Secondary Rd **MINARETS** NCIC **9435** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy  
 City **UNINCORP.** County **Fresno** Population **9** Rpt Dist Beat **025** Type **3** CalTrans Badge **018914** Collision Date **20161003** Time **1810** Day **MON**  
 Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20161012**  
 Weather1 **CLEAR** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**  
 Hit and Run Motor Vehicle Involved With **OTHER MV** Lighting **DUSK/DAWN** Ped Action Cntrl Dev **FUNCTNG** Loc Type Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	74	F	W	HNBD		PROC ST	N	D	2200	FORD	2001	- 3	N	-	-	M G	PASS		7	F	3	0	P	Q
2	DRVR	39	F	O	HNBD		STOPPED	N	A	0100	MERC	2008	- 3	N	-	-	M G	PASS		39	F	3	0	M	G

Primary Rd **CHESTNUT AVENUE** Distance (ft) **1000** Direction **S** Secondary Rd **NORTH AVENUE** NCIC **9435** State Hwy? **N** Route Postmile Prefix Postmile Side of Hwy  
 City **UNINCORP.** County **Fresno** Population **9** Rpt Dist Beat **034** Type **3** CalTrans Badge **015602** Collision Date **20160112** Time **0701** Day **TUE**  
 Primary Collision Factor **UNSAFE SPEED** Violation **22350** Collision Type **REAR END** Severity **PDO** #Killed **0** #Injured **0** Tow Away? **N** Process Date **20160216**  
 Weather1 **CLOUDY** Weather2 Rdwy Surface **DRY** Rdwy Cond1 **NO UNUSL CND** Rdwy Cond2 Spec Cond **0**  
 Hit and Run **MSDMNR** Motor Vehicle Involved With **OTHER MV** Lighting **DAYLIGHT** Ped Action Cntrl Dev **NT PRS/FCTR** Loc Type Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	W	HNBD		PROC ST	S	D	2200	FORD	2013	- 3	N	-	-	M G								
2	DRVR	42	F	H	HNBD		SLOWING	S	A	0100	HONDA	2005	- 3	N	-	-	M G								

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> MAPLE AVE	Distance (ft) 110	<b>Direction</b> S	<b>Secondary Rd</b> CORNELL AVE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 030	Type 3	CalTrans	Badge 015026	Collision Date 20160425	Time 1059	Day MON
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> INJURY	#Killed 0	#Injured 1	Tow Away? Y	<b>Process Date</b> 20160509		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	F	B	HNBD		PROC ST	S	A	0700	ACURA	2007	- 3	N	-	M	G	PASS	COMP PN 28	28	F	3	0	L	G
2	DRVR	31	M	B	HNBD		PROC ST	S	A	0100	DODGE	2015	- 3	N	-	M	G	PASS		53	F	6	0	P	G

<b>Primary Rd</b> MAPLE AVE	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> JENSEN AVE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 020060	Collision Date 20160819	Time 1343	Day FRI
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21801A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	#Killed 0	#Injured 0	Tow Away? N	<b>Process Date</b> 20160826		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	41	M	H	HNBD		LFT TURN	N	D	2200	NISS	2006	- 3	N	-	M	G								
2	DRVR	25	M	H	HNBD		PROC ST	S	D	2200	TOYO	2016	- 3	N	-	M	G	PASS		57	F	3	0	M	G
																		PASS		5	M	6	0	P	Q

<b>Primary Rd</b> MAPLE AVE	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 020060	Collision Date 20161205	Time 1635	Day MON
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802B	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	#Killed 0	#Injured 2	Tow Away? Y	<b>Process Date</b> 20161212		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DUSK/DAWN	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	63	F	H	HNBD		LFT TURN	S	A	0800	TOYO	2010	- 3	N	-	L	G	DRVR	COMP PN 63	63	F	1	0	L	G
2	DRVR	59	M	H	HNBD		PROC ST	W	F	2600	GMC	1999	- 3	N	-	M	G	PASS	COMP PN 5	5	F	4	0	P	Q
																		PASS		22	M	3	0	M	G

<b>Primary Rd</b> MAPLE AVE	Distance (ft) 50	<b>Direction</b> N	<b>Secondary Rd</b> WELDON AVE.	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 030	Type 3	CalTrans	Badge 019610	Collision Date 20160529	Time 1925	Day SUN
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	#Killed 0	#Injured 0	Tow Away? Y	<b>Process Date</b> 20160609		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With FIXED OBJ	Lighting DAYLIGHT	Ped Action	Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	H	HNBD		RAN OFF RD	S	A	0100	TOYT	2001	- 3	N	-	M	G								

<b>Primary Rd</b> MAPLE AVE.	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> PRINCETON AVE.	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 030	Type 3	CalTrans	Badge 020297	Collision Date 20160928	Time 1730	Day WED
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21801A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	#Killed 0	#Injured 1	Tow Away? N	<b>Process Date</b> 20160929		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV	Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	A	HNBD		LFT TURN	N	A	0100	HOND	1994	- 3	N	-	M	G								
2	DRVR	30	F	H	HNBD		PROC ST	S	A	0700	JEEP	2012	- 3	N	-	M	G	DRVR	COMP PN 30	30	F	1	0	M	G

Include State Highways cases

Report Run On: 02/25/2020

Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>275</b>	Direction <b>E</b>	Secondary Rd <b>ARMSTRONG AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>016833</b>	Collision Date <b>20160726</b>	Time <b>1950</b>	Day <b>TUE</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160803</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	52	M	H	HNBD		UNS TURN	E	G	2531	FREI	2012	-	2	F	-	M	G								
Party Info																										
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>70</b>	Direction <b>E</b>	Secondary Rd <b>CHESTNUT AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>017591</b>	Collision Date <b>20160217</b>	Time <b>0630</b>	Day <b>WED</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160302</b>																		
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	M	H	HNBD		PROC ST	W	A	0100	LINC	1996	-	3	N	-	L	G								
2	DRVR	41	M	H	HNBD		STOPPED	N	F	2700	FREI	2008	-	3	N	-	M	G								
Party Info																										
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>20</b>	Direction <b>W</b>	Secondary Rd <b>CHESTNUT AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>019895</b>	Collision Date <b>20160718</b>	Time <b>2050</b>	Day <b>MON</b>																
Primary Collision Factor <b>NOT DRIVER</b>		Violation	Collision Type <b>OVERTURNED</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20160802</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>NON-CLSN</b>		Lighting <b>DUSK/DAWN</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	20	M	H	HNBD		LFT TURN	W	G	2535	INTL	1999	-	3	A	24002	N	P	G							
Party Info																										
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>100</b>	Direction <b>E</b>	Secondary Rd <b>CHESTNUT AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020060</b>	Collision Date <b>20161105</b>	Time <b>1350</b>	Day <b>SAT</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20161114</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	M	H	HNBD		UNS TURN	E	D	2200	FORD	2002	-	3	N	-	L	G	DRVR	COMP PN 18	M	1	0	L	G	
Party Info																										
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>75</b>	Direction <b>W</b>	Secondary Rd <b>CHESTNUT AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020060</b>	Collision Date <b>20161118</b>	Time <b>1845</b>	Day <b>FRI</b>																
Primary Collision Factor <b>UNKNOWN</b>		Violation	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20161205</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	53	M	H	HNBD		PROC ST	E	A	0100	CHEV	2006	-	3	N	-	M	G	DRVR	COMP PN 53	M	1	0	M	G	
2	DRVR	30	M	H	HNBD		PROC ST	E	G	2531	FREI	2008	-	3	N	-	P	G	PASS	COMP PN 55	M	3	0	M	G	

Include State Highways cases

Report Run On: 02/25/2020

Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>36</b>	Direction <b>W</b>	Secondary Rd <b>MCCALL AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020060</b>	Collision Date <b>20160926</b>	Time <b>0220</b>	Day <b>MON</b>																
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20161003</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	M	H	HBD-UI		UNS TURN	S	A	0100	NISS	2010	- 3	A	22107	-	M	G								
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>645</b>	Direction <b>W</b>	Secondary Rd <b>PEACH AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>018823</b>	Collision Date <b>20160502</b>	Time <b>2005</b>	Day <b>MON</b>																
Primary Collision Factor <b>OTHER HAZ</b>		Violation <b>24250</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20160512</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	47	M	H	HNBD		PROC ST	W	A	0700	KIA	2011	- 3	N	-	L	G	DRVR	OTH VIS	47	M	1	0	L	G	
2	DRVR	30	F	H	HNBD		LFT TURN	S	A	0100	HOND	2006	- 3	N	-	L	G	DRVR	OTH VIS	30	F	1	0	L	G	
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>PEACH AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>016570</b>	Collision Date <b>20160823</b>	Time <b>0725</b>	Day <b>TUE</b>																
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20161005</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	28	M	H	HNBD		LFT TURN	W	A	0100	CHRY	2005	- 3	N	-	L	G									
2	DRVR	45	M	A	HNBD		PROC ST	E	D	2200	TOYT	2007	- 3	N	-	L	G	PASS	COMP PN 44		F	3	0	L	G	
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>ROSS AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020680</b>	Collision Date <b>20160103</b>	Time <b>1800</b>	Day <b>SUN</b>																
Primary Collision Factor <b>NOT DRIVER</b>		Violation	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20160201</b>																		
Weather1 <b>CLOUDY</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																			
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	61	M	H	HNBD	PHYS	PROC ST	E	D	2200	CHEV	1990	- 3	N	-	P	G									
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>SR-145 (MADERA</b>		NCIC <b>9435</b>	State Hwy? <b>Y</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>145</b>	Type <b>1</b>	CalTrans	Badge <b>020060</b>	Collision Date <b>20160514</b>	Time <b>1750</b>	Day <b>SAT</b>																
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>3</b>	Tow Away? <b>Y</b>	Process Date <b>20160523</b>																		
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																				
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	FUNCTNG	Loc Type	Ramp/Int																			
Party Info												Victim Info														
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	40	M	H	HBD-UI		PROC ST	W	A	0100	FORD	2006	- 3	A	22450	-	M	G	DRVR	OTH VIS	40	M	1	0	M	G
2	DRVR	82	M	W	HNBD		PROC ST	N	D	2200	CHEV	2013	- 3	N	-	L	G	DRVR	OTH VIS	82	M	1	0	L	G	
																		PASS	OTH VIS	81	F	3	0	L	G	



Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AVE	<b>Distance (ft)</b> 10	<b>Direction</b> W	<b>Secondary Rd</b> SR-41	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 018823	<b>Collision Date</b> 20160212	<b>Time</b> 1514 <b>Day</b> FRI
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160225		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	M	W	HNBD		PROC ST	E	A	0700	HOND	2010	- 2	F	-	M	G									
2	DRVR	52	F	A	HNBD		STOPPED	E	A	0100	TOYT	2007	- 3	N	-	M	G									

<b>Primary Rd</b> NORTH AVE	<b>Distance (ft)</b> 5	<b>Direction</b> W	<b>Secondary Rd</b> SR-41 S/B	<b>NCIC</b> 9435	<b>State Hwy?</b> Y	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 018823	<b>Collision Date</b> 20160212	<b>Time</b> 1450 <b>Day</b> FRI
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20160225		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	79	M	H	HNBD		PROC ST	E	M	4600	INTE	1974	- 3	N	-	P	P									
2	DRVR	42	M	W	HNBD		STOPPED	E	E	2235	DODGE	2012	- 3	N	-	M	G									

<b>Primary Rd</b> NORTH AVE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> VALENTINE AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 016833	<b>Collision Date</b> 20160516	<b>Time</b> 1907 <b>Day</b> MON
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 22450A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> FATAL	<b>#Killed</b> 1	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20160831		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	67	F	A	IMP UNK	IMP UNK	PROC ST	W	A	0100	HONDA	2006	- 3	N	-	L	H	DRVR	KILLED	67	F	1	0	L	H
2	DRVR	22	F	H	HNBD		PROC ST	N	A	0100	MERB	2007	- 3	N	-	M	G	DRVR	OTH VIS	22	F	1	0	M	G

<b>Primary Rd</b> NORTH AVE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> WILLOW AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 018226	<b>Collision Date</b> 20160411	<b>Time</b> 1115 <b>Day</b> MON
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160421		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	26	M	W	HNBD		STOPPED	W	D	2200	DODGE	2013	- 3	N	-	M	G									
2F	DRVR	36	M	O	HNBD		LFT TURN	W	G	2731	KW	2014	- 3	N	-	P	G									

<b>Primary Rd</b> NORTH AVE.	<b>Distance (ft)</b> 2640	<b>Direction</b> E	<b>Secondary Rd</b> ARMSTRONG AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019603	<b>Collision Date</b> 20160110	<b>Time</b> 0105 <b>Day</b> SUN	
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160129			
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>MSDMNR</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ	<b>Lighting</b> DARK - ST	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	M		IMP UNK	IMP UNK	UNS TURN	E	A	0100	KIA		- 3	N	-	B	B									

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AVE.	<b>Distance (ft)</b> 135	<b>Direction</b> W	<b>Secondary Rd</b> CHESTNUT AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> 034	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 014650	<b>Collision Date</b> 20160421	<b>Time</b> 1650	<b>Day</b> THU
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160503			
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b> MSDMNR	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	17	F	H	HNBD		SLOWING	E	D	2200	FORD	2006	- 3	N	-	M	G									
2	DRVR	20	F	H	HNBD		SLOWING	E	A	0100	HONDA	2009	- 3	N	-	M	G									
3	DRVR	998	M	W	IMP UNK	IMP UNK	STOPPED	E	D	2200	-	-	- 3	N	-	-	B									

<b>Primary Rd</b> NORTH AVE.	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> GOLDENROD AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 014650	<b>Collision Date</b> 20160115	<b>Time</b> 1540	<b>Day</b> FRI
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20160201			
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	F	B	HNBD		PROC ST	N	A	0100	MINI	2004	- 3	N	-	M	G									
2	DRVR	34	F	W	HNBD		PROC ST	E	A	0100	LEXS	2015	- 3	N	-	L	G									

<b>Primary Rd</b> NORTH AVE.	<b>Distance (ft)</b> 86	<b>Direction</b> E	<b>Secondary Rd</b> MINNEWAWA AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 020082	<b>Collision Date</b> 20160411	<b>Time</b> 1645	<b>Day</b> MON
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20160421			
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	40	F	A	HNBD		UNS TURN	E	A	0800	FREI	2002	- 3	N	-	M	G									

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> CHESTNUT	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 015602	<b>Collision Date</b> 20160127	<b>Time</b> 0625	<b>Day</b> WED
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> HEAD-ON	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20160223			
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	F	A	HNBD		LFT TURN	E	A	0100	MITO	2005	- 3	N	-	M	G									
2	DRVR	31	M	W	HNBD		PROC ST	W	A	0100	HYUN	2002	- 3	N	-	M	G									

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> CHESTNUT	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 015095	<b>Collision Date</b> 20160304	<b>Time</b> 1245	<b>Day</b> FRI
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21801A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> Y	<b>Process Date</b> 20160311			
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	F	O	HNBD		LFT TURN	E	A	0100	TOYO	2008	- 3	N	-	L	G	DRVR	COMP PN 30	30	F	1	0	L	G
																		PASS		1	M	4	1	P	T
2	DRVR	42	M	H	HNBD		PROC ST	W	D	2200	CHEVY	2004	- 3	N	-	L	G	DRVR	COMP PN 42	42	M	1	0	L	G

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 370		<b>Direction</b> W		<b>Secondary Rd</b> CHESTNUT		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 015095		Collision Date 20160813		Time 1203 Day SAT							
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> SIDESWIPE		<b>Severity</b> INJURY		#Killed 0		#Injured 1		<b>Tow Away?</b> Y		<b>Process Date</b> 20160822											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	27	M	H	HNBD		UNS TURN	E	A	0100	HOND	1996	- 1	A	21650	F	L G	DRVR	SEVERE	27	M	1	0	L	G
2	DRVR	50	M	H	HNBD		PROC ST	W	E	2235	GMC	2011	- 3	N		-	M G								
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> CLOVIS AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 019113		Collision Date 20160629		Time 1514 Day WED							
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21801A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20160713											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	41	M	O	HNBD		LFT TURN	E	A	0100	DODG	2015	- 3	N		-	M G								
2	DRVR	41	M	H	HNBD		PROC ST	W	A	0100	TOYO	2001	- 3	N		-	M G								
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 150		<b>Direction</b> W		<b>Secondary Rd</b> HIGHLAND		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 015602		Collision Date 20160105		Time 0720 Day TUE							
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> OVERTURNED		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20160129											
<b>Weather1</b> CLOUDY		<b>Weather2</b> RAINING		<b>Rdwy Surface</b> WET		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	21	M	H	HNBD		UNS TURN	E	A	0100	NISSA	2005	- 3	N		-	M G								
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> INDIANOLA		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 017165		Collision Date 20161110		Time 0528 Day THU							
<b>Primary Collision Factor</b> WRONG SIDE		<b>Violation</b> 21650		<b>Collision Type</b> HEAD-ON		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20161116											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DUSK/DAWN		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	53	M	H	HNBD		OPPOS LN	E	A	0100	SATUR	2005	- 3	N		-	L G								
2	DRVR	73	M	H	HNBD		SLOWING	W	D	2200	CHEV	1974	- 3	N		-	P G								
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 752		<b>Direction</b> E		<b>Secondary Rd</b> MAPLE AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 019603		Collision Date 20160430		Time 0140 Day SAT							
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20160511											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> FIXED OBJ		<b>Lighting</b> DARK - ST		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	38	M	H	HNBD		UNS TURN	E	A	0100	CHEV	2006	- 3	N		-	M G								

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> MCCALL AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 020064	<b>Collision Date</b> 20160117	<b>Time</b> 0030	<b>Day</b> SUN
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20160303			
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b> MSDMNR	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	32	M	H	HBD-UNK		PROC ST	E	A	0800	CHEV	1998	- - N	-	-	M	G								
2	DRVR	20	F	H	HNBD		LFT TURN	S	A	0100	TOYT	2003	- 3 N	-	-	M	G								

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> NEWMARK	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 015602	<b>Collision Date</b> 20160504	<b>Time</b> 0610	<b>Day</b> WED
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 22450A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> Y	<b>Process Date</b> 20160517			
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	46	F	A	HNBD		PROC ST	E	A	0700	ACUR	2002	- 3 N	N	-	M	G	DRVR	COMP PN	46	F	1	0	M	G
2	DRVR	33	M	H	HNBD		PROC ST	N	A	0100	HOND	2003	- 3 N	N	-	L	G	DRVR	SEVERE	33	M	1	0	L	G

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> PEACH AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 030	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 014363	<b>Collision Date</b> 20161128	<b>Time</b> 1219	<b>Day</b> MON
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20161207			
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	M	W	HNBD		PROC ST	S	D	2200	DODGE	2011	- 3 N	N	-	M	G								
2	DRVR	55	M	H	HNBD		PROC ST	W	G	2633	INTER	2012	- 3 N	N	-	P	G								

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 2640	<b>Direction</b> E	<b>Secondary Rd</b> WESTLAWN	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019962	<b>Collision Date</b> 20160729	<b>Time</b> 1335	<b>Day</b> FRI
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20160809			
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	42	M	H	HNBD		RGT TURN	W	G	2529	FRHT	2014	- 3 N	N	-	M	G								
2F	DRVR	27	M	H	HNBD		PROC ST	W	A	0100	HOND	1997	- 3 N	N	-	L	G								

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 88	<b>Direction</b> W	<b>Secondary Rd</b> WILLOW AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 015602	<b>Collision Date</b> 20160114	<b>Time</b> 0940	<b>Day</b> THU
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20160129			
<b>Weather1</b> CLOUDY	<b>Weather2</b> FOG	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	42	M	H	HNBD		UNS TURN	W	A	0100	STRN	2008	- 3 N	N	-	M	G								



Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> PEACH AVE		Distance (ft) 0		<b>Direction</b>		<b>Secondary Rd</b> GRANT AVE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy	
City Fresno		County Fresno		Population 7		Rpt Dist		Beat 030		Type 3		CalTrans		Badge 015890		Collision Date 20161027		Time 0535 Day THU	
<b>Primary Collision Factor</b> NOT DRIVER		<b>Violation</b>		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20161104					
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0									
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> FIXED OBJ		<b>Lighting</b> DARK - NO		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	31	M	W		PHYS	PROC ST	S	A	0100	SUBA	2014	- 3	N	-	L	G								

<b>Primary Rd</b> PEACH AVE		Distance (ft) 0		<b>Direction</b>		<b>Secondary Rd</b> MOUNTAIN VIEW		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy	
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 040		Type 3		CalTrans		Badge 017591		Collision Date 20160928		Time 0555 Day WED	
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21802A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20160929					
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0									
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DARK - NO		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	41	M	H	HNBD		PROC ST	S	A	0800	FORD	1999	- 3	N	-	M	G								
2	DRVR	33	M	H	HNBD		PROC ST	W	A	0100	VOLK	1998	- 3	N	-	L	G								

<b>Primary Rd</b> PEACH AVE		Distance (ft) 0		<b>Direction</b>		<b>Secondary Rd</b> NEBRASKA AVE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy	
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 040		Type 3		CalTrans		Badge 013112		Collision Date 20160828		Time 0610 Day SUN	
<b>Primary Collision Factor</b> STOP SGN SIG		<b>Violation</b> 22450A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> FATAL		#Killed 2		#Injured 1		Tow Away? Y		<b>Process Date</b> 20170127					
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0									
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DUSK/DAWN		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	49	F	H	HNBD		PROC ST	N	A	0100	TOYT	1997	- 3	N	-	L	G	DRVR	COMP PN	49	F	1	0	L	G
2	DRVR	63	M	H	IMP UNK	IMP UNK	PROC ST	W	A	0100	NISS	2005	- 3	N	-	B	G	DRVR	KILLED	63	M	1	0	B	G
																		PASS	KILLED	41	F	3	0	B	G

<b>Primary Rd</b> PEACH AVE		Distance (ft) 0		<b>Direction</b>		<b>Secondary Rd</b> NORTH AVE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy	
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 017591		Collision Date 20160616		Time 0805 Day THU	
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21802A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> INJURY		#Killed 0		#Injured 1		Tow Away? Y		<b>Process Date</b> 20160623					
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0									
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	F	A	HNBD		PROC ST	N	D	2200	TOYT	2001	- 3	N	-	M	G	DRVR	COMP PN	19	F	1	0	M	G
2	DRVR	44	M	W	HNBD		PROC ST	W	A	0800	GMC	2003	- 3	N	-	M	G								
3	DRVR	35	F	H	HNBD		SLOWING	S	A	0800	TOYT	2012	- 3	N	-	M	G								

<b>Primary Rd</b> PEACH AVE		Distance (ft) 0		<b>Direction</b>		<b>Secondary Rd</b> NORTH AVE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy	
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 020060		Collision Date 20161228		Time 1808 Day WED	
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21802A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20161229					
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0									
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DARK - NO		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>							

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	54	F	H	HNBD		PROC ST	S	A	0100	MERB	2004	- 3	N	-	M	G								
2	DRVR	45	F	H	HNBD		PROC ST	E	A	0700	TOYO	1998	- 3	N	-	L	G								

Primary Rd <b>CHESTNUT AVE</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>NEBRASKA AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>040</b>	Type <b>3</b>	CalTrans	Badge <b>013112</b>	Collision Date <b>20170707</b>	Time <b>0830</b>	Day <b>FRI</b>														
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21802A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170711</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	F	H	HNBD		ENT TRAF	N	A	0100	MAZD	2009	- 3	N	-	-	L G								
2	DRVR	36	F	H	HNBD		PROC ST	E	A	0100	TOYT	2007	- 3	N	-	-	L G								
Primary Rd <b>CHESTNUT AVE</b>		Distance (ft) <b>52</b>	Direction <b>S</b>	Secondary Rd <b>NORTH ALDER</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>016570</b>	Collision Date <b>20170116</b>	Time <b>0905</b>	Day <b>MON</b>														
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20170120</b>																	
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	H	HNBD		STOPPED	N	D	2200	CHEV	2008	- 3	N	-	-	M G								
2	DRVR	47	M	A	HNBD		PROC ST	N	A	0100	TOYOT	2000	- 3	N	-	-	M G	DRVR	COMP PN 47	M	1	0	M	G	
Primary Rd <b>CHESTNUT AVE</b>		Distance (ft) <b>500</b>	Direction <b>N</b>	Secondary Rd <b>NORTH AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>019895</b>	Collision Date <b>20170311</b>	Time <b>1935</b>	Day <b>SAT</b>														
Primary Collision Factor <b>NOT DRIVER</b>		Violation	Collision Type <b>OTHER</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20170315</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>ANIMAL</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	27	F	H	HNBD		PROC ST	S	A	0700	JEEP	2005	- 3	N	-	-	M G								
Primary Rd <b>CHESTNUT AVE</b>		Distance (ft) <b>177</b>	Direction <b>N</b>	Secondary Rd <b>PRINCETON AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>020</b>	Type <b>3</b>	CalTrans	Badge <b>017165</b>	Collision Date <b>20170104</b>	Time <b>0035</b>	Day <b>WED</b>														
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170110</b>																	
Weather1 <b>RAINING</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>PKD MV</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	H	HNBD	FATG	UNS TURN	S	A	0100	MIT	2010	- 3	N	-	-	L G								
2	PRKD	998	-	-	-	-	PARKED	S	A	0100	PONT	1999	- 3	N	-	-	-								
Primary Rd <b>CHESTNUT AVE</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>SHIELDS AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>030</b>	Type <b>3</b>	CalTrans	Badge <b>020680</b>	Collision Date <b>20170124</b>	Time <b>0510</b>	Day <b>TUE</b>														
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>HEAD-ON</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170130</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	M	H	HNBD		LFT TURN	N	A	0100	TOYT	1996	- 3	N	-	-	L G								
2	DRVR	59	F	W	HNBD		PROC ST	S	A	0700	TOYT	2002	- 3	N	-	-	L G								

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> CHESTNUT AVE N/B		Distance (ft)	528	<b>Direction</b> S	<b>Secondary Rd</b> ANNADALE AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>												
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	016833	Collision Date	20170131	Time	0659	Day	TUE						
<b>Primary Collision Factor</b>		UNSAFE SPEED		<b>Violation</b>	22350		<b>Collision Type</b>	BROADSIDE		<b>Severity</b>	INJURY		#Killed	0	#Injured	1	Tow Away?	Y	<b>Process Date</b>	20170202					
<b>Weather1</b>	FOG		<b>Weather2</b>			<b>Rdwy Surface</b>	DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>			<b>Spec Cond</b>	0									
<b>Hit and Run</b>				<b>Motor Vehicle Involved With</b>		OTHER MV		<b>Lighting</b>	DAYLIGHT		<b>Ped Action</b>			<b>Cntrl Dev</b>	NT PRS/FCTR		<b>Loc Type</b>	<b>Ramp/Int</b>							
<b>Party Info</b>													<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	46	M	W	HNBD		PROC ST	N	A	0100	TOYOT	2004	- 3	N	-	M	G	DRVR	OTH VIS	46	M	1	0	M	G
2	DRVR	36	M	O	HNBD		ENT TRAF	S	G	2531	FRHT	2008	- 3	N	-	M	G								
<b>Primary Rd</b> CHESTNUT AVE N/B		Distance (ft)	5	<b>Direction</b> S	<b>Secondary Rd</b> BROWN AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>												
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	030	Type	3	CalTrans	Badge	015751	Collision Date	20171211	Time	1600	Day	MON						
<b>Primary Collision Factor</b>		LANE CHANGE		<b>Violation</b>	21658A		<b>Collision Type</b>	REAR END		<b>Severity</b>	PDO		#Killed	0	#Injured	0	Tow Away?	Y	<b>Process Date</b>	20171215					
<b>Weather1</b>	CLEAR		<b>Weather2</b>			<b>Rdwy Surface</b>	DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>			<b>Spec Cond</b>	0									
<b>Hit and Run</b>				<b>Motor Vehicle Involved With</b>		OTHER MV		<b>Lighting</b>	DAYLIGHT		<b>Ped Action</b>			<b>Cntrl Dev</b>	NT PRS/FCTR		<b>Loc Type</b>	<b>Ramp/Int</b>							
<b>Party Info</b>													<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	18	M	H	HNBD		LFT TURN	N	A	0700	CHEV	2008	- 3	A	21461	N	M	G							
2	DRVR	22	M	B	HNBD		PROC ST	N	A	0700	JEEP	2006	- 3	N	-	M	G								
<b>Primary Rd</b> CHESTNUT AVE S/B		Distance (ft)	350	<b>Direction</b> S	<b>Secondary Rd</b> NORTH AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>												
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	020273	Collision Date	20170414	Time	1500	Day	FRI						
<b>Primary Collision Factor</b>		UNSAFE SPEED		<b>Violation</b>	22350		<b>Collision Type</b>	SIDESWIPE		<b>Severity</b>	PDO		#Killed	0	#Injured	0	Tow Away?	N	<b>Process Date</b>	20170420					
<b>Weather1</b>	CLEAR		<b>Weather2</b>			<b>Rdwy Surface</b>	DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>			<b>Spec Cond</b>	0									
<b>Hit and Run</b>				<b>Motor Vehicle Involved With</b>		OTHER MV		<b>Lighting</b>	DAYLIGHT		<b>Ped Action</b>			<b>Cntrl Dev</b>	NT PRS/FCTR		<b>Loc Type</b>	<b>Ramp/Int</b>							
<b>Party Info</b>													<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	32	M	H	HNBD		PROC ST	S	A	0700	CHEV	2008	- 3	N	-	M	G								
2	DRVR	57	M	O	HNBD		RGT TURN	S	G	2731	KENW	2012	- 3	N	-	M	G								
<b>Primary Rd</b> CHESTNUT AVE S/B		Distance (ft)	0	<b>Direction</b> S	<b>Secondary Rd</b> NORTH AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>												
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	020273	Collision Date	20171006	Time	1940	Day	FRI						
<b>Primary Collision Factor</b>		STOP SGN SIG		<b>Violation</b>	21453A		<b>Collision Type</b>	BROADSIDE		<b>Severity</b>	PDO		#Killed	0	#Injured	0	Tow Away?	N	<b>Process Date</b>	20171019					
<b>Weather1</b>	CLEAR		<b>Weather2</b>			<b>Rdwy Surface</b>	DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>			<b>Spec Cond</b>	0									
<b>Hit and Run</b>				<b>Motor Vehicle Involved With</b>		OTHER MV		<b>Lighting</b>	DARK - ST		<b>Ped Action</b>			<b>Cntrl Dev</b>	FNCTNG		<b>Loc Type</b>	<b>Ramp/Int</b>							
<b>Party Info</b>													<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	24	M	H	HNBD		PROC ST	S	D	2200	TOYO	2006	- 3	N	-	M	G								
2	DRVR	30	F	A	HNBD		PROC ST	E	A	0800	HONDA	2007	- 3	N	-	L	G								
3	DRVR	31	M	H	HNBD		STOPPED	N	A	0700	CHEV	2004	- 3	N	-	M	G								
<b>Primary Rd</b> CHESTNUT AVE SOUTHBOUND		Distance (ft)	0	<b>Direction</b> S	<b>Secondary Rd</b> NORTH AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>												
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	020082	Collision Date	20171114	Time	1600	Day	TUE						
<b>Primary Collision Factor</b>		STOP SGN SIG		<b>Violation</b>	21453A		<b>Collision Type</b>	BROADSIDE		<b>Severity</b>	PDO		#Killed	0	#Injured	0	Tow Away?	Y	<b>Process Date</b>	20171121					
<b>Weather1</b>	CLEAR		<b>Weather2</b>			<b>Rdwy Surface</b>	DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>			<b>Spec Cond</b>	0									
<b>Hit and Run</b>				<b>Motor Vehicle Involved With</b>		OTHER MV		<b>Lighting</b>	DAYLIGHT		<b>Ped Action</b>			<b>Cntrl Dev</b>	FNCTNG		<b>Loc Type</b>	<b>Ramp/Int</b>							
<b>Party Info</b>													<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	25	M	H	HNBD		PROC ST	S	A	0100	FORD	2006	- 3	N	-	L	G								
2	DRVR	26	M	H	HNBD		PROC ST	E	D	2200	GMC	2006	- 3	N	-	M	G								

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> CHESTNUT AVE.	<b>Distance (ft)</b> 109	<b>Direction</b> N	<b>Secondary Rd</b> PRINCETON AVE.	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 030	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 018609	<b>Collision Date</b> 20170920	<b>Time</b> 2142	<b>Day</b> WED
<b>Primary Collision Factor</b> DRVR ALC DRG	<b>Violation</b> 23152A	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20170927		
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> PKD MV	<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	F	H	HBD-UI		UNS TURN	S	A	0800	HONDA	1999	- 3	A	22107	-	L G								
2	PRKD	998	-				PARKED	S	D	2200	CHEV	2001	- 3	N	-	-	-								
3	PRKD	998	-				PARKED	S	A	0100	BMW	2004	- 3	N	-	-	-								

<b>Primary Rd</b> CHESTNUT AVE.	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> ANNADALE AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 018926	<b>Collision Date</b> 20170215	<b>Time</b> 1720	<b>Day</b> WED
<b>Primary Collision Factor</b> LANE CHANGE	<b>Violation</b> 21658A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20170227		
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	H	HNBD		CHANG LN	N	D	2200	DODG	2014	- 3	N	-	-	M G								
2	DRVR	17	M	H	HNBD		PROC ST	N	A	0100	HOND	2004	- 3	N	-	-	M G								

<b>Primary Rd</b> CHESTNUT AVE.	<b>Distance (ft)</b> 80	<b>Direction</b> N	<b>Secondary Rd</b> CLINTON AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 030	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 017518	<b>Collision Date</b> 20170221	<b>Time</b> 1940	<b>Day</b> TUE
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20170301		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DARK - ST	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	H	HNBD		PROC ST	S	C	0200	YAMA	2006	- 3	N	-	-	W	DRVR	SEVERE	22	M	1	1	P	W
2	DRVR	20	M	H	HNBD		CHANG LN	S	D	2200	GMC	2015	- 3	N	-	-	M G								

<b>Primary Rd</b> CHESTNUT AVE.	<b>Distance (ft)</b> 25	<b>Direction</b> S	<b>Secondary Rd</b> PRINCETON AVE.	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 030	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 018609	<b>Collision Date</b> 20170207	<b>Time</b> 1800	<b>Day</b> TUE
<b>Primary Collision Factor</b> PED VIOL	<b>Violation</b> 21954A	<b>Collision Type</b> AUTO/PED	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> N	<b>Process Date</b> 20170216		
<b>Weather1</b> CLOUDY	<b>Weather2</b> RAINING	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> PED	<b>Lighting</b> DARK - NO	<b>Ped Action</b> NOT IN X-	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	PED	69	F	H	IMP UNK	IMP UNK		E	N	6000	-	-	- 3	N	-	-	-	PED	SEVERE	69	F	9	0	-	P
2	DRVR	25	M	A	HNBD		PROC ST	S	A	0100	VOLK	2010	- 3	N	-	-	M G								

<b>Primary Rd</b> CHESTNUT AVE.	<b>Distance (ft)</b> 500	<b>Direction</b> S	<b>Secondary Rd</b> NORTH AVE.	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 020082	<b>Collision Date</b> 20170922	<b>Time</b> 1945	<b>Day</b> FRI
<b>Primary Collision Factor</b> OTHER HAZ	<b>Violation</b> 21200	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> N	<b>Process Date</b> 20170928		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> BICYCLE	<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	BICY	54	M	H	HBD-UI		PROC ST	E	L	0400	MONG	2012	- 3	A	21650	-	-	V	BICY	OTH VIS	54	M	1	2	-	V
2	DRVR	42	F	O	HNBD		PROC ST	S	A	0700	FORD	2004	- 3	N	-	-	M G									



