KD Anderson & Associates, Inc.
Transportation Engineers

October 9, 2020

Mr. Mathew Buggert, Environmental Planner
Wood Environment & Infrastructure
104 West Anapamu Street, Suite 204A
Santa Barbara, CA 93101

RE: TRAFFIC ASSESSMENT FOR MENDOTA CANNABIS FACILITY, MENDOTA, CALIFORNIA

Dear Mr. Buggert:

Thank you for contacting our firm regarding the cannabis facility in Mendota, California. As we understand from the project description the proposed project is a guard-gated and secure cannabis cultivation facility on approximately 50 acres located ¼ mile east of W. Belmont Ave. and approximately ½ mile north of Guillan Park Dr. in the City of Mendota.

Project Characteristics

Description. The project proposes outdoor cannabis cultivation on roughly 45 acres. The project will construct cannabis processing facility structures and modular ancillary buildings that would provide employee break areas and restrooms. The site plan includes 64 parking spaces.

Access. Access to the site will run from the point where the pavement currently ends at Belmont Avenue. From that point a 24 foot wide paved road will run for about 2,000 feet easterly and adjacent to the north side of the solar farm and along the north project boundary to the site access.

Business Operations. The project will generate automobile and truck traffic as a result of employee commute activities as well as from deliveries to and from the site by truck and van. The project is expected to employ 60 persons during harvest, while the number employed at the site on a regular basis outside of harvest will be less. The anticipated daily working schedule for employees is unknown.

Truck activities would occur at various times. Delivery schedules for nutrients and general supplies to the site could occur once every week or two. Nutrients are typically shipped via a single-unit truck. State mandated cannabis waste pick-up typically occurs every two months, and single unit trucks would also be used for this purpose. It is anticipated there could be up to three (3) deliveries on a weekday should all schedules coincide, not including general mail delivery from the U.S. Postal Service. It is anticipated there will be days with no deliveries.

Outdoor cultivation of cannabis is proposed to occur year-round, with one or two harvests anticipated to occur each year. Distribution operations would involve delivery/loading of cannabis product up to 5 times using single unit trucks or vans during an 8-hour operational period each day.

Trip Generation. The amount of vehicle traffic associated with the project is described in terms of vehicle "trips". Each roundtrip is comprised of one vehicle trip in and one vehicle trip out or two trips total. For this project the number of trips will vary from day to day based on the level of delivery and shipment activity that occurs on a particular day.

To provide a "worst case" assessment of daily traffic, the following assumptions have been made:

- All 60 peak season employees will generate trips that are "new" to the site
- All weekly deliveries to the site occur on the same day
- All five shipments from the site occur on the "worst case" day

As noted in Table 1, on a "worst case" basis the project could generate 140 daily vehicle trips in the peak season, of which 16 would be trucks / vans and 124 would be automobiles.

TABLE 1
TRIP GENERATION ESTIMATE

Activity	Quantity	Schedule	Trip Rate per day	Daily Trips			PM Peak Hour Trips	
				Total	Truck and Vans	Cars	In	Out
Employee Commute	60	Daily	2 per employee	120	0	120	0	30
Miscellaneous Deliveries	2	Daily	2 per delivery	4	0	4	1	1
Deliveries to the Site	3	Weekly	2 per delivery	6	6	0	1	1
Shipments from the Site	5	Daily during harvest	2 per shipment	10	10	0	1	1
Total				140	16	124	3	33

A portion of the project's daily traffic may fall within typical peak commute hours that are the subject of traffic analysis under Fresno County traffic study guidelines (i.e., 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.). Typically, employee commute activity comprises the majority of peak hour trips. For this analysis it was assumed that the share of the daily traffic accompanying cannabis facilities falling in peak hours would be similar to the share identified for other employment related businesses. For example, ITE data indicates that a.m. or p.m. peak hour traffic associated with light industrial and manufacturing uses represents 12% to 17% of the daily trip generation. For this analysis it has been very conservatively assumed that employee commute traffic in the peak hour will represent 25% of the daily employee trip generation estimate. Similarly, the directional distribution of peak hour trips will likely mimic the patterns of these uses. For industrial and manufacturing uses 77% to 88% of the a.m. peak hour trips are inbound, and 69% to 87% of the p.m. peak hour trips were outbound. For this analysis it has been conservatively assumed that 100% of the a.m. employee trips will be inbound and 100% of the p.m. trips will be outbound.

