

## **APPENDIX D**

# **TRAFFIC IMPACT STUDY**

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# **TRAFFIC IMPACT STUDY**

**EAST HUNTSMAN AVENUE INDUSTRIAL PARK PROJECT  
REEDLEY, CALIFORNIA**

**LSA**

December 2023

# TRAFFIC IMPACT STUDY

## EAST HUNTSMAN AVENUE INDUSTRIAL PARK PROJECT REEDLEY, CALIFORNIA

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Project No. 20231045.02



December 2023

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## LIST OF ABBREVIATIONS AND ACRONYMS

ABM	Activity-Based Model
AWSC	All-Way Stop Control
CEQA	California Environmental Quality Act
COG	(Fresno) Council of Governments
County	County of Fresno
CSTDM	California Statewide Travel Demand Model
DART	Dinuba Area Regional Transit
FCRTA	Fresno County Rural Transit Agency
FDOT	Florida Department of Transportation
HCM	<i>Highway Capacity Manual</i>
HCM 7	<i>Highway Capacity Manual 7<sup>th</sup> Edition</i>
HDM	(Caltrans) <i>Highway Design Manual</i>
ITE	Institute of Transportation Engineers
LOS	Level of Service
mph	Miles Per Hour
NCHRP	National Cooperative Highway Research Program
OPR	Office of Planning and Research
OWSC	One-Way Stop Control
PCE	Passenger Car Equivalent
PV	Passenger Vehicles
SB 743	Senate Bill 743
TIS	Transportation Traffic Impact Study
TWSC	Two-Way Stop Control
TPA	Transit priority Area
v/c	Volume to Capacity
VMT	Vehicle Miles Traveled

## 1.0 INTRODUCTION

The Traffic Impact Study (TIS) has been prepared to assess the potential circulation impacts associated with the proposed East Huntsman Avenue Industrial Park (project) in Fresno County (County) and proposed to be annexed in the City of Reedley (City). The project site is bounded by agricultural lands on the north, and east, agricultural lands and a channel on the west, and Huntsman Avenue on the south. Figure 1-1 illustrates the regional and project location (Figures and tables are provided at the end of each chapter).

While Level of Service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, the project needs to demonstrate consistency with the General Plan goals and policies of the City and County, since project traffic will be affecting the surrounding roadway circulation network under the jurisdiction of the City and the County. Therefore, this TIS includes a detailed LOS study. Both the City and County follows the *Draft Guidelines for the Preparation of Traffic Impact Studies within the County of Fresno* (TIS Guidelines), dated May 2018. Therefore, the LOS study has been prepared in accordance with the recommended methodology included in the TIS Guidelines.

Additionally, pursuant to CEQA, a VMT (Vehicle Miles Traveled) analysis was conducted for the project. The City follows the *Fresno County SB 743 Implementation Regional Guidelines*, dated January 2021 (VMT Guidelines) for CEQA VMT analysis purposes. Therefore, the VMT analysis was conducted using the screening criteria, recommended methodology, significant thresholds included in the VMT Guidelines.

The scope of work for this TIS, including trip generation, trip distribution, study area, LOS analysis methodologies, and VMT analysis methodology has been approved by the City and County staff via the Scoping Agreement process. A copy of the Scoping Agreement is included as Appendix A.

This study examines traffic operations in the vicinity of the proposed project under the following six scenarios:

- Existing conditions;
- Existing Plus Project conditions;
- Near-term Without Project conditions;
- Near-term Plus Project conditions;
- Cumulative Without Project conditions; and
- Cumulative Plus Project conditions.

Traffic operations at the study intersections and study roadway segments were analyzed during the weekday a.m. and p.m. peak hours. Within the TIS Guidelines, the a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.



## 1.1 PROJECT DESCRIPTION

The project site is currently used for growing agricultural crops and contains agricultural support buildings and one single-family residence. The proposed project would divide the 42-acre project site into 26 lots, which would be developed with office/retail, warehouse, and truck maintenance facilities. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.

Access to the site will be provided via two driveways on Huntsman Avenue. A third driveway is proposed in the site plan on the northern side of the project. However, since it is not currently connected to the existing circulation system, this driveway is not anticipated to have any project trips. Figure 1-2 illustrates the conceptual site plan for the project.