Include State Highways cases

Report Run On: 02/25/2020

Primary Rd <b>NORTH AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>SANGER AV</b>	NCIC <b>1013</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Sanger</b>	County <b>Fresno</b>	Population <b>3</b>	Rpt Dist <b>FRESN</b>	Beat <b>003</b>	Type <b>0</b>	CalTrans	Badge <b>M145</b>	Collision Date <b>20170224</b>	Time <b>0800</b>	Day <b>FRI</b>																
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21800C</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20171227</b>																		
Weather1 <b>CLEAR</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>MV ON OTHER RD</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	Loc Type	Ramp/Int																		
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	37	F	H	HBD-NUI		LFT TURN	S	A	0700	NISSA	2016	- 3	N	-	L	G	PASS		36	-	3	0	M	G	
2	DRVR	32	F	H	HBD-NUI		PROC ST	W	A	0700	FORD	2007	- 3	N	-	L	G	PASS		8	M	3	0	M	G	
																		PASS		14	F	4	0	M	G	
																		PASS		16	F	6	0	M	G	
Primary Rd <b>NORTH AV</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>SANGER AV</b>	NCIC <b>1013</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Sanger</b>	County <b>Fresno</b>	Population <b>3</b>	Rpt Dist <b>M390</b>	Beat <b>003</b>	Type <b>0</b>	CalTrans	Badge <b>M138</b>	Collision Date <b>20170911</b>	Time <b>1458</b>	Day <b>MON</b>																
Primary Collision Factor <b>R-O-W PED</b>		Violation <b>21950A</b>	Collision Type <b>AUTO/PED</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20180320</b>																		
Weather1 <b>CLEAR</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>PED</b>		Lighting <b>DAYLIGHT</b>	Ped Action <b>X-WLK AT</b>	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int																	
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	27	F	A	HNBD		PROC ST	E	A	0100	CHEVR	2006	- 3	N	-	M	G	DRVR	OTH VIS	70	F	9	0	P	-	
2	PED	70	F	H	HNBD		OTHER	S	N	6000	-	-	- 3	N	-	-	-	PED	OTH VIS	70	F	9	0	P	-	
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>357</b>	Direction <b>E</b>	Secondary Rd <b>BLYTHE AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>015</b>	Type <b>3</b>	CalTrans	Badge <b>015556</b>	Collision Date <b>20170713</b>	Time <b>0737</b>	Day <b>THU</b>																
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20170721</b>																		
Weather1 <b>CLEAR</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																	
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	35	M	O	HNBD		RAN OFF RD	W	A	0100	NISS	2005	- 3	N	-	M	G	DRVR	OTH VIS	35	M	1	0	M	G	
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CHESTNUT AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Fresno</b>	County <b>Fresno</b>	Population <b>7</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>019895</b>	Collision Date <b>20171220</b>	Time <b>1710</b>	Day <b>WED</b>																
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>HEAD-ON</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20171228</b>																		
Weather1 <b>CLEAR</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int																	
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	M	W	HNBD		LFT TURN	W	A	0700	ISUZ	1988	- 3	N	-	M	G	DRVR	MINOR	22	M	1	0	M	G	
2	DRVR	22	M	W	HNBD		PROC ST	E	A	0100	HONDA	2000	- 3	N	-	M	G	DRVR	MINOR	22	M	1	0	M	G	
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>10</b>	Direction <b>W</b>	Secondary Rd <b>DEL REY AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>019895</b>	Collision Date <b>20170331</b>	Time <b>1649</b>	Day <b>FRI</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20170405</b>																		
Weather1 <b>CLEAR</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																			
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int																	
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	48	M	H	HNBD		PROC ST	E	D	2200	GMC	2011	- 3	N	-	M	G	DRVR	MINOR	22	M	1	0	M	G	
2	DRVR	20	M	H	HNBD		PROC ST	E	A	0100	CHEVY	2005	- 3	A	22350	-	M	G	DRVR	MINOR	22	M	1	0	M	G
3	DRVR	998	-	H	IMP UNK	IMP UNK	PROC ST	E	D	2200	TOYOT	-	- 3	N	-	B	B	DRVR	MINOR	22	M	1	0	M	G	

Include State Highways cases

Report Run On: 02/25/2020

Primary Rd <b>NORTH AVE.</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CLOVIS AVE.</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020082</b>	Collision Date <b>20171127</b>	Time <b>1825</b>	Day <b>MON</b>																
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>HEAD-ON</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20171204</b>																		
Weather1 <b>CLOUDY</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>				Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev <b>NT FNCT</b>	Loc Type	Ramp/Int																		
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	37	M	A	HNBD		LFT TURN	E	A	0800	FORD	2012	- 3	N	-	M	G	DRVR	SEVERE	28	M	1	1	P	W	
2	DRVR	29	M	H	HNBD		PROC ST	W	A	0100	TOYT	1994	- 3	N	-	L	G									
Primary Rd <b>NORTH AVE.</b>		Distance (ft) <b>1200</b>	Direction <b>W</b>	Secondary Rd <b>MINNEWAWA AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>018609</b>	Collision Date <b>20170327</b>	Time <b>2042</b>	Day <b>MON</b>																
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20170330</b>																		
Weather1 <b>CLEAR</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>				Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	28	M	H	HNBD		PROC ST	E	C	0200	YAMA	2004	- 3	N	-	-	W	DRVR	SEVERE	28	M	1	1	P	W	
2	DRVR	30	M	W	HNBD		LFT TURN	E	D	2200	FORD	2000	- 3	N	-	M	G									
Primary Rd <b>NORTH AVE.</b>		Distance (ft) <b>1300</b>	Direction <b>W</b>	Secondary Rd <b>PEACH AVE.</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>018609</b>	Collision Date <b>20170822</b>	Time <b>0528</b>	Day <b>TUE</b>																
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>N</b>	Process Date <b>20170825</b>																		
Weather1 <b>CLEAR</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>				Lighting <b>DUSK/DAWN</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	27	M	H	HNBD		U-TURN	W	A	0100	CHEV	2005	- 3	N	-	M	G	DRVR	OTH VIS	27	M	1	0	L	G	
2	DRVR	27	M	A	HNBD		PROC ST	W	A	0100	HONDA	2005	- 3	N	-	L	G									
Primary Rd <b>NORTH AVE. E/B</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CHESTNUT AVE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>Fresno</b>	County <b>Fresno</b>	Population <b>7</b>	Rpt Dist	Beat <b>030</b>	Type <b>3</b>	CalTrans	Badge <b>018926</b>	Collision Date <b>20170322</b>	Time <b>1938</b>	Day <b>WED</b>																
Primary Collision Factor <b>STOP SGN SIG</b>		Violation <b>21453A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>2</b>	Tow Away? <b>Y</b>	Process Date <b>20170329</b>																		
Weather1 <b>CLOUDY</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>				Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																		
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	32	F	O	HNBD		PROC ST	E	A	0100	LEXU	2003	- 3	N	-	L	G	PASS	COMP PN	69	F	4	0	P	G	
2	DRVR	23	F	H	HNBD		PROC ST	S	A	0100	DODG	2012	- 3	N	-	M	G	DRVR	COMP PN	23	F	1	0	M	G	
Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>478</b>	Direction <b>W</b>	Secondary Rd <b>BISHOP AVENUE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy																
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>015</b>	Type <b>3</b>	CalTrans	Badge <b>020193</b>	Collision Date <b>20170602</b>	Time <b>1650</b>	Day <b>FRI</b>																
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>FATAL</b>	#Killed <b>1</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20180111</b>																		
Weather1 <b>CLEAR</b>		Weather2		Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>FIXED OBJ</b>				Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																		
Party Info											Victim Info															
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	62	M	B	HBD-UI		UNS TURN	E	A	0100	NISS	1998	- 3	A	22107	-	M	G	DRVR	KILLED	62	M	1	0	M	G
																		PASS	OTH VIS	52	F	3	0	L	G	

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> CHESTNUT		NCIC 9435	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy															
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 019962	Collision Date	20170420	Time 1815	Day THU												
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21801A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20170426																
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV				<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>												
<b>Party Info</b>												<b>Victim Info</b>														
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	35	F	O	HNBD		LFT TURN	E	A	0700	TOYO	2013	- 3	N	-	-	L G									
2	DRVR	43	M	B	HNBD		PROC ST	W	E	2232	FREI	2014	- 3	N	-	-	M G									
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 528	<b>Direction</b> W	<b>Secondary Rd</b> CHESTNUT		NCIC 9435	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy															
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 019610	Collision Date	20171018	Time 1516	Day WED												
<b>Primary Collision Factor</b> IMPROP PASS		<b>Violation</b> 21750A		<b>Collision Type</b> SIDESWIPE		<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20171024																
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV				<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>												
<b>Party Info</b>												<b>Victim Info</b>														
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	51	M	H	HNBD		PASSING	W	D	2200	CHEV	2007	- 3	N	-	-	M G									
2	DRVR	53	M	W	HNBD		LFT TURN	W	A	0100	NISS	2012	- 3	N	-	-	M G									
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> CHESTNUT		NCIC 9435	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy															
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 014363	Collision Date	20171108	Time 0650	Day WED												
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21801A		<b>Collision Type</b> HEAD-ON		<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20171120																
<b>Weather1</b> CLOUDY		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV				<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>												
<b>Party Info</b>												<b>Victim Info</b>														
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	41	M	H	HNBD		LFT TURN	E	F	2700	VOLVO	2012	- 3	N	-	-	M G									
2	DRVR	998	-	-	IMP UNK	IMP UNK	PROC ST	W	-	9900	-	-	- 3	N	-	-	-									
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> CHESTNUT		NCIC 9435	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy															
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 013703	Collision Date	20170913	Time 1155	Day WED												
<b>Primary Collision Factor</b> STOP SGN SIG		<b>Violation</b> 21453A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20170921																
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV				<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>												
<b>Party Info</b>												<b>Victim Info</b>														
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	71	M	O	HNBD		PROC ST	W	A	0100	LEXU	2003	- 3	N	-	-	L G									
2	DRVR	53	M	W	HNBD		PROC ST	S	D	2200	CHEV	2004	- 3	N	-	-	M G									
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 30	<b>Direction</b> E	<b>Secondary Rd</b> DALTON AVENUE		NCIC 9435	State Hwy? N	Route	Postmile Prefix	Postmile	Side of Hwy															
City	Fresno	County	Fresno	Population	7	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 020854	Collision Date	20171011	Time 2240	Day WED												
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20171020																
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> FIXED OBJ				<b>Lighting</b> DARK - ST		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>												
<b>Party Info</b>												<b>Victim Info</b>														
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	20	M	H		FATG	PROC ST	W	A	0100	INFI	2004	- 3	N	-	-	M G									

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 70	<b>Direction</b> W	<b>Secondary Rd</b> DEL REY AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 030	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 017327	<b>Collision Date</b> 20170322	<b>Time</b> 1050	<b>Day</b> WED
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21804A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20170323		
<b>Weather1</b> CLOUDY	<b>Weather2</b> RAINING	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	45	M	H	HNBD		ENT TRAF	N	A	0100	HOND	1996	- 3	N	-	M	G								
2	DRVR	56	F	H	HNBD		PROC ST	E	A	0100	HYUN	2008	- 3	N	-	M	G								

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> DEL REY AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 020064	<b>Collision Date</b> 20170429	<b>Time</b> 0530	<b>Day</b> SAT
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 22450A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> Y	<b>Process Date</b> 20170503		
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DUSK/DAWN	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	59	M	H	HNBD		PROC ST	S	A	0700	TOYT	1991	- 3	N	-	P	G	DRVR	COMP PN 59	M	1	0	P	G	
2	DRVR	82	F	H	HNBD		PROC ST	W	A	0800	CHEV	1984	- 3	N	-	P	G	DRVR	COMP PN 82	F	1	0	P	G	

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 1000	<b>Direction</b> E	<b>Secondary Rd</b> FOWLER AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 014363	<b>Collision Date</b> 20170225	<b>Time</b> 1159	<b>Day</b> SAT
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20170310		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	W	HNBD		PROC ST	E	D	2200	DODGE	2017	- 3	N	-	M	G								
2	DRVR	24	F	H	HNBD		SLOWING	E	A	0100	NISSA	2013	- 3	N	-	M	G								

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 235	<b>Direction</b> E	<b>Secondary Rd</b> MAPLE AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 014363	<b>Collision Date</b> 20170626	<b>Time</b> 0725	<b>Day</b> MON
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20170705		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	M	W	HNBD		PROC ST	E	D	2200	DODGE	2015	- 3	N	-	M	G								
2	DRVR	27	M	W	HNBD		SLOWING	E	D	2200	CHEV	1995	- 3	N	-	M	G								

<b>Primary Rd</b> NORTH AVENUE	<b>Distance (ft)</b> 20	<b>Direction</b> E	<b>Secondary Rd</b> MCCALL AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019962	<b>Collision Date</b> 20171106	<b>Time</b> 0100	<b>Day</b> MON
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20171117		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>MSDMNR</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DARK - ST	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	M	H	IMP UNK	IMP UNK	PROC ST	W	A	0800	CHEV	2000	- 3	N	-	M	G								
2	DRVR	19	F	H	HNBD		STOPPED	W	A	0100	CHEV	2012	- 3	N	-	M	G								



Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> PEACH AVE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> NORTH AVE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 018609		Collision Date 20170102		Time 1509 Day MON								
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21802B		<b>Collision Type</b> BROADSIDE		<b>Severity</b> INJURY		#Killed 0		#Injured 2		Tow Away? Y		<b>Process Date</b> 20170109												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int												
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	51	F	A	HNBD		PROC ST	S	D	2200	TOYT	1996	- 3	N	-	M	G	DRVR	COMP PN 51	F	1	0	M	G		
2	DRVR	18	M	H	HNBD		PROC ST	E	D	2200	CHEV	2007	- 3	N	-	M	G	DRVR	COMP PN 18	M	1	0	M	G		
<b>Primary Rd</b> PEACH AVE.		<b>Distance (ft)</b> 100		<b>Direction</b> N		<b>Secondary Rd</b> BELMONT AVE.		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 030		Type 3		CalTrans		Badge 018944		Collision Date 20170121		Time 0205 Day SAT								
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? N		<b>Process Date</b> 20170125												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		MSDMNR		Motor Vehicle Involved With		OTHER MV		Lighting DARK - ST		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int										
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	RGT TURN	N	-	9900	-	-	- 3	N	-	B	B									
2	DRVR	22	M	A	HNBD		PROC ST	N	D	2200	TOYO	1997	- 3	N	-	M	G									
<b>Primary Rd</b> PEACH AVE.		<b>Distance (ft)</b> 150		<b>Direction</b> N		<b>Secondary Rd</b> CENTRAL AVE.		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 018944		Collision Date 20170317		Time 0250 Day FRI								
<b>Primary Collision Factor</b> DRVR ALC DRG		<b>Violation</b> 23152A		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> INJURY		#Killed 0		#Injured 1		Tow Away? N		<b>Process Date</b> 20170324												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With		FIXED OBJ		Lighting DARK - NO		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int												
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	M	H	HBD-UI		RAN OFF RD	S	A	0100	VOLK	2004	- 3	A	22107	-	L	G	DRVR	OTH VIS	24	M	1	0	L	G
<b>Primary Rd</b> PEACH AVE.		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> SHEPHERD AVE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 025		Type 3		CalTrans		Badge 015106		Collision Date 20170905		Time 2500 Day TUE								
<b>Primary Collision Factor</b> UNSAFE SPEED		<b>Violation</b> 22350		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20170913												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		MSDMNR		Motor Vehicle Involved With		FIXED OBJ		Lighting DARK - NO		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int										
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0100	HONDA	2004	- 2	N	-	L	B									
<b>Primary Rd</b> PEACH AVENUE		<b>Distance (ft)</b> 15		<b>Direction</b> N		<b>Secondary Rd</b> BELMONT		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 018914		Collision Date 20171031		Time 1755 Day TUE								
<b>Primary Collision Factor</b> UNSAFE SPEED		<b>Violation</b> 22350		<b>Collision Type</b> REAR END		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? N		<b>Process Date</b> 20171113												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int												
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	47	F	W	IMP UNK	IMP UNK	PROC ST	N	A	0100	NISS	1993	- 3	N	-	M	G									
2	DRVR	44	M	W	HNBD		STOPPED	N	D	2200	FORD	2011	- 3	N	-	M	G									

<b>Primary Rd</b> <b>WILLOW AVE</b>	<b>Distance (ft)</b> 10	<b>Direction</b> S	<b>Secondary Rd</b> <b>TYLER AVE</b>	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>UNINCORP.</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 025	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019210	<b>Collision Date</b> 20171130	<b>Time</b> 2005 <b>Day</b> THU
<b>Primary Collision Factor</b> <b>R-O-W AUTO</b>	<b>Violation</b> 21801A	<b>Collision Type</b> <b>BROADSIDE</b>	<b>Severity</b> <b>INJURY</b>	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20171207		
<b>Weather1</b> <b>CLEAR</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>DRY</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>OTHER MV</b>		<b>Lighting</b> <b>DARK - ST</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>FNCTNG</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	29	M	A	HNBD		LFT TURN	N	A	0100	HOND	2013	- 3	N	-	M	G									
2	DRVR	47	M	A	HBD-NUI		PROC ST	S	C	0200	KAWA	2009	- 3	N	-	-	W	DRVR	MINOR	47	M	1	1	P	W	

<b>Primary Rd</b> <b>WILLOW AVE</b>	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> <b>COPPER AVE</b>	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>UNINCORP.</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 025	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 015890	<b>Collision Date</b> 20171125	<b>Time</b> 0035 <b>Day</b> SAT
<b>Primary Collision Factor</b> <b>DRVR ALC DRG</b>	<b>Violation</b> 23152A	<b>Collision Type</b> <b>BROADSIDE</b>	<b>Severity</b> <b>INJURY</b>	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> Y	<b>Process Date</b> 20171205		
<b>Weather1</b> <b>CLEAR</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>DRY</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>OTHER MV</b>		<b>Lighting</b> <b>DARK - NO</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>FNCTNG</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	28	M	O	HBD-UI		PROC ST	N	A	0700	JAGU	2018	- 3	A	22450	-	L	H	DRVR	SERIOUS	28	M	1	0	L	H
2	DRVR	56	M	O	HNBD		LFT TURN	W	A	0700	HONDA	2010	- 3	N	-	-	G	DRVR	SERIOUS	56	M	1	0	L	G	

<b>Primary Rd</b> <b>WILLOW AVE N/B</b>	<b>Distance (ft)</b> 430	<b>Direction</b> S	<b>Secondary Rd</b> <b>PERRIN AVE</b>	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>UNINCORP.</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 025	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 020429	<b>Collision Date</b> 20171122	<b>Time</b> 1800 <b>Day</b> WED
<b>Primary Collision Factor</b> <b>IMPROP TURN</b>	<b>Violation</b> 22107	<b>Collision Type</b> <b>HIT OBJECT</b>	<b>Severity</b> <b>PDO</b>	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20171129		
<b>Weather1</b> <b>CLEAR</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>DRY</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>FIXED OBJ</b>		<b>Lighting</b> <b>DARK - NO</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>NT PRS/FCTR</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	M	H	HNBD		UNS TURN	N	D	2200	FORD	2007	- 3	N	-	M	G								

<b>Primary Rd</b> <b>WILLOW AVENUE</b>	<b>Distance (ft)</b> 1584	<b>Direction</b> N	<b>Secondary Rd</b> <b>COPPER AVENUE</b>	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>UNINCORP.</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 025	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 020064	<b>Collision Date</b> 20170225	<b>Time</b> 0500 <b>Day</b> SAT
<b>Primary Collision Factor</b> <b>IMPROP TURN</b>	<b>Violation</b> 22107	<b>Collision Type</b> <b>HIT OBJECT</b>	<b>Severity</b> <b>PDO</b>	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20170227		
<b>Weather1</b> <b>CLOUDY</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>DRY</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>FIXED OBJ</b>		<b>Lighting</b> <b>DARK - NO</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>NT PRS/FCTR</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	N	D	2200	FORD	2007	- -	N	-	M	H								

<b>Primary Rd</b> <b>WILLOW AVENUE</b>	<b>Distance (ft)</b> 1320	<b>Direction</b> S	<b>Secondary Rd</b> <b>NORTH AVENUE</b>	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>UNINCORP.</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 014363	<b>Collision Date</b> 20171101	<b>Time</b> 0630 <b>Day</b> WED
<b>Primary Collision Factor</b> <b>IMPROP PASS</b>	<b>Violation</b> 21755	<b>Collision Type</b> <b>BROADSIDE</b>	<b>Severity</b> <b>PDO</b>	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20171109		
<b>Weather1</b> <b>CLEAR</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>DRY</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>OTHER MV</b>		<b>Lighting</b> <b>DARK - ST</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>NT PRS/FCTR</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	M	A	HNBD		PASSING	S	A	0100	HONDA	2003	- 3	N	-	M	G								
2	DRVR	27	M	H	HNBD		LFT TURN	N	D	2200	CHEV	2003	- 3	N	-	M	G								

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> CHESTNUT AVE		Distance (ft)	528	<b>Direction</b> S	<b>Secondary Rd</b> KAMM AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	Postmile Prefix	Postmile	Side of Hwy													
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	040	Type	3	CalTrans	Badge	015890	Collision Date	20180914	Time	1740	Day	FRI							
<b>Primary Collision Factor</b> NOT DRIVER		<b>Violation</b>		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180920												
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
<b>Hit and Run</b> Motor Vehicle Involved With OTHER OBJ													Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int					
<b>Party Info</b>													<b>Victim Info</b>													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	18	F	H	HNBD		PROC ST	N	A	0100	KIA	2013	- 3	N		-	M G									
<b>Primary Rd</b> CHESTNUT AVE		Distance (ft)	0	<b>Direction</b>	<b>Secondary Rd</b> MUSCAT AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	Postmile Prefix	Postmile	Side of Hwy													
City	Fresno	County	Fresno	Population	7	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	020450	Collision Date	20181121	Time	1644	Day	WED							
<b>Primary Collision Factor</b> STOP SGN SIG		<b>Violation</b> 22450A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20181205												
Weather1	RAINING	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
<b>Hit and Run</b> MSDMNR Motor Vehicle Involved With OTHER MV													Lighting	DARK - NO	Ped Action		Cntrl Dev	FNCTNG	Loc Type		Ramp/Int					
<b>Party Info</b>													<b>Victim Info</b>													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0700	LINCO	2004	- 3	N		-	L B									
2	DRVR	46	M	H	HNBD		PROC ST	N	A	0800	TOYO	1998	- 3	N		-	L G									
<b>Primary Rd</b> CHESTNUT AVE		Distance (ft)	400	<b>Direction</b> N	<b>Secondary Rd</b> NORTH AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	Postmile Prefix	Postmile	Side of Hwy													
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	019791	Collision Date	20180320	Time	1928	Day	TUE							
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21804A		<b>Collision Type</b> REAR END		<b>Severity</b> PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180322												
Weather1	CLOUDY	Weather2	RAINING	Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
<b>Hit and Run</b> Motor Vehicle Involved With OTHER MV													Lighting	DARK - NO	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int					
<b>Party Info</b>													<b>Victim Info</b>													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	41	F	H	HNBD		ENT TRAF	N	D	2200	MIT	1992	- 3	N		-	M G									
2	DRVR	18	F	H	HNBD		PROC ST	N	A	0100	FORD	2008	- 3	N		-	M G									
<b>Primary Rd</b> CHESTNUT AVE		Distance (ft)	30	<b>Direction</b> N	<b>Secondary Rd</b> NORTH AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	Postmile Prefix	Postmile	Side of Hwy													
City	Fresno	County	Fresno	Population	7	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	021165	Collision Date	20180707	Time	2050	Day	SAT							
<b>Primary Collision Factor</b> UNSAFE SPEED		<b>Violation</b> 22350		<b>Collision Type</b> REAR END		<b>Severity</b> PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180718												
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
<b>Hit and Run</b> MSDMNR Motor Vehicle Involved With OTHER MV													Lighting	DARK - NO	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int					
<b>Party Info</b>													<b>Victim Info</b>													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		HNBD		PROC ST	S	A	0100	TOYOT	1995	- 3	N		-	B B									
2	DRVR	47	F	H	HNBD		STOPPED	S	A	0700	CHRY	2007	- 3	N		-	M G									
<b>Primary Rd</b> CHESTNUT AVE		Distance (ft)	1056	<b>Direction</b> N	<b>Secondary Rd</b> NORTH AVE		NCIC	9435	<b>State Hwy?</b> N	<b>Route</b>	Postmile Prefix	Postmile	Side of Hwy													
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	018892	Collision Date	20180828	Time	1605	Day	TUE							
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> SIDESWIPE		<b>Severity</b> PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180906												
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0															
<b>Hit and Run</b> Motor Vehicle Involved With OTHER MV													Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int					
<b>Party Info</b>													<b>Victim Info</b>													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	M	H	HNBD		UNS TURN	N	A	0100	TOYO	2010	- 3	N		-	M G									
2	DRVR	23	M	W	HNBD		PROC ST	N	A	0100	DODG	2008	- 3	N		-	M G									

Include State Highways cases

Report Run On: 02/25/2020

Primary Rd	CHESTNUT AVE	Distance (ft)	400	Direction	N	Secondary Rd	MALAGA AVE	NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 015	Type	3	CalTrans	Badge	018824	Collision Date	20180317	Time	0710	Day	SAT	
Primary Collision Factor	R-O-W AUTO	Violation	21804A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180321				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run	MSDMNR	Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev		NT PRS/FCTR	Loc Type								Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	ENT TRAF	N	G	2531	TRUCK	-	3	N	-	-	-								
2	DRVR	62	M	H	HNBD		PROC ST	S	D	2200	TOYT 2002	-	3	N	-	M	G								

Primary Rd	CHESTNUT AVE S/B	Distance (ft)	0	Direction		Secondary Rd	CENTRAL AVE	NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type	3	CalTrans	Badge	014479	Collision Date	20180306	Time	0928	Day	TUE	
Primary Collision Factor	STOP SGN SIG	Violation	21453A	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180312				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	FNCTNG	Loc Type									Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	M	H	HNBD		LFT TURN	W	D	2200	CHEV 2005	-	3	N	-	M	G								
2	DRVR	57	M	H	HNBD		PROC ST	S	G	2732	FRHT 2009	-	3	N	-	P	G								

Primary Rd	CHESTNUT AVE.	Distance (ft)	1056	Direction	S	Secondary Rd	NORTH AVE	NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type	3	CalTrans	Badge	018926	Collision Date	20180105	Time	1740	Day	FRI	
Primary Collision Factor	R-O-W AUTO	Violation	21801A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180110				
Weather1	CLOUDY	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type									Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	54	M	H	HNBD		U-TURN	S	A	0100	MAZD 2008	-	3	N	-	M	G								
2	DRVR	36	M	H	HNBD		PROC ST	N	D	2200	DODG 2000	-	3	N	-	M	G								

Primary Rd	CHESTNUT AVENUE	Distance (ft)	16	Direction	N	Secondary Rd	AMERICAN AVE	NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 015	Type	3	CalTrans	Badge	020540	Collision Date	20180319	Time	1540	Day	MON	
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180321				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type									Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	H	HNBD		PROC ST	S	A	0100	HONDA 2008	-	3	N	-	L	G								
2	DRVR	56	M	W	HNBD		LFT TURN	S	E	2235	CHEV 2005	-	3	N	-	M	G								

Primary Rd	CHESTNUT AVENUE	Distance (ft)	15	Direction	S	Secondary Rd	CENTRAL AVENUE	NCIC	9435	State Hwy?	N	Route		Postmile Prefix		Postmile		Side of Hwy	
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type	3	CalTrans	Badge	020854	Collision Date	20180803	Time	1730	Day	FRI	
Primary Collision Factor	UNKNOWN	Violation		Collision Type	SIDESWIPE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180809				
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0								
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type									Ramp/Int

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	35	M	A	HNBD		PROC ST	N	A	0800	FORD 2016	-	3	N	-	M	G								
2	DRVR	55	M	W	HNBD		RGT TURN	N	G	2529	PTRB 2016	-	3	N	-	M	G								



Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> NORTH AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 021165		Collision Date 20181202		Time 0250 Day SUN							
<b>Primary Collision Factor</b> DRVR ALC DRG		<b>Violation</b> 23152A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> INJURY		#Killed 0		#Injured 2		<b>Tow Away?</b> Y		<b>Process Date</b> 20181221											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> FIXED OBJ		<b>Lighting</b> DARK - NO		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	37	M	H	HBD-UI		PROC ST	E	D	2200	CHEV	2003	- 3	A	21453	-	L G	DRVR	SERIOUS	37	M	1	0	L	G
2	DRVR	29	M	W	HNBD		PROC ST	N	F	2600	FORD	2015	- 3	N		-	M G	DRVR	MINOR	29	M	1	0	M	G
<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 9		<b>Direction</b> S		<b>Secondary Rd</b> SHIELDS AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 025		Type 3		CalTrans		Badge 020854		Collision Date 20180526		Time 1605 Day SAT							
<b>Primary Collision Factor</b> DRVR ALC DRG		<b>Violation</b> 23152F		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> INJURY		#Killed 0		#Injured 1		<b>Tow Away?</b> Y		<b>Process Date</b> 20180608											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> FIXED OBJ		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	23	M	H		DRUG	PROC ST	N	A	0100	HOND	1996	- 3	N		-	L H	DRVR	SERIOUS	23	M	1	0	L	H
<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> SHIELDS AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 030		Type 3		CalTrans		Badge 018609		Collision Date 20180619		Time 2132 Day TUE							
<b>Primary Collision Factor</b> OTHER HAZ		<b>Violation</b> 21451A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> N		<b>Process Date</b> 20180626											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DARK - ST		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	17	F	H	HNBD		LFT TURN	N	A	0100	NISS	2013	- 3	N		-	L G								
2	DRVR	58	M	H	HNBD		PROC ST	S	A	0100	TOYO	2004	- 3	N		-	L G								
<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> SHIELDS AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 030		Type 3		CalTrans		Badge 018914		Collision Date 20181115		Time 0530 Day THU							
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21801A		<b>Collision Type</b> HEAD-ON		<b>Severity</b> INJURY		#Killed 0		#Injured 1		<b>Tow Away?</b> Y		<b>Process Date</b> 20181129											
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	20	M	H	HNBD		LFT TURN	N	D	2200	FORD	2013	- 3	N		-	L G								
2	DRVR	25	M	H	HNBD		PROC ST	S	A	0100	CHEV	2012	- 3	N		-	L G	DRVR	SERIOUS	25	M	1	0	L	G
<b>Primary Rd</b> CHESTNUT AVENUE		<b>Distance (ft)</b> 0		<b>Direction</b>		<b>Secondary Rd</b> SHIELDS AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 030		Type 3		CalTrans		Badge 015890		Collision Date 20181121		Time 2200 Day WED							
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21801A		<b>Collision Type</b> HEAD-ON		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20181204											
<b>Weather1</b> CLOUDY		<b>Weather2</b> RAINING		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0															
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DARK - NO		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>													
<b>Party Info</b>														<b>Victim Info</b>											
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>
1F	DRVR	998	-		IMP UNK	IMP UNK	LFT TURN	N	A	0100	NISSA	2007	- 3	N		-	- B								
2	DRVR	22	M	H	HNBD		PROC ST	S	A	0100	BMW	2008	- 3	N		-	M G								

Include State Highways cases

Report Run On: 02/25/2020

Primary Rd		CHESTNUT AVENUE		Distance (ft)	1100	Direction	S	Secondary Rd		NORTH AVENUE		NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		UNINCORP.		County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	013703	Collision Date	20180901	Time	0900	Day	SAT					
Primary Collision Factor		R-O-W AUTO		Violation	21804A	Collision Type	BROADSIDE	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20180907									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		OTHER MV		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	46	M	W	HNBD		U-TURN	W	M	5000	MOBIL	1996	- 3	N	-	P	G									
2	DRVR	41	F	H	HNBD		PROC ST	N	A	0100	CHEV	2005	- 3	N	-	M	G									
Primary Rd		CHESTNUT AVENUE		Distance (ft)	747	Direction	S	Secondary Rd		ANNADALE		NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		UNINCORP.		County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	018926	Collision Date	20180109	Time	2015	Day	TUE					
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	HIT OBJECT	Severity	FATAL	#Killed	1	#Injured	0	Tow Away?	Y	Process Date	20180802									
Weather1		CLOUDY		Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		FIXED OBJ		Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	M	H	HNBD		PROC ST	S	A	0100	HOND	2006	- 3	A	22107	-	L	G	DRVR	KILLED	18	M	1	0	L	G
Primary Rd		CHUCKWAGON RD		Distance (ft)	855	Direction	W	Secondary Rd		BUTTERNUT LN		NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		UNINCORP.		County	Fresno	Population	9	Rpt Dist	Beat	060	Type	3	CalTrans	Badge	016270	Collision Date	20180501	Time	1720	Day	TUE					
Primary Collision Factor		UNSAFE SPEED		Violation	22350	Collision Type	OVERTURNED	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	N	Process Date	20180514									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		NON-CLSN		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	54	M	W	HNBD		PROC ST	W	C	0200	DUCAT	2010	- 3	N	-	-	V	DRVR	SERIOUS	54	M	1	1	P	V	
Primary Rd		CHUCKWAGON RD		Distance (ft)	15	Direction	E	Secondary Rd		PINTAIL LN		NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		UNINCORP.		County	Fresno	Population	9	Rpt Dist	Beat	060	Type	3	CalTrans	Badge	016270	Collision Date	20180312	Time	0920	Day	MON					
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20180320									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run				Motor Vehicle Involved With		FIXED OBJ		Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	22	F	W	HNBD	FATG	STOPPED	E	A	0100	NISS	2016	- 3	N	-	L	G									
Primary Rd		CHURCH AV		Distance (ft)	0	Direction		Secondary Rd		CARPENTER AV		NCIC	1012	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy							
City		Reedley		County	Fresno	Population	3	Rpt Dist	REEDL	Beat	001	Type	0	CalTrans	Badge	L145	Collision Date	20181217	Time	2250	Day	MON				
Primary Collision Factor		IMPROP TURN		Violation	22107	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190115									
Weather1		CLEAR		Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0													
Hit and Run		MSDMNR		Motor Vehicle Involved With		OTHER MV		Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int										
Party Info																	Victim Info									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	PRKD	998	-			null		N	-	0000	CHEVR	2010	- -	-	-	-	-									
2	DRVR	998	-				PARKED	-	-	0000	-	-	- -	N	-	-	-									

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> MAPLE AVENUE	Distance (ft) 250	<b>Direction</b> N	<b>Secondary Rd</b> ANNADALE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 013703	<b>Collision Date</b> 20180920	<b>Time</b> 1120	<b>Day</b> THU
<b>Primary Collision Factor</b> LANE CHANGE	<b>Violation</b> 21658A	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20180926		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	68	F	W	HNBD			N	A	0700	SUBA	2018	- 3	N	-	M	G									
2	DRVR	30	M	A	HNBD			N	D	2200	CHEV	2007	- 3	N	-	M	G									

<b>Primary Rd</b> MAPLE AVENUE	Distance (ft) 627	<b>Direction</b> N	<b>Secondary Rd</b> CLINTON AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>	
<b>City</b> Fresno	<b>County</b> Fresno	<b>Population</b> 7	<b>Rpt Dist</b> Beat 025	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 020450	<b>Collision Date</b> 20180105	<b>Time</b> 1823	<b>Day</b> FRI	
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20180117			
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0					
<b>Hit and Run</b>	<b>MSDMNR</b>	<b>Motor Vehicle Involved With</b> PKD MV	<b>Lighting</b> DARK - ST	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK		N	-	9900	-	-	- 3	N	-	B	B									
2	PRKD	998	-					N	D	2200	CHEV	2011	- 3	N	-	-	-									

<b>Primary Rd</b> MAPLE AVENUE	Distance (ft) 450	<b>Direction</b> S	<b>Secondary Rd</b> JENSEN AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 013703	<b>Collision Date</b> 20180515	<b>Time</b> 1010	<b>Day</b> TUE
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21804A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20180516		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	43	M	H	HNBD			W	D	2200	TOYOT	2014	- 3	N	-	M	G									
2	DRVR	19	F	H	HNBD			N	A	0100	PONT	2007	- 3	N	-	M	G									

<b>Primary Rd</b> MAPLE AVENUE	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> LINCOLN AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 015	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 013112	<b>Collision Date</b> 20180321	<b>Time</b> 1305	<b>Day</b> WED
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20180330		
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	M	B	HNBD			N	F	2600	INTL	2009	- 3	N	-	M	G									
2	DRVR	28	M	W	HNBD			E	D	2200	FORD	2017	- 3	N	-	M	G	DRVR	POSSIBL	28	M	1	0	M	G	

<b>Primary Rd</b> MAPLE AVENUE	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b> Beat 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 014363	<b>Collision Date</b> 20180405	<b>Time</b> 1250	<b>Day</b> THU
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 3	<b>Tow Away?</b> Y	<b>Process Date</b> 20180531		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	29	M	B	HNBD			S	I	1100	NWFLR	2009	- 3	N	-	P	H	PASS	POSSIBL	88	M	7	0	P	A
																		PASS	POSSIBL	33	F	7	0	P	A
																		PASS	POSSIBL	7	F	7	0	P	A
2	DRVR	49	M	H	HNBD			E	G	2731	FRHT	2004	- 3	N	-	M	G								

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AV	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> CEDAR AV	<b>NCIC</b> 1012	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> Reedley	<b>County</b> Fresno	<b>Population</b> 3	<b>Rpt Dist</b> FRESN	<b>Beat</b> 001	<b>Type</b> 0	<b>CalTrans</b>	<b>Badge</b> L042	<b>Collision Date</b> 20180315	<b>Time</b> 1549 <b>Day</b> THU
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21804A	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20180404		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	72	M	H	HNBD		PROC ST	N	A	0100	TOYOT	1993	- 3	N	-	M	G								
2	DRVR	24	M	H	HBD-NUI		PROC ST	E	-	0000	ACURA	1996	- -	N	-	M	G	PASS		16	F	3	0	M	A
																		PASS		7	F	5	0	M	G

<b>Primary Rd</b> NORTH AV	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> GREENWOOD AV	<b>NCIC</b> 1013	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> Sanger	<b>County</b> Fresno	<b>Population</b> 3	<b>Rpt Dist</b>	<b>Beat</b> 003	<b>Type</b> 0	<b>CalTrans</b>	<b>Badge</b> M158	<b>Collision Date</b> 20181205	<b>Time</b> 0816 <b>Day</b> WED
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20190322		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	F	H	HNBD		PROC ST	N	-	0000	HONDA	2018	- 3	N	-	M	G								
2	DRVR	42	F	H	HNBD		PROC ST	W	-	0000	ACURA	2017	- 3	N	-	L	G								