KDA

The peak hour characteristics of non-employee travel have been assumed to follow typical patterns observed on public streets. 10% of the daily traffic is assumed to occur in both the a.m. and p.m. peak hours.

Under these assumptions the project could be expected to generate 36 p.m. peak hour trips during harvest, and a similar total would be achieved in the a.m. peak hour.

Trip Distribution. All site traffic would be oriented to SR 180 for regional access. At that point traffic oriented to Fresno would turn onto SR 180 to the south, while traffic oriented to Mendota or onto SR 33 would turn onto SR 180 to the north. Delivery vehicles and vans making shipments will be utilizing the same route as the employees. During peak traffic hours the majority of project trips would be made by employees traveling to and from their homes, and the location of the residences of seasonal and regular employees is unknown. For this assessment it has been assumed that during the harvest season ½ of the traffic will be oriented north on SR 180 and ½ would be oriented to the south.

Existing Setting

Circulation System. The project site is located east of State Route 180 beyond the UPRR and Mendota airfield, as noted in Figure 1. The following streets and intersections serve the area of the project.

State Route 180 (Oller Street) is the primary arterial through the City of Mendota. SR 180 provides access to the City of Fresno to the east and terminates at the intersection with SR 33 in the northwest corner of Mendota. The highway has two lanes in each direction within Mendota, from Belmont Avenue (W) north to SR 33. The roadway narrows to a two-lane facility south of Belmont Avenue (W). Caltrans' Transportation Concept Report[1] (TCR) for the highway indicates that the ultimate plan for both segments is a four-lane expressway. A Route Adoption Study was completed in March 2013 that analyzed a plan line to connect SR 180 (beginning at SR 33) to I-5. In 2002, the policy board of the Council of Fresno County Governments (COFCG) supported the Caltrans District 6 proposal to add SR 180-West between Route 99 and I-5, to the National Highway System (NHS) routes.

The most recent traffic volume data reported by the California Department of Transportation (Caltrans) indicates that in 2018 SR 180 carried an Average Annual Daily Traffic (AADT) volume of 10,600 vehicles per day south of the SR 33 junction, 6,700 north of the Belmont Avenue (W) intersection and 7,300 AADT south of Belmont Avenue (W). Caltrans data indicates that trucks comprise 9% of the daily traffic on SR 180.

[1] State Route 180 Transportation Concept Report, February 2014

Belmont Avenue is an east-west Arterial street that runs along the south side of Mendota. Today the western segment of Belmont Avenue extends west from a "tee" intersection on SR 180 across SR 33 and into Rural Fresno County. The portion of Belmont Avenue west of SR 180 is a two-lane roadway with continuous Two-Way Left-Turn lane and Class 2 Bike lanes. The Mendota General Plan indicate that this roadway carried peak hour volumes that were equivalent to roughly 3,000 vehicles per day (vpd) when that document was prepared.

Belmont Avenue (E) also extends easterly beyond SR 180 and would provide access to the project site. This segment is designated a two-lane Industrial Collector street in the circulation element and originates at a "tee" intersection on SR 180 roughly 800 feet to the south of the Belmont Avenue (W) intersection. From that point the road crosses the UPRR and turns northerly along the east side of the airport. The portion of Belmont Avenue from SR 180 to the UPRR is a four-lane facility but narrows to a two-lane roadway through the Marie Street intersection about 100 feet east of the railroad. The paved two-lane section continues for about ½ mile and ends roughly 320 feet from the existing solar farm. Based on interpolation of the weekday peak hour traffic volume counts collected for this study, the daily traffic volume on Belmont Avenue east of SR 180 is estimated to be roughly 500 vpd.

Marie Street and ***Guillan Park Drive*** are local streets that intersect Belmont Avenue in the area east of the UPRR. Marie Street extends north along the west side of the railroad to an intersection on 9th Street near its UPRR crossing and continues its northern terminus at 2nd Street. Guillan Park Drive intersects Belmont Avenue (E) about 375 feet north of Marie Street and extends easterly.

The ***SR 180 / Belmont Avenue (E) intersection*** is a "tee" controlled by a stop sign on the westbound Belmont Avenue approach. The SR 180 approaches have single lanes, and no left turn lane is available on the state highway. The Belmont Avenue approach has separate left turn and right turn lanes, and the intersection is wide enough to accommodate truck turns. Streetlights exist on the northeast and southwest corners. No crosswalks are striped at this intersection.

The ***UPRR Crossing on Belmont Avenue (E)*** is equipped with cantilevered flashing-light signals combined with automatics gates. Warning signs and crossing pavement markings exist on both approaches.