## 1.2 STUDY AREA

Based on the County's TIS Guidelines, any intersection where the project is projected to add 10 or more peak hour trips should be included in the TIS. However, it should be noted that the County's TIS Guidelines were developed primarily to address traffic operations in rural areas. Since the project is located within the City's sphere of influence (suburban settings), intersections where the project is estimated to add 50 or more peak hour trips were considered for evaluation. Study intersections and roadway segments considered for the analysis were finalized during the TIS scoping agreement process and based on the discussion with City and County staff.

### 1.2.1 Study Intersections

Based on the approved scoping agreement and recommendations from City and County staff, the intersections analyzed in this study are as follows:

1. Buttonwillow Avenue/Dinuba Avenue (Reedley);
2. Englehart Avenue/Dinuba Avenue (County of Fresno);
3. Buttonwillow Avenue/Huntsman Avenue (Reedley);
4. Englehart Avenue/Huntsman Avenue (County of Fresno);
5. Project Driveway 1/Huntsman Avenue (County of Fresno); and
6. Project Driveway 2/Huntsman Avenue (County of Fresno).

Figure 1-3 illustrates the study area intersections.

### 1.2.2 Roadway Segments

Based on the approved scoping agreement and recommendations from City and County staff (Appendix A), roadway segments analyzed in this study are as follows:

#### Buttonwillow Avenue

1. Between Dinuba Avenue and Huntsman Avenue (City of Reedley);
2. Between Huntsman Avenue and Reedley City Limit (City of Reedley);
3. Between Reedley City Limits and Floral Avenue (Fresno County);

#### Englehart Avenue

4. Between Dinuba Avenue and Huntsman Avenue (Fresno County);

5. Between Huntsman Avenue and Floral Avenue (Fresno County);

Dinuba Avenue

6. Between Buttonwillow Avenue and Englehart Avenue (City of Reedley);

Huntsman Avenue

7. Between Buttonwillow Avenue and the project site (City of Reedley/Fresno County); and
8. Between project site and Englehart Avenue (Fresno County).

For each roadway segment, the highest volume on any part of the segment has been considered as the analysis volume for the entire segment as a conservative approach.

### 1.3 LIST OF CHAPTER 1.0 FIGURES

- Figure 1-1: Regional and Project Location
- Figure 1-2: Conceptual Site Plan
- Figure 1-3: Study Area Intersections

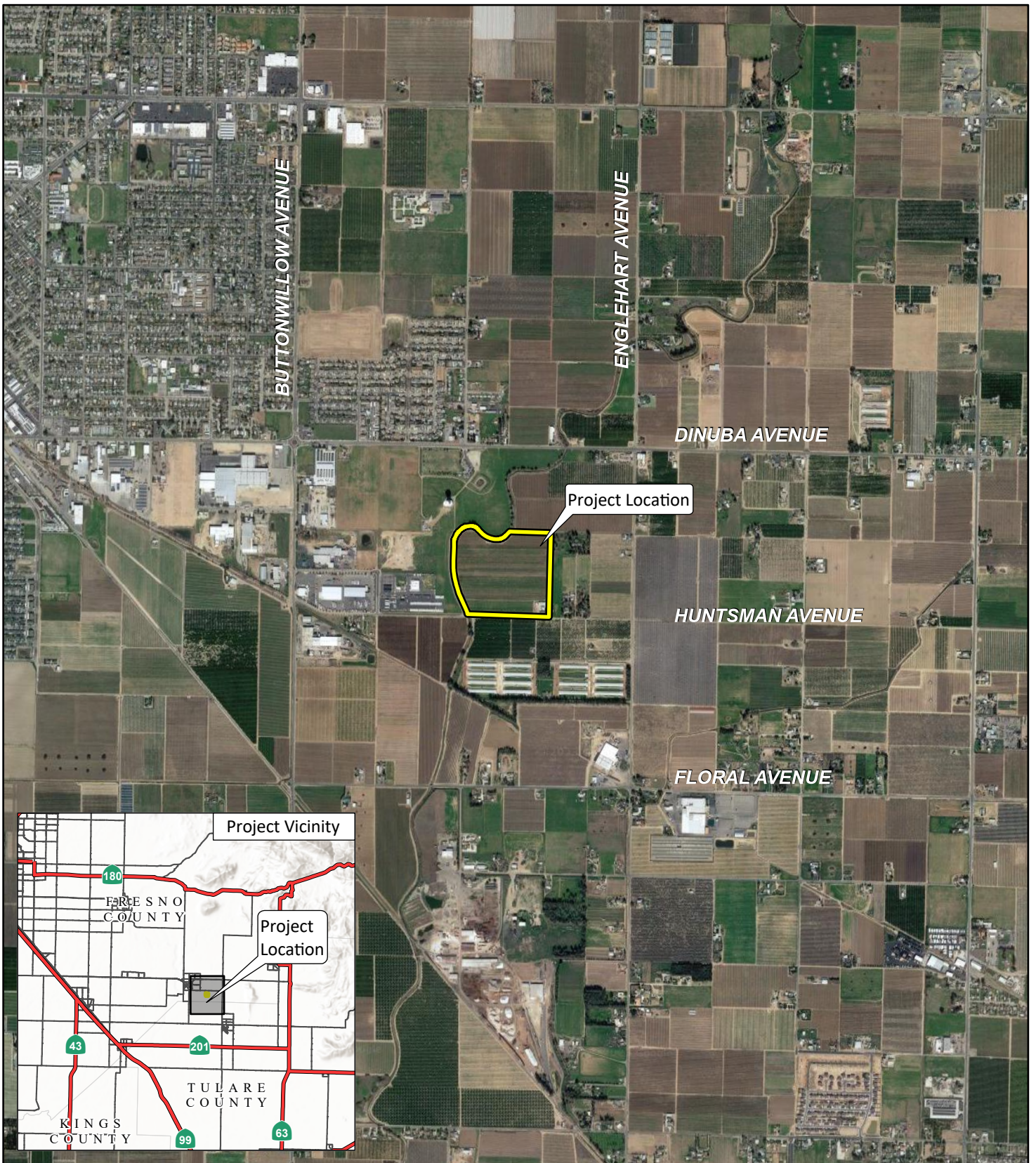
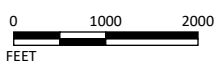