<b>Primary Rd</b> NORTH AVE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> CHESTNUT AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 019895	<b>Collision Date</b> 20180610	<b>Time</b> 1810 <b>Day</b> SUN
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 21453A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> Y	<b>Process Date</b> 20180614		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	F	H	HNBD		PROC ST	E	A	0100	KIA	2015	- 3	N	-	L	G								
2	DRVR	59	F	H	HNBD		PROC ST	S	A	0100	NISSA	2013	- 3	N	-	L	G	DRVR	MINOR	59	F	1	0	L	G
3	DRVR	64	M	W	HNBD		SLOWING	N	I	0900	NEWFL	2006	- 3	N	-	M	G	PASS	MINOR	62	M	3	0	L	G

<b>Primary Rd</b> NORTH AVE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> CHESTNUT AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 020122	<b>Collision Date</b> 20180710	<b>Time</b> 1332 <b>Day</b> TUE
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21801A	<b>Collision Type</b> HEAD-ON	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> Y	<b>Process Date</b> 20180719		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	43	M	O	HNBD		LFT TURN	E	A	0700	NISS	2016	- 3	N	-	L	G	DRVR	POSSIBL	43	M	1	0	L	G
2	DRVR	40	M	H	HNBD		PROC ST	W	A	0100	MERC	2008	- 3	N	-	L	G	DRVR	SERIOUS	40	M	1	0	L	G

<b>Primary Rd</b> NORTH AVE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> CLOVIS AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> UNINCORP.	<b>County</b> Fresno	<b>Population</b> 9	<b>Rpt Dist</b>	<b>Beat</b> 034	<b>Type</b> 3	<b>CalTrans</b>	<b>Badge</b> 020450	<b>Collision Date</b> 20181123	<b>Time</b> 1610 <b>Day</b> FRI
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21801A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20181204		
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	H	HNBD		LFT TURN	W	A	0100	NISS	2006	- 3	N	-	M	G								
2	DRVR	68	M	H	HNBD		PROC ST	E	D	2200	TOYO	2003	- 3	N	-	M	G								



Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> NORTH AVE		Distance (ft)	0	<b>Direction</b>	<b>Secondary Rd</b> HUGHES AVE		NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	020	Type	3	CalTrans	Badge	015755	Collision Date	20181126	Time	0813	Day	MON	
<b>Primary Collision Factor</b>		STOP SGN SIG		<b>Violation</b>	22450A		<b>Collision Type</b>	BROADSIDE		<b>Severity</b>	PDO		#Killed	0	#Injured	0	Tow Away?	N	<b>Process Date</b>	20181204
<b>Weather1</b>	FOG		<b>Weather2</b>	Rdwy Surface		DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>	Spec Cond		0						
<b>Hit and Run</b>	MSDMNR		<b>Motor Vehicle Involved With</b>				OTHER MV		<b>Lighting</b>	DAYLIGHT		<b>Ped Action</b>	Cntrl Dev		NT FNCT		<b>Loc Type</b>	Ramp/Int		

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	9900	NISS	-	3	N	-	B	B									
2	DRVR	29	M	H	HNBD		PROC ST	E	A	0100	MAZD	2005	-	3	N	-	M	G								

<b>Primary Rd</b> NORTH AVE		Distance (ft)	1056	<b>Direction</b>	<b>Secondary Rd</b> INDIANOLA AVE		NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	016833	Collision Date	20180208	Time	1140	Day	THU	
<b>Primary Collision Factor</b>		IMPROP TURN		<b>Violation</b>	22107		<b>Collision Type</b>	HIT OBJECT		<b>Severity</b>	PDO		#Killed	0	#Injured	0	Tow Away?	Y	<b>Process Date</b>	20180209
<b>Weather1</b>	CLEAR		<b>Weather2</b>	Rdwy Surface		DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>	Spec Cond		0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b>				FIXED OBJ		<b>Lighting</b>	DAYLIGHT		<b>Ped Action</b>	Cntrl Dev		NT PRS/FCTR		<b>Loc Type</b>	Ramp/Int				

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	38	M	H		FATG	UNS TURN	E	D	2200	TOYOT	1996	-	3	N	-	M	G								

<b>Primary Rd</b> NORTH AVE		Distance (ft)	395	<b>Direction</b>	<b>Secondary Rd</b> PEACH AVE		NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	019895	Collision Date	20180221	Time	1900	Day	WED	
<b>Primary Collision Factor</b>		R-O-W AUTO		<b>Violation</b>	21801A		<b>Collision Type</b>	HEAD-ON		<b>Severity</b>	INJURY		#Killed	0	#Injured	1	Tow Away?	Y	<b>Process Date</b>	20180228
<b>Weather1</b>	CLEAR		<b>Weather2</b>	Rdwy Surface		DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>	Spec Cond		0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b>				OTHER MV		<b>Lighting</b>	DARK - NO		<b>Ped Action</b>	Cntrl Dev		NT PRS/FCTR		<b>Loc Type</b>	Ramp/Int				

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	28	M	H	HNBD		LFT TURN	E	A	0100	TOYOT	2014	-	3	N	-	M	G								
2	DRVR	21	F	H	HNBD		PROC ST	W	A	0100	TOYO	2006	-	3	N	-	M	G	DRVR	POSSIBL	21	F	1	0	M	G
3	PRKD	998	-				PARKED	W	A	0700	VOLVO	2004	-	3	N	-	-	-								

<b>Primary Rd</b> NORTH AVE		Distance (ft)	0	<b>Direction</b>	<b>Secondary Rd</b> PEACH AVE		NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	020078	Collision Date	20181029	Time	1910	Day	MON	
<b>Primary Collision Factor</b>		R-O-W AUTO		<b>Violation</b>	21802A		<b>Collision Type</b>	BROADSIDE		<b>Severity</b>	PDO		#Killed	0	#Injured	0	Tow Away?	Y	<b>Process Date</b>	20181106
<b>Weather1</b>	CLEAR		<b>Weather2</b>	Rdwy Surface		DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>	Spec Cond		0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b>				OTHER MV		<b>Lighting</b>	DARK - NO		<b>Ped Action</b>	Cntrl Dev		FNCTNG		<b>Loc Type</b>	Ramp/Int				

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	21	F	H	HNBD		PROC ST	N	A	0100	CHEV	2012	-	3	N	-	M	G								
2	DRVR	53	M	B	HNBD		PROC ST	E	A	0100	KIA	2017	-	3	N	-	M	G								

<b>Primary Rd</b> NORTH AVE		Distance (ft)	600	<b>Direction</b>	<b>Secondary Rd</b> PEACH AVE		NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy						
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat	034	Type	3	CalTrans	Badge	020450	Collision Date	20181209	Time	1820	Day	SUN	
<b>Primary Collision Factor</b>		DRVR ALC DRG		<b>Violation</b>	23152A		<b>Collision Type</b>	OTHER		<b>Severity</b>	INJURY		#Killed	0	#Injured	2	Tow Away?	Y	<b>Process Date</b>	20181220
<b>Weather1</b>	CLEAR		<b>Weather2</b>	Rdwy Surface		DRY		<b>Rdwy Cond1</b>	NO UNUSL CND		<b>Rdwy Cond2</b>	Spec Cond		0						
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b>				ANIMAL		<b>Lighting</b>	DARK - NO		<b>Ped Action</b>	Cntrl Dev		NT PRS/FCTR		<b>Loc Type</b>	Ramp/Int				

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	OTHR	47	M	H	HBD-UI		STOPPED	W	M	9500	HORSE	-	3	A	22400	-	-	-	OTHR	SERIOUS	47	M	0	1	-	P
2	DRVR	22	M	H	HNBD		PROC ST	E	A	0100	CHRY	2006	-	3	N	-	L	G	DRVR	POSSIBL	22	M	1	0	M	G

Include State Highways cases

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Primary Rd <b>NORTH AVE.</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>MCCALL AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020082</b>	Collision Date <b>20180106</b>	Time <b>1815</b>	Day <b>SAT</b>														
Primary Collision Factor <b>STOP SGN SIG</b>		Violation <b>22450A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20180111</b>																	
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	M	H	HNBD		PROC ST	E	F	2700	KW	2012	- 3	N	-	M	G								
2	DRVR	32	F	O	HNBD		PROC ST	S	A	0700	TOYT	2015	- 3	N	-	L	G								
3	DRVR	44	F	O	HNBD		STOPPED	N	A	0700	TOYT	2008	- 3	N	-	M	G								

Primary Rd <b>NORTH AVE.</b>		Distance (ft) <b>100</b>	Direction <b>E</b>	Secondary Rd <b>PEACH AVE.</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>018944</b>	Collision Date <b>20180109</b>	Time <b>1825</b>	Day <b>TUE</b>														
Primary Collision Factor <b>NOT DRIVER</b>		Violation	Collision Type <b>OTHER</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180122</b>																	
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>ANIMAL</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	79	M	W	HNBD		PROC ST	E	D	2200	FORD	2012	- 3	N	-	M	G								

Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>CHESTNUT</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020871</b>	Collision Date <b>20180312</b>	Time <b>0335</b>	Day <b>MON</b>														
Primary Collision Factor <b>STOP SGN SIG</b>		Violation <b>21453A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20180314</b>																	
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - ST</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-	H	IMP UNK	IMP UNK	PROC ST	W	A	0100	-	-	- 3	N	-	B	B								
2	DRVR	60	M	O	HNBD		PROC ST	N	A	0100	HONDA	2006	- 3	N	-	L	G								

Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>130</b>	Direction <b>E</b>	Secondary Rd <b>DEL REY AVENUE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>014363</b>	Collision Date <b>20181002</b>	Time <b>0830</b>	Day <b>TUE</b>														
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181008</b>																	
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>WET</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	70	F	H	HNBD		UNS TURN	E	D	2200	CHEV	2004	- 3	N	-	M	G								

Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>15</b>	Direction <b>W</b>	Secondary Rd <b>ELM AVENUE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>015</b>	Type <b>3</b>	CalTrans	Badge <b>015181</b>	Collision Date <b>20180113</b>	Time <b>1955</b>	Day <b>SAT</b>														
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180122</b>																	
Weather1 <b>CLOUDY</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run																		
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																			
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	-	-	- 3	N	-	-	B								
2	DRVR	46	M	H	HNBD		STOPPED	E	A	0100	CHEV	2010	- 3	N	-	M	G								

Include State Highways cases

Report Run On: 02/25/2020

Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>0</b>	Direction	Secondary Rd <b>LOCAN AVENUE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>013703</b>	Collision Date <b>20180913</b>	Time <b>0720</b>	Day <b>THU</b>															
Primary Collision Factor <b>UNKNOWN</b>		Violation	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20180919</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	75	M	H	HNBD		RGT TURN	W	G	2533	FRHT	2013	- 3	N	-	M	G								
2	DRVR	33	F	H	HNBD		PROC ST	W	A	0100	HOND	2014	- 3	N	-	M	G								
Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>700</b>	Direction <b>W</b>	Secondary Rd <b>MAPLE AVENUE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>013703</b>	Collision Date <b>20181024</b>	Time <b>0920</b>	Day <b>WED</b>															
Primary Collision Factor <b>IMPROP PASS</b>		Violation <b>21755</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181024</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	H	HNBD		PASSING	E	A	0100	NISS	2007	- 3	N	-	M	G								
2	DRVR	24	M	H	HNBD		RGT TURN	E	G	2531	FRHT	2013	- 3	N	-	M	G								
Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>1700</b>	Direction <b>E</b>	Secondary Rd <b>MCCALL AVENUE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>013703</b>	Collision Date <b>20180216</b>	Time <b>0825</b>	Day <b>FRI</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20180226</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	A	0100	HONDA	2000	- 3	N	-	L	B								
Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>1000</b>	Direction <b>E</b>	Secondary Rd <b>MCCALL AVENUE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>015986</b>	Collision Date <b>20180519</b>	Time <b>1320</b>	Day <b>SAT</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>INJURY</b>	#Killed <b>0</b>	#Injured <b>1</b>	Tow Away? <b>Y</b>	Process Date <b>20180525</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	F	H	HNBD		UNS TURN	E	A	0100	BMW	2006	- 3	N	-	L	G	DRVR	POSSIBL	26	F	1	0	L	G
Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>2640</b>	Direction <b>E</b>	Secondary Rd <b>MCCALL AVENUE</b>	NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>013703</b>	Collision Date <b>20181031</b>	Time <b>1255</b>	Day <b>WED</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20181101</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev	<b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																
Party Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	29	F	H	HNBD		PROC ST	W	A	0100	NISS	2009	- 3	N	-	M	G								
2	DRVR	63	M	W	HNBD		STOPPED	W	D	2200	FORD	2008	- 3	N	-	M	G								

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> PEACH AVE	Distance (ft) 430	<b>Direction</b> S	<b>Secondary Rd</b> JENSEN AVE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 020450	Collision Date 20181204	Time 1710	Day TUE
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	#Killed 0	#Injured 0	Tow Away? N	<b>Process Date</b> 20181212		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With OTHER MV			Lighting DARK - NO	Ped Action	Cntrl Dev FNCTNG	Loc Type	Ramp/Int		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	M	A	HNBD		PROC ST	N	A	0100	HOND	2017	- 3	N			M G								
2	DRVR	50	F	W	HNBD		PROC ST	N	A	0100	HYUN	2014	- 3	N			M G								
3	DRVR	32	F	H	HNBD		STOPPED	N	A	0800	FORD	2005	- 3	N			M G								

<b>Primary Rd</b> PEACH AVE	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 019895	Collision Date 20180504	Time 2035	Day FRI
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 22450A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	#Killed 0	#Injured 1	Tow Away? Y	<b>Process Date</b> 20180509		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With OTHER MV			Lighting DARK - NO	Ped Action	Cntrl Dev FNCTNG	Loc Type	Ramp/Int		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	41	M	H	HNBD		PROC ST	S	D	2200	CHEV	1995	- 3	N			M G	PASS	POSSIBL	51	M	3	0	M	G
2	DRVR	46	F	H	HNBD		PROC ST	W	D	2200	CHEV	1986	- 3	N			M G								

<b>Primary Rd</b> PEACH AVE	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 020586	Collision Date 20180717	Time 0458	Day TUE
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	#Killed 0	#Injured 1	Tow Away? Y	<b>Process Date</b> 20180723		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With OTHER MV			Lighting DUSK/DAWN	Ped Action	Cntrl Dev FNCTNG	Loc Type	Ramp/Int		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	F	H	HNBD		PROC ST	N	A	0100	NISS	2017	- 3	N			L G	DRVR	POSSIBL	26	F	1	0	L	G
2	DRVR	61	M	H	HNBD		PROC ST	E	A	0100	FORD	2003	- 3	N			L G								

<b>Primary Rd</b> PEACH AVE	Distance (ft) 76	<b>Direction</b> N	<b>Secondary Rd</b> TULARE AVE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 030	Type 3	CalTrans	Badge 015890	Collision Date 20180730	Time 1830	Day MON
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	#Killed 0	#Injured 0	Tow Away? N	<b>Process Date</b> 20180809		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev NT PRS/FCTR	Loc Type	Ramp/Int		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0100	HYUN		- 3	N			B B								
2	DRVR	23	M	W	HNBD		PROC ST	N	D	2200	TOYT	2015	- 3	N			M G								

<b>Primary Rd</b> PEACH AVE.	Distance (ft) 0	<b>Direction</b>	<b>Secondary Rd</b> KAMM AVE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 040	Type 3	CalTrans	Badge 018609	Collision Date 20180419	Time 1250	Day THU
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	#Killed 0	#Injured 3	Tow Away? Y	<b>Process Date</b> 20180427		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev NT PRS/FCTR	Loc Type	Ramp/Int		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	H	HNBD		PROC ST	N	A	0100	NISS	1993	- 3	N			L G	DRVR	POSSIBL	21	M	1	0	L	G
																		PASS	POSSIBL	23	M	3	0	P	G
2	DRVR	25	M	H	HNBD		LFT TURN	N	M	4646	NEW H	2017	- 3	N			P P	DRVR	POSSIBL	25	M	1	0	P	P



Include State Highways cases

Report Run On: 02/25/2020

Primary Rd PEACH AVENUE		Distance (ft) 0		Direction		Secondary Rd BELMONT		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 030		Type 3		CalTrans		Badge 015095		Collision Date 20180528		Time 1015		Day MON								
Primary Collision Factor STOP SGN SIG		Violation 21453A		Collision Type BROADSIDE		Severity PDO		#Killed 0		#Injured 0		Tow Away? Y		Process Date 20180531												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run MSDMNR		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	S	E	2235	-	-	3	N	-	-	B									
2	DRVR	71	F	H	HNBD		PROC ST	E	D	2200	TOYT	2006	-	3	N	-	M	G								
Primary Rd PEACH AVENUE		Distance (ft) 0		Direction		Secondary Rd BELMONT		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 030		Type 3		CalTrans		Badge 020078		Collision Date 20180812		Time 1448		Day SUN								
Primary Collision Factor STOP SGN SIG		Violation 21453A		Collision Type BROADSIDE		Severity INJURY		#Killed 0		#Injured 1		Tow Away? Y		Process Date 20180822												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	59	F	A	HNBD		PROC ST	N	A	0700	HOND	2015	-	3	N	-	L	G								
2	DRVR	66	M	O	HNBD		PROC ST	E	D	2200	TOYT	2000	-	3	N	-	L	G	DRVR	POSSIBL	66	M	1	0	L	G
Primary Rd PEACH AVENUE		Distance (ft) 102		Direction S		Secondary Rd GRANT AVE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy								
City Fresno		County Fresno		Population 7		Rpt Dist Beat 034		Type 3		CalTrans		Badge 020540		Collision Date 20180928		Time 0400		Day FRI								
Primary Collision Factor IMPROP TURN		Violation 22107		Collision Type HIT OBJECT		Severity PDO		#Killed 0		#Injured 0		Tow Away? Y		Process Date 20181004												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With FIXED OBJ		Lighting DARK - ST		Ped Action		Cntrl Dev NT PRS/FCTR		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	F	H	HNBD		PROC ST	N	A	0100	NISS	2011	-	3	N	-	L	G								
Primary Rd PEACH AVENUE		Distance (ft) 0		Direction		Secondary Rd NORTH AVENUE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 030		Type 3		CalTrans		Badge 014363		Collision Date 20180426		Time 1030		Day THU								
Primary Collision Factor R-O-W AUTO		Violation 21802A		Collision Type BROADSIDE		Severity INJURY		#Killed 0		#Injured 1		Tow Away? Y		Process Date 20180504												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	51	M	W	HNBD		PROC ST	S	D	2200	NISSA	2018	-	3	N	-	M	G								
2	DRVR	57	M	H	HNBD		PROC ST	W	D	2200	CHEV	1993	-	3	N	-	M	G	DRVR	POSSIBL	57	M	1	0	M	G
Primary Rd PEACH AVENUE		Distance (ft) 0		Direction		Secondary Rd NORTH AVENUE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 034		Type 3		CalTrans		Badge 013703		Collision Date 20180510		Time 1255		Day THU								
Primary Collision Factor R-O-W AUTO		Violation 21802A		Collision Type BROADSIDE		Severity INJURY		#Killed 0		#Injured 1		Tow Away? Y		Process Date 20180515												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0																
Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int														
Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	78	M	A	HNBD		PROC ST	N	A	0100	MIT	2001	-	3	N	-	M	G	DRVR	POSSIBL	78	M	1	0	M	G
2	DRVR	61	M	W	HNBD		PROC ST	W	G	2531	INTE	2019	-	3	N	-	M	G								

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> PEACH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 013703	Collision Date 20180523	Time 1230 Day WED
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> Y	<b>Process Date</b> 20180525		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev FNCTNG	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	F	H	HNBD		PROC ST	N	A	0100	NISS	2015	- 3	N	-	L	G	DRVR	MINOR	28	F	1	0	L	G
2	DRVR	52	F	W	HNBD		PROC ST	W	A	0700	HONDA	2008	- 3	N	-	L	G	DRVR	MINOR	52	F	1	0	L	G

<b>Primary Rd</b> PEACH AVENUE	<b>Distance (ft)</b> 1000	<b>Direction</b> N	<b>Secondary Rd</b> NORTH AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 013703	Collision Date 20180822	Time 1220 Day WED
<b>Primary Collision Factor</b> IMPROP TURN	<b>Violation</b> 22107	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20180823		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With FIXED OBJ			Lighting DAYLIGHT	Ped Action	Cntrl Dev NT PRS/FCTR	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	M	O	HNBD		UNS TURN	N	A	0100	HONDA	2002	- 3	N	-	M	G								

<b>Primary Rd</b> PEACH AVENUE	<b>Distance (ft)</b> 0	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 020871	Collision Date 20181219	Time 1940 Day WED
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20181226		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With OTHER MV			Lighting DARK - NO	Ped Action	Cntrl Dev FNCTNG	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	41	F	H	HNBD		PROC ST	S	A	0100	CHEV	2013	- 3	N	-	M	G	DRVR	POSSIBL	41	F	1	0	M	G
2	DRVR	60	M	H	HNBD		PROC ST	E	F	2600	INTE	2017	- 3	N	-	M	G								

<b>Primary Rd</b> PEACH AVENUE	<b>Distance (ft)</b> 40	<b>Direction</b> S	<b>Secondary Rd</b> GRANT AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 030	Type 3	CalTrans	Badge 018609	Collision Date 20180223	Time 1413 Day FRI
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20180307		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With OTHER MV			Lighting DAYLIGHT	Ped Action	Cntrl Dev NT PRS/FCTR	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	W	HNBD		PROC ST	N	A	0700	CHEV	2004	- 3	N	-	L	G								
2	DRVR	51	F	H	HNBD		STOPPED	N	A	0700	TOYT	2015	- 3	N	-	M	G								

<b>Primary Rd</b> PEARL ST	<b>Distance (ft)</b> 136	<b>Direction</b> S	<b>Secondary Rd</b> FLORENCE AV	<b>NCIC</b> 1013	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City Sanger	County Fresno	Population 3	Rpt Dist 1013	Beat 003	Type 0	CalTrans	Badge M147	Collision Date 20180504	Time 1627 Day FRI
<b>Primary Collision Factor</b> DRVR ALC DRG	<b>Violation</b> 23152A	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20180720		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0	Hit and Run			
Motor Vehicle Involved With FIXED OBJ			Lighting DAYLIGHT	Ped Action	Cntrl Dev NT PRS/FCTR	Loc Type	Ramp/Int		

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	M	H	HBD-UI		RGT TURN	S	A	0700	GMC	2003	- 3	A	23152	N	M	B							

Include State Highways cases

Report Run On: 02/25/2020

<b>Primary Rd</b> <b>WILLOW AVE</b>	<b>Distance (ft)</b> <b>990</b>	<b>Direction</b> <b>S</b>	<b>Secondary Rd</b> <b>MOUNTAIN VIEW</b>	<b>NCIC</b> <b>9435</b>	<b>State Hwy?</b> <b>N</b>	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>UNINCORP.</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> <b>9</b>	<b>Rpt Dist</b>	<b>Beat</b> <b>040</b>	<b>Type</b> <b>3</b>	<b>CalTrans</b>	<b>Badge</b> <b>020078</b>	<b>Collision Date</b> <b>20180504</b>	<b>Time</b> <b>1705</b> <b>Day</b> <b>FRI</b>
<b>Primary Collision Factor</b> <b>IMPROP TURN</b>	<b>Violation</b> <b>22107</b>	<b>Collision Type</b> <b>BROADSIDE</b>	<b>Severity</b> <b>PDO</b>	<b>#Killed</b> <b>0</b>	<b>#Injured</b> <b>0</b>	<b>Tow Away?</b> <b>N</b>	<b>Process Date</b> <b>20180509</b>		
<b>Weather1</b> <b>CLEAR</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>DRY</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> <b>0</b>				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>OTHER MV</b>		<b>Lighting</b> <b>DAYLIGHT</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>NT PRS/FCTR</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	N	-	9900	-	-	3	N	-	-	B B								
2	DRVR	50	F	W	HNBD		SLOWING	S	D	2200	CHEV	2005	-	3	N	-	M G								

<b>Primary Rd</b> <b>WILLOW AVE</b>	<b>Distance (ft)</b> <b>108</b>	<b>Direction</b> <b>S</b>	<b>Secondary Rd</b> <b>NORTH AVE</b>	<b>NCIC</b> <b>9435</b>	<b>State Hwy?</b> <b>N</b>	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>UNINCORP.</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> <b>9</b>	<b>Rpt Dist</b>	<b>Beat</b> <b>034</b>	<b>Type</b> <b>3</b>	<b>CalTrans</b>	<b>Badge</b> <b>020481</b>	<b>Collision Date</b> <b>20180514</b>	<b>Time</b> <b>2140</b> <b>Day</b> <b>MON</b>
<b>Primary Collision Factor</b> <b>DRVR ALC DRG</b>	<b>Violation</b> <b>23152A</b>	<b>Collision Type</b> <b>SIDESWIPE</b>	<b>Severity</b> <b>INJURY</b>	<b>#Killed</b> <b>0</b>	<b>#Injured</b> <b>1</b>	<b>Tow Away?</b> <b>Y</b>	<b>Process Date</b> <b>20180525</b>		
<b>Weather1</b> <b>CLEAR</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>DRY</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> <b>0</b>				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>OTHER MV</b>		<b>Lighting</b> <b>DARK - NO</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>NT PRS/FCTR</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	34	M	H	HBD-UI		PROC ST	N	A	0700	FORD	1996	-	3	A	22107	-	L G	DRVR	SERIOUS	34	M	1	1	L	H
2	DRVR	43	M	H	HNBD		PROC ST	S	D	2200	CHEV	2002	-	3	N	-	M G									

<b>Primary Rd</b> <b>WILLOW AVE</b>	<b>Distance (ft)</b> <b>87</b>	<b>Direction</b> <b>S</b>	<b>Secondary Rd</b> <b>SHEPHERD AVE</b>	<b>NCIC</b> <b>9435</b>	<b>State Hwy?</b> <b>N</b>	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>UNINCORP.</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> <b>9</b>	<b>Rpt Dist</b>	<b>Beat</b> <b>025</b>	<b>Type</b> <b>3</b>	<b>CalTrans</b>	<b>Badge</b> <b>021247</b>	<b>Collision Date</b> <b>20181019</b>	<b>Time</b> <b>1622</b> <b>Day</b> <b>FRI</b>
<b>Primary Collision Factor</b> <b>LANE CHANGE</b>	<b>Violation</b> <b>21658A</b>	<b>Collision Type</b> <b>SIDESWIPE</b>	<b>Severity</b> <b>PDO</b>	<b>#Killed</b> <b>0</b>	<b>#Injured</b> <b>0</b>	<b>Tow Away?</b> <b>N</b>	<b>Process Date</b> <b>20181024</b>		
<b>Weather1</b> <b>CLEAR</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>DRY</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> <b>0</b>				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>OTHER MV</b>		<b>Lighting</b> <b>DAYLIGHT</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>NT PRS/FCTR</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	F	O	HNBD		CHANG LN	S	A	0700	CHEV	2018	-	3	N	-	M G								
2	DRVR	70	M	W	HNBD		PROC ST	S	A	0100	FORD	2000	-	3	N	-	M G								

<b>Primary Rd</b> <b>WILLOW AVE</b>	<b>Distance (ft)</b> <b>300</b>	<b>Direction</b> <b>S</b>	<b>Secondary Rd</b> <b>SHEPHERD AVE</b>	<b>NCIC</b> <b>9435</b>	<b>State Hwy?</b> <b>N</b>	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>UNINCORP.</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> <b>9</b>	<b>Rpt Dist</b>	<b>Beat</b> <b>025</b>	<b>Type</b> <b>3</b>	<b>CalTrans</b>	<b>Badge</b> <b>015179</b>	<b>Collision Date</b> <b>20181128</b>	<b>Time</b> <b>1210</b> <b>Day</b> <b>WED</b>
<b>Primary Collision Factor</b> <b>LANE CHANGE</b>	<b>Violation</b> <b>21658A</b>	<b>Collision Type</b> <b>SIDESWIPE</b>	<b>Severity</b> <b>PDO</b>	<b>#Killed</b> <b>0</b>	<b>#Injured</b> <b>0</b>	<b>Tow Away?</b> <b>N</b>	<b>Process Date</b> <b>20181207</b>		
<b>Weather1</b> <b>RAINING</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>WET</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> <b>0</b>				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>OTHER MV</b>		<b>Lighting</b> <b>DAYLIGHT</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>NT PRS/FCTR</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	O	HNBD		CHANG LN	S	A	0100	TOYO	2010	-	3	N	-	M G								
2	DRVR	26	M	O	HNBD		PROC ST	S	A	0100	DODG	2008	-	3	N	-	M G								

<b>Primary Rd</b> <b>WILLOW AVE</b>	<b>Distance (ft)</b> <b>105</b>	<b>Direction</b> <b>N</b>	<b>Secondary Rd</b> <b>TRUMAN AVE</b>	<b>NCIC</b> <b>9435</b>	<b>State Hwy?</b> <b>N</b>	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
<b>City</b> <b>Fresno</b>	<b>County</b> <b>Fresno</b>	<b>Population</b> <b>7</b>	<b>Rpt Dist</b>	<b>Beat</b> <b>901</b>	<b>Type</b> <b>4</b>	<b>CalTrans</b>	<b>Badge</b> <b>020078</b>	<b>Collision Date</b> <b>20180209</b>	<b>Time</b> <b>1442</b> <b>Day</b> <b>FRI</b>
<b>Primary Collision Factor</b> <b>IMPROP TURN</b>	<b>Violation</b> <b>22107</b>	<b>Collision Type</b> <b>BROADSIDE</b>	<b>Severity</b> <b>INJURY</b>	<b>#Killed</b> <b>0</b>	<b>#Injured</b> <b>1</b>	<b>Tow Away?</b> <b>N</b>	<b>Process Date</b> <b>20180221</b>		
<b>Weather1</b> <b>CLEAR</b>	<b>Weather2</b>	<b>Rdwy Surface</b> <b>DRY</b>	<b>Rdwy Cond1</b> <b>NO UNUSL CND</b>	<b>Rdwy Cond2</b>	<b>Spec Cond</b> <b>1</b>				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> <b>BICYCLE</b>		<b>Lighting</b> <b>DAYLIGHT</b>	<b>Ped Action</b>	<b>Cntrl Dev</b> <b>NT PRS/FCTR</b>	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	63	M	W	HNBD		UNS TURN	W	L	0400	SCHWI	-	3	N	-	-	V	BICY	MINOR	63	M	1	1	-	V
2	DRVR	27	F	H	HNBD		PROC ST	N	H	1300	BLUB	2011	-	3	N	-	M G								

Include State Highways cases

Report Run On: 10/26/2020

<b>Primary Rd</b> CHESTNUT AVE <b>Distance (ft)</b> 500. <b>Direction</b> N <b>Secondary Rd</b> NORTH AVE <b>NCIC</b> 9435 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b>																									
City UNINCORP. County Fresno Population 9 Rpt Dist Beat 034 Type 3 CalTrans Badge 020095 Collision Date 20190102 Time 1800 Day WED																									
Primary Collision Factor NOT DRIVER Violation Collision Type OTHER Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190110																									
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With ANIMAL Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int																									
Party Info Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	40	F	H	HNBD		PROC ST	N	A	0100	VOLK	2017	- 3	N			M G								
<b>Primary Rd</b> CHESTNUT AVE <b>Distance (ft)</b> 40.0 <b>Direction</b> S <b>Secondary Rd</b> NORTH AVE <b>NCIC</b> 9435 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b>																									
City UNINCORP. County Fresno Population 9 Rpt Dist Beat 030 Type 3 CalTrans Badge 018926 Collision Date 20190831 Time 0955 Day SAT																									
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type SIDSWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20190906																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	M	W	HNBD		CHANG LN	S	A	0800	DODG	2018	- 3	N			M G								
2	DRVR	18	F	H	HNBD		PROC ST	S	A	0100	DODG	2018	- 3	N			M G								
<b>Primary Rd</b> CHESTNUT AVE <b>Distance (ft)</b> 0.00 <b>Direction</b> <b>Secondary Rd</b> NORTH AVE <b>NCIC</b> 9435 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b>																									
City UNINCORP. County Fresno Population 9 Rpt Dist Beat 034 Type 3 CalTrans Badge 020193 Collision Date 20191121 Time 0445 Day THU																									
Primary Collision Factor UNKNOWN Violation Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20191203																									
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	20	M	H	HNBD		PROC ST	S	A	0100	CHEV	2014	- 3	N			L G								
2	DRVR	21	F	H	HNBD		LFT TURN	N	A	0100	HONDA	2019	- 3	N			L G								
<b>Primary Rd</b> CHESTNUT AVE <b>Distance (ft)</b> 0.00 <b>Direction</b> <b>Secondary Rd</b> NORTH AVENUE <b>NCIC</b> 9435 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b>																									
City UNINCORP. County Fresno Population 9 Rpt Dist Beat 034 Type 3 CalTrans Badge 013703 Collision Date 20190305 Time 0530 Day TUE																									
Primary Collision Factor STOP SGN SIG Violation 21453A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 4 Tow Away? Y Process Date 20190308																									
Weather1 CLOUDY Weather2 Rdwy Surface WET Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	54	M	H	HNBD		PROC ST	S	A	0100	HONDA	2001	- 3	N			L G	DRVR	POSSIBL	54	M	1	0	L	G
																		PASS	POSSIBL	29	M	3	0	L	G
																		PASS	POSSIBL	39	M	6	0	P	G
2	DRVR	25	F	B	HNBD		PROC ST	W	A	0100	HONDA	2018	- 3	N			L G	DRVR	MINOR	25	F	1	0	L	G
3	DRVR	69	M	H	HNBD		PROC ST	E	G	2531	PTRB	2011	- 3	N			M G								
<b>Primary Rd</b> CHESTNUT AVE <b>Distance (ft)</b> 180. <b>Direction</b> N <b>Secondary Rd</b> OLIVE AVE <b>NCIC</b> 1005 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b>																									
City Fresno County Fresno Population 7 Rpt Dist 2462 Beat 00D Type 0 CalTrans Badge P1899 Collision Date 20191201 Time 0217 Day SUN																									
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20191230																									
Weather1 RAINING Weather2 Rdwy Surface WET Rdwy Cond1 FLOODED Rdwy Cond2 Spec Cond 0																									
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int																									
Party Info Victim Info																									
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	F	H	HNBD		CHANG LN	N	A	0100	AUDI	2006	- 3	N			L G								