Transit Services. Fresno County Rural Transit Agency (FCRTA) services are currently available to the elderly (60 yrs+), disabled, low income and general public patrons within 13 incorporated cities of Fresno County. Limited service is available to neighboring counties. Currently, the FCRTA has 18 transit subsystems that are offered on a demand responsive and/or scheduled, fixed route basis. Scheduled, multiple roundtrips, intercity service is provided to Mendota through Kerman to the Fresno-Clovis Metropolitan Area and to Firebaugh, Monday through Friday, by the Westside Transit system. Demand responsive services are also available Monday through Friday. In accordance with the Clean Air Act, all of FCRTA's vehicles are alternatively fueled by propane, compressed natural gas or electric batteries.

Active Transportation. The Fresno County Regional Active Transportation Plan (ATP) describes facilities in Mendota. Pedestrian circulation is currently provided by the 45.4 miles

sidewalk system in residential and commercial neighborhoods throughout the City. There are no Class I bike paths in Mendota, but 1.2 miles of Class II bike lanes exist. The closest bike lanes are on Belmont Avenue (W) west of SR 180. The ATP suggests that Class II bike lanes should be developed on SR 180 in the future and that a Class I bike trail should be installed along Marie Street.

Rail Facilities. The City of Mendota is bisected by a branchline of the Union Pacific Railroad and is operated by the San Joaquin Valley Railroad Company. Movement between the western and eastern portions of the City is severely restricted by the railroad line. The only crossing within the central portion of the City is via 9th Street. One additional crossing occurs in the northwest where SR 33 crosses the tracks and provides access via the intersection with Bass Avenue. The Surface Transportation Board and the California Public Utilities Commission (PUC) have historically exercised strict control over railroad operations, including shipping rates and the abandonment, construction, relocation and consolidation of railroad rights-of-way.

Airport Facilities. The Mendota Municipal Airport is classified as a basic utility airport. The City Manager of Mendota also serves as the Airport Manager. The Fresno County Airport Land Use Commission (ALUC) reviews plan amendments, rezoning applications, zoning ordinance text amendments, airport master plans and building regulations when located in the review area of Fresno County airports.

Roadway Capacity / Safety. The City of Mendota General Plan describes the traffic operating conditions on City streets and at intersections in terms of Level of Service, and policy C 1.2 describes City goals for the operation of its streets.

> *POLICY C-1.2 Seek to maintain operations on all roadways and intersections at Level of Service C or better at all times, including peak travel times, unless maintaining this Level of Service would, in the City's judgment, be infeasible and/or conflict with the achievement of other goals. Congestion in excess of Level of Service C may be accepted in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or a City-initiated project.*

The capacity of rural roadways is predicated on many factors, including roadway width, terrain, etc. The typical minimum pavement width for two-way travel is established as 18 feet by the Highway Capacity Manual (HCM) and the American Association of State Highway and Transportation Officials (AASHTO) *Guide to the Geometric Design of Streets and Highways (2018).* The *California Fire Code* is used by Fresno County's fire districts as part of their evaluation of development project, and section 503.2.1 describes the need for 20-foot paved width to accommodate fire apparatus.

The *Caltrans SR 180 Transportation Concept Report, 2014* (SR 180 TCR) indicates that SR 180 north of Belmont Avenue (W) operates at LOS C and is expected to continue to operate at LOS C into the foreseeable future. The two-lane segment south from Belmont Avenue to Panoche Road is reported to operate at LOS D and was projected to operate at LOS E in the Year 2035.

The Mendota General Plan EIR described current traffic operations at major intersections and roadway segments during peak hours. The Level of Service at SR 180 / Belmont Avenue (W) intersection was LOS B. The Level of Service on Belmont Avenue west of SR 180 was LOS B in the a.m. peak hour and LOS C in the p.m. peak hour. East of SR 180, the roadway provides LOS C in the a.m. peak hour and LOS B in the p.m. peak hour.

The SR 180 / Belmont Avenue (E) intersection provides the only access to the project site. New weekday a.m. and p.m. peak hour traffic counts were conducted in January 2020 at this location to establish the current Level of Service. Based on the methods contained in the 2010 Highway Capacity Manual (HCM) the westbound approach at this location operates LOS B. Based on methods contained in the Manual of Uniform Traffic Control Devices (MUTCD) current peak hour traffic volumes fall far below the level that would justify an all-way stop or traffic signal.