FIGURE 1-1

LSA

LEGEND

 Project Location



SOURCE: Google Earth, 2022.

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*East Huntsman Industrial Park Project  
Traffic Impact Study  
Regional and Project Location*



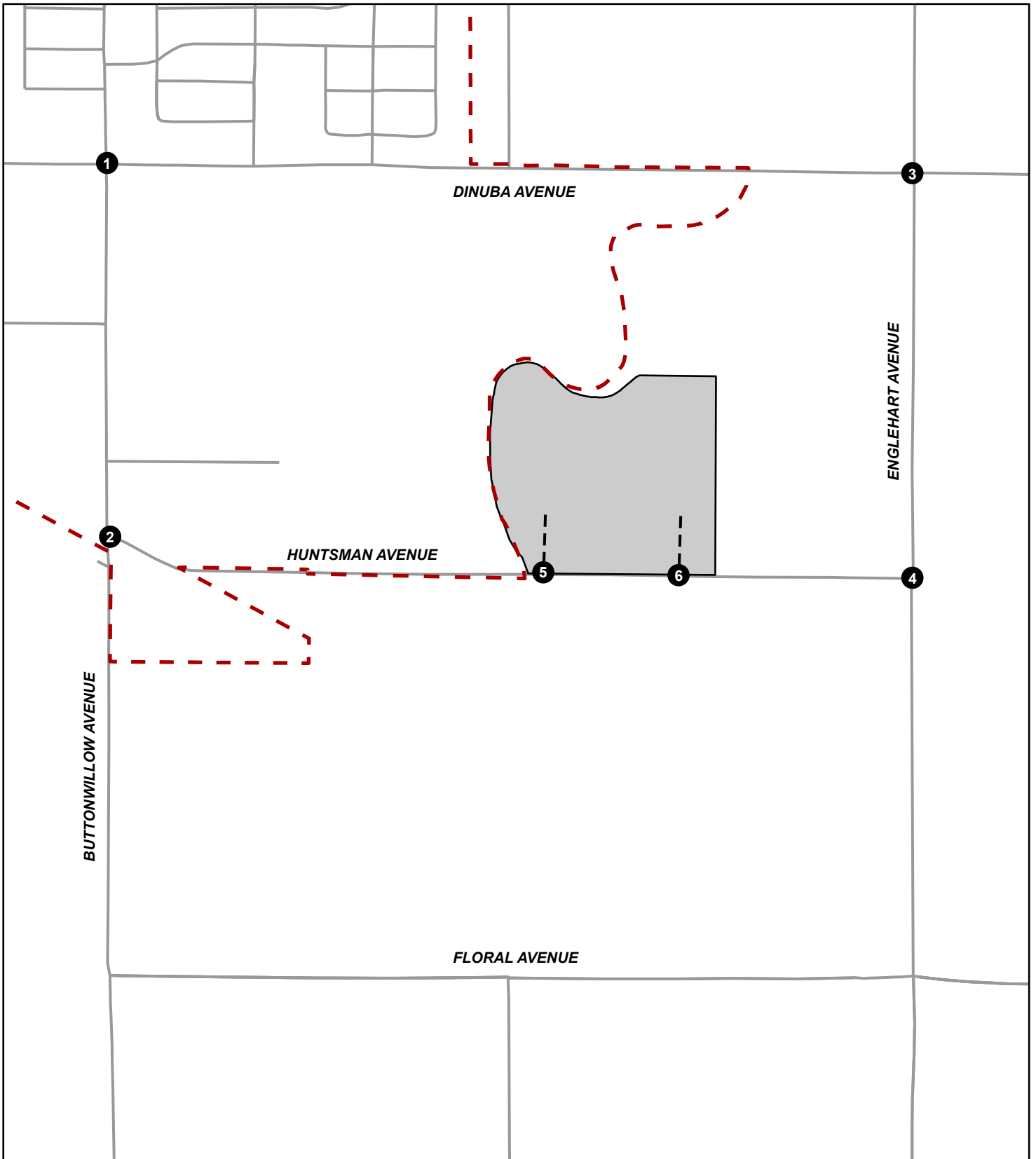


FIGURE 1-3

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- Study Intersections
- Project Driveway
- Project Location
- ⋯ Reedley City Limits



Google Earth, 2022

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*East Huntsman Industrial Park Project  
Traffic Impact Study  
Study Area Intersections*

## 2.0 ANALYSIS METHODOLOGY

### 2.1 LEVEL OF SERVICE DEFINITIONS

LOS can be characterized for the whole intersection, each intersection approach, and by each lane group. Control delay alone is used to characterize LOS for the entire intersection. Control delay quantifies the increase in travel time due to the traffic signal control and is a surrogate measure of driver discomfort and fuel consumption.

A complete description of the meaning of LOS can be found in the Transportation Research Board Special Report 209, *Highway Capacity Manual* (HCM). The HCM establishes LOS A through F for intersections. A description of LOS for signalized and unsignalized intersections is summarized in Table 2-A. A description of LOS for roadway segments is summarized in Table 2-B.

Table 2-C shows the LOS criteria for unsignalized and signalized intersections. For all study area intersections, the *Highway Capacity Manual 7<sup>th</sup> Edition* (HCM 7) analysis methodologies were used to determine intersection LOS. Intersection LOS was calculated using the Synchro 12 software, which uses the HCM 7 methodologies, and SIDRA software for roundabouts.