Include State Highways cases

Report Run On: 10/26/2020

Primary Rd		CHESTNUT AVENUE Distance (ft) 0.00 Direction										Secondary Rd		LINCOLN AVENUE NCIC 9435 State Hwy? N Route										Postmile Prefix		Postmile		Side of Hwy											
City		UNINCORP. County Fresno Population 9 Rpt Dist										Beat		040 Type 3 CalTrans										Badge		020837 Collision Date		20190526 Time		2040 Day		SUN							
Primary Collision Factor		DRVR ALC DRG Violation										23152A Collision Type		BROADSIDE Severity										PDO #Killed		0 #Injured		0 Tow Away? Y		Process Date		20190606							
Weather1		CLOUDY Weather2										Rdwy Surface		WET Rdwy Cond1										NO UNUSL CND Rdwy Cond2		Spec Cond		0											
Hit and Run		Motor Vehicle Involved With										OTHER MV		Lighting		DARK - ST Ped Action										Cntrl Dev		FNCTNG		Loc Type		Ramp/Int							
Party		Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir										SW Veh		CHP Veh		Make Year		SP Info		OAF1 Viol		OAF2 Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR 34 M H HBD-UI PROC ST E A										0100 KIA 2016 - 3 N				M G																							
2		DRVR 47 M H HNBD PROC ST S A										0100 SATU 2008 - 3 N				L G																							
Primary Rd		CHESTNUT AVENUE Distance (ft) 38.0 Direction										Secondary Rd		MOUNTAIN VIEW NCIC 9435 State Hwy? N Route										Postmile Prefix		Postmile		Side of Hwy											
City		UNINCORP. County Fresno Population 9 Rpt Dist										Beat		040 Type 3 CalTrans										Badge		014363 Collision Date		20191210 Time		0934 Day		TUE							
Primary Collision Factor		IMPROP TURN Violation										22107 Collision Type		HIT OBJECT Severity										PDO #Killed		0 #Injured		0 Tow Away? Y		Process Date		20191217							
Weather1		CLOUDY Weather2										Rdwy Surface		DRY Rdwy Cond1										NO UNUSL CND Rdwy Cond2		Spec Cond		0											
Hit and Run		Motor Vehicle Involved With										FIXED OBJ		Lighting		DAYLIGHT Ped Action										Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int							
Party		Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir										SW Veh		CHP Veh		Make Year		SP Info		OAF1 Viol		OAF2 Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR 28 F H HNBD LFT TURN E A										0100 CHEV 2016 - 3 N				M G																							
2		DRVR 60 M H HNBD PROC ST S D										2200 TOYO 2003 - 3 N				M G																							
Primary Rd		CHESTNUT AVENUE Distance (ft) 0.00 Direction										Secondary Rd		MUSCAT AVENUE NCIC 9435 State Hwy? N Route										Postmile Prefix		Postmile		Side of Hwy											
City		UNINCORP. County Fresno Population 9 Rpt Dist										Beat		034 Type 3 CalTrans										Badge		021165 Collision Date		20191127 Time		1710 Day		WED							
Primary Collision Factor		R-O-W AUTO Violation										21802A Collision Type		REAR END Severity										PDO #Killed		0 #Injured		0 Tow Away? N		Process Date		20191210							
Weather1		CLEAR Weather2										Rdwy Surface		WET Rdwy Cond1										NO UNUSL CND Rdwy Cond2		Spec Cond		0											
Hit and Run		MSDMNR Motor Vehicle Involved With										OTHER MV		Lighting		DARK - NO Ped Action										Cntrl Dev		FNCTNG		Loc Type		Ramp/Int							
Party		Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir										SW Veh		CHP Veh		Make Year		SP Info		OAF1 Viol		OAF2 Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR 44 M H HNBD PROC ST W D										2200 TOYO 2006 - 3 N				M G																							
2		DRVR 60 M H HNBD PROC ST S D										2200 TOYO 2003 - 3 N				M G																							
Primary Rd		CHESTNUT AVENUE Distance (ft) 1150 Direction										Secondary Rd		NORTH AVENUE NCIC 9435 State Hwy? N Route										Postmile Prefix		Postmile		Side of Hwy											
City		UNINCORP. County Fresno Population 9 Rpt Dist										Beat		034 Type 3 CalTrans										Badge		014363 Collision Date		20190221 Time		1130 Day		THU							
Primary Collision Factor		IMPROP TURN Violation										22107 Collision Type		HIT OBJECT Severity										INJURY #Killed		0 #Injured		1 Tow Away? Y		Process Date		20190226							
Weather1		CLOUDY Weather2										Rdwy Surface		DRY Rdwy Cond1										NO UNUSL CND Rdwy Cond2		Spec Cond		0											
Hit and Run		Motor Vehicle Involved With										FIXED OBJ		Lighting		DAYLIGHT Ped Action										Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int							
Party		Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir										SW Veh		CHP Veh		Make Year		SP Info		OAF1 Viol		OAF2 Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR 47 M H HNBD OTHER S D										2200 CHEVR 2005 - 3 N				M G																							
2		DRVR 54 M H HNBD PROC ST N D										2200 NISSA 2002 - 3 N				M G		DRVR		POSSIBL		54		M		1		0		M		G							
Primary Rd		CHESTNUT AVENUE Distance (ft) 685. Direction										Secondary Rd		NORTH AVENUE NCIC 9435 State Hwy? N Route										Postmile Prefix		Postmile		Side of Hwy											
City		UNINCORP. County Fresno Population 9 Rpt Dist										Beat		034 Type 3 CalTrans										Badge		014363 Collision Date		20190408 Time		0820 Day		MON							
Primary Collision Factor		IMPROP PASS Violation										21755 Collision Type		SIDESWIPE Severity										PDO #Killed		0 #Injured		0 Tow Away? Y		Process Date		20190416							
Weather1		CLOUDY Weather2										Rdwy Surface		DRY Rdwy Cond1										NO UNUSL CND Rdwy Cond2		Spec Cond		0											
Hit and Run		Motor Vehicle Involved With										OTHER MV		Lighting		DAYLIGHT Ped Action										Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int							
Party		Type Age Sex Race Sobriety1 Sobriety2 Move Pre Dir										SW Veh		CHP Veh		Make Year		SP Info		OAF1 Viol		OAF2 Safety Equip		ROLE		Ext Of Inj		AGE		Sex		Seat Pos		Safety		EQUIP		Ejected	
1F		DRVR 36 F H HNBD PASSING N A										0100 MERB 2011 - 3 N				M G																							
2		DRVR 29 M O HNBD RGT TURN N G										2731 VOLVO 2013 - 3 N				P G																							

Include State Highways cases

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Primary Rd	CHESTNUT AVENUE	Distance (ft)	1500	Direction	S	Secondary Rd	JENSEN AVENUE	NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type	3	CalTrans	Badge	013703	Collision Date	20191210	Time 0610 Day TUE
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20191217
Weather1	FOG	Weather2		Rdwy Surface	WET	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0				
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DARK - NO	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	M	H	HNBD		UNS TURN	S	A	0800	CHEV	2002	- 3	N	-	L	G								

Primary Rd	CHESTNUT AVENUE	Distance (ft)	50.0	Direction	S	Secondary Rd	ARNOLD WAY	NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type	3	CalTrans	Badge	020824	Collision Date	20190125	Time 1540 Day FRI
Primary Collision Factor	UNSAFE SPEED	Violation	22350	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	N	Process Date	20190131
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0				
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	43	M	H	HNBD		PROC ST	N	D	2200	FORD	2017	- 3	N	-	M	G								
2	DRVR	28	F	H	HNBD		SLOWING	N	A	0100	HONDA	2003	- 3	N	-	M	G								

Primary Rd	CHESTNUT AVENUE	Distance (ft)	670.	Direction	N	Secondary Rd	NORTH AVENUE	NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type	3	CalTrans	Badge	014363	Collision Date	20190212	Time 1236 Day TUE
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20190215
Weather1	CLOUDY	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0				
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	M	H	HNBD		UNS TURN	S	A	0100	TOYOT	2002	- 3	N	-	M	G	DRVR	POSSIBL	26	M	1	0	M	G

Primary Rd	CHESTNUT AVENUE	Distance (ft)	688.	Direction	N	Secondary Rd	MUSCAT AVENUE	NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 034	Type	3	CalTrans	Badge	021031	Collision Date	20191212	Time 1910 Day THU
Primary Collision Factor	DRVR ALC DRG	Violation	23152A	Collision Type	REAR END	Severity	PDO	#Killed	0	#Injured	0	Tow Away?	Y	Process Date	20191224
Weather1	CLOUDY	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0				
Hit and Run		Motor Vehicle Involved With	OTHER MV	Lighting	DARK - ST	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			

Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	28	M	H	HBD-UI		PROC ST	S	A	0100	HYUN	2009	- 3	A	22350	-	L	G							
2	DRVR	54	M	H	HNBD		PROC ST	S	G	2531	FREI	2019	- 3	N	-	-	P	G							
3	DRVR	32	M	H	HNBD		PROC ST	N	A	0700	JEEP	2011	- 3	N	-	-	M	G							
4	DRVR	47	M	H	HNBD		PROC ST	N	A	0100	FORD	1999	- 3	N	-	-	M	G							

Primary Rd	CHUCKWAGON RD	Distance (ft)	225.	Direction	W	Secondary Rd	BUTTERNUT LN	NCIC	9435	State Hwy?	N	Route	Postmile Prefix	Postmile	Side of Hwy
City	UNINCORP.	County	Fresno	Population	9	Rpt Dist	Beat 060	Type	3	CalTrans	Badge	016270	Collision Date	20190814	Time 1000 Day WED
Primary Collision Factor	IMPROP TURN	Violation	22107	Collision Type	HIT OBJECT	Severity	INJURY	#Killed	0	#Injured	1	Tow Away?	Y	Process Date	20190826
Weather1	CLEAR	Weather2		Rdwy Surface	DRY	Rdwy Cond1	NO UNUSL CND	Rdwy Cond2		Spec Cond	0				
Hit and Run		Motor Vehicle Involved With	FIXED OBJ	Lighting	DAYLIGHT	Ped Action		Cntrl Dev	NT PRS/FCTR	Loc Type		Ramp/Int			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	24	M	W	HNBD		UNS TURN	W	D	2200	CHEVR	1994	- 3	N	-	-	M	G	PASS	POSSIBL	17	M	3	0	M	G

Include State Highways cases

Report Run On: 10/26/2020

<b>Primary Rd</b> NORTH AV <b>Distance (ft)</b> 0.00 <b>Direction</b> <b>Secondary Rd</b> SANGER AV <b>NCIC</b> 1013 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> Sanger <b>County</b> Fresno <b>Population</b> 3 <b>Rpt Dist</b> <b>Beat</b> M03 <b>Type</b> 0 <b>CalTrans</b> <b>Badge</b> M158 <b>Collision Date</b> 20191205 <b>Time</b> 1800 <b>Day</b> THU <b>Primary Collision Factor</b> STOP SGN SIG <b>Violation</b> 22450A <b>Collision Type</b> BROADSIDE <b>Severity</b> PDO <b>#Killed</b> 0 <b>#Injured</b> 0 <b>Tow Away?</b> N <b>Process Date</b> 20200309 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> <b>Motor Vehicle Involved With</b> OTHER MV <b>Lighting</b> DARK - ST <b>Ped Action</b> <b>Cntrl Dev</b> NT PRS/FCTR <b>Loc Type</b> <b>Ramp/Int</b>														
<b>Party Info</b> <b>Victim Info</b> <b>Party Type</b> Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 18 F H HNBD      PROC ST W A 0100 HONDA 2000 - 3 N - - L G 2 DRVR 33 M H HNBD      LFT TURN N A 0100 MAZDA 2015 - 3 N - - L G														
<b>Primary Rd</b> NORTH AVE <b>Distance (ft)</b> 21.0 <b>Direction</b> E <b>Secondary Rd</b> ANGUS ST <b>NCIC</b> 1005 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> Fresno <b>County</b> Fresno <b>Population</b> 7 <b>Rpt Dist</b> SOUTH <b>Beat</b> <b>Type</b> 0 <b>CalTrans</b> <b>Badge</b> P876 <b>Collision Date</b> 20191104 <b>Time</b> 1211 <b>Day</b> MON <b>Primary Collision Factor</b> IMPROP TURN <b>Violation</b> 22107 <b>Collision Type</b> SIDESWIPE <b>Severity</b> PDO <b>#Killed</b> 0 <b>#Injured</b> 0 <b>Tow Away?</b> N <b>Process Date</b> 20191107 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> <b>Motor Vehicle Involved With</b> PKD MV <b>Lighting</b> DAYLIGHT <b>Ped Action</b> <b>Cntrl Dev</b> NT PRS/FCTR <b>Loc Type</b> <b>Ramp/Int</b>														
<b>Party Info</b> <b>Victim Info</b> <b>Party Type</b> Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 50 F W HNBD      PROC ST E D 2200 FORD 2012 - 3 N - - M G 2 PRKD 998 -      PARKED E D 2200 FORD 2019 - 3 N - - -														
<b>Primary Rd</b> NORTH AVE <b>Distance (ft)</b> 60.0 <b>Direction</b> E <b>Secondary Rd</b> ARMSTRONG AVE <b>NCIC</b> 9435 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> UNINCORP. <b>County</b> Fresno <b>Population</b> 9 <b>Rpt Dist</b> <b>Beat</b> 034 <b>Type</b> 3 <b>CalTrans</b> <b>Badge</b> 018865 <b>Collision Date</b> 20190921 <b>Time</b> 0720 <b>Day</b> SAT <b>Primary Collision Factor</b> IMPROP TURN <b>Violation</b> 22107 <b>Collision Type</b> HIT OBJECT <b>Severity</b> PDO <b>#Killed</b> 0 <b>#Injured</b> 0 <b>Tow Away?</b> N <b>Process Date</b> 20190927 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> <b>Motor Vehicle Involved With</b> FIXED OBJ <b>Lighting</b> DAYLIGHT <b>Ped Action</b> <b>Cntrl Dev</b> NT PRS/FCTR <b>Loc Type</b> <b>Ramp/Int</b>														
<b>Party Info</b> <b>Victim Info</b> <b>Party Type</b> Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 45 F O HNBD      UNS TURN E A 0100 NISS 2015 - 3 E - - M G														
<b>Primary Rd</b> NORTH AVE <b>Distance (ft)</b> 400. <b>Direction</b> E <b>Secondary Rd</b> CHESTNUT AVE <b>NCIC</b> 9435 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> UNINCORP. <b>County</b> Fresno <b>Population</b> 9 <b>Rpt Dist</b> <b>Beat</b> 034 <b>Type</b> 3 <b>CalTrans</b> <b>Badge</b> 017310 <b>Collision Date</b> 20190406 <b>Time</b> 0845 <b>Day</b> SAT <b>Primary Collision Factor</b> IMPROP PASS <b>Violation</b> 21750A <b>Collision Type</b> SIDESWIPE <b>Severity</b> PDO <b>#Killed</b> 0 <b>#Injured</b> 0 <b>Tow Away?</b> Y <b>Process Date</b> 20190422 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> <b>Motor Vehicle Involved With</b> OTHER MV <b>Lighting</b> DAYLIGHT <b>Ped Action</b> <b>Cntrl Dev</b> NT PRS/FCTR <b>Loc Type</b> <b>Ramp/Int</b>														
<b>Party Info</b> <b>Victim Info</b> <b>Party Type</b> Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 29 M H HNBD      PASSING E A 0100 HONDA 2001 - 3 N - - M G 2 DRVR 33 F A HNBD      LFT TURN E A 0700 HONDA 2016 - 3 N - - M G														
<b>Primary Rd</b> NORTH AVE <b>Distance (ft)</b> 275. <b>Direction</b> W <b>Secondary Rd</b> CLARA AVE (E) <b>NCIC</b> 1005 <b>State Hwy?</b> N <b>Route</b> <b>Postmile Prefix</b> <b>Postmile</b> <b>Side of Hwy</b> <b>City</b> Fresno <b>County</b> Fresno <b>Population</b> 7 <b>Rpt Dist</b> <b>Beat</b> <b>Type</b> 0 <b>CalTrans</b> <b>Badge</b> P1601 <b>Collision Date</b> 20191017 <b>Time</b> 1510 <b>Day</b> THU <b>Primary Collision Factor</b> IMPROP PASS <b>Violation</b> 21750 <b>Collision Type</b> SIDESWIPE <b>Severity</b> PDO <b>#Killed</b> 0 <b>#Injured</b> 0 <b>Tow Away?</b> N <b>Process Date</b> 20200110 <b>Weather1</b> CLEAR <b>Weather2</b> <b>Rdwy Surface</b> DRY <b>Rdwy Cond1</b> NO UNUSL CND <b>Rdwy Cond2</b> <b>Spec Cond</b> 0 <b>Hit and Run</b> <b>Motor Vehicle Involved With</b> PKD MV <b>Lighting</b> DAYLIGHT <b>Ped Action</b> <b>Cntrl Dev</b> NT PRS/FCTR <b>Loc Type</b> <b>Ramp/Int</b>														
<b>Party Info</b> <b>Victim Info</b> <b>Party Type</b> Age Sex Race Sobriety1 Sobriety2 Move Pre Dir SW Veh CHP Veh Make Year SP Info OAF1 Viol OAF2 Safety Equip <b>ROLE</b> <b>Ext Of Inj</b> <b>AGE</b> <b>Sex</b> <b>Seat Pos</b> <b>Safety</b> <b>EQUIP</b> <b>Ejected</b> 1F DRVR 998 -      HNBD      PROC ST - I 1900 - - 3 N - - - 2 PRKD 998 -      PARKED - A 0100 HONDA 2006 - 3 N - - -														

Include State Highways cases

Report Run On: 10/26/2020

Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>175.</b>	Direction <b>W</b>	Secondary Rd <b>LILY AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020586</b>	Collision Date <b>20190401</b>	Time <b>0350</b>	Day <b>MON</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20190405</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run <b>MSDMNR</b>																			
Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	W	A	0100	HOND	2006	-	3	N	-	M	G								
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>0.00</b>	Direction	Secondary Rd <b>MCCALL AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>019610</b>	Collision Date <b>20191106</b>	Time <b>1332</b>	Day <b>WED</b>															
Primary Collision Factor <b>IMPROP PASS</b>		Violation <b>21755</b>	Collision Type <b>SIDESWIPE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20191115</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run <b>MSDMNR</b>																			
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	71	M	H	HNBD		RGT TURN	W	A	0100	HYUN	2012	-	3	N	-	M	G								
2	DRVR	28	M	H	HNBD		RGT TURN	W	G	2635	FRHT	2007	-	3	N	-	M	G								
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>0.00</b>	Direction	Secondary Rd <b>PEACH AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>021119</b>	Collision Date <b>20190128</b>	Time <b>0715</b>	Day <b>MON</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>HEAD-ON</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190131</b>																		
Weather1 <b>FOG</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run <b>MSDMNR</b>																			
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DUSK/DAWN</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	F	A	IMP UNK	IMP UNK	LFT TURN	E	A	0100	MERB		-	3	N	-	B	B								
2	DRVR	41	M	H	HNBD		PROC ST	W	D	2200	TOYOT	1991	-	3	N	-	M	G								
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>500.</b>	Direction <b>E</b>	Secondary Rd <b>PEACH AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>021119</b>	Collision Date <b>20190429</b>	Time <b>1325</b>	Day <b>MON</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21804A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20190506</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run <b>MSDMNR</b>																			
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	50	F	H	HNBD		ENT TRAF	S	A	0700	NISSA	2016	-	3	N	-	L	G								
2	DRVR	51	M	W	HNBD		PROC ST	W	D	2200	FORD	2018	-	3	N	-	M	G								
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>20.0</b>	Direction <b>W</b>	Secondary Rd <b>SR-41 S/B</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy															
City <b>UNINCORP.</b>		County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>015</b>	Type <b>3</b>	CalTrans	Badge <b>017166</b>	Collision Date <b>20190701</b>	Time <b>0820</b>	Day <b>MON</b>															
Primary Collision Factor <b>UNSAFE SPEED</b>		Violation <b>22350</b>	Collision Type <b>REAR END</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20190709</b>																		
Weather1 <b>CLEAR</b>		Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>	Hit and Run <b>MSDMNR</b>																			
Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																				
Party Info																										
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	26	M	H	HNBD		PROC ST	E	D	2200	FRHT	2018	-	3	N	-	M	G								
2	DRVR	21	F	H	HNBD		STOPPED	E	A	0100	VOLKS	2002	-	3	N	-	M	G								



Include State Highways cases

Report Run On: 10/26/2020

Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>0.00</b>	Direction	Secondary Rd <b>TEMPERANCE AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Fresno</b>	County <b>Fresno</b>	Population <b>7</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>021119</b>	Collision Date <b>20190405</b>	Time <b>1325</b>	Day <b>FRI</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21802A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20190409</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																	
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	F	H	HNBD		PROC ST	S	D	2200	FORD	2009	- 3	N	-	L	G								
2	DRVR	25	M	H	HNBD		PROC ST	W	A	0700	HONDA	2005	- 3	N	-	L	G								
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>1012</b>	Direction <b>W</b>	Secondary Rd <b>TEMPERANCE AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>021148</b>	Collision Date <b>20190615</b>	Time <b>0200</b>	Day <b>SAT</b>															
Primary Collision Factor <b>IMPROP TURN</b>		Violation <b>22107</b>	Collision Type <b>HIT OBJECT</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20190621</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>FIXED OBJ</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	W	A	0100	NISS	2014	- 3	N	-	L	B								
Primary Rd <b>NORTH AVE</b>		Distance (ft) <b>0.00</b>	Direction	Secondary Rd <b>TEMPERANCE AVE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>018892</b>	Collision Date <b>20190812</b>	Time <b>1617</b>	Day <b>MON</b>															
Primary Collision Factor <b>R-O-W AUTO</b>		Violation <b>21801A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>Y</b>	Process Date <b>20190829</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>NT PRS/FCTR</b>	Loc Type	Ramp/Int																	
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	43	M	W	HNBD		LFT TURN	E	D	2200	CHEV	2019	- 3	N	-	M	G								
2	DRVR	55	M	H	HBD-UI		PROC ST	W	A	0700	GMC	2005	- 3	N	-	L	G								
Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>0.00</b>	Direction	Secondary Rd <b>CEDAR AVENUE</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>Fresno</b>	County <b>Fresno</b>	Population <b>7</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020064</b>	Collision Date <b>20191028</b>	Time <b>0225</b>	Day <b>MON</b>															
Primary Collision Factor <b>DRVR ALC DRG</b>		Violation <b>23152A</b>	Collision Type <b>BROADSIDE</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20191105</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>CONS ZONE</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DARK - NO</b>	Ped Action	Cntrl Dev <b>NT FNCT</b>	Loc Type	Ramp/Int																	
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	M	H	HBD-UI		PROC ST	E	A	0100	MERZ	2013	- 3	A	21457	-	M	G							
2	DRVR	22	M	H	HNBD		PROC ST	N	A	0100	HONDA	1998	- 3	N	-	M	G								
Primary Rd <b>NORTH AVENUE</b>		Distance (ft) <b>30.0</b>	Direction <b>W</b>	Secondary Rd <b>CHESTNUT</b>		NCIC <b>9435</b>	State Hwy? <b>N</b>	Route	Postmile Prefix	Postmile	Side of Hwy														
City <b>UNINCORP.</b>	County <b>Fresno</b>	Population <b>9</b>	Rpt Dist	Beat <b>034</b>	Type <b>3</b>	CalTrans	Badge <b>020871</b>	Collision Date <b>20190307</b>	Time <b>1315</b>	Day <b>THU</b>															
Primary Collision Factor <b>STRTNG BCKNG</b>		Violation <b>22106</b>	Collision Type <b>OTHER</b>	Severity <b>PDO</b>	#Killed <b>0</b>	#Injured <b>0</b>	Tow Away? <b>N</b>	Process Date <b>20190313</b>																	
Weather1 <b>CLEAR</b>	Weather2	Rdwy Surface <b>DRY</b>	Rdwy Cond1 <b>NO UNUSL CND</b>	Rdwy Cond2	Spec Cond <b>0</b>																				
Hit and Run		Motor Vehicle Involved With <b>OTHER MV</b>		Lighting <b>DAYLIGHT</b>	Ped Action	Cntrl Dev <b>FNCTNG</b>	Loc Type	Ramp/Int																	
Party Info												Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		HNBD		BACKING	E	F	2600	-	-	- 3	N	-	B	B								
2	DRVR	20	F	H	HNBD		PROC ST	E	A	0100	TOYO	2017	- 3	N	-	M	G								

Include State Highways cases

Report Run On: 10/26/2020

<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0.00		<b>Direction</b>		<b>Secondary Rd</b> CHESTNUT		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 034		Type 3		CalTrans		Badge 013703		Collision Date 20191218		Time 0945		Day WED								
<b>Primary Collision Factor</b> STOP SGN SIG		<b>Violation</b> 21453A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20191220												
<b>Weather1</b> CLEAR		<b>Weather2</b> CLOUDY		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>														
<b>Party Info</b>														<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	45	M	O	HNBD		PROC ST	E	A	0800	CHRY	2001	- 3	N	-	M	G									
2	DRVR	59	M	H	HNBD		PROC ST	S	D	2200	CHEV	2013	- 3	N	-	L	G									
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 1300		<b>Direction</b> E		<b>Secondary Rd</b> DEL REY AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 034		Type 3		CalTrans		Badge 019451		Collision Date 20190113		Time 1153		Day SUN								
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> SIDESWIPE		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20190118												
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>														
<b>Party Info</b>														<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	51	M	O	HNBD		UNS TURN	E	A	0100	HOND	2007	- 3	N	-	L	G									
2	PRKD	998	-				PARKED	E	D	2200	TOYO	2005	- -	-	-	-	-									
3	PRKD	998	-				PARKED	E	A	0100	TOYO	1995	- -	-	-	-	-									
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 3168		<b>Direction</b> W		<b>Secondary Rd</b> DICKENSON AVE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 015		Type 3		CalTrans		Badge 021148		Collision Date 20190903		Time 0200		Day TUE								
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20190913												
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> FIXED OBJ		<b>Lighting</b> DARK - ST		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>														
<b>Party Info</b>														<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	27	M	H	HNBD		UNS TURN	E	D	2200	GMC	2005	- 3	N	-	M	G									
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0.00		<b>Direction</b>		<b>Secondary Rd</b> ELM AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 015		Type 3		CalTrans		Badge 019113		Collision Date 20190812		Time 1100		Day MON								
<b>Primary Collision Factor</b> STOP SGN SIG		<b>Violation</b> 21453A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20190820												
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT		<b>Ped Action</b>		<b>Cntrl Dev</b> FNCTNG		<b>Loc Type</b>		<b>Ramp/Int</b>														
<b>Party Info</b>														<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	22	F	H	HNBD		PROC ST	E	A	0100	TOYO	2017	- 3	N	-	L	G									
2	DRVR	75	M	H	HNBD		PROC ST	S	A	0800	CHEV	1995	- 3	N	-	M	G									
3	DRVR	41	F	H	HNBD		RGT TURN	N	A	0700	CHEV	2008	- 3	N	-	M	G									
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 200.		<b>Direction</b> W		<b>Secondary Rd</b> HOWARD AVENUE		<b>NCIC</b> 9435		<b>State Hwy?</b> N		<b>Route</b>		<b>Postmile Prefix</b>		<b>Postmile</b>		<b>Side of Hwy</b>								
City UNINCORP.		County Fresno		Population 9		Rpt Dist Beat 015		Type 3		CalTrans		Badge 020854		Collision Date 20190803		Time 2500		Day SAT								
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> PDO		#Killed 0		#Injured 0		<b>Tow Away?</b> Y		<b>Process Date</b> 20190812												
<b>Weather1</b> CLEAR		<b>Weather2</b>		<b>Rdwy Surface</b> DRY		<b>Rdwy Cond1</b> NO UNUSL CND		<b>Rdwy Cond2</b>		<b>Spec Cond</b> 0																
<b>Hit and Run</b>		<b>MSDMNR</b>		<b>Motor Vehicle Involved With</b> FIXED OBJ		<b>Lighting</b> DUSK/DAWN		<b>Ped Action</b>		<b>Cntrl Dev</b> NT PRS/FCTR		<b>Loc Type</b>		<b>Ramp/Int</b>												
<b>Party Info</b>														<b>Victim Info</b>												
<b>Party</b>	<b>Type</b>	<b>Age</b>	<b>Sex</b>	<b>Race</b>	<b>Sobriety1</b>	<b>Sobriety2</b>	<b>Move Pre</b>	<b>Dir</b>	<b>SW Veh</b>	<b>CHP Veh</b>	<b>Make</b>	<b>Year</b>	<b>SP Info</b>	<b>OAF1</b>	<b>Viol</b>	<b>OAF2</b>	<b>Safety Equip</b>	<b>ROLE</b>	<b>Ext Of Inj</b>	<b>AGE</b>	<b>Sex</b>	<b>Seat Pos</b>	<b>Safety</b>	<b>EQUIP</b>	<b>Ejected</b>	
1F	DRVR	998	-		IMP UNK	IMP UNK	UNS TURN	W	D	2200	GMC	1998	- 3	N	-	M	B									

Include State Highways cases

Report Run On: 10/26/2020

<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0.00		<b>Direction</b>		<b>Secondary Rd</b> MAPLE AVENUE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 020019		Collision Date 20190225		Time 1522 Day MON							
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21801A		<b>Collision Type</b> HEAD-ON		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20190227											
Weather1 CLOUDY		Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond 0													
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	M	H	HNBD		LFT TURN	W	A	0100	HOND	2000	- 3	N	-	L	G								
2	DRVR	34	F	H	HNBD		PROC ST	E	A	0700	FORD	2018	- 3	N	-	L	G								
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 1000		<b>Direction</b> E		<b>Secondary Rd</b> MCCALL AVE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 013703		Collision Date 20191204		Time 1110 Day WED							
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21804A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> INJURY		#Killed 0		#Injured 1		Tow Away? Y		<b>Process Date</b> 20191212											
Weather1 CLOUDY		Weather2 RAINING		Rdwy Surface WET		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond 0													
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	32	M	H	HBD-NUI		U-TURN	E	A	0700	JEEP	2012	- 3	N	-	M	G								
2	DRVR	34	M	H	HNBD		PROC ST	W	A	0100	FORD	2008	- 3	N	-	M	G	DRVR	POSSIBL	34	M	1	0	M	G
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 124.		<b>Direction</b> W		<b>Secondary Rd</b> PEACH AVENUE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 020450		Collision Date 20190113		Time 0128 Day SUN							
<b>Primary Collision Factor</b> DRVR ALC DRG		<b>Violation</b> 23152A		<b>Collision Type</b> REAR END		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? Y		<b>Process Date</b> 20190123											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond 0													
Hit and Run		Motor Vehicle Involved With		PKD MV		Lighting DARK - NO		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	M	H	HBD-UI		PROC ST	E	A	0100	CHEV	2006	- 3	A	22350	I	L	G							
2	PRKD	998	-				PARKED	E	J	4800	FORD	2013	- 3	I	-	-	-								
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 130.		<b>Direction</b> E		<b>Secondary Rd</b> PEACH AVENUE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 020019		Collision Date 20190725		Time 0630 Day THU							
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> OVERTURNED		<b>Severity</b> INJURY		#Killed 0		#Injured 1		Tow Away? N		<b>Process Date</b> 20190801											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond 0													
Hit and Run		Motor Vehicle Involved With		NON-CLSN		Lighting DAYLIGHT		Ped Action		Cntrl Dev		NT PRS/FCTR		Loc Type		Ramp/Int									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	19	M	H	HNBD		UNS TURN	W	L	0400	BONT	2014	- 3	N	-	-	V	BICY	MINOR	19	M	1	1	-	V
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0.00		<b>Direction</b>		<b>Secondary Rd</b> PEACH AVENUE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy							
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 020837		Collision Date 20190810		Time 2045 Day SAT							
<b>Primary Collision Factor</b> STOP SGN SIG		<b>Violation</b> 22450A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> INJURY		#Killed 0		#Injured 4		Tow Away? N		<b>Process Date</b> 20190819											
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1		NO UNUSL CND		Rdwy Cond2		Spec Cond 0													
Hit and Run		Motor Vehicle Involved With		OTHER MV		Lighting DARK - NO		Ped Action		Cntrl Dev		FNCTNG		Loc Type		Ramp/Int									
Party Info														Victim Info											
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	54	M	W	HNBD		PROC ST	N	D	2200	TOYT	2017	- 3	N	-	M	G	DRVR	POSSIBL	54	M	1	0	M	G
2	DRVR	52	M	H	HNBD		PROC ST	W	A	0100	HOND	1999	- 3	N	-	M	G	DRVR	POSSIBL	52	M	1	0	M	G
3	DRVR	37	F	W	HNBD		STOPPED	S	A	0100	DODG	2011	- 3	N	-	L	G	PASS	POSSIBL	46	F	3	0	M	G
3	DRVR	37	F	W	HNBD		STOPPED	S	A	0100	DODG	2011	- 3	N	-	L	G	DRVR	MINOR	37	F	1	0	L	G

Include State Highways cases

Report Run On: 10/26/2020

<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 90.0		<b>Direction</b> E		<b>Secondary Rd</b> PEACH AVENUE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy								
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 013703		Collision Date 20191009		Time 0600 Day WED								
<b>Primary Collision Factor</b> IMPROP TURN		<b>Violation</b> 22107		<b>Collision Type</b> BROADSIDE		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? N		<b>Process Date</b> 20191017												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0		Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DARK - NO		Ped Action		Cntrl Dev NT PRS/FCTR		Loc Type		Ramp/Int		
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	48	M	H	HNBD		U-TURN	E	A	0800	FORD	2000	- 3	N	-	M	G	DRVR	POSSIBL	53	M	1	0	L	G	
2	DRVR	25	F	H	HNBD		PROC ST	W	A	0100	TOYOT	2016	- 3	N	-	M	G	DRVR	SERIOUS	58	F	1	0	M	G	
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 1266		<b>Direction</b> W		<b>Secondary Rd</b> TEMPERANCE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy								
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 014363		Collision Date 20190215		Time 0733 Day FRI								
<b>Primary Collision Factor</b> TOO CLOSE		<b>Violation</b> 21703		<b>Collision Type</b> REAR END		<b>Severity</b> INJURY		#Killed 0		#Injured 2		Tow Away? Y		<b>Process Date</b> 20190226												
Weather1 RAINING		Weather2		Rdwy Surface WET		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0		Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev NT PRS/FCTR		Loc Type		Ramp/Int		
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	53	M	H	HNBD		PROC ST	W	A	0100	FORD	1998	- 3	N	-	L	G	DRVR	POSSIBL	53	M	1	0	L	G	
2	DRVR	58	F	H	HNBD		LFT TURN	W	A	0100	FORD	2006	- 3	N	-	M	G	DRVR	SERIOUS	58	F	1	0	M	G	
<b>Primary Rd</b> NORTH AVENUE		<b>Distance (ft)</b> 0.00		<b>Direction</b> W		<b>Secondary Rd</b> TEMPERANCE		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy								
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 034		Type 3		CalTrans		Badge 020824		Collision Date 20191124		Time 1425 Day SUN								
<b>Primary Collision Factor</b> R-O-W AUTO		<b>Violation</b> 21802A		<b>Collision Type</b> BROADSIDE		<b>Severity</b> INJURY		#Killed 0		#Injured 3		Tow Away? Y		<b>Process Date</b> 20191205												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0		Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT		Ped Action		Cntrl Dev FNCTNG		Loc Type		Ramp/Int		
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	55	M	H	HNBD		PROC ST	S	A	0100	LEXUS	2013	- 3	N	-	L	G	DRVR	POSSIBL	55	M	1	0	L	G	
2	DRVR	58	F	W	HNBD		PROC ST	W	A	0700	CHEVR	1995	- 3	N	-	L	G	PASS	POSSIBL	50	F	3	0	L	G	
3	DRVR	58	F	W	HNBD		PROC ST	W	A	0700	CHEVR	1995	- 3	N	-	L	G	DRVR	POSSIBL	58	F	1	0	L	G	
<b>Primary Rd</b> NORTH BRAWLEY		<b>Distance (ft)</b> 134.		<b>Direction</b> S		<b>Secondary Rd</b> WEST FRANKLIN		NCIC 9435		State Hwy? N		Route		Postmile Prefix		Postmile		Side of Hwy								
City UNINCORP.		County Fresno		Population 9		Rpt Dist		Beat 011		Type 2		CalTrans		Badge 019856		Collision Date 20190910		Time 0715 Day TUE								
<b>Primary Collision Factor</b> BLOWN DRVR ALC/DRG		<b>Violation</b> 23152A		<b>Collision Type</b> HEAD-ON		<b>Severity</b> INJURY		#Killed 0		#Injured 4		Tow Away? Y		<b>Process Date</b> 20190920												
Weather1 CLEAR		Weather2		Rdwy Surface DRY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0		Hit and Run		Motor Vehicle Involved With OTHER MV		Lighting DARK - NO		Ped Action		Cntrl Dev NT PRS/FCTR		Loc Type		Ramp/Int		
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	M	A	HBD-UI		OPPOS LN	S	A	0100	FORD	2011	- 2	A	21650	-	L	G	DRVR	MINOR	23	M	1	0	L	G
2	DRVR	21	M	W	HNBD		PROC ST	N	D	2200	DODG	2008	- 2	N	-	M	G	DRVR	POSSIBL	21	M	1	0	M	G	
3	DRVR	51	F	W	HNBD		PROC ST	N	A	0100	TOYT	2015	- 2	N	-	L	G	PASS	POSSIBL	53	M	3	0	M	G	
3	DRVR	51	F	W	HNBD		PROC ST	N	A	0100	TOYT	2015	- 2	N	-	L	G	DRVR	MINOR	51	F	1	0	L	G	
<b>Primary Rd</b> NORTH CHESTNUT		<b>Distance (ft)</b> 111.		<b>Direction</b> S		<b>Secondary Rd</b> 180 FRWY OFF		NCIC 1005		State Hwy? Y		Route		Postmile Prefix		Postmile		Side of Hwy								
City Fresno		County Fresno		Population 7		Rpt Dist		Beat		Type 0		CalTrans		Badge P803		Collision Date 20191201		Time 1100 Day SUN								
<b>Primary Collision Factor</b> UNSAFE SPEED		<b>Violation</b> 22350		<b>Collision Type</b> HIT OBJECT		<b>Severity</b> PDO		#Killed 0		#Injured 0		Tow Away? N		<b>Process Date</b> 20200217												
Weather1 CLEAR		Weather2 RAINING		Rdwy Surface SLIPPERY		Rdwy Cond1 NO UNUSL CND		Rdwy Cond2		Spec Cond 0		Hit and Run		Motor Vehicle Involved With FIXED OBJ		Lighting DAYLIGHT		Ped Action		Cntrl Dev NT PRS/FCTR		Loc Type		Ramp/Int		
<b>Party Info</b>														<b>Victim Info</b>												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	18	F	A	HNBD		PROC ST	S	A	0100	HONDA	2006	- -	N	-	M	E	DRVR	MINOR	18	F	1	0	L	G	



Include State Highways cases

Report Run On: 10/26/2020

<b>Primary Rd</b> PEACH AVE	<b>Distance (ft)</b> 0.00	<b>Direction</b>	<b>Secondary Rd</b> HEDGES AVE	<b>NCIC</b> 1005	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City Fresno	County Fresno	Population 7	Rpt Dist SOUTH	Beat 00B	Type 0	CalTrans	Badge P1640	Collision Date 20191226	Time 1700 Day THU
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20191230		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b> MSDMNR	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DARK - ST	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	998	-	B	IMP UNK	IMP UNK	LFT TURN	E	A	0100	KIA	2013	-	3	N	-	L	-								
2	DRVR	36	M	H	HNBD		LFT TURN	E	A	0100	MERCU	1992	-	3	N	-	M	G								
3	DRVR	29	M	H	HNBD		PROC ST	N	A	0100	FORD	2007	-	3	N	-	M	G								

<b>Primary Rd</b> PEACH AVE	<b>Distance (ft)</b> 1800	<b>Direction</b> N	<b>Secondary Rd</b> KAMM AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 040	Type 3	CalTrans	Badge 020122	Collision Date 20190226	Time 1549 Day TUE
<b>Primary Collision Factor</b> UNKNOWN	<b>Violation</b>	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20190228		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1	DRVR	56	M	W	HNBD		PROC ST	S	D	2200	FORD	2013	-	3	N	-	M	G								
2	DRVR	51	M	W	HNBD		PROC ST	N	D	2200	FORD	2018	-	3	N	-	M	G								