Project Impacts

Vehicle Miles Traveled (VMT). SB 743 requires lead agencies to move from a Level of Service based analysis under CEQA to an approach that is based on regional Vehicle Miles Traveled (VMT). The CEQA Guidelines and the California Governor's Office of Planning and Research (OPR) document *Technical Advisory on Evaluating Transportation Impacts in CEQA* (California Governor's Office of Planning and Research 2018) encourage all public agencies to develop and publish thresholds of significance to assist with determining when a project would have significant transportation impacts based on the new metric of VMT, rather than operating Level of Service (LOS). The CEQA Guidelines generally state that projects that decrease VMT can be assumed to have a less than significant transportation impact. The CEQA Guidelines do not provide any specific criteria on how to determine what level of project VMT would be considered a significant impact.

Fresno County and the City of Mendota have not yet adopted methods for estimating regional VMT or significance criteria for evaluating impacts based on VMT. However the Fresno Council of Governments (FCOG) has published draft guidelines that make use of the Fresno County regional travel demand forecasting model and expand upon OPR guidance (https://www.fresnocog.org/project/sb743-regional-guidelines-development/). Those guidelines recommend that a project first be subject to a screening analysis to determine the extent of VMT analysis that is necessary. That screening identifies projects that can be reasonably assumed to have less than significant VMT impacts based on criteria such as:

- Projects in low-VMT generating areas
- Project along high quality transit corridors
- Locally serving retail projects
- Project with low trip generation
- Affordable housing projects

Of the screening criteria, the low trip generation measure is applicable to this project. FCOG guidelines suggest that projects generating 500 or fewer daily trips be considered less than

significant. The project's seasonal daily trip generation estimate of 140 daily trips falls below that level, and as a result, the project's impact to regional VMT is not significant.

Traffic Effects. The addition of the project's seasonal peak traffic to the study area circulation system would not have an appreciable effect of traffic operations. Current Levels of Service on study area roadway segments would not change as a result of additional traffic caused by the project. The Level of Service at the SR 180 / Belmont Avenue (E) intersection would be unaffected by project traffic, and LOS B conditions would remain.

From the standpoint of traffic safety, the development of a paved roadway to the project entrance would provide suitable access for automobiles, vans and trucks. The amount of traffic added by the project would not justify improvements to other roadway or intersections. The addition of project trips would not affect the operation of the existing UPRR crossing on Belmont Avenue (E). The project would, however, contribute its fair share to the cost of regional circulation system improvements by paying any adopted mitigation fees.

The project could generate pedestrian and bicycle activity and some employees might elect to use existing transit service in Mendota. However, the number of persons walking, riding a bike or using transit would be relatively small based on typical Fresno County commute modal split patterns. This additional activity would not warrant construction of specific pedestrian, or bicycle improvements nor changes to current transit operations. The project's impact to alternative transportation modes is not significant.

Thank you for your attention to these materials. Please feel free to contact me if you have any questions or need more information.

Sincerely Yours,

KD Anderson & Associates, Inc.

Kenneth D. Anderson, P.E.
President

Attachment: traffic counts, LOS calculations

KDA

Prepared by National Data & Surveying Services

SR 180/San Benito Ave & W Belmont Ave

Peak Hour Turning Movement Count

ID: 20-07013-001
City: Mendota

Day: Tuesday
Date: 01/14/2020

PEAK HOURS
AM: 07:00 AM - 08:00 AM
NOON: NONE
PM: 04:30 PM - 05:30 PM

COUNT PERIODS
AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SR 180/San Benito Ave — SOUTHBOUND