The TIS Guidelines recommend using Florida LOS tables for roadway segment analysis. Table 2-D summarizes the LOS criteria used to evaluate roadway segments based on the Florida LOS Tables for Rural Town, which was adapted from *Motor Vehicle Arterial Generalized Service Volume Tables of the Multimodal Quality/Level of Service Handbook* by Florida Department of Transportation (FDOT), dated January 2023. The directional peak-hour traffic volumes at roadway segments represent the total vehicles (along one direction) traveling on the segment during the a.m. and p.m. peak hour.

### 2.2 LEVEL OF SERVICE PROCEDURES AND STANDARDS

Study intersections and roadway segments analyzed in this report are under the jurisdiction of City of Reedley and Fresno County.

As per the Circulation Element of the City of Reedley General Plan (2030), the City's goal is to maintain LOS C or better. As per the County of Fresno *Draft Guidelines for the Preparation of Traffic Impact Studies within the County of Fresno*, dated May 2018, LOS D is considered as the level of service standard for all intersections and roadway segments under all analysis scenarios within the sphere of influence of the Cities of Fresno and Clovis. The level of service standard on all other roadways in the County is LOS C. None of the study intersections and roadway segments are located within the spheres of influence of the Cities of Fresno and Clovis. Therefore, for the study area, LOS C have been considered as the applicable LOS standard. The County considers the following operational deficiency criteria for study intersections and roadway segments:

- **Signalized Intersections**
  - a) If the project causes an intersection that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR

b) If the project causes the average delay to increase by more than 5.0 seconds at a signalized intersection that is operating at an unacceptable LOS. It is to 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 a deficiency unless the corresponding delay increase is greater than 5.0 seconds.