<b>Primary Rd</b> PEACH AVE	<b>Distance (ft)</b> 0.00	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 021148	Collision Date 20190113	Time 0120 Day SUN
<b>Primary Collision Factor</b> STOP SGN SIG	<b>Violation</b> 22450A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20190313		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	31	M	O	HNBD		PROC ST	S	A	0100	HONDA	2013	-	3	A	24002	-	M	G							
2	DRVR	36	M	O	HNBD		PROC ST	W	A	0100	NISSA	2014	-	3	N	-	L	G								

<b>Primary Rd</b> PEACH AVE	<b>Distance (ft)</b> 0.00	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 018892	Collision Date 20190201	Time 1420 Day FRI
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20190208		
<b>Weather1</b> CLOUDY	<b>Weather2</b>	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	27	F	A	HNBD		LFT TURN	S	A	0100	TOYT	2019	-	3	N	-	L	G								
2	DRVR	35	M	A	HNBD		PROC ST	W	A	0700	MERZ	2000	-	3	N	-	M	G								

<b>Primary Rd</b> PEACH AVE	<b>Distance (ft)</b> 0.00	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 017166	Collision Date 20190217	Time 1103 Day SUN
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 2	<b>Tow Away?</b> Y	<b>Process Date</b> 20190227		
<b>Weather1</b> CLOUDY	<b>Weather2</b> RAINING	<b>Rdwy Surface</b> WET	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV	<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>			

Party Info														Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	50	M	H	HNBD		PROC ST	S	D	2200	TOYO	1992	-	3	N	-	L	G	DRVR	POSSIBL	50	M	1	0	L	G
2	DRVR	64	M	O	HNBD		PROC ST	E	A	0100	HYUN	2007	-	3	N	-	L	G	DRVR	POSSIBL	64	M	1	0	L	G

Include State Highways cases

Report Run On: 10/26/2020

<b>Primary Rd</b> PEACH AVENUE	Distance (ft) 225.	<b>Direction</b> N	<b>Secondary Rd</b> KAMM AVE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 040	Type 3	CalTrans	Badge 018746	Collision Date 20190925	Time 1225	Day WED
<b>Primary Collision Factor</b> DRVR ALC DRG	<b>Violation</b> 23152A	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> INJURY	#Killed 0	#Injured 1	Tow Away? Y	<b>Process Date</b> 20191001		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER OBJ		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int	

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	36	M	H	HBD-UI		RAN OFF RD	N	A	0100	NISSA	2015	- 3	A	22107	N	M	G	DRVR	SERIOUS	36	M	1	0	M	G

<b>Primary Rd</b> PEACH AVENUE	Distance (ft) 70.0	<b>Direction</b> S	<b>Secondary Rd</b> MADISON AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 030	Type 3	CalTrans	Badge 018746	Collision Date 20190613	Time 0815	Day THU
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	#Killed 0	#Injured 0	Tow Away? N	<b>Process Date</b> 20190620		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	NT PRS/FCTR	Loc Type	Ramp/Int	

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	F	H	HNBD		PROC ST	N	A	0700	JEEP	2007	- 3	N	-	M	G								
2	DRVR	51	F	H	HNBD		STOPPED	N	A	0100	HONDA	2014	- 3	N	-	M	G								
3	DRVR	38	F	H	HNBD		STOPPED	N	A	0700	CHEVY	2001	- 3	N	-	M	G								
4	DRVR	27	F	W	HNBD		STOPPED	N	A	0700	HOND	2016	- 3	N	-	M	G								

<b>Primary Rd</b> PEACH AVENUE	Distance (ft) 0.00	<b>Direction</b>	<b>Secondary Rd</b> MADISON AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 021165	Collision Date 20191229	Time 1105	Day SUN
<b>Primary Collision Factor</b> OTHER HAZ	<b>Violation</b> 21208A	<b>Collision Type</b> OTHER	<b>Severity</b> INJURY	#Killed 0	#Injured 1	Tow Away? N	<b>Process Date</b> 20200107		
Weather1 CLOUDY	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With BICYCLE		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int	

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	16	M	H	HNBD		PROC ST	N	L	0400	CANE	2010	- 3	N	-	-	V	BICY	POSSIBL	16	M	1	1	-	V
2	DRVR	41	M	A	HNBD		RGT TURN	E	A	0700	HONDA	2013	- 3	A	21802	-	L	G							

<b>Primary Rd</b> PEACH AVENUE	Distance (ft) 0.00	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 014363	Collision Date 20190124	Time 0550	Day THU
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	#Killed 0	#Injured 2	Tow Away? Y	<b>Process Date</b> 20190201		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV		Lighting DARK - NO	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int	

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	M	H	HNBD		PROC ST	S	A	0100	CHEV	2010	- 3	N	-	M	G	DRVR	POSSIBL	33	M	1	0	M	G
2	DRVR	47	M	A	HNBD		PROC ST	W	A	0100	HONDA	1996	- 3	N	-	B	G	DRVR	SERIOUS	47	M	1	0	B	G

<b>Primary Rd</b> PEACH AVENUE	Distance (ft) 0.00	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVENUE	NCIC 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist Beat 034	Type 3	CalTrans	Badge 020871	Collision Date 20190716	Time 1505	Day TUE
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	#Killed 0	#Injured 3	Tow Away? Y	<b>Process Date</b> 20190726		
Weather1 CLEAR	Weather2	Rdwy Surface DRY	Rdwy Cond1 NO UNUSL CND	Rdwy Cond2	Spec Cond 0				
Hit and Run	Motor Vehicle Involved With OTHER MV		Lighting DAYLIGHT	Ped Action	Cntrl Dev	FNCTNG	Loc Type	Ramp/Int	

Party Info													Victim Info												
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	H	HNBD		PROC ST	S	A	0100	NISS	2015	- 3	N	-	M	G								
2	DRVR	26	M	A	HNBD		PROC ST	E	A	0700	TOYO	2018	- 3	N	-	M	G	DRVR	POSSIBL	26	M	1	0	L	G
																		PASS	POSSIBL	61	M	3	0	L	G
																		PASS	POSSIBL	54	F	4	0	L	G

Include State Highways cases

Report Run On: 10/26/2020

<b>Primary Rd</b> PEACH AVENUE	<b>Distance (ft)</b> 0.00	<b>Direction</b>	<b>Secondary Rd</b> NORTH AVENUE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 034	Type 3	CalTrans	Badge 013703	Collision Date 20190815	Time 0550 Day THU
<b>Primary Collision Factor</b> R-O-W AUTO	<b>Violation</b> 21802A	<b>Collision Type</b> BROADSIDE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> Y	<b>Process Date</b> 20190823		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> FNCTNG	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	35	M	A	HNBD		PROC ST	S	A	0100	LEXU	2009	- 3	N	-	M	G									
2	DRVR	36	F	H	HNBD		PROC ST	E	A	0700	CHEV	2008	- 3	N	-	M	G	DRVR	POSSIBL	36	F	1	0	M	G	

<b>Primary Rd</b> PEACH AVENUE	<b>Distance (ft)</b> 313.	<b>Direction</b> S	<b>Secondary Rd</b> WASHINGTON	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 030	Type 3	CalTrans	Badge 020019	Collision Date 20190323	Time 1830 Day SAT
<b>Primary Collision Factor</b> UNSAFE SPEED	<b>Violation</b> 22350	<b>Collision Type</b> REAR END	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20190326		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> OTHER MV		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	23	M	W	HNBD		PROC ST	N	A	0100	HOND	2013	- 3	N	-	L	G									
2	DRVR	24	F	H	HNBD		SLOWING	N	A	0100	NISS	2007	- 3	N	-	M	G									

<b>Primary Rd</b> PEDERSEN AVE	<b>Distance (ft)</b> 1056	<b>Direction</b> N	<b>Secondary Rd</b> ADAMS AVE	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 060	Type 3	CalTrans	Badge 016507	Collision Date 20190219	Time 1552 Day TUE
<b>Primary Collision Factor</b> IMPROF TURN	<b>Violation</b> 22107	<b>Collision Type</b> HIT OBJECT	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> N	<b>Process Date</b> 20190228		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 1				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> FIXED OBJ		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	36	M	H	HNBD		UNS TURN	E	H	1300	BLU	2000	- 3	N	-	M	G									

<b>Primary Rd</b> PENDLETON STREET	<b>Distance (ft)</b> 0.00	<b>Direction</b>	<b>Secondary Rd</b> HENSON STREET	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 020	Type 3	CalTrans	Badge 020871	Collision Date 20190713	Time 2110 Day SAT
<b>Primary Collision Factor</b> IMPROF TURN	<b>Violation</b> 22107	<b>Collision Type</b> SIDESWIPE	<b>Severity</b> INJURY	<b>#Killed</b> 0	<b>#Injured</b> 1	<b>Tow Away?</b> N	<b>Process Date</b> 20190723		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> PKD MV		<b>Lighting</b> DARK - NO	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	26	M	B	HNBD		UNS TURN	S	C	0200	UNKNO	- 3	N	-	-	-	V	DRVR	MINOR	26	M	1	0	P	V	
2	PRKD	998	-	-	-		PARKED	N	-	3600	R VIS	2006	- 3	N	-	-	-									

<b>Primary Rd</b> PEPPERWEED RD	<b>Distance (ft)</b> 250.	<b>Direction</b> N	<b>Secondary Rd</b> KNOLLGLEN LN	<b>NCIC</b> 9435	<b>State Hwy?</b> N	<b>Route</b>	<b>Postmile Prefix</b>	<b>Postmile</b>	<b>Side of Hwy</b>
City UNINCORP.	County Fresno	Population 9	Rpt Dist	Beat 060	Type 3	CalTrans	Badge 020429	Collision Date 20191125	Time 1540 Day MON
<b>Primary Collision Factor</b> IMPROF TURN	<b>Violation</b> 22107	<b>Collision Type</b> OVERTURNED	<b>Severity</b> PDO	<b>#Killed</b> 0	<b>#Injured</b> 0	<b>Tow Away?</b> Y	<b>Process Date</b> 20191205		
<b>Weather1</b> CLEAR	<b>Weather2</b>	<b>Rdwy Surface</b> DRY	<b>Rdwy Cond1</b> NO UNUSL CND	<b>Rdwy Cond2</b>	<b>Spec Cond</b> 0				
<b>Hit and Run</b>	<b>Motor Vehicle Involved With</b> NON-CLSN		<b>Lighting</b> DAYLIGHT	<b>Ped Action</b>	<b>Cntrl Dev</b> NT PRS/FCTR	<b>Loc Type</b>	<b>Ramp/Int</b>		

Party Info													Victim Info													
Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected	
1F	DRVR	38	F	W	HNBD		UNS TURN	S	A	0700	FORD	2003	- 3	N	-	M	G									

# APPENDIX F

## INTERSECTION ANALYSIS SHEETS



# Existing Conditions

1: Maple Ave & North Ave  
HCM 6th TWSC

Adjusted Existing-AM

02/11/2021

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	145	1	1	221	64	1	1	1	66	1	58
Future Vol, veh/h	45	145	1	1	221	64	1	1	1	66	1	58
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	15	15	15
Mvmt Flow	49	159	1	1	243	70	1	1	1	73	1	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	313	0	0	160	0	0	571	573	160	539	538	278
Stage 1	-	-	-	-	-	-	258	258	-	280	280	-
Stage 2	-	-	-	-	-	-	313	315	-	259	258	-
Critical Hdwy	4.25	-	-	4.25	-	-	7.25	6.65	6.35	7.25	6.65	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Follow-up Hdwy	2.335	-	-	2.335	-	-	3.635	4.135	3.435	3.635	4.135	3.435
Pot Cap-1 Maneuver	1177	-	-	1344	-	-	413	412	852	434	432	731
Stage 1	-	-	-	-	-	-	719	671	-	699	656	-
Stage 2	-	-	-	-	-	-	671	633	-	718	671	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1177	-	-	1344	-	-	364	394	852	418	413	731
Mov Cap-2 Maneuver	-	-	-	-	-	-	364	394	-	418	413	-
Stage 1	-	-	-	-	-	-	689	643	-	670	655	-
Stage 2	-	-	-	-	-	-	611	632	-	686	643	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.9			0			12.8			14.3		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	464	1177	-	-	1344	-	-	522	
HCM Lane V/C Ratio	0.007	0.042	-	-	0.001	-	-	0.263	
HCM Control Delay (s)	12.8	8.2	-	-	7.7	0	-	14.3	
HCM Lane LOS		B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)		0	0.1	-	-	0	-	-	1

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Adjusted Existing-AM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	32	99	55	55	172	34	89	197	38	47	279	46
Future Volume (veh/h)	32	99	55	55	172	34	89	197	38	47	279	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693
Adj Flow Rate, veh/h	38	118	58	65	205	35	106	235	25	56	332	53
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	14	14	14	14	14	14	14	14	14	14	14	14
Cap, veh/h	170	265	115	190	312	48	151	756	80	98	625	99
Arrive On Green	0.27	0.27	0.27	0.27	0.27	0.27	0.09	0.26	0.26	0.06	0.22	0.22
Sat Flow, veh/h	159	986	426	222	1159	179	1612	2935	309	1612	2782	440
Grp Volume(v), veh/h	214	0	0	305	0	0	106	128	132	56	191	194
Grp Sat Flow(s),veh/h/ln	1571	0	0	1560	0	0	1612	1608	1637	1612	1608	1613
Q Serve(g_s), s	0.0	0.0	0.0	2.0	0.0	0.0	2.1	2.1	2.2	1.1	3.5	3.6
Cycle Q Clear(g_c), s	3.7	0.0	0.0	5.8	0.0	0.0	2.1	2.1	2.2	1.1	3.5	3.6
Prop In Lane	0.18		0.27	0.21		0.11	1.00		0.19	1.00		0.27
Lane Grp Cap(c), veh/h	550	0	0	551	0	0	151	414	422	98	361	362
V/C Ratio(X)	0.39	0.00	0.00	0.55	0.00	0.00	0.70	0.31	0.31	0.57	0.53	0.54
Avail Cap(c_a), veh/h	945	0	0	955	0	0	386	1024	1042	328	966	969
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.3	0.0	0.0	11.0	0.0	0.0	14.7	10.0	10.0	15.3	11.4	11.4
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.9	0.0	0.0	5.8	0.4	0.4	5.2	1.2	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.6	0.0	0.0	0.9	0.6	0.6	0.5	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	10.7	0.0	0.0	11.8	0.0	0.0	20.5	10.4	10.5	20.5	12.6	12.7
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		214			305			366				441
Approach Delay, s/veh		10.7			11.8			13.4				13.6
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.0	13.5		13.9	7.1	12.4		13.9				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	6.8	21.3		18.1	8.0	20.1		18.1				
Max Q Clear Time (g_c+I1), s	3.1	4.2		5.7	4.1	5.6		7.8				
Green Ext Time (p_c), s	0.0	1.3		1.0	0.1	2.0		1.3				

Intersection Summary

HCM 6th Ctrl Delay	12.7
HCM 6th LOS	B

2: Chestnut Ave & North Ave  
Queues

Adjusted Existing-AM

02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	221	310	106	280	56	387
v/c Ratio	0.43	0.62	0.36	0.27	0.22	0.46
Control Delay	14.0	19.7	23.5	11.3	22.7	15.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.0	19.7	23.5	11.3	22.7	15.6
Queue Length 50th (ft)	39	69	27	17	14	44
Queue Length 95th (ft)	89	141	67	52	42	75
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	712	701	334	1774	283	1658
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.31	0.44	0.32	0.16	0.20	0.23
Intersection Summary						

3: Willow Ave & North Ave  
HCM 6th AWSC

Adjusted Existing-AM

02/11/2021

Intersection

Intersection Delay, s/veh10.3

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	11	69	51	73	190	7	24	17	20	7	30	19
Future Vol, veh/h	11	69	51	73	190	7	24	17	20	7	30	19
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	12	12	12	12	12	12	12	12	12	12	12	12
Mvmt Flow	14	85	63	90	235	9	30	21	25	9	37	23
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	8.7	11.7	9	8.9
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	39%	14%	0%	27%	12%
Vol Thru, %	28%	86%	0%	70%	54%
Vol Right, %	33%	0%	100%	3%	34%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	80	51	270	56
LT Vol	24	11	0	73	7
Through Vol	17	69	0	190	30
RT Vol	20	0	51	7	19
Lane Flow Rate	75	99	63	333	69
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.11	0.149	0.082	0.446	0.1
Departure Headway (Hd)	5.273	5.442	4.668	4.813	5.224
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	676	657	764	747	682
Service Time	3.333	3.191	2.416	2.854	3.284
HCM Lane V/C Ratio	0.111	0.151	0.082	0.446	0.101
HCM Control Delay	9	9.2	7.8	11.7	8.9
HCM Lane LOS	A	A	A	B	A
HCM 95th-tile Q	0.4	0.5	0.3	2.3	0.3

4: Peach Ave & North Ave  
HCM 6th TWSC

Adjusted Existing-AM

02/11/2021

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	19	63	14	15	267	12	7	20	7	11	58	39
Future Vol, veh/h	19	63	14	15	267	12	7	20	7	11	58	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	24	80	18	19	338	15	9	25	9	14	73	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	353	0	0	98	0	0	582	528	89	538	530	346
Stage 1	-	-	-	-	-	-	137	137	-	384	384	-
Stage 2	-	-	-	-	-	-	445	391	-	154	146	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1179	-	-	1464	-	-	417	449	955	446	448	686
Stage 1	-	-	-	-	-	-	854	774	-	629	603	-
Stage 2	-	-	-	-	-	-	583	598	-	837	767	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1179	-	-	1464	-	-	327	432	955	410	431	686
Mov Cap-2 Maneuver	-	-	-	-	-	-	327	432	-	410	431	-
Stage 1	-	-	-	-	-	-	835	757	-	615	593	-
Stage 2	-	-	-	-	-	-	466	588	-	784	750	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.4			13.8			15		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	453	1179	-	-	1464	-	-	495
HCM Lane V/C Ratio	0.095	0.02	-	-	0.013	-	-	0.276
HCM Control Delay (s)	13.8	8.1	0	-	7.5	0	-	15
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1.1

1: Maple Ave & North Ave  
HCM 6th TWSC

Adjusted Existing-PM

02/11/2021

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	42	186	1	3	162	112	1	2	2	86	1	51
Future Vol, veh/h	42	186	1	3	162	112	1	2	2	86	1	51
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	53	235	1	4	205	142	1	3	3	109	1	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	347	0	0	236	0	0	659	697	236	629	626	276
Stage 1	-	-	-	-	-	-	342	342	-	284	284	-
Stage 2	-	-	-	-	-	-	317	355	-	345	342	-
Critical Hdwy	4.19	-	-	4.19	-	-	7.19	6.59	6.29	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Follow-up Hdwy	2.281	-	-	2.281	-	-	3.581	4.081	3.381	3.581	4.081	3.381
Pot Cap-1 Maneuver	1174	-	-	1291	-	-	368	356	786	385	392	746
Stage 1	-	-	-	-	-	-	659	626	-	708	664	-
Stage 2	-	-	-	-	-	-	680	617	-	656	626	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1174	-	-	1291	-	-	323	339	786	367	373	746
Mov Cap-2 Maneuver	-	-	-	-	-	-	323	339	-	367	373	-
Stage 1	-	-	-	-	-	-	629	598	-	676	661	-
Stage 2	-	-	-	-	-	-	617	615	-	622	598	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.1			13.4			17.9		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	433	1174	-	-	1291	-	-	452	
HCM Lane V/C Ratio	0.015	0.045	-	-	0.003	-	-	0.386	
HCM Control Delay (s)	13.4	8.2	-	-	7.8	0	-	17.9	
HCM Lane LOS		B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)		0	0.1	-	-	0	-	-	1.8

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Adjusted Existing-PM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	36	138	124	38	138	62	80	468	52	29	284	36
Future Volume (veh/h)	36	138	124	38	138	62	80	468	52	29	284	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	38	145	91	40	145	47	84	493	48	31	299	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	160	237	134	173	287	84	138	878	85	63	723	86
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.08	0.28	0.28	0.04	0.24	0.24
Sat Flow, veh/h	131	945	535	170	1145	334	1682	3091	300	1682	3020	360
Grp Volume(v), veh/h	274	0	0	232	0	0	84	267	274	31	165	170
Grp Sat Flow(s),veh/h/ln	1612	0	0	1648	0	0	1682	1678	1713	1682	1678	1702
Q Serve(g_s), s	1.0	0.0	0.0	0.0	0.0	0.0	1.6	4.4	4.4	0.6	2.7	2.7
Cycle Q Clear(g_c), s	4.8	0.0	0.0	3.8	0.0	0.0	1.6	4.4	4.4	0.6	2.7	2.7
Prop In Lane	0.14		0.33	0.17		0.20	1.00		0.18	1.00		0.21
Lane Grp Cap(c), veh/h	531	0	0	544	0	0	138	477	486	63	402	408
V/C Ratio(X)	0.52	0.00	0.00	0.43	0.00	0.00	0.61	0.56	0.56	0.49	0.41	0.42
Avail Cap(c_a), veh/h	1123	0	0	1133	0	0	396	1030	1051	313	947	960
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.8	0.0	0.0	10.5	0.0	0.0	14.3	9.8	9.8	15.2	10.3	10.4
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.5	0.0	0.0	4.3	1.0	1.0	5.8	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.1	0.0	0.0	0.6	1.3	1.3	0.3	0.8	0.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.6	0.0	0.0	11.0	0.0	0.0	18.6	10.9	10.9	21.0	11.0	11.0
LnGrp LOS	B	A	A	B	A	A	B	B	B	C	B	B
Approach Vol, veh/h		274			232			625				366
Approach Delay, s/veh		11.6			11.0			11.9				11.9
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.2	14.1		13.0	6.6	12.6		13.0				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	6.0	19.8		20.4	7.6	18.2		20.4				
Max Q Clear Time (g_c+I1), s	2.6	6.4		6.8	3.6	4.7		5.8				
Green Ext Time (p_c), s	0.0	2.8		1.4	0.1	1.6		1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				11.7								
HCM 6th LOS				B								



2: Chestnut Ave & North Ave  
Queues

Adjusted Existing-PM

02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	314	250	84	548	31	337
v/c Ratio	0.60	0.50	0.28	0.47	0.12	0.35
Control Delay	16.7	15.8	23.1	13.1	23.4	14.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.7	15.8	23.1	13.1	23.4	14.0
Queue Length 50th (ft)	51	44	18	37	7	35
Queue Length 95th (ft)	140	117	66	120	33	75
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	877	867	340	1777	269	1616
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.29	0.25	0.31	0.12	0.21
Intersection Summary						

3: Willow Ave & North Ave  
HCM 6th AWSC

Adjusted Existing-PM

02/11/2021

Intersection

Intersection Delay, s/veh 9.9

Intersection LOS A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	22	189	26	20	93	8	48	43	69	11	17	16
Future Vol, veh/h	22	189	26	20	93	8	48	43	69	11	17	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	24	208	29	22	102	9	53	47	76	12	19	18
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	10.6	9.3	9.5	8.6
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	30%	10%	0%	17%	25%
Vol Thru, %	27%	90%	0%	77%	39%
Vol Right, %	43%	0%	100%	7%	36%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	211	26	121	44
LT Vol	48	22	0	20	11
Through Vol	43	189	0	93	17
RT Vol	69	0	26	8	16
Lane Flow Rate	176	232	29	133	48
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.24	0.347	0.037	0.186	0.069
Departure Headway (Hd)	4.913	5.39	4.633	5.044	5.125
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	728	665	768	706	694
Service Time	2.967	3.147	2.389	3.109	3.195
HCM Lane V/C Ratio	0.242	0.349	0.038	0.188	0.069
HCM Control Delay	9.5	11	7.6	9.3	8.6
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	0.9	1.5	0.1	0.7	0.2

4: Peach Ave & North Ave  
HCM 6th TWSC

Adjusted Existing-PM

02/11/2021

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	37	138	9	7	105	25	9	58	17	22	35	29
Future Vol, veh/h	37	138	9	7	105	25	9	58	17	22	35	29
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	42	157	10	8	119	28	10	66	19	25	40	33

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	147	0	0	167	0	0	432	409	162	438	400	133
Stage 1	-	-	-	-	-	-	246	246	-	149	149	-
Stage 2	-	-	-	-	-	-	186	163	-	289	251	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1411	-	-	1387	-	-	527	526	872	522	532	906
Stage 1	-	-	-	-	-	-	749	695	-	844	766	-
Stage 2	-	-	-	-	-	-	807	756	-	710	692	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1411	-	-	1387	-	-	464	505	872	446	511	906
Mov Cap-2 Maneuver	-	-	-	-	-	-	464	505	-	446	511	-
Stage 1	-	-	-	-	-	-	724	672	-	816	761	-
Stage 2	-	-	-	-	-	-	733	751	-	606	669	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.4			13			12.6		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	546	1411	-	-	1387	-	-	574
HCM Lane V/C Ratio	0.175	0.03	-	-	0.006	-	-	0.17
HCM Control Delay (s)	13	7.6	0	-	7.6	0	-	12.6
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.6	0.1	-	-	0	-	-	0.6

## Existing-Plus-Project Conditions

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	195	1	1	228	64	1	1	1	68	1	58
Future Vol, veh/h	45	195	1	1	228	64	1	1	1	68	1	58
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	15	15	15
Mvmt Flow	49	214	1	1	251	70	1	1	1	75	1	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	321	0	0	215	0	0	634	636	215	602	601	286
Stage 1	-	-	-	-	-	-	313	313	-	288	288	-
Stage 2	-	-	-	-	-	-	321	323	-	314	313	-
Critical Hdwy	4.25	-	-	4.25	-	-	7.25	6.65	6.35	7.25	6.65	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Follow-up Hdwy	2.335	-	-	2.335	-	-	3.635	4.135	3.435	3.635	4.135	3.435
Pot Cap-1 Maneuver	1169	-	-	1281	-	-	374	379	793	393	397	723
Stage 1	-	-	-	-	-	-	671	634	-	692	651	-
Stage 2	-	-	-	-	-	-	664	628	-	670	634	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1169	-	-	1281	-	-	329	363	793	379	380	723
Mov Cap-2 Maneuver	-	-	-	-	-	-	329	363	-	379	380	-
Stage 1	-	-	-	-	-	-	643	607	-	663	650	-
Stage 2	-	-	-	-	-	-	604	627	-	640	607	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			13.5			15.4		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	425	1169	-	-	1281	-	-	484	
HCM Lane V/C Ratio	0.008	0.042	-	-	0.001	-	-	0.288	
HCM Control Delay (s)	13.5	8.2	-	-	7.8	0	-	15.4	
HCM Lane LOS		B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)		0	0.1	-	-	0	-	-	1.2

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Existing Plus Project-AM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	32	151	55	55	179	38	89	197	40	76	279	46
Future Volume (veh/h)	32	151	55	55	179	38	89	197	40	76	279	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693
Adj Flow Rate, veh/h	38	180	58	65	213	40	106	235	28	90	332	53
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	14	14	14	14	14	14	14	14	14	14	14	14
Cap, veh/h	155	312	92	187	319	54	150	673	79	136	621	98
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.09	0.23	0.23	0.08	0.22	0.22
Sat Flow, veh/h	125	1135	335	214	1160	198	1612	2897	342	1612	2782	440
Grp Volume(v), veh/h	276	0	0	318	0	0	106	129	134	90	191	194
Grp Sat Flow(s),veh/h/ln	1594	0	0	1572	0	0	1612	1608	1631	1612	1608	1613
Q Serve(g_s), s	0.0	0.0	0.0	1.0	0.0	0.0	2.2	2.3	2.3	1.8	3.5	3.6
Cycle Q Clear(g_c), s	5.0	0.0	0.0	5.9	0.0	0.0	2.2	2.3	2.3	1.8	3.5	3.6
Prop In Lane	0.14		0.21	0.20		0.13	1.00		0.21	1.00		0.27
Lane Grp Cap(c), veh/h	560	0	0	561	0	0	150	373	379	136	359	360
V/C Ratio(X)	0.49	0.00	0.00	0.57	0.00	0.00	0.71	0.35	0.35	0.66	0.53	0.54
Avail Cap(c_a), veh/h	950	0	0	943	0	0	381	1013	1028	324	956	959
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	0.0	0.0	11.0	0.0	0.0	14.9	10.8	10.9	15.0	11.6	11.6
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.9	0.0	0.0	5.9	0.6	0.6	5.4	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.7	0.0	0.0	0.9	0.7	0.7	0.7	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.4	0.0	0.0	11.9	0.0	0.0	20.8	11.4	11.4	20.4	12.8	12.8
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		276			318			369			475	
Approach Delay, s/veh		11.4			11.9			14.1			14.3	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.9	12.8		14.2	7.2	12.5		14.2				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	6.8	21.3		18.1	8.0	20.1		18.1				
Max Q Clear Time (g_c+I1), s	3.8	4.3		7.0	4.2	5.6		7.9				
Green Ext Time (p_c), s	0.0	1.3		1.2	0.1	2.0		1.4				

Intersection Summary

HCM 6th Ctrl Delay	13.1
HCM 6th LOS	B

2: Chestnut Ave & North Ave  
Queues

Existing Plus Project-AM  
02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	283	323	106	283	90	387
v/c Ratio	0.56	0.67	0.40	0.28	0.37	0.49
Control Delay	17.7	22.2	25.1	12.5	25.9	17.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	22.2	25.1	12.5	25.9	17.0
Queue Length 50th (ft)	58	73	28	28	24	46
Queue Length 95th (ft)	120	147	67	52	61	75
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	673	648	306	1615	260	1527
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.50	0.35	0.18	0.35	0.25
Intersection Summary						

Intersection	
Intersection Delay, s/veh	11
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	13	73	51	73	221	7	24	17	20	7	30	32
Future Vol, veh/h	13	73	51	73	221	7	24	17	20	7	30	32
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	12	12	12	12	12	12	12	12	12	12	12	12
Mvmt Flow	16	90	63	90	273	9	30	21	25	9	37	40
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	8.9	12.8	9.2	9.1
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	39%	15%	0%	24%	10%
Vol Thru, %	28%	85%	0%	73%	43%
Vol Right, %	33%	0%	100%	2%	46%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	61	86	51	301	69
LT Vol	24	13	0	73	7
Through Vol	17	73	0	221	30
RT Vol	20	0	51	7	32
Lane Flow Rate	75	106	63	372	85
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.113	0.163	0.083	0.503	0.125
Departure Headway (Hd)	5.419	5.54	4.758	4.869	5.265
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	656	644	748	736	676
Service Time	3.495	3.302	2.519	2.919	3.338
HCM Lane V/C Ratio	0.114	0.165	0.084	0.505	0.126
HCM Control Delay	9.2	9.4	8	12.8	9.1
HCM Lane LOS	A	A	A	B	A
HCM 95th-tile Q	0.4	0.6	0.3	2.9	0.4



4: Peach Ave & North Ave  
HCM 6th TWSC

Existing Plus Project-AM

02/11/2021

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	20	66	14	15	292	12	7	20	7	11	58	45
Future Vol, veh/h	20	66	14	15	292	12	7	20	7	11	58	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	25	84	18	19	370	15	9	25	9	14	73	57

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	385	0	0	102	0	0	624	566	93	576	568	378
Stage 1	-	-	-	-	-	-	143	143	-	416	416	-
Stage 2	-	-	-	-	-	-	481	423	-	160	152	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1147	-	-	1459	-	-	391	427	951	421	426	658
Stage 1	-	-	-	-	-	-	848	769	-	604	583	-
Stage 2	-	-	-	-	-	-	557	579	-	830	762	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1147	-	-	1459	-	-	299	410	951	386	409	658
Mov Cap-2 Maneuver	-	-	-	-	-	-	299	410	-	386	409	-
Stage 1	-	-	-	-	-	-	828	751	-	590	573	-
Stage 2	-	-	-	-	-	-	436	569	-	776	744	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.4			14.4			15.8		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	427	1147	-	-	1459	-	-	478
HCM Lane V/C Ratio	0.101	0.022	-	-	0.013	-	-	0.302
HCM Control Delay (s)	14.4	8.2	0	-	7.5	0	-	15.8
HCM Lane LOS	B	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.3	0.1	-	-	0	-	-	1.3

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	244	1	3	218	115	1	2	2	89	1	51
Future Vol, veh/h	42	244	1	3	218	115	1	2	2	89	1	51
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	53	309	1	4	276	146	1	3	3	113	1	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	422	0	0	310	0	0	806	846	310	776	773	349
Stage 1	-	-	-	-	-	-	416	416	-	357	357	-
Stage 2	-	-	-	-	-	-	390	430	-	419	416	-
Critical Hdwy	4.19	-	-	4.19	-	-	7.19	6.59	6.29	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Follow-up Hdwy	2.281	-	-	2.281	-	-	3.581	4.081	3.381	3.581	4.081	3.381
Pot Cap-1 Maneuver	1101	-	-	1212	-	-	292	292	714	306	322	679
Stage 1	-	-	-	-	-	-	600	580	-	646	616	-
Stage 2	-	-	-	-	-	-	620	572	-	598	580	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1101	-	-	1212	-	-	253	277	714	291	305	679
Mov Cap-2 Maneuver	-	-	-	-	-	-	253	277	-	291	305	-
Stage 1	-	-	-	-	-	-	571	552	-	615	614	-
Stage 2	-	-	-	-	-	-	558	570	-	565	552	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.1			15.2			23.8		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	358	1101	-	-	1212	-	-	367
HCM Lane V/C Ratio	0.018	0.048	-	-	0.003	-	-	0.486
HCM Control Delay (s)	15.2	8.4	-	-	8	0	-	23.8
HCM Lane LOS	C	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	2.6

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Existing Plus Project-PM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	36	199	124	41	197	95	80	468	55	64	284	36
Future Volume (veh/h)	36	199	124	41	197	95	80	468	55	64	284	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	38	209	91	43	207	82	84	493	51	67	299	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	140	308	124	148	313	114	133	831	86	114	783	93
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.08	0.27	0.27	0.07	0.26	0.26
Sat Flow, veh/h	105	1103	445	126	1121	409	1682	3071	317	1682	3020	360
Grp Volume(v), veh/h	338	0	0	332	0	0	84	269	275	67	165	170
Grp Sat Flow(s),veh/h/ln	1653	0	0	1655	0	0	1682	1678	1710	1682	1678	1702
Q Serve(g_s), s	0.2	0.0	0.0	0.0	0.0	0.0	1.7	5.0	5.1	1.4	2.9	3.0
Cycle Q Clear(g_c), s	6.4	0.0	0.0	6.3	0.0	0.0	1.7	5.0	5.1	1.4	2.9	3.0
Prop In Lane	0.11		0.27	0.13		0.25	1.00		0.19	1.00		0.21
Lane Grp Cap(c), veh/h	573	0	0	575	0	0	133	454	462	114	435	441
V/C Ratio(X)	0.59	0.00	0.00	0.58	0.00	0.00	0.63	0.59	0.60	0.59	0.38	0.39
Avail Cap(c_a), veh/h	1020	0	0	1018	0	0	354	921	938	280	846	858
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.7	0.0	0.0	11.6	0.0	0.0	16.1	11.4	11.4	16.3	11.0	11.0
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.9	0.0	0.0	4.9	1.2	1.2	4.7	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	0.0	1.9	0.0	0.0	0.7	1.6	1.6	0.6	0.9	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.7	0.0	0.0	12.6	0.0	0.0	21.0	12.7	12.7	21.1	11.5	11.5
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		338			332			628			402	
Approach Delay, s/veh		12.7			12.6			13.8			13.1	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.4	14.7		15.0	6.8	14.3		15.0				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	6.0	19.8		20.4	7.6	18.2		20.4				
Max Q Clear Time (g_c+I1), s	3.4	7.1		8.4	3.7	5.0		8.3				
Green Ext Time (p_c), s	0.0	2.7		1.7	0.1	1.6		1.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.2								
HCM 6th LOS				B								

2: Chestnut Ave & North Ave  
Queues

Existing Plus Project-PM

02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	378	350	84	551	67	337
v/c Ratio	0.67	0.64	0.30	0.54	0.28	0.35
Control Delay	19.7	19.0	24.9	16.0	26.3	14.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.7	19.0	24.9	16.0	26.3	14.7
Queue Length 50th (ft)	82	77	22	68	18	39
Queue Length 95th (ft)	184	172	66	121	57	75
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	828	816	316	1636	250	1505
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.43	0.27	0.34	0.27	0.22
Intersection Summary						

Intersection												
Intersection Delay, s/veh	10.9											
Intersection LOS	B											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	
Traffic Vol, veh/h	36	224	26	20	129	8	48	43	69	11	17	31
Future Vol, veh/h	36	224	26	20	129	8	48	43	69	11	17	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	40	246	29	22	142	9	53	47	76	12	19	34
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	12.2	10	10	9
HCM LOS	B	A	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	30%	14%	0%	13%	19%
Vol Thru, %	27%	86%	0%	82%	29%
Vol Right, %	43%	0%	100%	5%	53%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	160	260	26	157	59
LT Vol	48	36	0	20	11
Through Vol	43	224	0	129	17
RT Vol	69	0	26	8	31
Lane Flow Rate	176	286	29	173	65
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.253	0.437	0.038	0.249	0.097
Departure Headway (Hd)	5.185	5.51	4.735	5.186	5.388
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	686	649	747	683	669
Service Time	3.272	3.296	2.52	3.283	3.388
HCM Lane V/C Ratio	0.257	0.441	0.039	0.253	0.097
HCM Control Delay	10	12.6	7.7	10	9
HCM Lane LOS	A	B	A	A	A
HCM 95th-tile Q	1	2.2	0.1	1	0.3