AM	0	209	6	1	350	AM
NOON	0	0	0	0	0	NOON
PM	0	328	4	0	393	PM

W Belmont Ave — EASTBOUND

AM	NOON	PM	
0	0	0	⇦
0	0	0	↶ 0
0	0	0	→ 0
0	0	0	↷ 0
0	0	0	⇩
AM	NOON	PM	

W Belmont Ave — WESTBOUND

PM	NOON	AM	
2	0	2	0 ↶
0	0	0	0 ←
7	0	5	0 ↷
0	0	0	0 ↷
10	0	18	⇨
PM	NOON	AM	

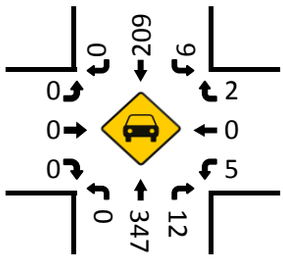
CONTROL
0

TEV	582 AM	0 NOON	738 PM
PHF	0.81		0.95

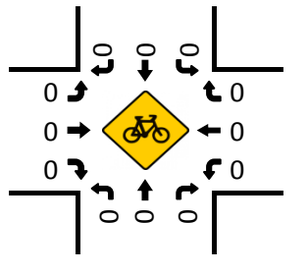
SR 180/San Benito Ave — NORTHBOUND

PM	335	0	0	391	6	PM
NOON	0	0	0	0	0	NOON
AM	214	0	0	347	12	AM

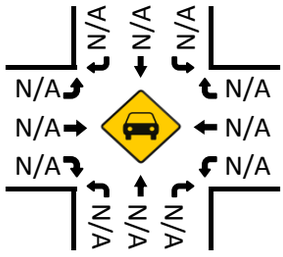
Total Vehicles (AM)



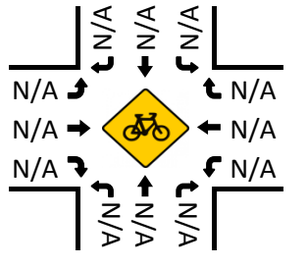
Bikes (AM)



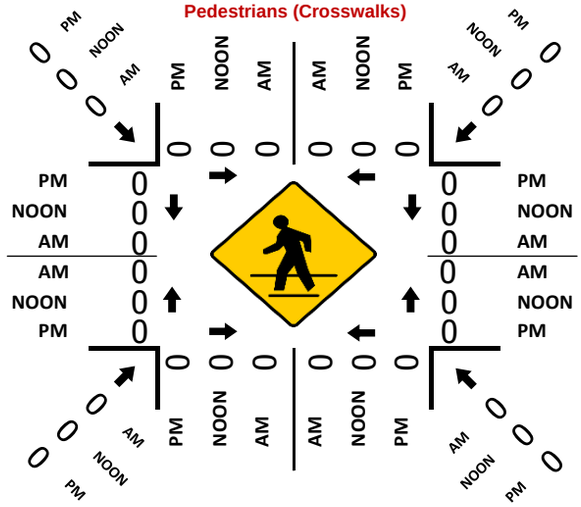
Total Vehicles (Noon)



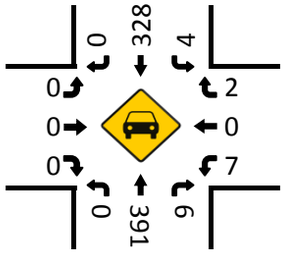
Bikes (NOON)



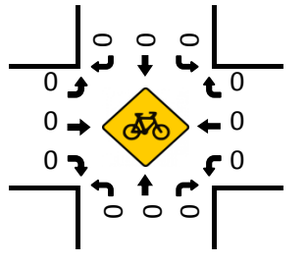
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 180/San Benito Ave & W Belmont Ave
City: Mendota
Control:

Project ID: 20-07013-001
Date: 1/14/2020

Total

NS/EW Streets:	SR 180/San Benito Ave				SR 180/San Benito Ave				W Belmont Ave				W Belmont Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	72	1	0	2	55	0	0	0	0	0	0	0	0	1	0	131
7:15 AM	0	72	3	0	1	43	0	1	0	0	0	0	2	0	0	0	122
7:30 AM	0	92	1	0	2	52	0	0	0	0	0	0	2	0	0	0	149
7:45 AM	0	111	7	0	1	59	0	0	0	0	0	0	1	0	1	0	180
8:00 AM	0	41	0	0	3	74	0	0	0	0	0	0	0	0	2	0	120
8:15 AM	0	49	0	0	2	52	0	0	0	0	0	0	2	0	4	0	109
8:30 AM	0	46	1	0	0	50	0	0	0	0	0	0	1	0	0	0	98
8:45 AM	0	36	1	0	0	46	0	0	0	0	0	0	2	0	0	0	85
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	519	14	0	11	431	0	1	0	0	0	0	10	0	8	0	994
APPROACH %'s :	0.00%	97.37%	2.63%	0.00%	2.48%	97.29%	0.00%	0.23%					55.56%	0.00%	44.44%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	347	12	0	6	209	0	1	0	0	0	0	5	0	2	0	582
PEAK HR FACTOR :	0.000	0.782	0.429	0.000	0.750	0.886	0.000	0.250	0.000	0.000	0.000	0.000	0.625	0.000	0.500	0.000	0.808
		0.761				0.900								0.875			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	80	1	0	0	65	0	0	0	0	0	0	2	0	5	0	153
4:15 PM	0	94	0	0	0	80	0	0	0	0	0	0	3	0	1	0	178
4:30 PM	0	89	1	0	1	98	0	0	0	0	0	0	4	0	1	0	194
4:45 PM	0	102	2	0	1	67	0	0	0	0	0	0	3	0	0	0	175
5:00 PM	0	99	0	0	2	74	0	0	0	0	0	0	0	0	1	0	176
5:15 PM	0	101	3	0	0	89	0	0	0	0	0	0	0	0	0	0	193
5:30 PM	0	76	1	0	0	85	0	0	0	0	0	0	5	0	1	0	168
5:45 PM	0	73	1	0	1	67	0	0	0	0	0	0	0	0	0	0	142
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	714	9	0	5	625	0	0	0	0	0	0	17	0	9	0	1379
APPROACH %'s :	0.00%	98.76%	1.24%	0.00%	0.79%	99.21%	0.00%	0.00%					65.38%	0.00%	34.62%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	0	391	6	0	4	328	0	0	0	0	0	0	7	0	2	0	738
PEAK HR FACTOR :	0.000	0.958	0.500	0.000	0.500	0.837	0.000	0.000	0.000	0.000	0.000	0.000	0.438	0.000	0.500	0.000	0.951
		0.954				0.838								0.450			