- **Unsignalized Intersections**

- a) If the project causes a movement or approach that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR
- b) If the project causes the average delay to increase by more than 5.0 seconds on a movement or approach that is operating at an unacceptable LOS. It is to 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 a deficiency unless the corresponding delay increase is greater than 5.0 seconds.

- **Roadway Segments**

- a) If the project causes a roadway that is operating at an acceptable LOS to deteriorate to an unacceptable LOS; OR
- b) If the project causes the V/C ratio (on a unidirectional peak hour basis) to increase by more than 0.05 on a roadway that is already operating at an unacceptable LOS. It is to 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 a deficiency unless the corresponding V/C ratio increase is greater than 0.05.

### 2.3 LIST OF CHAPTER 2.0 TABLES

- Table 2-A: Intersection Level of Service Definitions
- Table 2-B: Roadway Segment Level of Service Definitions
- Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections
- Table 2-D: Roadway Segment Capacity and Levels of Service

**Table 2-A: Intersection Level of Service Definitions**

LOS	Description
A	Traffic operations with a control delay of 10 seconds per vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is exceptionally favorable, or the cycle length is very short. If LOS A is the result of favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.
B	Traffic operations with control delay between 10 seconds per vehicle and 20 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable, or the cycle length is short. More vehicles stop than with LOS A.
C	Traffic operations with control delay between 20 and 35 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable, or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of the insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	Traffic operations with control delay between 35 and 55 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective, or the cycle length is long. Many vehicles stop and individual cycle failures are noticeable.
E	Traffic operations with control delay between 55 and 80 seconds per vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.
F	Traffic operations with control delay exceeding 80 seconds per vehicle or a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.

Source: *Highway Capacity Manual* (7<sup>th</sup> Edition)

**Table 2-B: Roadway Segment Level of Service Definitions**

LOS	Description
A	Describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control Delay at the boundary intersection is minimal. The travel speed exceeds 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
B	Describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted, and control delay at the boundary is not significant. The travel speed is between 67% and 80% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
C	Describes stable operation. The ability to maneuver and change lanes at mid-segment locations may be more restricted than at LOS B. Longer queues at the boundary intersection may contribute to lower travel speeds. The travel speed is between 50% and 67% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
D	Indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volume, or inappropriate signal timing at the boundary intersections. The travel speed is between 40% and 50% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.
E	Characterized by unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30% and 40% of the base free-flow speed, and the volume-to-capacity ratio is no greater than 1.0.



**Table 2-B: Roadway Segment Level of Service Definitions**

F	Characterized by flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is between 30% or less of the base free-flow speed, and the volume-to-capacity ratio is greater than 1.0.
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Source: *Highway Capacity Manual* (7<sup>th</sup> Edition)

**Table 2-C: Level of Service Criteria for Unsignalized and Signalized Intersections**

Level of Service	Unsignalized Intersection Average Delay per Vehicle (sec.)	Signalized Intersection Average Delay per Vehicle (sec.)
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80

Source: *Highway Capacity Manual* (7<sup>th</sup> Edition)

**Table 2-D: Roadway Segment Capacity and Levels of Service**

Motor Vehicle Arterial Generalized Service Volume Tables - C2T-Rural Town					
Lanes	Median	Level of Service			
		B	C	D	E
1	Undivided	*	720	940	**
2	Divided	*	1,140	1,640	**
3	Divided	*	2,120	2,510	**

Source: State of Florida 2023 *Multimodal Quality/Level of Service Handbook*, January 2023.

\* Cannot be achieved using table input value defaults.

\*\* Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached.