4: Peach Ave & North Ave  
HCM 6th TWSC

Existing Plus Project-PM

02/11/2021

Intersection												
Int Delay, s/veh	5.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	44	166	9	7	134	25	9	58	17	22	35	36
Future Vol, veh/h	44	166	9	7	134	25	9	58	17	22	35	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	50	189	10	8	152	28	10	66	19	25	40	41

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	199	0	0	517	490	194	519	481	166
Stage 1	-	-	-	-	-	-	294	294	-	182	182	-
Stage 2	-	-	-	-	-	-	223	196	-	337	299	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1372	-	-	1350	-	-	463	473	837	461	479	868
Stage 1	-	-	-	-	-	-	706	662	-	811	741	-
Stage 2	-	-	-	-	-	-	771	731	-	669	659	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1372	-	-	1350	-	-	397	450	837	385	456	868
Mov Cap-2 Maneuver	-	-	-	-	-	-	397	450	-	385	456	-
Stage 1	-	-	-	-	-	-	677	635	-	778	736	-
Stage 2	-	-	-	-	-	-	690	726	-	562	632	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0.3			14.1			13.5		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	489	1372	-	-	1350	-	-	530
HCM Lane V/C Ratio	0.195	0.036	-	-	0.006	-	-	0.199
HCM Control Delay (s)	14.1	7.7	0	-	7.7	0	-	13.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	0.7

## Near-Term No-Project Conditions

1: Maple Ave & North Ave  
HCM 6th TWSC

Near-Term No Project-AM

02/11/2021

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	188	1	1	231	65	1	1	1	70	1	58
Future Vol, veh/h	45	188	1	1	231	65	1	1	1	70	1	58
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	15	15	15
Mvmt Flow	49	207	1	1	254	71	1	1	1	77	1	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	325	0	0	208	0	0	630	633	208	599	598	290
Stage 1	-	-	-	-	-	-	306	306	-	292	292	-
Stage 2	-	-	-	-	-	-	324	327	-	307	306	-
Critical Hdwy	4.25	-	-	4.25	-	-	7.25	6.65	6.35	7.25	6.65	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Follow-up Hdwy	2.335	-	-	2.335	-	-	3.635	4.135	3.435	3.635	4.135	3.435
Pot Cap-1 Maneuver	1165	-	-	1289	-	-	376	381	801	395	399	719
Stage 1	-	-	-	-	-	-	677	639	-	689	648	-
Stage 2	-	-	-	-	-	-	662	625	-	676	639	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1165	-	-	1289	-	-	331	365	801	381	382	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	331	365	-	381	382	-
Stage 1	-	-	-	-	-	-	649	612	-	660	647	-
Stage 2	-	-	-	-	-	-	602	624	-	646	612	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.6			0			13.5			15.5		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	428	1165	-	-	1289	-	-	483	
HCM Lane V/C Ratio	0.008	0.042	-	-	0.001	-	-	0.293	
HCM Control Delay (s)	13.5	8.2	-	-	7.8	0	-	15.5	
HCM Lane LOS		B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)		0	0.1	-	-	0	-	-	1.2



2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Near-Term No Project-AM  
 02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	32	146	55	56	183	37	89	199	45	60	283	46
Future Volume (veh/h)	32	146	55	56	183	37	89	199	45	60	283	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693
Adj Flow Rate, veh/h	38	174	58	67	218	39	106	237	34	71	337	53
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	14	14	14	14	14	14	14	14	14	14	14	14
Cap, veh/h	156	313	95	188	324	53	150	694	98	116	625	97
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.09	0.25	0.25	0.07	0.22	0.22
Sat Flow, veh/h	127	1124	342	217	1163	189	1612	2828	401	1612	2788	434
Grp Volume(v), veh/h	270	0	0	324	0	0	106	133	138	71	193	197
Grp Sat Flow(s),veh/h/ln	1593	0	0	1569	0	0	1612	1608	1620	1612	1608	1614
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	0.0	2.2	2.3	2.4	1.5	3.6	3.7
Cycle Q Clear(g_c), s	4.9	0.0	0.0	6.1	0.0	0.0	2.2	2.3	2.4	1.5	3.6	3.7
Prop In Lane	0.14		0.21	0.21		0.12	1.00		0.25	1.00		0.27
Lane Grp Cap(c), veh/h	564	0	0	565	0	0	150	395	398	116	361	362
V/C Ratio(X)	0.48	0.00	0.00	0.57	0.00	0.00	0.71	0.34	0.35	0.61	0.54	0.54
Avail Cap(c_a), veh/h	940	0	0	934	0	0	378	1003	1011	321	946	950
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.6	0.0	0.0	11.0	0.0	0.0	15.0	10.6	10.6	15.4	11.7	11.7
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.9	0.0	0.0	6.0	0.5	0.5	5.2	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	1.7	0.0	0.0	0.9	0.7	0.7	0.6	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.3	0.0	0.0	12.0	0.0	0.0	21.1	11.1	11.1	20.6	12.9	13.0
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		270			324			377				461
Approach Delay, s/veh		11.3			12.0			13.9				14.1
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.5	13.3		14.4	7.2	12.6		14.4				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	6.8	21.3		18.1	8.0	20.1		18.1				
Max Q Clear Time (g_c+I1), s	3.5	4.4		6.9	4.2	5.7		8.1				
Green Ext Time (p_c), s	0.0	1.4		1.2	0.1	2.0		1.4				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.0								
HCM 6th LOS				B								

2: Chestnut Ave & North Ave  
Queues

Near-Term No Project-AM  
02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	277	329	106	291	71	392
v/c Ratio	0.55	0.68	0.40	0.29	0.30	0.49
Control Delay	17.5	22.9	25.5	12.2	24.9	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.5	22.9	25.5	12.2	24.9	16.9
Queue Length 50th (ft)	56	76	28	29	19	47
Queue Length 95th (ft)	118	151	67	52	51	76
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	664	642	303	1598	258	1512
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.42	0.51	0.35	0.18	0.28	0.26
Intersection Summary						

3: Willow Ave & North Ave  
HCM 6th AWSC

Near-Term No Project-AM  
02/11/2021

Intersection												
Intersection Delay, s/veh11.2												
Intersection LOS B												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	11	130	51	74	203	14	24	18	25	18	33	19
Future Vol, veh/h	11	130	51	74	203	14	24	18	25	18	33	19
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	12	12	12	12	12	12	12	12	12	12	12	12
Mvmt Flow	14	160	63	91	251	17	30	22	31	22	41	23
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach RightNB		SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	9.8	12.9	9.4	9.5
HCM LOS	A	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	36%	8%	0%	25%	26%
Vol Thru, %	27%	92%	0%	70%	47%
Vol Right, %	37%	0%	100%	5%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	141	51	291	70
LT Vol	24	11	0	74	18
Through Vol	18	130	0	203	33
RT Vol	25	0	51	14	19
Lane Flow Rate	83	174	63	359	86
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.127	0.268	0.084	0.497	0.134
Departure Headway (Hd)	5.532	5.536	4.79	4.978	5.565
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	641	644	741	719	637
Service Time	3.629	3.312	2.566	3.046	3.661
HCM Lane V/C Ratio	0.129	0.27	0.085	0.499	0.135
HCM Control Delay	9.4	10.4	8	12.9	9.5
HCM Lane LOS	A	B	A	B	A
HCM 95th-tile Q	0.4	1.1	0.3	2.8	0.5

4: Peach Ave & North Ave  
HCM 6th TWSC

Near-Term No Project-AM  
02/11/2021

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	57	65	14	15	279	21	7	23	7	13	59	47
Future Vol, veh/h	57	65	14	15	279	21	7	23	7	13	59	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	72	82	18	19	353	27	9	29	9	16	75	59

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	380	0	0	100	0	0	707	653	91	659	649	367
Stage 1	-	-	-	-	-	-	235	235	-	405	405	-
Stage 2	-	-	-	-	-	-	472	418	-	254	244	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1152	-	-	1462	-	-	344	380	953	370	382	667
Stage 1	-	-	-	-	-	-	757	701	-	613	590	-
Stage 2	-	-	-	-	-	-	563	582	-	739	695	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1152	-	-	1462	-	-	246	349	953	322	351	667
Mov Cap-2 Maneuver	-	-	-	-	-	-	246	349	-	322	351	-
Stage 1	-	-	-	-	-	-	707	655	-	573	580	-
Stage 2	-	-	-	-	-	-	439	572	-	653	649	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	3.5			0.4			16.3			18		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	364	1152	-	-	1462	-	-	427
HCM Lane V/C Ratio	0.129	0.063	-	-	0.013	-	-	0.353
HCM Control Delay (s)	16.3	8.3	0	-	7.5	0	-	18
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.4	0.2	-	-	0	-	-	1.6

Intersection												
Int Delay, s/veh	4.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	197	1	3	204	116	1	2	2	87	1	51
Future Vol, veh/h	42	197	1	3	204	116	1	2	2	87	1	51
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	53	249	1	4	258	147	1	3	3	110	1	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	405	0	0	250	0	0	729	769	250	699	696	332
Stage 1	-	-	-	-	-	-	356	356	-	340	340	-
Stage 2	-	-	-	-	-	-	373	413	-	359	356	-
Critical Hdwy	4.19	-	-	4.19	-	-	7.19	6.59	6.29	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Follow-up Hdwy	2.281	-	-	2.281	-	-	3.581	4.081	3.381	3.581	4.081	3.381
Pot Cap-1 Maneuver	1117	-	-	1276	-	-	330	323	772	345	357	694
Stage 1	-	-	-	-	-	-	647	617	-	660	627	-
Stage 2	-	-	-	-	-	-	634	582	-	645	617	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1117	-	-	1276	-	-	287	307	772	328	339	694
Mov Cap-2 Maneuver	-	-	-	-	-	-	287	307	-	328	339	-
Stage 1	-	-	-	-	-	-	617	588	-	629	624	-
Stage 2	-	-	-	-	-	-	572	580	-	610	588	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0.1			14.2			20.4		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	397	1117	-	-	1276	-	-	407	
HCM Lane V/C Ratio	0.016	0.048	-	-	0.003	-	-	0.432	
HCM Control Delay (s)	14.2	8.4	-	-	7.8	0	-	20.4	
HCM Lane LOS		B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)		0	0.1	-	-	0	-	-	2.1

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Near-Term No Project-PM  
 02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	36	150	124	45	184	75	80	473	54	32	287	36
Future Volume (veh/h)	36	150	124	45	184	75	80	473	54	32	287	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	38	158	91	47	194	61	84	498	50	34	302	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	155	260	136	166	304	87	137	870	87	68	731	86
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.08	0.28	0.28	0.04	0.24	0.24
Sat Flow, veh/h	126	992	519	158	1158	333	1682	3081	308	1682	3023	357
Grp Volume(v), veh/h	287	0	0	302	0	0	84	271	277	34	166	172
Grp Sat Flow(s),veh/h/ln	1636	0	0	1649	0	0	1682	1678	1711	1682	1678	1702
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	1.6	4.6	4.6	0.7	2.8	2.8
Cycle Q Clear(g_c), s	5.0	0.0	0.0	5.3	0.0	0.0	1.6	4.6	4.6	0.7	2.8	2.8
Prop In Lane	0.13		0.32	0.16		0.20	1.00		0.18	1.00		0.21
Lane Grp Cap(c), veh/h	552	0	0	558	0	0	137	474	483	68	406	412
V/C Ratio(X)	0.52	0.00	0.00	0.54	0.00	0.00	0.62	0.57	0.57	0.50	0.41	0.42
Avail Cap(c_a), veh/h	1093	0	0	1102	0	0	384	999	1018	303	918	931
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	0.0	0.0	11.0	0.0	0.0	14.8	10.2	10.2	15.6	10.6	10.6
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.8	0.0	0.0	4.4	1.1	1.1	5.5	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.6	0.0	0.0	0.7	1.3	1.4	0.3	0.8	0.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.0	0.0	11.8	0.0	0.0	19.2	11.3	11.3	21.2	11.3	11.3
LnGrp LOS	B	A	A	B	A	A	B	B	B	C	B	B
Approach Vol, veh/h		287			302			632				372
Approach Delay, s/veh		11.7			11.8			12.4				12.2
Approach LOS		B			B			B				B
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	5.3	14.3		13.6	6.7	12.9		13.6				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	6.0	19.8		20.4	7.6	18.2		20.4				
Max Q Clear Time (g_c+I1), s	2.7	6.6		7.0	3.6	4.8		7.3				
Green Ext Time (p_c), s	0.0	2.8		1.4	0.1	1.6		1.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			12.1									
HCM 6th LOS			B									

2: Chestnut Ave & North Ave  
Queues

Near-Term No Project-PM  
02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	327	320	84	555	34	340
v/c Ratio	0.60	0.61	0.29	0.48	0.14	0.36
Control Delay	16.8	18.6	23.7	13.5	23.9	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	18.6	23.7	13.5	23.9	14.4
Queue Length 50th (ft)	56	62	19	40	8	36
Queue Length 95th (ft)	148	157	66	122	34	76
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	857	845	330	1728	260	1568
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.38	0.25	0.32	0.13	0.22
Intersection Summary						

Intersection

Intersection Delay, s/veh10.6

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	
Traffic Vol, veh/h	22	204	26	25	153	19	48	46	71	20	18	16
Future Vol, veh/h	22	204	26	25	153	19	48	46	71	20	18	16
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	24	224	29	27	168	21	53	51	78	22	20	18
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach RightNB		SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	11.4	10.5	10.1	9.1
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	29%	10%	0%	13%	37%
Vol Thru, %	28%	90%	0%	78%	33%
Vol Right, %	43%	0%	100%	10%	30%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	226	26	197	54
LT Vol	48	22	0	25	20
Through Vol	46	204	0	153	18
RT Vol	71	0	26	19	16
Lane Flow Rate	181	248	29	216	59
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.261	0.382	0.038	0.308	0.092
Departure Headway (Hd)	5.181	5.541	4.786	5.117	5.583
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	685	643	739	695	646
Service Time	3.27	3.33	2.574	3.209	3.583
HCM Lane V/C Ratio	0.264	0.386	0.039	0.311	0.091
HCM Control Delay	10.1	11.8	7.8	10.5	9.1
HCM Lane LOS	B	B	A	B	A
HCM 95th-tile Q	1	1.8	0.1	1.3	0.3



4: Peach Ave & North Ave  
HCM 6th TWSC

Near-Term No Project-PM  
02/11/2021

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	47	151	9	7	108	27	9	59	17	31	38	66
Future Vol, veh/h	47	151	9	7	108	27	9	59	17	31	38	66
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	53	172	10	8	123	31	10	67	19	35	43	75

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	154	0	0	182	0	0	497	453	177	481	443	139
Stage 1	-	-	-	-	-	-	283	283	-	155	155	-
Stage 2	-	-	-	-	-	-	214	170	-	326	288	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1402	-	-	1369	-	-	477	497	856	489	503	899
Stage 1	-	-	-	-	-	-	715	670	-	838	762	-
Stage 2	-	-	-	-	-	-	779	750	-	678	666	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1402	-	-	1369	-	-	393	473	856	411	479	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	393	473	-	411	479	-
Stage 1	-	-	-	-	-	-	685	642	-	803	757	-
Stage 2	-	-	-	-	-	-	669	746	-	569	638	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0.4			13.8			13.2		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	507	1402	-	-	1369	-	-	592
HCM Lane V/C Ratio	0.191	0.038	-	-	0.006	-	-	0.259
HCM Control Delay (s)	13.8	7.7	0	-	7.6	0	-	13.2
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.7	0.1	-	-	0	-	-	1

## Near-Term With-Project Conditions

1: Maple Ave & North Ave  
HCM 6th TWSC

Near-Term With Project-AM

02/11/2021

Intersection												
Int Delay, s/veh	3.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	238	1	1	238	65	1	1	1	72	1	58
Future Vol, veh/h	45	238	1	1	238	65	1	1	1	72	1	58
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	15	15	15
Mvmt Flow	49	262	1	1	262	71	1	1	1	79	1	64

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	333	0	0	263	0	0	693	696	263	662	661	298
Stage 1	-	-	-	-	-	-	361	361	-	300	300	-
Stage 2	-	-	-	-	-	-	332	335	-	362	361	-
Critical Hdwy	4.25	-	-	4.25	-	-	7.25	6.65	6.35	7.25	6.65	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Follow-up Hdwy	2.335	-	-	2.335	-	-	3.635	4.135	3.435	3.635	4.135	3.435
Pot Cap-1 Maneuver	1157	-	-	1229	-	-	341	350	745	358	366	712
Stage 1	-	-	-	-	-	-	631	604	-	682	643	-
Stage 2	-	-	-	-	-	-	655	620	-	631	604	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1157	-	-	1229	-	-	299	335	745	345	350	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	299	335	-	345	350	-
Stage 1	-	-	-	-	-	-	604	579	-	653	642	-
Stage 2	-	-	-	-	-	-	595	619	-	602	579	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.3			0			14.3			16.8		
HCM LOS							B			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	
Capacity (veh/h)	391	1157	-	-	1229	-	-	447	
HCM Lane V/C Ratio	0.008	0.043	-	-	0.001	-	-	0.322	
HCM Control Delay (s)	14.3	8.2	-	-	7.9	0	-	16.8	
HCM Lane LOS		B	A	-	-	A	A	-	C
HCM 95th %tile Q(veh)		0	0.1	-	-	0	-	-	1.4

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Near-Term With Project-AM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	32	198	55	56	190	41	89	199	47	89	283	46
Future Volume (veh/h)	32	198	55	56	190	41	89	199	47	89	283	46
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693
Adj Flow Rate, veh/h	38	236	58	67	226	44	106	237	36	106	337	53
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	14	14	14	14	14	14	14	14	14	14	14	14
Cap, veh/h	146	347	80	185	331	59	149	627	94	149	623	97
Arrive On Green	0.28	0.28	0.28	0.28	0.28	0.28	0.09	0.22	0.22	0.09	0.22	0.22
Sat Flow, veh/h	103	1224	281	211	1168	207	1612	2804	420	1612	2788	434
Grp Volume(v), veh/h	332	0	0	337	0	0	106	135	138	106	193	197
Grp Sat Flow(s),veh/h/ln	1609	0	0	1586	0	0	1612	1608	1617	1612	1608	1614
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.0	2.2	2.4	2.5	2.2	3.6	3.7
Cycle Q Clear(g_c), s	6.2	0.0	0.0	6.3	0.0	0.0	2.2	2.4	2.5	2.2	3.6	3.7
Prop In Lane	0.11		0.17	0.20		0.13	1.00		0.26	1.00		0.27
Lane Grp Cap(c), veh/h	572	0	0	575	0	0	149	359	361	149	359	361
V/C Ratio(X)	0.58	0.00	0.00	0.59	0.00	0.00	0.71	0.37	0.38	0.71	0.54	0.55
Avail Cap(c_a), veh/h	942	0	0	926	0	0	375	995	1000	318	939	943
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.1	0.0	0.0	11.1	0.0	0.0	15.2	11.3	11.4	15.2	11.8	11.8
Incr Delay (d2), s/veh	0.9	0.0	0.0	1.0	0.0	0.0	6.1	0.6	0.7	6.1	1.2	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	1.8	0.0	0.0	0.9	0.7	0.8	0.9	1.1	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.0	0.0	0.0	12.1	0.0	0.0	21.3	12.0	12.0	21.3	13.0	13.1
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		332			337			379			496	
Approach Delay, s/veh		12.0			12.1			14.6			14.8	
Approach LOS		B			B			B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.2	12.6		14.6	7.2	12.6		14.6				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	6.8	21.3		18.1	8.0	20.1		18.1				
Max Q Clear Time (g_c+I1), s	4.2	4.5		8.2	4.2	5.7		8.3				
Green Ext Time (p_c), s	0.1	1.4		1.4	0.1	2.0		1.5				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				13.6								
HCM 6th LOS				B								

2: Chestnut Ave & North Ave  
Queues

Near-Term With Project-AM

02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	339	342	106	293	106	392
v/c Ratio	0.64	0.68	0.41	0.35	0.44	0.50
Control Delay	20.6	23.5	26.0	13.6	29.4	17.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	20.6	23.5	26.0	13.6	29.4	17.3
Queue Length 50th (ft)	76	80	29	31	30	50
Queue Length 95th (ft)	151	#168	67	52	#76	76
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	654	618	295	1557	251	1473
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.52	0.55	0.36	0.19	0.42	0.27

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Intersection

Intersection Delay, s/veh 12.1

Intersection LOS B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔	↔		↔			↔			↔	
Traffic Vol, veh/h	13	134	51	74	234	14	24	18	25	18	33	32
Future Vol, veh/h	13	134	51	74	234	14	24	18	25	18	33	32
Peak Hour Factor	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81	0.81
Heavy Vehicles, %	12	12	12	12	12	12	12	12	12	12	12	12
Mvmt Flow	16	165	63	91	289	17	30	22	31	22	41	40
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	10.1	14.4	9.7	9.8
HCM LOS	B	B	A	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	36%	9%	0%	23%	22%
Vol Thru, %	27%	91%	0%	73%	40%
Vol Right, %	37%	0%	100%	4%	39%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	67	147	51	322	83
LT Vol	24	13	0	74	18
Through Vol	18	134	0	234	33
RT Vol	25	0	51	14	32
Lane Flow Rate	83	181	63	398	102
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.133	0.289	0.087	0.556	0.163
Departure Headway (Hd)	5.8	5.742	4.99	5.038	5.723
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	620	630	722	708	629
Service Time	3.815	3.442	2.69	3.137	3.736
HCM Lane V/C Ratio	0.134	0.287	0.087	0.562	0.162
HCM Control Delay	9.7	10.8	8.2	14.4	9.8
HCM Lane LOS	A	B	A	B	A
HCM 95th-tile Q	0.5	1.2	0.3	3.5	0.6

4: Peach Ave & North Ave  
HCM 6th TWSC

Near-Term With Project-AM

02/11/2021

Intersection

Int Delay, s/veh 5.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	58	68	14	15	304	21	7	23	7	13	59	53
Future Vol, veh/h	58	68	14	15	304	21	7	23	7	13	59	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	73	86	18	19	385	27	9	29	9	16	75	67

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	412	0	0	104	0	0	749	691	95	697	687	399
Stage 1	-	-	-	-	-	-	241	241	-	437	437	-
Stage 2	-	-	-	-	-	-	508	450	-	260	250	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1120	-	-	1457	-	-	322	362	948	349	363	640
Stage 1	-	-	-	-	-	-	751	697	-	589	571	-
Stage 2	-	-	-	-	-	-	538	563	-	734	691	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1120	-	-	1457	-	-	223	331	948	302	332	640
Mov Cap-2 Maneuver	-	-	-	-	-	-	223	331	-	302	332	-
Stage 1	-	-	-	-	-	-	699	649	-	548	561	-
Stage 2	-	-	-	-	-	-	410	553	-	647	643	-

Approach	EB		WB		NB		SB
HCM Control Delay, s	3.5		0.3		17.2		19.1
HCM LOS					C		C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	342	1120	-	-	1457	-	-	412
HCM Lane V/C Ratio	0.137	0.066	-	-	0.013	-	-	0.384
HCM Control Delay (s)	17.2	8.4	0	-	7.5	0	-	19.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	0.5	0.2	-	-	0	-	-	1.8

1: Maple Ave & North Ave  
HCM 6th TWSC

Near-Term With Project-PM

02/11/2021

Intersection												
Int Delay, s/veh	5.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	255	1	3	260	119	1	2	2	90	1	51
Future Vol, veh/h	42	255	1	3	260	119	1	2	2	90	1	51
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	53	323	1	4	329	151	1	3	3	114	1	65

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	480	0	0	324	0	0	876	918	324	846	843	405
Stage 1	-	-	-	-	-	-	430	430	-	413	413	-
Stage 2	-	-	-	-	-	-	446	488	-	433	430	-
Critical Hdwy	4.19	-	-	4.19	-	-	7.19	6.59	6.29	7.19	6.59	6.29
Critical Hdwy Stg 1	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.19	5.59	-	6.19	5.59	-
Follow-up Hdwy	2.281	-	-	2.281	-	-	3.581	4.081	3.381	3.581	4.081	3.381
Pot Cap-1 Maneuver	1047	-	-	1197	-	-	262	264	701	274	293	631
Stage 1	-	-	-	-	-	-	590	572	-	603	582	-
Stage 2	-	-	-	-	-	-	578	538	-	588	572	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1047	-	-	1197	-	-	225	249	701	259	277	631
Mov Cap-2 Maneuver	-	-	-	-	-	-	225	249	-	259	277	-
Stage 1	-	-	-	-	-	-	560	543	-	572	579	-
Stage 2	-	-	-	-	-	-	515	535	-	554	543	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.2			0.1			16.3			28.4		
HCM LOS							C			D		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	326	1047	-	-	1197	-	-	329
HCM Lane V/C Ratio	0.019	0.051	-	-	0.003	-	-	0.546
HCM Control Delay (s)	16.3	8.6	-	-	8	0	-	28.4
HCM Lane LOS	C	A	-	-	A	A	-	D
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	3.1



2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Near-Term With Project-PM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	36	211	124	48	243	108	80	473	57	67	287	36
Future Volume (veh/h)	36	211	124	48	243	108	80	473	57	67	287	36
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	38	222	91	51	256	96	84	498	53	71	302	36
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	133	356	136	143	354	123	129	807	86	116	774	91
Arrive On Green	0.31	0.31	0.31	0.31	0.31	0.31	0.08	0.26	0.26	0.07	0.26	0.26
Sat Flow, veh/h	98	1134	431	124	1127	391	1682	3062	325	1682	3023	357
Grp Volume(v), veh/h	351	0	0	403	0	0	84	272	279	71	166	172
Grp Sat Flow(s),veh/h/ln	1663	0	0	1643	0	0	1682	1678	1708	1682	1678	1702
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	0.0	1.9	5.6	5.6	1.6	3.2	3.3
Cycle Q Clear(g_c), s	7.0	0.0	0.0	8.4	0.0	0.0	1.9	5.6	5.6	1.6	3.2	3.3
Prop In Lane	0.11		0.26	0.13		0.24	1.00		0.19	1.00		0.21
Lane Grp Cap(c), veh/h	625	0	0	620	0	0	129	442	450	116	429	436
V/C Ratio(X)	0.56	0.00	0.00	0.65	0.00	0.00	0.65	0.62	0.62	0.61	0.39	0.39
Avail Cap(c_a), veh/h	948	0	0	943	0	0	327	851	866	258	782	793
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.6	0.0	0.0	12.0	0.0	0.0	17.5	12.6	12.7	17.7	12.0	12.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	1.2	0.0	0.0	5.5	1.4	1.4	5.2	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	0.0	2.6	0.0	0.0	0.8	1.8	1.9	0.7	1.0	1.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	12.4	0.0	0.0	13.2	0.0	0.0	23.0	14.0	14.0	22.9	12.6	12.6
LnGrp LOS	B	A	A	B	A	A	C	B	B	C	B	B
Approach Vol, veh/h		351		403				635			409	
Approach Delay, s/veh		12.4		13.2				15.2			14.4	
Approach LOS		B		B				B			B	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	6.7	15.2		17.2	7.0	14.9		17.2				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	6.0	19.8		20.4	7.6	18.2		20.4				
Max Q Clear Time (g_c+I1), s	3.6	7.6		9.0	3.9	5.3		10.4				
Green Ext Time (p_c), s	0.0	2.7		1.7	0.1	1.6		1.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				14.0								
HCM 6th LOS				B								

2: Chestnut Ave & North Ave  
Queues

Near-Term With Project-PM

02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	391	421	84	558	71	340
v/c Ratio	0.65	0.72	0.32	0.56	0.31	0.36
Control Delay	19.3	22.9	26.0	16.9	27.7	15.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	19.3	22.9	26.0	16.9	27.7	15.4
Queue Length 50th (ft)	89	104	25	77	22	44
Queue Length 95th (ft)	#205	#256	66	122	59	76
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	778	765	296	1535	234	1411
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.55	0.28	0.36	0.30	0.24

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

Intersection	
Intersection Delay, s/veh	12
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	36	239	26	25	189	19	48	46	71	20	18	31
Future Vol, veh/h	36	239	26	25	189	19	48	46	71	20	18	31
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	40	263	29	27	208	21	53	51	78	22	20	34
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	13.4	11.8	10.8	9.6
HCM LOS	B	B	B	A

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	29%	13%	0%	11%	29%
Vol Thru, %	28%	87%	0%	81%	26%
Vol Right, %	43%	0%	100%	8%	45%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	275	26	233	69
LT Vol	48	36	0	25	20
Through Vol	46	239	0	189	18
RT Vol	71	0	26	19	31
Lane Flow Rate	181	302	29	256	76
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.281	0.486	0.04	0.384	0.122
Departure Headway (Hd)	5.586	5.787	5.014	5.394	5.793
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	644	623	715	668	618
Service Time	3.624	3.514	2.74	3.424	3.838
HCM Lane V/C Ratio	0.281	0.485	0.041	0.383	0.123
HCM Control Delay	10.8	13.9	7.9	11.8	9.6
HCM Lane LOS	B	B	A	B	A
HCM 95th-tile Q	1.1	2.7	0.1	1.8	0.4

4: Peach Ave & North Ave  
HCM 6th TWSC

Near-Term With Project-PM

02/11/2021

Intersection												
Int Delay, s/veh	5.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	54	179	9	7	137	27	9	59	17	31	38	73
Future Vol, veh/h	54	179	9	7	137	27	9	59	17	31	38	73
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	88	88	88	88	88	88	88	88	88	88	88	88
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	61	203	10	8	156	31	10	67	19	35	43	83

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	187	0	0	213	0	0	581	533	208	561	523	172
Stage 1	-	-	-	-	-	-	330	330	-	188	188	-
Stage 2	-	-	-	-	-	-	251	203	-	373	335	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1364	-	-	1334	-	-	419	447	822	432	453	861
Stage 1	-	-	-	-	-	-	675	639	-	805	737	-
Stage 2	-	-	-	-	-	-	744	726	-	640	635	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1364	-	-	1334	-	-	334	421	822	354	427	861
Mov Cap-2 Maneuver	-	-	-	-	-	-	334	421	-	354	427	-
Stage 1	-	-	-	-	-	-	641	606	-	764	732	-
Stage 2	-	-	-	-	-	-	628	721	-	527	603	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.7			0.3			15.1			14.4		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	453	1364	-	-	1334	-	-	543
HCM Lane V/C Ratio	0.213	0.045	-	-	0.006	-	-	0.297
HCM Control Delay (s)	15.1	7.8	0	-	7.7	0	-	14.4
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.8	0.1	-	-	0	-	-	1.2

# Cumulative Year 2040 No-Project Conditions

1: Maple Ave & North Ave  
HCM 6th TWSC

Cumulative Year 2040 No Project-AM

02/11/2021

Intersection												
Int Delay, s/veh	57.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕			↕			↕	
Traffic Vol, veh/h	79	684	1	1	480	112	1	1	1	116	1	102
Future Vol, veh/h	79	684	1	1	480	112	1	1	1	116	1	102
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	15	15	15
Mvmt Flow	86	743	1	1	522	122	1	1	1	126	1	111

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	644	0	0	744	0	0	1557	1562	744	1502	1501	583
Stage 1	-	-	-	-	-	-	916	916	-	585	585	-
Stage 2	-	-	-	-	-	-	641	646	-	917	916	-
Critical Hdwy	4.25	-	-	4.25	-	-	7.25	6.65	6.35	7.25	6.65	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Follow-up Hdwy	2.335	-	-	2.335	-	-	3.635	4.135	3.435	3.635	4.135	3.435
Pot Cap-1 Maneuver	882	-	-	807	-	-	85	105	394	~ 93	114	489
Stage 1	-	-	-	-	-	-	309	334	-	475	477	-
Stage 2	-	-	-	-	-	-	442	447	-	309	334	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	882	-	-	807	-	-	60	95	394	~ 85	103	489
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	95	-	~ 85	103	-
Stage 1	-	-	-	-	-	-	279	301	-	428	476	-
Stage 2	-	-	-	-	-	-	340	446	-	277	301	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1			0			41.8			\$ 410.7		
HCM LOS							E			F		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	101	882	-	-	807	-	-	138
HCM Lane V/C Ratio	0.032	0.097	-	-	0.001	-	-	1.725
HCM Control Delay (s)	41.8	9.5	-	-	9.5	0	-	\$ 410.7
HCM Lane LOS	E	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	17.6

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 No Project-AM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	245	374	152	106	248	55	166	410	68	87	417	224
Future Volume (veh/h)	245	374	152	106	248	55	166	410	68	87	417	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693
Adj Flow Rate, veh/h	266	407	158	115	270	56	180	446	56	95	453	241
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	14	14	14	14	14	14	14	14	14	14	14	14
Cap, veh/h	251	323	125	187	417	82	161	684	85	116	427	225
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.10	0.24	0.24	0.07	0.21	0.21
Sat Flow, veh/h	367	573	221	258	739	145	1612	2876	359	1612	2033	1074
Grp Volume(v), veh/h	831	0	0	441	0	0	180	248	254	95	357	337
Grp Sat Flow(s),veh/h/ln	1161	0	0	1142	0	0	1612	1608	1628	1612	1608	1499
Q Serve(g_s), s	34.5	0.0	0.0	0.0	0.0	0.0	11.0	15.3	15.5	6.4	23.1	23.1
Cycle Q Clear(g_c), s	62.1	0.0	0.0	27.6	0.0	0.0	11.0	15.3	15.5	6.4	23.1	23.1
Prop In Lane	0.32		0.19	0.26		0.13	1.00		0.22	1.00		0.72
Lane Grp Cap(c), veh/h	699	0	0	686	0	0	161	382	387	116	338	315
V/C Ratio(X)	1.19	0.00	0.00	0.64	0.00	0.00	1.12	0.65	0.66	0.82	1.06	1.07
Avail Cap(c_a), veh/h	699	0	0	686	0	0	161	382	387	135	338	315
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.0	0.0	0.0	15.7	0.0	0.0	49.5	37.8	37.9	50.3	43.5	43.5
Incr Delay (d2), s/veh	99.1	0.0	0.0	2.1	0.0	0.0	105.6	3.8	4.0	27.6	65.3	70.2
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	37.8	0.0	0.0	7.5	0.0	0.0	9.1	6.4	6.6	3.5	15.2	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	127.1	0.0	0.0	17.8	0.0	0.0	155.1	41.6	41.8	77.9	108.8	113.6
LnGrp LOS	F	A	A	B	A	A	F	D	D	E	F	F
Approach Vol, veh/h		831			441			682			789	
Approach Delay, s/veh		127.1			17.8			71.7			107.1	
Approach LOS		F			B			E			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.9	31.1		67.0	15.0	28.0		67.0				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	9.2	24.9		62.1	11.0	23.1		62.1				
Max Q Clear Time (g_c+1), s	8.4	17.5		64.1	13.0	25.1		29.6				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	0.0		3.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				90.0								
HCM 6th LOS				F								

2: Chestnut Ave & North Ave  
Queues

Cumulative Year 2040 No Project-AM

02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	838	445	180	520	95	696
v/c Ratio	1.28	0.71	1.14	0.72	0.74	1.00
Control Delay	160.1	24.9	159.2	44.5	82.4	73.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	160.1	24.9	159.2	44.5	82.4	73.4
Queue Length 50th (ft)	~749	211	~149	174	67	~234
Queue Length 95th (ft)	#991	350	#289	237	#150	#365
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	657	624	158	722	132	695
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.28	0.71	1.14	0.72	0.72	1.00

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



3: Willow Ave & North Ave  
 HCM 6th AWSC

Cumulative Year 2040 No Project-AM

02/11/2021

Intersection

Intersection Delay, s/veh 21.3

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↗		↕			↕			↕	
Traffic Vol, veh/h	31	348	98	141	217	14	46	33	36	24	57	107
Future Vol, veh/h	31	348	98	141	217	14	46	33	36	24	57	107
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	12	12	12	12	12	12	12	12	12	12	12	12
Mvmt Flow	34	378	107	153	236	15	50	36	39	26	62	116
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	23.9	24	12.9	14.2
HCM LOS	C	C	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	40%	8%	0%	38%	13%
Vol Thru, %	29%	92%	0%	58%	30%
Vol Right, %	31%	0%	100%	4%	57%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	379	98	372	188
LT Vol	46	31	0	141	24
Through Vol	33	348	0	217	57
RT Vol	36	0	98	14	107
Lane Flow Rate	125	412	107	404	204
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.254	0.76	0.174	0.717	0.387
Departure Headway (Hd)	7.306	6.638	5.883	6.382	6.823
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	490	544	609	566	527
Service Time	5.366	4.381	3.626	4.426	4.878
HCM Lane V/C Ratio	0.255	0.757	0.176	0.714	0.387
HCM Control Delay	12.9	27.5	9.9	24	14.2
HCM Lane LOS	B	D	A	C	B
HCM 95th-tile Q	1	6.7	0.6	5.9	1.8