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	2	347	12	7	209
Future Vol, veh/h	5	2	347	12	7	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	6	2	428	15	9	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	712	436	0	0	443	0
Stage 1	436	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.19	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.281	-
Pot Cap-1 Maneuver	389	606	-	-	1081	-
Stage 1	637	-	-	-	-	-
Stage 2	755	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	385	606	-	-	1081	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	637	-	-	-	-	-
Stage 2	747	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.5	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	385	606	1081	-
HCM Lane V/C Ratio	-	-	0.016	0.004	0.008	-
HCM Control Delay (s)	-	-	14.5	11	8.4	0
HCM Lane LOS	-	-	B	B	A	A
HCM 95th %tile Q(veh)	-	-	0	0	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	2	391	6	4	328
Future Vol, veh/h	7	2	391	6	4	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	7	2	412	6	4	345

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	768	415	0	0	418	0
Stage 1	415	-	-	-	-	-
Stage 2	353	-	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.19	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.281	-
Pot Cap-1 Maneuver	360	623	-	-	1104	-
Stage 1	652	-	-	-	-	-
Stage 2	696	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	359	623	-	-	1104	-
Mov Cap-2 Maneuver	359	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	359	623	1104	-
HCM Lane V/C Ratio	-	-	0.021	0.003	0.004	-
HCM Control Delay (s)	-	-	15.2	10.8	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	4	347	29	23	209
Future Vol, veh/h	6	4	347	29	23	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	81	81	81	81	81	81
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	7	5	428	36	28	258

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	760	446	0	0	464	0
Stage 1	446	-	-	-	-	-
Stage 2	314	-	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.19	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.281	-
Pot Cap-1 Maneuver	364	598	-	-	1061	-
Stage 1	631	-	-	-	-	-
Stage 2	725	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	353	598	-	-	1061	-
Mov Cap-2 Maneuver	353	-	-	-	-	-
Stage 1	631	-	-	-	-	-
Stage 2	703	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.7	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	353	598	1061	-
HCM Lane V/C Ratio	-	-	0.021	0.008	0.027	-
HCM Control Delay (s)	-	-	15.4	11.1	8.5	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0	0.1	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	18	391	7	6	328
Future Vol, veh/h	24	18	391	7	6	328
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	65	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	9	9	9	9	9	9
Mvmt Flow	25	19	412	7	6	345

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	773	416	0	0	419	0
Stage 1	416	-	-	-	-	-
Stage 2	357	-	-	-	-	-
Critical Hdwy	6.49	6.29	-	-	4.19	-
Critical Hdwy Stg 1	5.49	-	-	-	-	-
Critical Hdwy Stg 2	5.49	-	-	-	-	-
Follow-up Hdwy	3.581	3.381	-	-	2.281	-
Pot Cap-1 Maneuver	358	622	-	-	1103	-
Stage 1	651	-	-	-	-	-
Stage 2	693	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	355	622	-	-	1103	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.8	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	355	622	1103	-
HCM Lane V/C Ratio	-	-	0.071	0.03	0.006	-
HCM Control Delay (s)	-	-	15.9	11	8.3	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.2	0.1	0	-