## 3.0 CIRCULATION NETWORK SETTING

### 3.1 EXISTING CIRCULATION NETWORK

The project study area includes the following major roadways as classified based on the roadway classification provided in the Circulation Element of the City of Reedley General Plan (2030). Figure 3-1 summarizes the classifications of major roadways in the region. Following is a brief description of these roadways:

- **Buttonwillow Avenue:** Within the study area, Buttonwillow Avenue is designated as a Major Arterial Road in the City of Reedley General Plan. Buttonwillow Avenue is a two-lane, undivided roadway within the study area. This segment has a dedicated bike lane and provision for designated on-street parking along one direction in certain parts.
- **Englehart Avenue:** Within the study area, Englehart Avenue is designated as a Future Arterial Road in the City of Reedley General Plan. Englehart Avenue is a two-lane, undivided roadway within the study area. There are no bike facilities or provision for designated on-street parking along either direction of this segment.
- **Dinuba Avenue:** Within the study area, Dinuba Avenue is designated as an Arterial Road in the City of Reedley General Plan. Dinuba Avenue is a two-lane, undivided roadway for majority of the portion but has additional left and right turn lanes in certain portions within the study area. There are no bike facilities but provision for designated on-street parking along either direction is provided on in certain parts of this segment.
- **Huntsman Avenue:** Within the study area, Huntsman Avenue is designated as a Collector Road in the City of Reedley General Plan. Huntsman Avenue is a two-lane, undivided roadway within the study area. There are no bike facilities or provision for designated on-street parking along either direction of this segment.
- **Floral Avenue:** Within the study area, Floral Avenue is designated as a Future Arterial Road in the City of Reedley General Plan. Floral Avenue is a two-lane, undivided roadway within the study area. There are no bike facilities or provision for designated on-street parking along either direction of this segment.

Figure 3-2 illustrates the study intersection geometrics and traffic control under 'plus project' scenarios.

### 3.2 BICYCLE, PEDESTRIAN, AND TRANSIT FACILITIES

#### 3.2.1 Bicycle Network

The Reedley Bicycle Transportation Plan is a separate plan adopted consistent with the Reedley General Plan Circulation Element. The plan consists of text and maps that show both existing bikeways and future bikeways. The plan is an expression of the City's intent to properly assess the needs of cyclists and to develop a bikeway system that can best satisfy the needs of cyclists in an efficient and effective manner, both in terms of safety and financial costs.

According to the Plan, the bikeway network within the City is has three classifications: bike paths, bike lanes, and bike routes, based on the degree of exclusivity with which the facility is preserved for bicycle. The two main purposes of bikeways are to guide bicyclists to their destinations and to provide some measure of protection or safety. The types of bikeways included in a bikeway system will determine the measure of safety. Bike Path is a Class 1 facility which is a special pathway facility for the exclusive use of bicycles which is separated from motor vehicle facilities by space or a physical barrier. Bike Lane is a Class 2 facility which is a lane on a paved area of road for preferential bicycle use. It is usually located along the right edge of a paved road area or between the parking lane and the first motor vehicle lane. Bike Route is a recommended route for bicycle travel along an existing right-of-way which is signed but not striped, shared with other motor vehicles.

Figures 3-3 illustrates the bike route networks in the region.

### 3.2.2 Pedestrian Network

Under existing conditions, the project site has extremely limited pedestrian access, as there are no sidewalks in the vicinity.

### 3.2.3 Transit Network

Fresno County Rural Transit Agency (FCRTA) is the Transportation Service Agency within the County and is responsible for coordinating transit services within its service area. FCRTA operated Orange Cove Transit runs from Orange Cove to Fresno through the City twice a day each way on the weekdays. Also, Dinuba Area Regional Transit (DART) operates a bus that runs from Reedley College, Adventist Medical Center Hospital and Palm Village to the Dinuba Transit Center. The service operates five times a day during the school year and seven times a day in the summer. Additionally, the City of Reedley's Community Services Department runs an advance reservation van, and on-call door-to-door van service. However, there are currently no transit routes present within the study area.