4: Peach Ave & North Ave  
HCM 6th TWSC

Cumulative Year 2040 No Project-AM

02/11/2021

Intersection												
Int Delay, s/veh	120.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	147	229	33	22	279	51	22	251	40	35	154	70
Future Vol, veh/h	147	229	33	22	279	51	22	251	40	35	154	70
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	160	249	36	24	303	55	24	273	43	38	167	76

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	358	0	0	285	0	0	1087	993	267	1124	984	331
Stage 1	-	-	-	-	-	-	587	587	-	379	379	-
Stage 2	-	-	-	-	-	-	500	406	-	745	605	-
Critical Hdwy	4.17	-	-	4.17	-	-	7.17	6.57	6.27	7.17	6.57	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.17	5.57	-	6.17	5.57	-
Follow-up Hdwy	2.263	-	-	2.263	-	-	3.563	4.063	3.363	3.563	4.063	3.363
Pot Cap-1 Maneuver	1173	-	-	1249	-	-	189	~ 241	760	179	244	699
Stage 1	-	-	-	-	-	-	487	489	-	633	606	-
Stage 2	-	-	-	-	-	-	544	589	-	398	480	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1173	-	-	1249	-	-	44	~ 197	760	-	199	699
Mov Cap-2 Maneuver	-	-	-	-	-	-	44	~ 197	-	-	199	-
Stage 1	-	-	-	-	-	-	408	409	-	530	591	-
Stage 2	-	-	-	-	-	-	339	575	-	105	402	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0.5	\$ 510.3	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	171	1173	-	-	1249	-	-	-
HCM Lane V/C Ratio	1.99	0.136	-	-	0.019	-	-	-
HCM Control Delay (s)	\$ 510.3	8.6	0	-	7.9	0	-	-
HCM Lane LOS	F	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	26.1	0.5	-	-	0.1	-	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

1: Maple Ave & North Ave  
HCM 6th TWSC

Cumulative Year 2040 No Project-PM

02/11/2021

Intersection

Int Delay, s/veh 177.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕			↕			↕	
Traffic Vol, veh/h	74	674	1	4	796	196	1	2	2	151	1	89
Future Vol, veh/h	74	674	1	4	796	196	1	2	2	151	1	89
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	80	733	1	4	865	213	1	2	2	164	1	97

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1078	0	0	734
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.19	-	-	4.19
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.281	-	-	2.281
Pot Cap-1 Maneuver	621	-	-	840
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	621	-	-	840
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.2	0	66.4	\$ 1464.9
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	64	621	-	-	840	-	-	66
HCM Lane V/C Ratio	0.085	0.13	-	-	0.005	-	-	3.969
HCM Control Delay (s)	66.4	11.7	-	-	9.3	0	-	\$ 1464.9
HCM Lane LOS	F	B	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.3	0.4	-	-	0	-	-	28

Notes

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 No Project-PM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	253	311	335	80	396	123	351	482	80	38	492	243
Future Volume (veh/h)	253	311	335	80	396	123	351	482	80	38	492	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	266	327	313	84	417	111	369	507	77	40	518	254
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	187	186	178	118	543	139	246	904	137	50	422	206
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.15	0.31	0.31	0.03	0.19	0.19
Sat Flow, veh/h	273	336	321	155	980	251	1682	2923	442	1682	2185	1068
Grp Volume(v), veh/h	906	0	0	612	0	0	369	290	294	40	397	375
Grp Sat Flow(s),veh/h/ln	930	0	0	1386	0	0	1682	1678	1687	1682	1678	1574
Q Serve(g_s), s	28.4	0.0	0.0	0.0	0.0	0.0	19.0	18.8	18.9	3.1	25.1	25.1
Cycle Q Clear(g_c), s	72.1	0.0	0.0	43.7	0.0	0.0	19.0	18.8	18.9	3.1	25.1	25.1
Prop In Lane	0.29		0.35	0.14		0.18	1.00		0.26	1.00		0.68
Lane Grp Cap(c), veh/h	551	0	0	800	0	0	246	519	522	50	324	304
V/C Ratio(X)	1.64	0.00	0.00	0.76	0.00	0.00	1.50	0.56	0.56	0.80	1.23	1.23
Avail Cap(c_a), veh/h	551	0	0	800	0	0	246	519	522	97	324	304
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	36.1	0.0	0.0	21.8	0.0	0.0	55.5	37.5	37.5	62.7	52.5	52.5
Incr Delay (d2), s/veh	297.5	0.0	0.0	4.4	0.0	0.0	245.4	1.3	1.4	23.9	126.2	129.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	63.6	0.0	0.0	15.0	0.0	0.0	24.8	7.9	8.0	1.7	21.9	20.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	333.6	0.0	0.0	26.2	0.0	0.0	300.9	38.8	38.9	86.6	178.7	182.2
LnGrp LOS	F	A	A	C	A	A	F	D	D	F	F	F
Approach Vol, veh/h		906			612			953				812
Approach Delay, s/veh		333.6			26.2			140.3				175.8
Approach LOS		F			C			F				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	45.1		77.0	23.0	30.0		77.0				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	7.5	36.6		72.1	19.0	25.1		72.1				
Max Q Clear Time (g_c+I1), s	5.1	20.9		74.1	21.0	27.1		45.7				
Green Ext Time (p_c), s	0.0	3.3		0.0	0.0	0.0		5.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	181.2											
HCM 6th LOS	F											

2: Chestnut Ave & North Ave  
Queues

Cumulative Year 2040 No Project-PM

02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	946	630	369	591	40	774
v/c Ratio	1.60	0.85	1.52	0.60	0.45	1.18
Control Delay	301.7	37.2	293.5	41.7	75.4	139.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	301.7	37.2	293.5	41.7	75.4	139.5
Queue Length 50th (ft)	~1133	423	~434	225	33	~391
Queue Length 95th (ft)	#1391	#683	#632	290	73	#522
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	592	737	242	981	95	654
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.60	0.85	1.52	0.60	0.42	1.18

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

3: Willow Ave & North Ave  
HCM 6th AWSC

Cumulative Year 2040 No Project-PM

02/11/2021

Intersection

Intersection Delay, s/veh 47.8

Intersection LOS E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	106	300	50	41	366	28	92	77	115	20	33	88
Future Vol, veh/h	106	300	50	41	366	28	92	77	115	20	33	88
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	115	326	54	45	398	30	100	84	125	22	36	96
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left SB		NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right NB		SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	57.1	62.2	26.5	16.5
HCM LOS	F	F	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	32%	26%	0%	9%	14%
Vol Thru, %	27%	74%	0%	84%	23%
Vol Right, %	40%	0%	100%	6%	62%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	284	406	50	435	141
LT Vol	92	106	0	41	20
Through Vol	77	300	0	366	33
RT Vol	115	0	50	28	88
Lane Flow Rate	309	441	54	473	153
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.684	0.967	0.106	0.973	0.366
Departure Headway (Hd)	7.979	8.005	7.148	7.527	8.607
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	457	455	504	487	420
Service Time	5.979	5.705	4.848	5.527	6.63
HCM Lane V/C Ratio	0.676	0.969	0.107	0.971	0.364
HCM Control Delay	26.5	62.8	10.7	62.2	16.5
HCM Lane LOS	D	F	B	F	C
HCM 95th-tile Q	5.1	11.9	0.4	12.4	1.6

4: Peach Ave & North Ave  
HCM 6th TWSC

Cumulative Year 2040 No Project-PM

02/11/2021

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	60	338	78	34	304	65	14	242	26	61	287	117
Future Vol, veh/h	60	338	78	34	304	65	14	242	26	61	287	117
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	65	367	85	37	330	71	15	263	28	66	312	127

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	401	0	0	452	0	0	1199	1015	410	1125	1022	366
Stage 1	-	-	-	-	-	-	540	540	-	440	440	-
Stage 2	-	-	-	-	-	-	659	475	-	685	582	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1136	-	-	1088	-	-	159	~ 234	633	179	~ 232	670
Stage 1	-	-	-	-	-	-	519	515	-	588	571	-
Stage 2	-	-	-	-	-	-	446	551	-	432	493	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1136	-	-	1088	-	-	-	~ 206	633	-	~ 205	670
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 206	-	-	~ 205	-
Stage 1	-	-	-	-	-	-	479	475	-	543	546	-
Stage 2	-	-	-	-	-	-	148	527	-	170	455	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.1		0.7					
HCM LOS					-		-	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1136	-	-	1088	-	-	-
HCM Lane V/C Ratio	-	0.057	-	-	0.034	-	-	-
HCM Control Delay (s)	-	8.4	0	-	8.4	0	-	-
HCM Lane LOS	-	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	0.1	-	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# Cumulative Year 2040 With-Project Conditions



1: Maple Ave & North Ave  
HCM 6th TWSC

Cumulative Year 2040 With Project-AM

02/11/2021

Intersection												
Int Delay, s/veh	67.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕			↕			↕	
Traffic Vol, veh/h	79	734	1	1	487	112	1	1	1	118	1	102
Future Vol, veh/h	79	734	1	1	487	112	1	1	1	118	1	102
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	15	15	15	15	15	15	15	15	15	15	15	15
Mvmt Flow	86	798	1	1	529	122	1	1	1	128	1	111

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	651	0	0	799	0	0	1619	1624	799	1564	1563	590
Stage 1	-	-	-	-	-	-	971	971	-	592	592	-
Stage 2	-	-	-	-	-	-	648	653	-	972	971	-
Critical Hdwy	4.25	-	-	4.25	-	-	7.25	6.65	6.35	7.25	6.65	6.35
Critical Hdwy Stg 1	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.25	5.65	-	6.25	5.65	-
Follow-up Hdwy	2.335	-	-	2.335	-	-	3.635	4.135	3.435	3.635	4.135	3.435
Pot Cap-1 Maneuver	876	-	-	769	-	-	77	96	366	~ 84	104	484
Stage 1	-	-	-	-	-	-	288	315	-	471	474	-
Stage 2	-	-	-	-	-	-	438	444	-	288	315	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	876	-	-	769	-	-	54	86	366	~ 77	94	484
Mov Cap-2 Maneuver	-	-	-	-	-	-	54	86	-	~ 77	94	-
Stage 1	-	-	-	-	-	-	260	284	-	425	473	-
Stage 2	-	-	-	-	-	-	336	443	-	258	284	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0	46	\$ 494.7
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	91	876	-	-	769	-	-	126
HCM Lane V/C Ratio	0.036	0.098	-	-	0.001	-	-	1.906
HCM Control Delay (s)	46	9.6	-	-	9.7	0	-	\$ 494.7
HCM Lane LOS	E	A	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	19

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-AM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (veh/h)	245	426	152	106	255	59	166	410	70	116	417	224
Future Volume (veh/h)	245	426	152	106	255	59	166	410	70	116	417	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693
Adj Flow Rate, veh/h	266	463	158	115	277	60	180	446	58	126	453	241
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	14	14	14	14	14	14	14	14	14	14	14	14
Cap, veh/h	236	343	116	179	410	84	161	648	84	135	427	225
Arrive On Green	0.56	0.56	0.56	0.56	0.56	0.56	0.10	0.23	0.23	0.08	0.21	0.21
Sat Flow, veh/h	343	608	206	245	726	149	1612	2863	370	1612	2033	1074
Grp Volume(v), veh/h	887	0	0	452	0	0	180	249	255	126	357	337
Grp Sat Flow(s),veh/h/ln	1158	0	0	1120	0	0	1612	1608	1626	1612	1608	1499
Q Serve(g_s), s	32.4	0.0	0.0	0.0	0.0	0.0	11.0	15.6	15.8	8.5	23.1	23.1
Cycle Q Clear(g_c), s	62.1	0.0	0.0	29.7	0.0	0.0	11.0	15.6	15.8	8.5	23.1	23.1
Prop In Lane	0.30		0.18	0.25		0.13	1.00		0.23	1.00		0.72
Lane Grp Cap(c), veh/h	696	0	0	673	0	0	161	364	368	135	338	315
V/C Ratio(X)	1.27	0.00	0.00	0.67	0.00	0.00	1.12	0.69	0.69	0.93	1.06	1.07
Avail Cap(c_a), veh/h	696	0	0	673	0	0	161	364	368	135	338	315
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.1	0.0	0.0	16.1	0.0	0.0	49.5	39.0	39.0	50.1	43.5	43.5
Incr Delay (d2), s/veh	134.3	0.0	0.0	2.6	0.0	0.0	105.6	5.3	5.5	57.8	65.3	70.2
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	44.5	0.0	0.0	8.0	0.0	0.0	9.1	6.7	6.8	5.6	15.2	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	162.4	0.0	0.0	18.7	0.0	0.0	155.1	44.2	44.5	107.9	108.8	113.6
LnGrp LOS	F	A	A	B	A	A	F	D	D	F	F	F
Approach Vol, veh/h		887			452			684				820
Approach Delay, s/veh		162.4			18.7			73.5				110.6
Approach LOS		F			B			E				F
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.2	29.8		67.0	15.0	28.0		67.0				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	9.2	24.9		62.1	11.0	23.1		62.1				
Max Q Clear Time (g_c+I1), s	10.5	17.8		64.1	13.0	25.1		31.7				
Green Ext Time (p_c), s	0.0	1.8		0.0	0.0	0.0		3.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	103.2											
HCM 6th LOS	F											

2: Chestnut Ave & North Ave  
Queues

Cumulative Year 2040 With Project-AM

02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	894	456	180	522	126	696
v/c Ratio	1.34	0.75	1.14	0.73	0.95	1.00
Control Delay	189.2	26.8	159.2	45.2	118.5	73.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	189.2	26.8	159.2	45.2	118.5	73.4
Queue Length 50th (ft)	-828	224	-149	175	90	-234
Queue Length 95th (ft)	#1074	373	#289	237	#210	#365
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	665	612	158	713	132	695
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.34	0.75	1.14	0.73	0.95	1.00

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

3: Willow Ave & North Ave  
HCM 6th AWSC

Cumulative Year 2040 With Project-AM

02/11/2021

Intersection

Intersection Delay, s/veh 24.6

Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	33	352	98	141	248	14	46	33	36	24	57	120
Future Vol, veh/h	33	352	98	141	248	14	46	33	36	24	57	120
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	12	12	12	12	12	12	12	12	12	12	12	12
Mvmt Flow	36	383	107	153	270	15	50	36	39	26	62	130
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	26.7	30.1	13.3	15.1
HCM LOS	D	D	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	40%	9%	0%	35%	12%
Vol Thru, %	29%	91%	0%	62%	28%
Vol Right, %	31%	0%	100%	3%	60%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	115	385	98	403	201
LT Vol	46	33	0	141	24
Through Vol	33	352	0	248	57
RT Vol	36	0	98	14	120
Lane Flow Rate	125	418	107	438	218
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.263	0.792	0.179	0.792	0.424
Departure Headway (Hd)	7.563	6.814	6.055	6.508	6.99
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	473	531	590	556	513
Service Time	5.641	4.571	3.812	4.565	5.055
HCM Lane V/C Ratio	0.264	0.787	0.181	0.788	0.425
HCM Control Delay	13.3	30.9	10.1	30.1	15.1
HCM Lane LOS	B	D	B	D	C
HCM 95th-tile Q	1	7.4	0.6	7.5	2.1

4: Peach Ave & North Ave  
HCM 6th TWSC

Cumulative Year 2040 With Project-AM

02/11/2021

Intersection

Int Delay, s/veh 144.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	148	232	33	22	304	51	22	251	40	35	154	76
Future Vol, veh/h	148	232	33	22	304	51	22	251	40	35	154	76
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	7	7	7	7	7	7	7	7	7	7	7	7
Mvmt Flow	161	252	36	24	330	55	24	273	43	38	167	83

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	385	0	0	288
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.17	-	-	4.17
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.263	-	-	2.263
Pot Cap-1 Maneuver	1147	-	-	1246
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1147	-	-	1246
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	3.1	0.5	\$ 625.9	
HCM LOS			F	-

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	152	1147	-	-	1246	-	-	-
HCM Lane V/C Ratio	2.238	0.14	-	-	0.019	-	-	-
HCM Control Delay (s)	\$ 625.9	8.7	0	-	7.9	0	-	-
HCM Lane LOS	F	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	28.1	0.5	-	-	0.1	-	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

1: Maple Ave & North Ave  
HCM 6th TWSC

Cumulative Year 2040 With Project-PM

02/11/2021

Intersection

Int Delay, s/veh 226.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↕			↕			↕	
Traffic Vol, veh/h	74	732	1	4	852	199	1	2	2	154	1	89
Future Vol, veh/h	74	732	1	4	852	199	1	2	2	154	1	89
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	415	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	80	796	1	4	926	216	1	2	2	167	1	97

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	1142	0	0	797
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.19	-	-	4.19
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.281	-	-	2.281
Pot Cap-1 Maneuver	587	-	-	795
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	587	-	-	795
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0	83.8	\$ 1956
HCM LOS			F	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	51	587	-	-	795	-	-	53
HCM Lane V/C Ratio	0.107	0.137	-	-	0.005	-	-	5.004
HCM Control Delay (s)	83.8	12.1	-	-	9.6	0	-	\$ 1956
HCM Lane LOS	F	B	-	-	A	A	-	F
HCM 95th %tile Q(veh)	0.3	0.5	-	-	0	-	-	29.9

Notes

-: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-PM

02/11/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Volume (veh/h)	253	372	335	83	455	156	351	482	83	73	492	243
Future Volume (veh/h)	253	372	335	83	455	156	351	482	83	73	492	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	266	392	313	87	479	146	369	507	80	77	518	254
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	149	168	134	109	535	158	246	821	129	96	422	206
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.15	0.28	0.28	0.06	0.19	0.19
Sat Flow, veh/h	206	303	242	140	964	285	1682	2906	457	1682	2185	1068
Grp Volume(v), veh/h	971	0	0	712	0	0	369	292	295	77	397	375
Grp Sat Flow(s),veh/h/ln	751	0	0	1389	0	0	1682	1678	1684	1682	1678	1574
Q Serve(g_s), s	12.1	0.0	0.0	0.0	0.0	0.0	19.0	19.6	19.8	5.9	25.1	25.1
Cycle Q Clear(g_c), s	72.1	0.0	0.0	60.0	0.0	0.0	19.0	19.6	19.8	5.9	25.1	25.1
Prop In Lane	0.27		0.32	0.12		0.21	1.00		0.27	1.00		0.68
Lane Grp Cap(c), veh/h	452	0	0	801	0	0	246	474	476	96	324	304
V/C Ratio(X)	2.15	0.00	0.00	0.89	0.00	0.00	1.50	0.62	0.62	0.80	1.23	1.23
Avail Cap(c_a), veh/h	452	0	0	801	0	0	246	474	476	97	324	304
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	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.4	0.0	0.0	25.2	0.0	0.0	55.5	40.5	40.6	60.6	52.5	52.5
Incr Delay (d2), s/veh	524.5	0.0	0.0	11.9	0.0	0.0	245.4	2.4	2.5	36.9	126.2	129.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	80.8	0.0	0.0	21.5	0.0	0.0	24.8	8.4	8.6	3.5	21.9	20.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	559.9	0.0	0.0	37.2	0.0	0.0	300.9	42.9	43.1	97.5	178.7	182.2
LnGrp LOS	F	A	A	D	A	A	F	D	D	F	F	F
Approach Vol, veh/h		971			712			956			849	
Approach Delay, s/veh		559.9			37.2			142.5			172.9	
Approach LOS		F			D			F			F	
Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.4	41.6		77.0	23.0	30.0		77.0				
Change Period (Y+Rc), s	4.0	4.9		4.9	4.0	4.9		4.9				
Max Green Setting (Gmax), s	7.5	36.6		72.1	19.0	25.1		72.1				
Max Q Clear Time (g_c+1), s	7.9	21.8		74.1	21.0	27.1		62.0				
Green Ext Time (p_c), s	0.0	3.2		0.0	0.0	0.0		4.0				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay	244.6											
HCM 6th LOS	F											

2: Chestnut Ave & North Ave  
Queues

Cumulative Year 2040 With Project-PM

02/11/2021



Lane Group	EBT	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	1011	730	369	594	77	774
v/c Ratio	1.78	0.99	1.52	0.64	0.81	1.18
Control Delay	382.8	58.7	293.5	43.7	111.4	139.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	382.8	58.7	293.5	43.7	111.4	139.5
Queue Length 50th (ft)	~1272	573	~434	226	65	~391
Queue Length 95th (ft)	#1532	#869	#632	291	#158	#522
Internal Link Dist (ft)	2623	2622		1347		2552
Turn Bay Length (ft)			240		140	
Base Capacity (vph)	567	739	242	922	95	654
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	1.78	0.99	1.52	0.64	0.81	1.18

Intersection Summary

- Volume exceeds capacity, queue is theoretically infinite.  
Queue shown is maximum after two cycles.
- # 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



3: Willow Ave & North Ave  
HCM 6th AWSC

Cumulative Year 2040 With Project-PM

02/11/2021

Intersection

Intersection Delay, s/veh 69

Intersection LOS F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕	↕		↕			↕			↕	
Traffic Vol, veh/h	120	335	50	41	402	28	92	77	115	20	33	103
Future Vol, veh/h	120	335	50	41	402	28	92	77	115	20	33	103
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	9	9	9	9	9	9	9	9	9	9	9	9
Mvmt Flow	130	364	54	45	437	30	100	84	125	22	36	112
Number of Lanes	0	1	1	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	2
HCM Control Delay	89.5	88.6	27.9	18
HCM LOS	F	F	D	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1
Vol Left, %	32%	26%	0%	9%	13%
Vol Thru, %	27%	74%	0%	85%	21%
Vol Right, %	40%	0%	100%	6%	66%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	284	455	50	471	156
LT Vol	92	120	0	41	20
Through Vol	77	335	0	402	33
RT Vol	115	0	50	28	103
Lane Flow Rate	309	495	54	512	170
Geometry Grp	2	7	7	5	2
Degree of Util (X)	0.685	1.091	0.107	1.066	0.402
Departure Headway (Hd)	8.448	8.221	7.362	7.799	9.063
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	432	445	490	471	400
Service Time	6.448	5.921	5.062	5.799	7.063
HCM Lane V/C Ratio	0.715	1.112	0.11	1.087	0.425
HCM Control Delay	27.9	98.1	10.9	88.6	18
HCM Lane LOS	D	F	B	F	C
HCM 95th-tile Q	5	16.1	0.4	15.6	1.9

4: Peach Ave & North Ave  
HCM 6th TWSC

Cumulative Year 2040 With Project-PM

02/11/2021

Intersection												
Int Delay, s/veh	0.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	67	366	78	34	333	65	14	242	26	61	287	124
Future Vol, veh/h	67	366	78	34	333	65	14	242	26	61	287	124
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	73	398	85	37	362	71	15	263	28	66	312	135

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	433	0	0	483	0	0	1282	1094	441	1204	1101	398
Stage 1	-	-	-	-	-	-	587	587	-	472	472	-
Stage 2	-	-	-	-	-	-	695	507	-	732	629	-
Critical Hdwy	4.16	-	-	4.16	-	-	7.16	6.56	6.26	7.16	6.56	6.26
Critical Hdwy Stg 1	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.16	5.56	-	6.16	5.56	-
Follow-up Hdwy	2.254	-	-	2.254	-	-	3.554	4.054	3.354	3.554	4.054	3.354
Pot Cap-1 Maneuver	1106	-	-	1059	-	-	139	~ 210	608	158	~ 208	643
Stage 1	-	-	-	-	-	-	489	490	-	565	552	-
Stage 2	-	-	-	-	-	-	426	533	-	407	469	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1106	-	-	1059	-	-	-	~ 182	608	-	~ 180	643
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	~ 182	-	-	~ 180	-
Stage 1	-	-	-	-	-	-	445	445	-	514	527	-
Stage 2	-	-	-	-	-	-	131	508	-	144	426	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	1.1		0.7					
HCM LOS					-		-	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	-	1106	-	-	1059	-	-	-
HCM Lane V/C Ratio	-	0.066	-	-	0.035	-	-	-
HCM Control Delay (s)	-	8.5	0	-	8.5	0	-	-
HCM Lane LOS	-	A	A	-	A	A	-	-
HCM 95th %tile Q(veh)	-	0.2	-	-	0.1	-	-	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

# APPENDIX G

## LEFT-TURN LANE ANALYSIS

□ NT PM

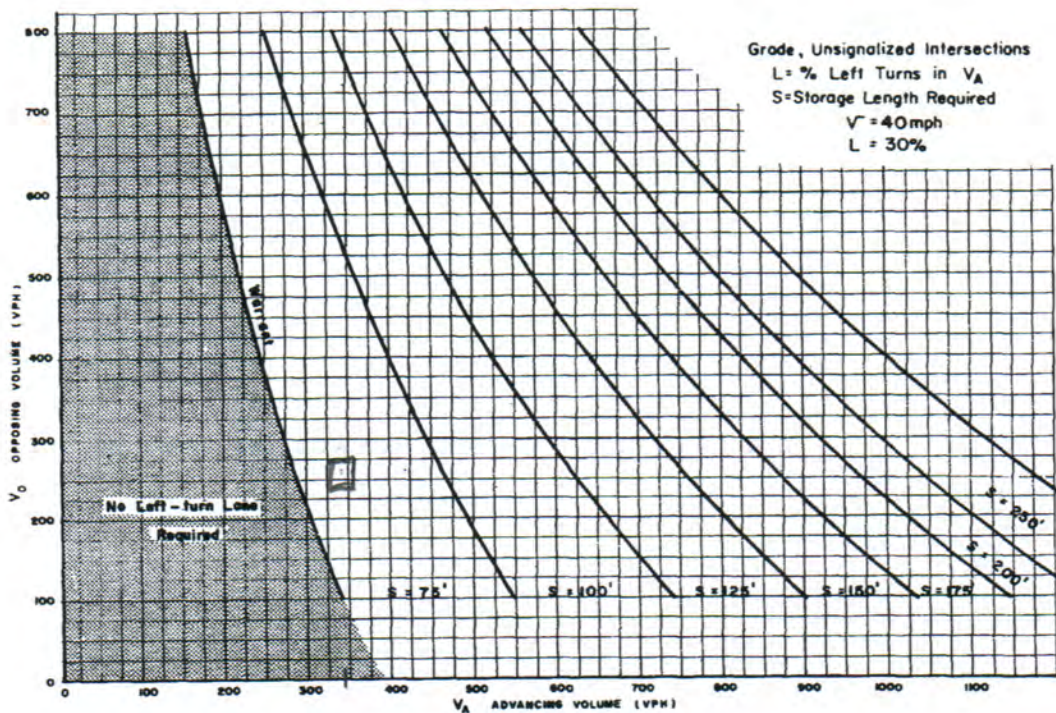


Figure 6. Warrant for left-turn storage lanes on two-lane highways.

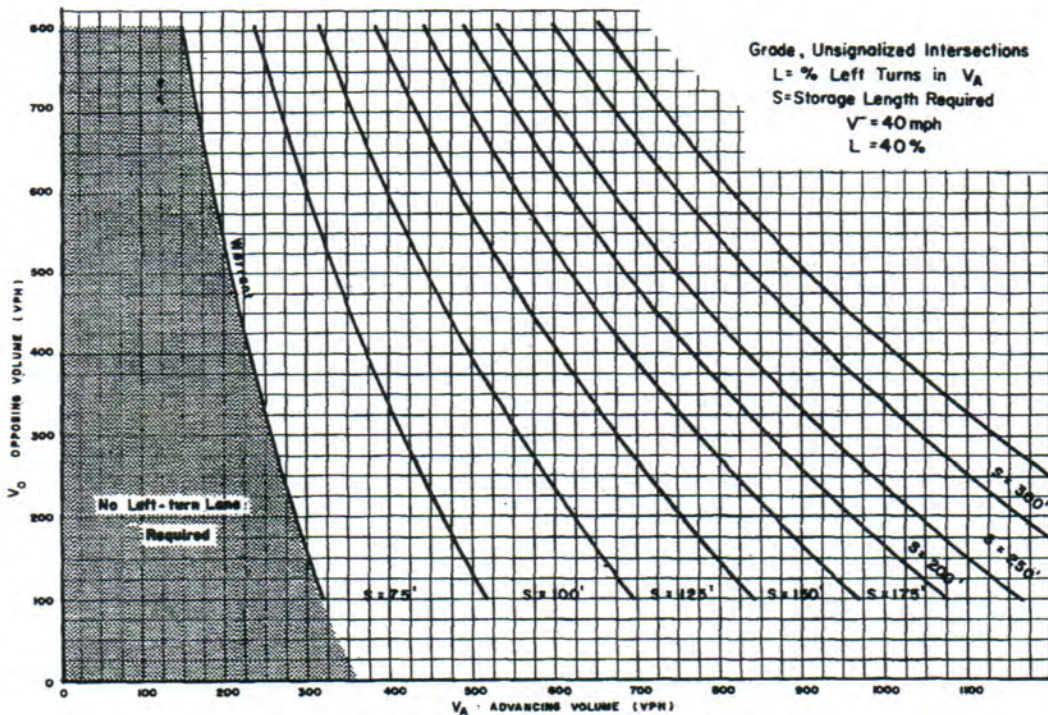


Figure 7. Warrant for left-turn storage lanes on two-lane highways.



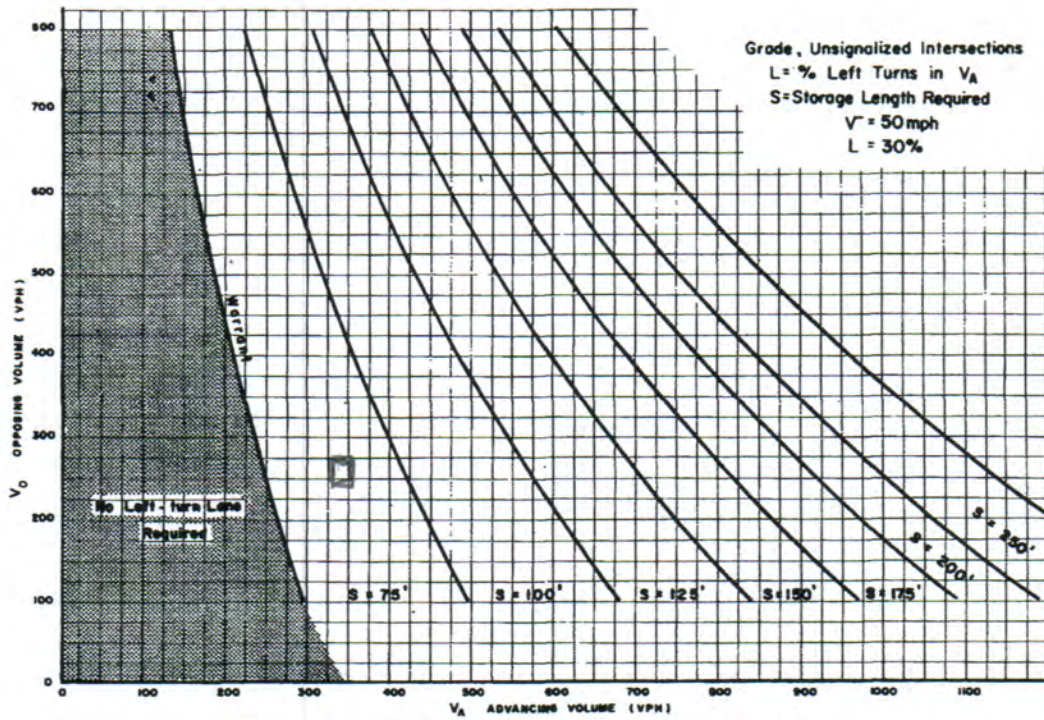


Figure 12. Warrant for left-turn storage lanes on two-lane highways.

□ NT PM

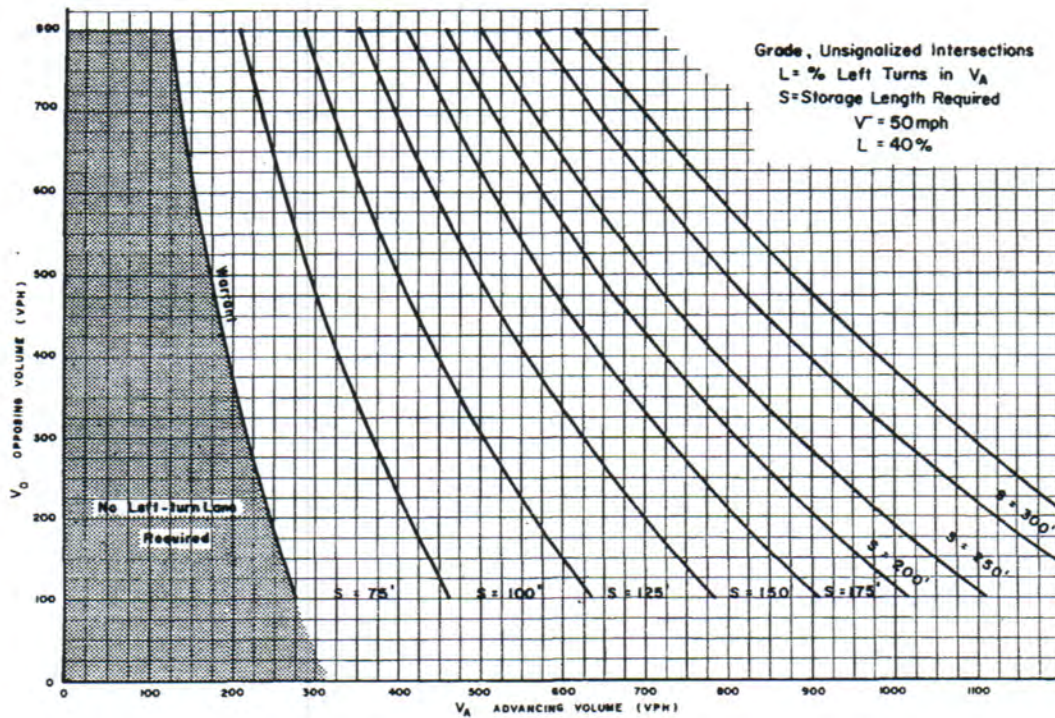


Figure 13. Warrant for left-turn storage lanes on two-lane highways.



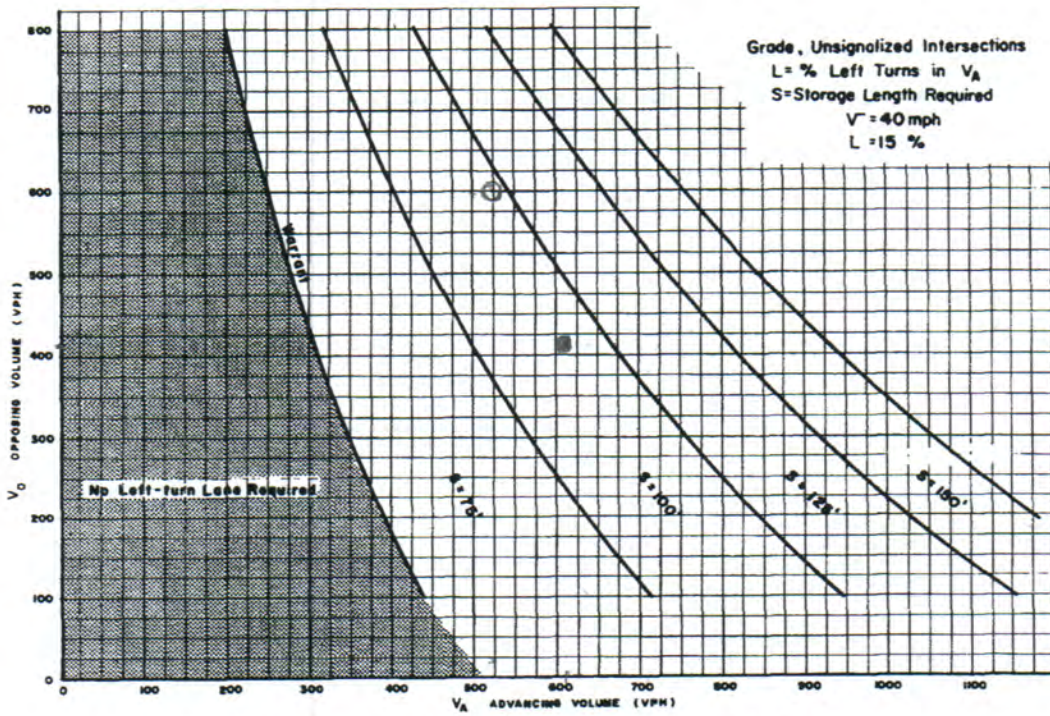


Figure 4. Warrant for left-turn storage lanes on two-lane highways.