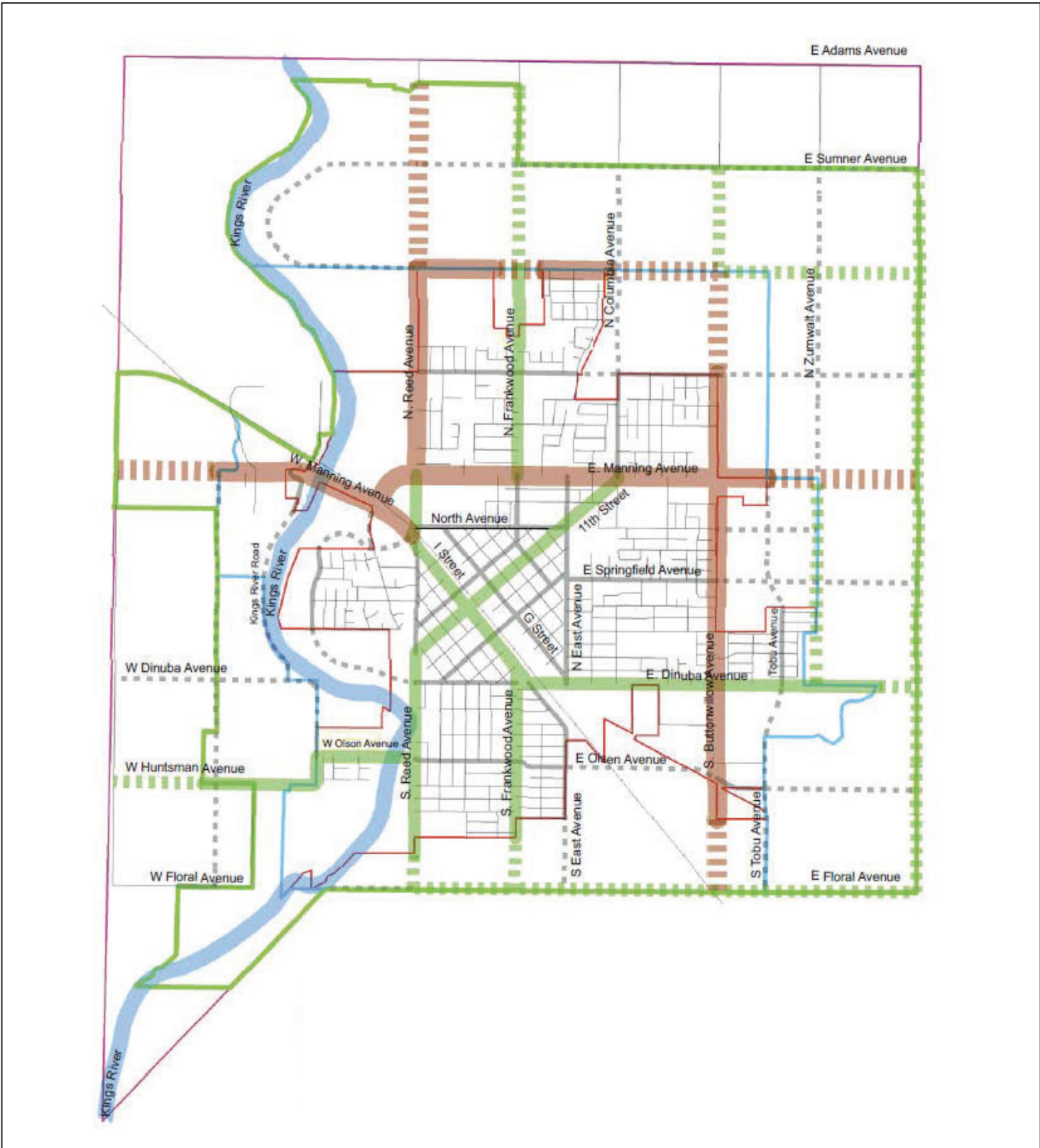
### 3.2.4 Truck Routes

The Reedley City Code authorizes the establishment of truck routes and provides that no truck is permitted to travel on a street which is not designated as a truck route unless it is for the purpose of picking up or delivering supplies within the City limits. Within the study area, Buttonwillow Avenue, Dinuba Avenue and Floral Avenues are designated truck routes.

Figures 3-4 illustrates the truck route networks in the region.