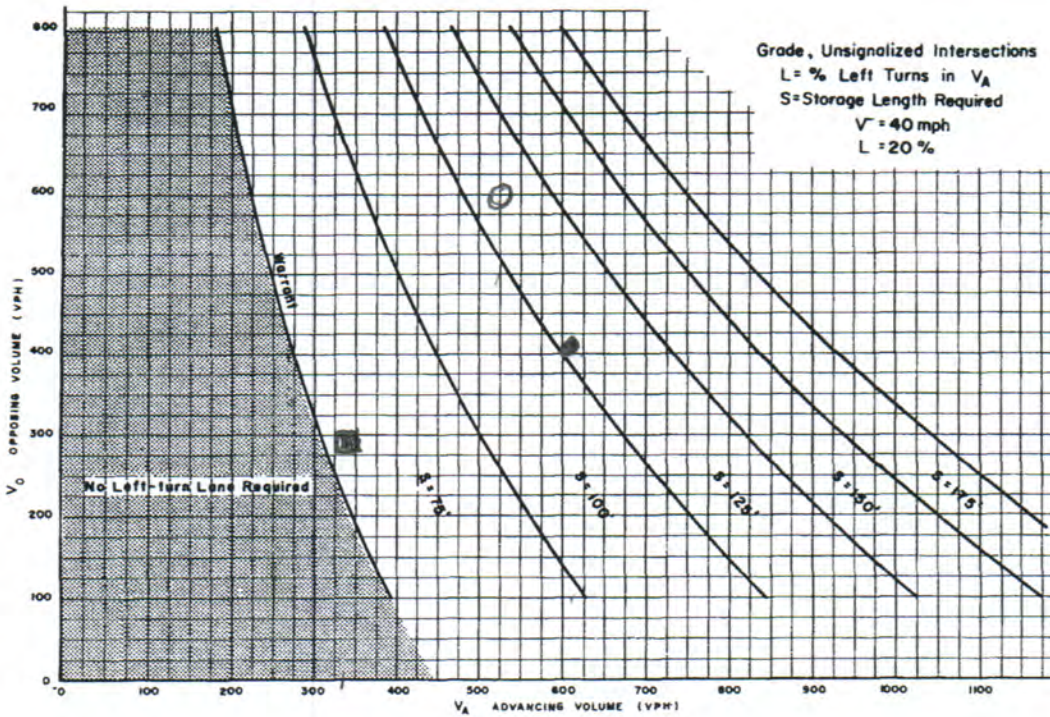


Figure 5. Warrant for left-turn storage lanes on two-lane highways.



● 2040 AM  
○ 2040 PM

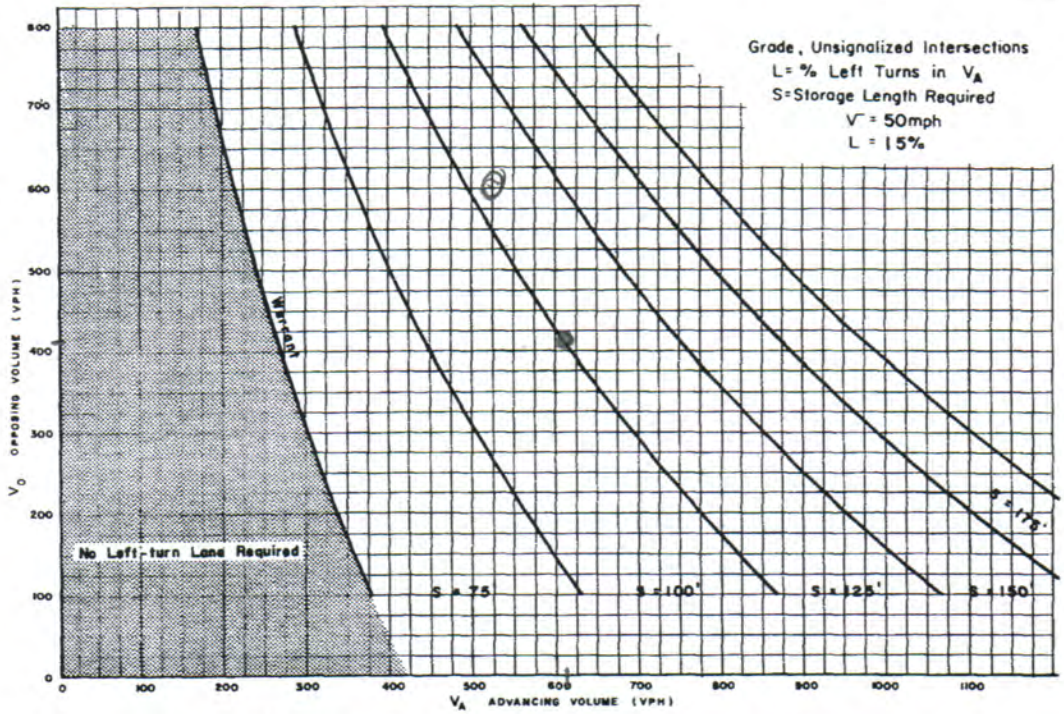


Figure 10. Warrant for left-turn storage lanes on two-lane highways.

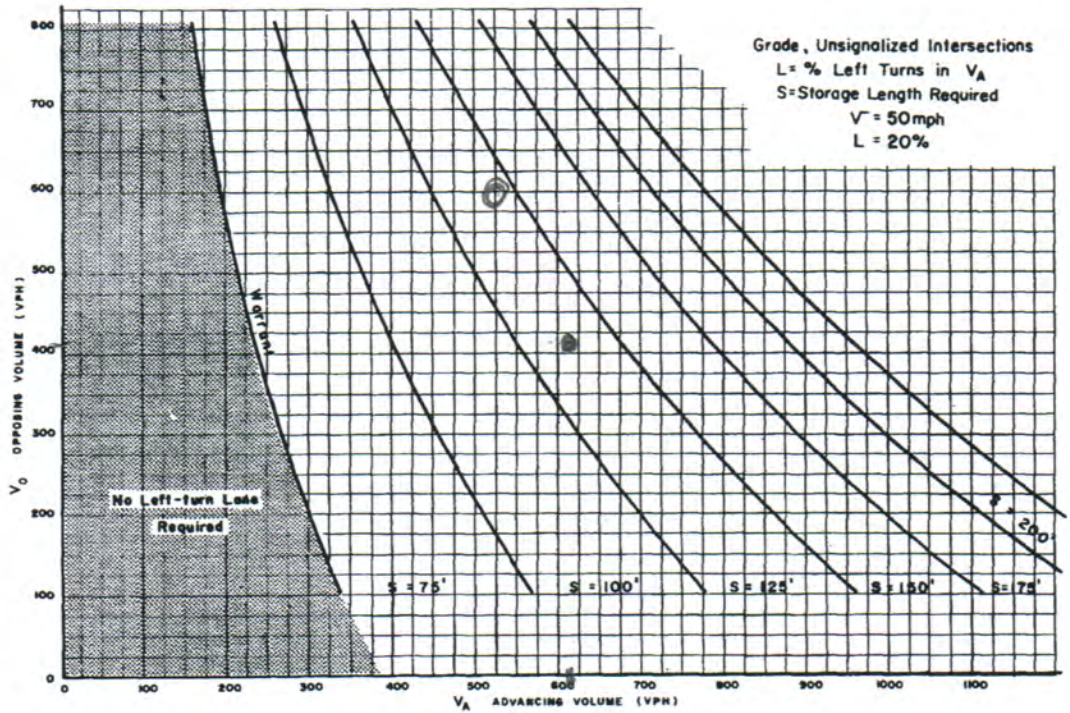


Figure 11. Warrant for left-turn storage lanes on two-lane highways.

# APPENDIX H

## IMPROVED INTERSECTION ANALYSIS SHEETS



1: Maple Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-AM-Mitigated

02/16/2021

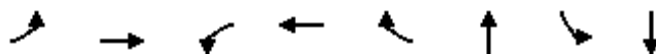


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	79	734	1	1	487	112	1	1	1	118	1	102
Future Volume (veh/h)	79	734	1	1	487	112	1	1	1	118	1	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1678	1678	1678	1678	1678	1678	1678	1678	1678	1678	1678	1678
Adj Flow Rate, veh/h	86	798	1	1	529	122	1	1	1	128	1	111
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	15	15	15	15	15	15	15	15	15	15	15	15
Cap, veh/h	115	953	1	3	836	708	131	94	61	350	2	192
Arrive On Green	0.07	0.57	0.57	0.00	0.50	0.50	0.14	0.14	0.14	0.14	0.14	0.14
Sat Flow, veh/h	1598	1675	2	1598	1678	1422	212	691	451	1269	13	1411
Grp Volume(v), veh/h	86	0	799	1	529	122	3	0	0	128	0	112
Grp Sat Flow(s),veh/h/ln	1598	0	1677	1598	1678	1422	1353	0	0	1269	0	1424
Q Serve(g_s), s	2.5	0.0	18.4	0.0	10.9	2.2	0.0	0.0	0.0	0.1	0.0	3.5
Cycle Q Clear(g_c), s	2.5	0.0	18.4	0.0	10.9	2.2	3.5	0.0	0.0	3.6	0.0	3.5
Prop In Lane	1.00		0.00	1.00		1.00	0.33		0.33	1.00		0.99
Lane Grp Cap(c), veh/h	115	0	954	3	836	708	287	0	0	350	0	194
V/C Ratio(X)	0.75	0.00	0.84	0.29	0.63	0.17	0.01	0.00	0.00	0.37	0.00	0.58
Avail Cap(c_a), veh/h	248	0	1503	201	1453	1232	634	0	0	669	0	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.4	0.0	8.3	23.4	8.6	6.5	17.6	0.0	0.0	19.1	0.0	19.0
Incr Delay (d2), s/veh	9.4	0.0	2.5	42.1	0.8	0.1	0.0	0.0	0.0	0.6	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.9	0.0	3.0	0.5	0.0	0.0	0.0	1.2	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.8	0.0	10.9	65.5	9.4	6.6	17.6	0.0	0.0	19.7	0.0	21.7
LnGrp LOS	C	A	B	E	A	A	B	A	A	B	A	C
Approach Vol, veh/h		885			652			3				240
Approach Delay, s/veh		12.8			9.0			17.6				20.6
Approach LOS		B			A			B				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.3	4.1	31.6		11.3	7.4	28.3				
Change Period (Y+Rc), s		4.9	4.0	4.9		4.9	4.0	4.9				
Max Green Setting (Gmax), s		18.2	5.9	42.1		18.2	7.3	40.7				
Max Q Clear Time (g_c+I1), s		5.5	2.0	20.4		5.6	4.5	12.9				
Green Ext Time (p_c), s		0.0	0.0	6.3		0.9	0.0	4.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				12.5								
HCM 6th LOS				B								

1: Maple Ave & North Ave  
Queues

Cumulative Year 2040 With Project-AM-Mitigated

02/16/2021



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	86	799	1	529	122	3	128	112
v/c Ratio	0.44	0.81	0.01	0.67	0.17	0.01	0.51	0.30
Control Delay	37.8	19.7	32.0	18.4	2.9	20.7	31.7	8.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.8	19.7	32.0	18.4	2.9	20.7	31.7	8.2
Queue Length 50th (ft)	29	167	0	145	0	1	42	0
Queue Length 95th (ft)	#103	#597	5	285	24	8	108	40
Internal Link Dist (ft)		1061		2623		1002		1256
Turn Bay Length (ft)	415		250					
Base Capacity (vph)	208	1227	168	1197	1051	484	414	540
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.41	0.65	0.01	0.44	0.12	0.01	0.31	0.21

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-AM-Mitigated

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	426	152	106	255	59	166	410	70	116	417	224
Future Volume (veh/h)	245	426	152	106	255	59	166	410	70	116	417	224
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693	1693
Adj Flow Rate, veh/h	266	463	115	115	277	44	180	446	53	126	453	170
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	14	14	14	14	14	14	14	14	14	14	14	14
Cap, veh/h	317	558	473	144	376	319	269	637	284	158	675	301
Arrive On Green	0.20	0.33	0.33	0.09	0.22	0.22	0.09	0.20	0.20	0.10	0.21	0.21
Sat Flow, veh/h	1612	1693	1434	1612	1693	1434	3127	3216	1434	1612	3216	1434
Grp Volume(v), veh/h	266	463	115	115	277	44	180	446	53	126	453	170
Grp Sat Flow(s),veh/h/ln	1612	1693	1434	1612	1693	1434	1564	1608	1434	1612	1608	1434
Q Serve(g_s), s	9.9	15.8	3.6	4.4	9.5	1.5	3.5	8.1	1.9	4.8	8.1	6.6
Cycle Q Clear(g_c), s	9.9	15.8	3.6	4.4	9.5	1.5	3.5	8.1	1.9	4.8	8.1	6.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	317	558	473	144	376	319	269	637	284	158	675	301
V/C Ratio(X)	0.84	0.83	0.24	0.80	0.74	0.14	0.67	0.70	0.19	0.80	0.67	0.56
Avail Cap(c_a), veh/h	516	843	714	258	572	485	401	1035	462	284	1190	531
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.1	19.3	15.2	27.9	22.6	19.5	27.7	23.3	20.9	27.6	22.7	22.1
Incr Delay (d2), s/veh	6.5	4.4	0.3	9.7	2.8	0.2	2.9	1.4	0.3	8.9	1.2	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.2	1.1	2.0	3.8	0.5	1.3	3.0	0.6	2.1	3.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.6	23.7	15.5	37.6	25.4	19.7	30.5	24.7	21.2	36.5	23.9	23.8
LnGrp LOS	C	C	B	D	C	B	C	C	C	D	C	C
Approach Vol, veh/h		844			436			679			749	
Approach Delay, s/veh		24.7			28.1			26.0			26.0	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.1	17.3	9.6	25.5	9.4	18.0	16.3	18.8				
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9				
Max Green Setting (Gmax), s	11.0	20.1	10.0	31.1	8.0	23.1	20.0	21.1				
Max Q Clear Time (g_c+I1), s	6.8	10.1	6.4	17.8	5.5	10.1	11.9	11.5				
Green Ext Time (p_c), s	0.1	2.2	0.1	2.8	0.1	3.0	0.5	1.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			25.9									
HCM 6th LOS			C									

2: Chestnut Ave & North Ave  
Queues

Cumulative Year 2040 With Project-AM-Mitigated

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	266	463	165	115	277	64	180	446	76	126	453	243
v/c Ratio	0.78	0.77	0.27	0.62	0.74	0.14	0.59	0.69	0.18	0.64	0.62	0.47
Control Delay	48.6	35.0	5.9	53.7	43.5	0.7	46.6	36.5	0.9	52.6	32.4	7.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	48.6	35.0	5.9	53.7	43.5	0.7	46.6	36.5	0.9	52.6	32.4	7.2
Queue Length 50th (ft)	137	228	5	62	141	0	50	120	0	67	116	0
Queue Length 95th (ft)	#258	#394	47	#139	#251	0	#93	172	0	#146	167	56
Internal Link Dist (ft)		2623			2622			1347			2552	
Turn Bay Length (ft)	250		150	250		150	240		150	140		150
Base Capacity (vph)	405	664	656	202	450	505	315	815	489	223	937	590
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.70	0.25	0.57	0.62	0.13	0.57	0.55	0.16	0.57	0.48	0.41

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

3: Willow Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-AM-Mitigated

02/16/2021

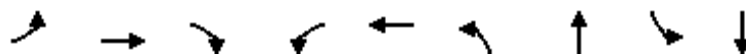


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	352	98	141	248	14	46	33	36	24	57	120
Future Volume (veh/h)	33	352	98	141	248	14	46	33	36	24	57	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722	1722
Adj Flow Rate, veh/h	36	383	107	153	270	15	50	36	39	26	62	130
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	12	12	12	12	12	12	12	12	12	12	12	12
Cap, veh/h	65	481	408	189	574	32	84	149	161	50	87	183
Arrive On Green	0.04	0.28	0.28	0.12	0.36	0.36	0.05	0.20	0.20	0.03	0.18	0.18
Sat Flow, veh/h	1640	1722	1459	1640	1616	90	1640	756	819	1640	496	1039
Grp Volume(v), veh/h	36	383	107	153	0	285	50	0	75	26	0	192
Grp Sat Flow(s),veh/h/ln	1640	1722	1459	1640	0	1706	1640	0	1575	1640	0	1535
Q Serve(g_s), s	1.0	9.7	2.7	4.3	0.0	6.1	1.4	0.0	1.9	0.7	0.0	5.5
Cycle Q Clear(g_c), s	1.0	9.7	2.7	4.3	0.0	6.1	1.4	0.0	1.9	0.7	0.0	5.5
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.52	1.00		0.68
Lane Grp Cap(c), veh/h	65	481	408	189	0	606	84	0	310	50	0	271
V/C Ratio(X)	0.55	0.80	0.26	0.81	0.00	0.47	0.60	0.00	0.24	0.52	0.00	0.71
Avail Cap(c_a), veh/h	205	658	558	205	0	652	205	0	602	205	0	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	15.7	13.2	20.3	0.0	11.8	21.9	0.0	16.0	22.5	0.0	18.3
Incr Delay (d2), s/veh	7.0	4.8	0.3	19.6	0.0	0.6	6.7	0.0	0.4	8.0	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	3.9	0.8	2.5	0.0	2.0	0.6	0.0	0.6	0.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	29.2	20.5	13.5	39.9	0.0	12.3	28.6	0.0	16.4	30.5	0.0	21.7
LnGrp LOS	C	C	B	D	A	B	C	A	B	C	A	C
Approach Vol, veh/h		526			438			125			218	
Approach Delay, s/veh		19.7			22.0			21.2			22.7	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.4	14.2	9.4	18.1	6.4	13.2	5.9	21.6				
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9				
Max Green Setting (Gmax), s	5.9	18.0	5.9	18.0	5.9	18.0	5.9	18.0				
Max Q Clear Time (g_c+I1), s	2.7	3.9	6.3	11.7	3.4	7.5	3.0	8.1				
Green Ext Time (p_c), s	0.0	0.2	0.0	1.5	0.0	0.8	0.0	1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				21.1								
HCM 6th LOS				C								

### 3: Willow Ave & North Ave Queues

Cumulative Year 2040 With Project-AM-Mitigated

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	36	383	107	153	285	50	75	26	192
v/c Ratio	0.18	0.72	0.19	0.76	0.37	0.25	0.19	0.13	0.53
Control Delay	26.7	26.9	2.1	55.5	14.9	27.7	11.2	26.2	14.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	26.7	26.9	2.1	55.5	14.9	27.7	11.2	26.2	14.4
Queue Length 50th (ft)	11	108	0	51	50	16	8	8	19
Queue Length 95th (ft)	37	#253	13	#159	156	46	40	29	67
Internal Link Dist (ft)		2622			2568		705		2644
Turn Bay Length (ft)									
Base Capacity (vph)	201	645	650	201	769	201	629	201	659
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.18	0.59	0.16	0.76	0.37	0.25	0.12	0.13	0.29

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

4: Peach Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-AM-Mitigated

02/16/2021

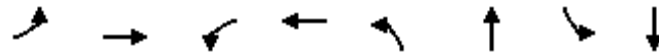


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	148	232	33	22	304	51	22	251	40	35	154	76
Future Volume (veh/h)	148	232	33	22	304	51	22	251	40	35	154	76
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796	1796
Adj Flow Rate, veh/h	161	252	36	24	330	55	24	273	43	38	167	83
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	7	7	7	7	7	7	7	7	7	7	7	7
Cap, veh/h	203	549	78	48	400	67	48	349	55	70	275	137
Arrive On Green	0.12	0.36	0.36	0.03	0.27	0.27	0.03	0.23	0.23	0.04	0.24	0.24
Sat Flow, veh/h	1711	1537	220	1711	1501	250	1711	1515	239	1711	1132	563
Grp Volume(v), veh/h	161	0	288	24	0	385	24	0	316	38	0	250
Grp Sat Flow(s),veh/h/ln	1711	0	1757	1711	0	1751	1711	0	1753	1711	0	1695
Q Serve(g_s), s	4.7	0.0	6.5	0.7	0.0	10.7	0.7	0.0	8.8	1.1	0.0	6.8
Cycle Q Clear(g_c), s	4.7	0.0	6.5	0.7	0.0	10.7	0.7	0.0	8.8	1.1	0.0	6.8
Prop In Lane	1.00		0.13	1.00		0.14	1.00		0.14	1.00		0.33
Lane Grp Cap(c), veh/h	203	0	627	48	0	467	48	0	404	70	0	412
V/C Ratio(X)	0.79	0.00	0.46	0.50	0.00	0.83	0.50	0.00	0.78	0.55	0.00	0.61
Avail Cap(c_a), veh/h	297	0	719	195	0	612	195	0	650	195	0	628
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.2	0.0	12.8	24.8	0.0	17.9	24.8	0.0	18.7	24.4	0.0	17.4
Incr Delay (d2), s/veh	8.7	0.0	0.5	7.7	0.0	7.0	7.7	0.0	3.3	6.5	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	2.3	0.4	0.0	4.7	0.4	0.0	3.5	0.6	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.9	0.0	13.3	32.5	0.0	24.9	32.5	0.0	22.1	30.9	0.0	18.9
LnGrp LOS	C	A	B	C	A	C	C	A	C	C	A	B
Approach Vol, veh/h		449			409			340			288	
Approach Delay, s/veh		19.6			25.3			22.8			20.5	
Approach LOS		B			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	6.1	16.8	5.5	23.4	5.5	17.5	10.2	18.7				
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9				
Max Green Setting (Gmax), s	5.9	19.2	5.9	21.2	5.9	19.2	9.0	18.1				
Max Q Clear Time (g_c+I1), s	3.1	10.8	2.7	8.5	2.7	8.8	6.7	12.7				
Green Ext Time (p_c), s	0.0	1.2	0.0	1.3	0.0	1.0	0.1	1.1				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				22.1								
HCM 6th LOS				C								

4: Peach Ave & North Ave  
Queues

Cumulative Year 2040 With Project-AM-Mitigated

02/16/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	161	288	24	385	24	316	38	250
v/c Ratio	0.62	0.36	0.14	0.77	0.14	0.70	0.21	0.55
Control Delay	39.6	15.9	30.5	32.9	30.5	29.3	31.5	22.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	39.6	15.9	30.5	32.9	30.5	29.3	31.5	22.2
Queue Length 50th (ft)	50	42	7	104	7	90	12	60
Queue Length 95th (ft)	#157	170	31	#296	31	197	43	143
Internal Link Dist (ft)		2568		5258		1085		2528
Turn Bay Length (ft)								
Base Capacity (vph)	274	799	180	577	180	611	180	608
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.59	0.36	0.13	0.67	0.13	0.52	0.21	0.41

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



1: Maple Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-PM-Mitigated

02/16/2021

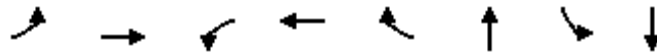


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	74	732	1	4	852	199	1	2	2	154	1	89
Future Volume (veh/h)	74	732	1	4	852	199	1	2	2	154	1	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	80	796	1	4	926	216	1	2	2	167	1	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	100	1126	1	9	1032	874	82	125	99	307	2	232
Arrive On Green	0.06	0.64	0.64	0.01	0.58	0.58	0.16	0.16	0.16	0.16	0.16	0.16
Sat Flow, veh/h	1682	1764	2	1682	1767	1497	151	800	634	1334	15	1484
Grp Volume(v), veh/h	80	0	797	4	926	216	5	0	0	167	0	98
Grp Sat Flow(s),veh/h/ln	1682	0	1766	1682	1767	1497	1586	0	0	1334	0	1499
Q Serve(g_s), s	3.4	0.0	21.9	0.2	33.7	5.2	0.0	0.0	0.0	8.6	0.0	4.3
Cycle Q Clear(g_c), s	3.4	0.0	21.9	0.2	33.7	5.2	0.2	0.0	0.0	8.8	0.0	4.3
Prop In Lane	1.00		0.00	1.00		1.00	0.20		0.40	1.00		0.99
Lane Grp Cap(c), veh/h	100	0	1127	9	1032	874	307	0	0	307	0	234
V/C Ratio(X)	0.80	0.00	0.71	0.45	0.90	0.25	0.02	0.00	0.00	0.54	0.00	0.42
Avail Cap(c_a), veh/h	121	0	1236	115	1229	1042	460	0	0	442	0	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	34.1	0.0	8.8	36.4	13.4	7.4	26.2	0.0	0.0	29.8	0.0	28.0
Incr Delay (d2), s/veh	25.6	0.0	1.7	31.0	8.0	0.1	0.0	0.0	0.0	1.5	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.0	7.1	0.1	13.2	1.5	0.1	0.0	0.0	2.9	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	59.7	0.0	10.4	67.4	21.4	7.6	26.2	0.0	0.0	31.3	0.0	29.2
LnGrp LOS	E	A	B	E	C	A	C	A	A	C	A	C
Approach Vol, veh/h		877			1146			5				265
Approach Delay, s/veh		14.9			18.9			26.2				30.5
Approach LOS		B			B			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		16.4	5.3	51.8		16.4	9.3	47.8				
Change Period (Y+Rc), s		4.9	4.9	4.9		4.9	4.9	4.9				
Max Green Setting (Gmax), s		18.9	5.0	51.4		18.9	5.3	51.1				
Max Q Clear Time (g_c+I1), s		2.2	2.2	23.9		10.8	5.4	35.7				
Green Ext Time (p_c), s		0.0	0.0	6.7		0.7	0.0	7.2				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			18.8									
HCM 6th LOS			B									

1: Maple Ave & North Ave  
Queues

Cumulative Year 2040 With Project-PM-Mitigated

02/16/2021



Lane Group	EBL	EBT	WBL	WBT	WBR	NBT	SBL	SBT
Lane Group Flow (vph)	80	797	4	926	216	5	167	98
v/c Ratio	0.75	0.67	0.04	0.93	0.23	0.02	0.71	0.28
Control Delay	81.4	13.5	41.0	33.6	2.0	24.2	49.9	9.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	81.4	13.5	41.0	33.6	2.0	24.2	49.9	9.3
Queue Length 50th (ft)	44	205	2	414	0	1	86	0
Queue Length 95th (ft)	#128	510	13	#746	29	11	154	40
Internal Link Dist (ft)		1061		2623		1002		1256
Turn Bay Length (ft)	415							
Base Capacity (vph)	107	1213	101	1095	1011	369	305	419
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.75	0.66	0.04	0.85	0.21	0.01	0.55	0.23

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

2: Chestnut Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-PM-Mitigated

02/16/2021



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	253	372	335	83	455	156	351	482	83	73	492	243
Future Volume (veh/h)	253	372	335	83	455	156	351	482	83	73	492	243
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	266	392	237	87	479	115	369	507	61	77	518	179
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	300	717	608	110	518	439	430	885	395	97	636	284
Arrive On Green	0.18	0.41	0.41	0.07	0.29	0.29	0.13	0.26	0.26	0.06	0.19	0.19
Sat Flow, veh/h	1682	1767	1497	1682	1767	1497	3264	3357	1497	1682	3357	1497
Grp Volume(v), veh/h	266	392	237	87	479	115	369	507	61	77	518	179
Grp Sat Flow(s),veh/h/ln	1682	1767	1497	1682	1767	1497	1632	1678	1497	1682	1678	1497
Q Serve(g_s), s	13.2	14.5	9.6	4.4	22.6	5.0	9.5	11.2	2.7	3.9	12.7	9.4
Cycle Q Clear(g_c), s	13.2	14.5	9.6	4.4	22.6	5.0	9.5	11.2	2.7	3.9	12.7	9.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	717	608	110	518	439	430	885	395	97	636	284
V/C Ratio(X)	0.89	0.55	0.39	0.79	0.93	0.26	0.86	0.57	0.15	0.79	0.81	0.63
Avail Cap(c_a), veh/h	314	717	608	149	538	456	430	904	403	137	736	328
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	34.4	19.4	18.0	39.5	29.4	23.2	36.4	27.4	24.2	39.9	33.3	32.0
Incr Delay (d2), s/veh	24.3	0.9	0.4	18.3	21.7	0.3	15.8	0.8	0.2	18.4	6.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	5.8	3.2	2.3	12.3	1.8	4.6	4.5	0.9	2.1	5.6	3.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	58.7	20.3	18.4	57.8	51.1	23.5	52.2	28.2	24.4	58.3	39.5	35.0
LnGrp LOS	E	C	B	E	D	C	D	C	C	E	D	D
Approach Vol, veh/h		895			681			937			774	
Approach Delay, s/veh		31.2			47.3			37.4			40.3	
Approach LOS		C			D			D			D	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.9	27.5	9.6	39.7	15.3	21.2	19.3	30.0				
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9				
Max Green Setting (Gmax), s	7.0	23.1	7.6	34.5	11.3	18.8	16.0	26.1				
Max Q Clear Time (g_c+I1), s	5.9	13.2	6.4	16.5	11.5	14.7	15.2	24.6				
Green Ext Time (p_c), s	0.0	2.5	0.0	3.1	0.0	1.6	0.1	0.6				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				38.5								
HCM 6th LOS				D								

2: Chestnut Ave & North Ave  
Queues

Cumulative Year 2040 With Project-PM-Mitigated

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	266	392	353	87	479	164	369	507	87	77	518	256
v/c Ratio	0.90	0.55	0.44	0.64	0.95	0.28	0.90	0.55	0.16	0.61	0.78	0.51
Control Delay	70.3	24.7	5.2	61.7	61.7	2.7	64.4	31.0	0.7	61.3	42.7	8.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	70.3	24.7	5.2	61.7	61.7	2.7	64.4	31.0	0.7	61.3	42.7	8.1
Queue Length 50th (ft)	150	174	11	49	266	0	108	133	0	43	146	0
Queue Length 95th (ft)	#293	268	68	#115	#458	21	#191	185	0	#104	204	61
Internal Link Dist (ft)		2623			2622			1347			2552	
Turn Bay Length (ft)	250		150	250		150	240		150	140		150
Base Capacity (vph)	301	716	798	142	517	592	412	916	531	131	707	518
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.88	0.55	0.44	0.61	0.93	0.28	0.90	0.55	0.16	0.59	0.73	0.49

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

3: Willow Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-PM-Mitigated

02/16/2021

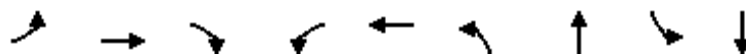


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	335	50	41	402	28	92	77	115	20	33	103
Future Volume (veh/h)	120	335	50	41	402	28	92	77	115	20	33	103
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767	1767
Adj Flow Rate, veh/h	130	364	54	45	437	30	100	84	125	22	36	112
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	9	9	9	9	9	9	9	9	9	9	9	9
Cap, veh/h	164	662	561	78	529	36	127	124	184	44	54	169
Arrive On Green	0.10	0.37	0.37	0.05	0.32	0.32	0.08	0.19	0.19	0.03	0.14	0.14
Sat Flow, veh/h	1682	1767	1497	1682	1634	112	1682	641	954	1682	378	1177
Grp Volume(v), veh/h	130	364	54	45	0	467	100	0	209	22	0	148
Grp Sat Flow(s),veh/h/ln	1682	1767	1497	1682	0	1746	1682	0	1595	1682	0	1555
Q Serve(g_s), s	3.7	8.0	1.2	1.3	0.0	12.2	2.9	0.0	6.0	0.6	0.0	4.5
Cycle Q Clear(g_c), s	3.7	8.0	1.2	1.3	0.0	12.2	2.9	0.0	6.0	0.6	0.0	4.5
Prop In Lane	1.00		1.00	1.00		0.06	1.00		0.60	1.00		0.76
Lane Grp Cap(c), veh/h	164	662	561	78	0	566	127	0	308	44	0	223
V/C Ratio(X)	0.79	0.55	0.10	0.57	0.00	0.83	0.79	0.00	0.68	0.50	0.00	0.66
Avail Cap(c_a), veh/h	272	859	728	204	0	779	211	0	682	200	0	656
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.9	12.2	10.0	23.1	0.0	15.5	22.5	0.0	18.6	23.8	0.0	20.1
Incr Delay (d2), s/veh	8.3	0.7	0.1	6.5	0.0	5.2	10.3	0.0	2.6	8.3	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	2.8	0.3	0.6	0.0	4.9	1.4	0.0	2.2	0.3	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	30.1	12.9	10.1	29.6	0.0	20.7	32.8	0.0	21.2	32.1	0.0	23.4
LnGrp LOS	C	B	B	C	A	C	C	A	C	C	A	C
Approach Vol, veh/h		548			512			309				170
Approach Delay, s/veh		16.7			21.5			25.0				24.5
Approach LOS		B			C			C				C
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	5.3	14.5	6.3	23.5	7.7	12.0	8.8	21.0				
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9				
Max Green Setting (Gmax), s	5.9	21.2	6.0	24.1	6.2	20.9	8.0	22.1				
Max Q Clear Time (g_c+I1), s	2.6	8.0	3.3	10.0	4.9	6.5	5.7	14.2				
Green Ext Time (p_c), s	0.0	1.0	0.0	2.0	0.0	0.7	0.1	1.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				20.8								
HCM 6th LOS				C								

### 3: Willow Ave & North Ave Queues

Cumulative Year 2040 With Project-PM-Mitigated

02/16/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	130	364	54	45	467	100	209	22	148
v/c Ratio	0.53	0.48	0.07	0.24	0.72	0.50	0.44	0.12	0.45
Control Delay	37.4	17.2	0.2	31.3	26.7	40.0	14.4	29.5	13.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	37.4	17.2	0.2	31.3	26.7	40.0	14.4	29.5	13.5
Queue Length 50th (ft)	46	99	0	16	144	36	31	8	12
Queue Length 95th (ft)	#132	211	0	48	#345	#112	97	29	56
Internal Link Dist (ft)		2622			2568		705		2644
Turn Bay Length (ft)	250			250		250		250	
Base Capacity (vph)	258	870	811	193	746	200	713	190	695
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.50	0.42	0.07	0.23	0.63	0.50	0.29	0.12	0.21

#### Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.

4: Peach Ave & North Ave  
 HCM 6th Signalized Intersection Summary

Cumulative Year 2040 With Project-PM-Mitigated

02/16/2021

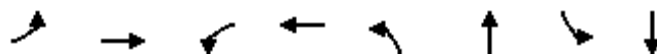


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	67	366	78	34	333	65	14	242	26	61	287	124
Future Volume (veh/h)	67	366	78	34	333	65	14	242	26	61	287	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	73	398	85	37	362	71	15	263	28	66	312	135
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	103	470	100	67	447	88	32	438	47	97	372	161
Arrive On Green	0.06	0.32	0.32	0.04	0.30	0.30	0.02	0.27	0.27	0.06	0.31	0.31
Sat Flow, veh/h	1725	1447	309	1725	1471	288	1725	1609	171	1725	1199	519
Grp Volume(v), veh/h	73	0	483	37	0	433	15	0	291	66	0	447
Grp Sat Flow(s),veh/h/ln	1725	0	1755	1725	0	1759	1725	0	1780	1725	0	1718
Q Serve(g_s), s	2.4	0.0	14.8	1.2	0.0	13.2	0.5	0.0	8.2	2.2	0.0	14.0
Cycle Q Clear(g_c), s	2.4	0.0	14.8	1.2	0.0	13.2	0.5	0.0	8.2	2.2	0.0	14.0
Prop In Lane	1.00		0.18	1.00		0.16	1.00		0.10	1.00		0.30
Lane Grp Cap(c), veh/h	103	0	570	67	0	535	32	0	485	97	0	533
V/C Ratio(X)	0.71	0.00	0.85	0.55	0.00	0.81	0.47	0.00	0.60	0.68	0.00	0.84
Avail Cap(c_a), veh/h	194	0	761	179	0	747	179	0	747	203	0	744
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	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.7	0.0	18.2	27.3	0.0	18.6	28.1	0.0	18.3	26.8	0.0	18.6
Incr Delay (d2), s/veh	8.7	0.0	6.8	7.0	0.0	4.6	10.3	0.0	1.2	8.0	0.0	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	6.4	0.6	0.0	5.5	0.3	0.0	3.2	1.1	0.0	5.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.4	0.0	25.0	34.3	0.0	23.2	38.5	0.0	19.5	34.8	0.0	24.6
LnGrp LOS	D	A	C	C	A	C	D	A	B	C	A	C
Approach Vol, veh/h		556			470			306			513	
Approach Delay, s/veh		26.4			24.1			20.4			25.9	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	7.3	20.7	6.2	23.7	5.1	22.9	7.5	22.5				
Change Period (Y+Rc), s	4.0	4.9	4.0	4.9	4.0	4.9	4.0	4.9				
Max Green Setting (Gmax), s	6.8	24.3	6.0	25.1	6.0	25.1	6.5	24.6				
Max Q Clear Time (g_c+I1), s	4.2	10.2	3.2	16.8	2.5	16.0	4.4	15.2				
Green Ext Time (p_c), s	0.0	1.4	0.0	2.0	0.0	1.9	0.0	1.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				24.7								
HCM 6th LOS				C								

4: Peach Ave & North Ave  
Queues

Cumulative Year 2040 With Project-PM-Mitigated

02/16/2021



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Lane Group Flow (vph)	73	483	37	433	15	291	66	447
v/c Ratio	0.40	0.68	0.22	0.74	0.09	0.56	0.35	0.72
Control Delay	40.0	25.1	36.1	30.1	34.4	26.5	37.8	26.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	40.0	25.1	36.1	30.1	34.4	26.5	37.8	26.8
Queue Length 50th (ft)	31	140	15	161	6	112	27	143
Queue Length 95th (ft)	#85	#393	47	#338	25	193	71	#344
Internal Link Dist (ft)		2568		5258		1085		2528
Turn Bay Length (ft)	250		250		250		250	
Base Capacity (vph)	192	830	177	753	177	749	200	796
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.58	0.21	0.58	0.08	0.39	0.33	0.56

Intersection Summary

# 95th percentile volume exceeds capacity, queue may be longer.  
Queue shown is maximum after two cycles.



# APPENDIX I

## SOURCES REFERENCED

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