## 3.3 LIST OF CHAPTER 3.0 FIGURES

- Figure 3-1: City of Reedley Roadway Classification
- Figure 3-2: Study Intersection Geometrics and Traffic Control under 'Plus Project' Scenarios
- Figure 3-3: City of Reedley Bike Routes
- Figure 3-4: City of Reedley Truck Routes



LSA

**LEGEND**

- Major Arterial
- Arterial
- Collector
- Local Street
- Private Street
- Future Arterial
- Future Collector
- Railroad Tracks
- Kings River
- Proposed Sphere of Influence
- Study Area
- Sphere of Influence
- City Limits

FIGURE 3-1

*East Huntsman Industrial Park  
Traffic Impact Study*

City of Reedley Roadway Classification

SOURCE: City of Reedley General Plan 2030, February 2014  
 P:\20231045.02 Huntsman\PRODUCTS\Traffic\GIS and Graphics\Report\fig3-1\_Road\_Class.ai (09/12/2023)

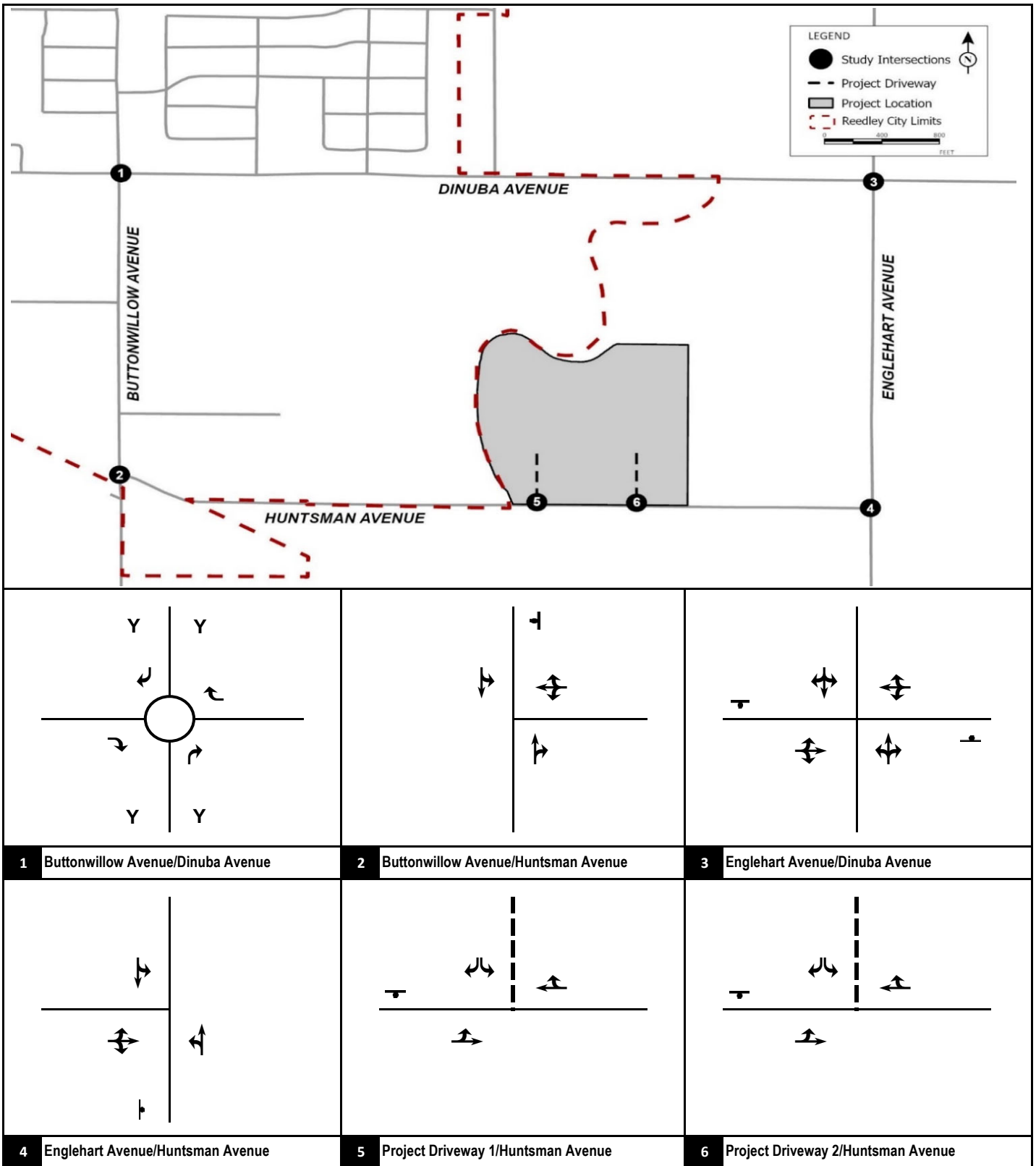


FIGURE 3-2

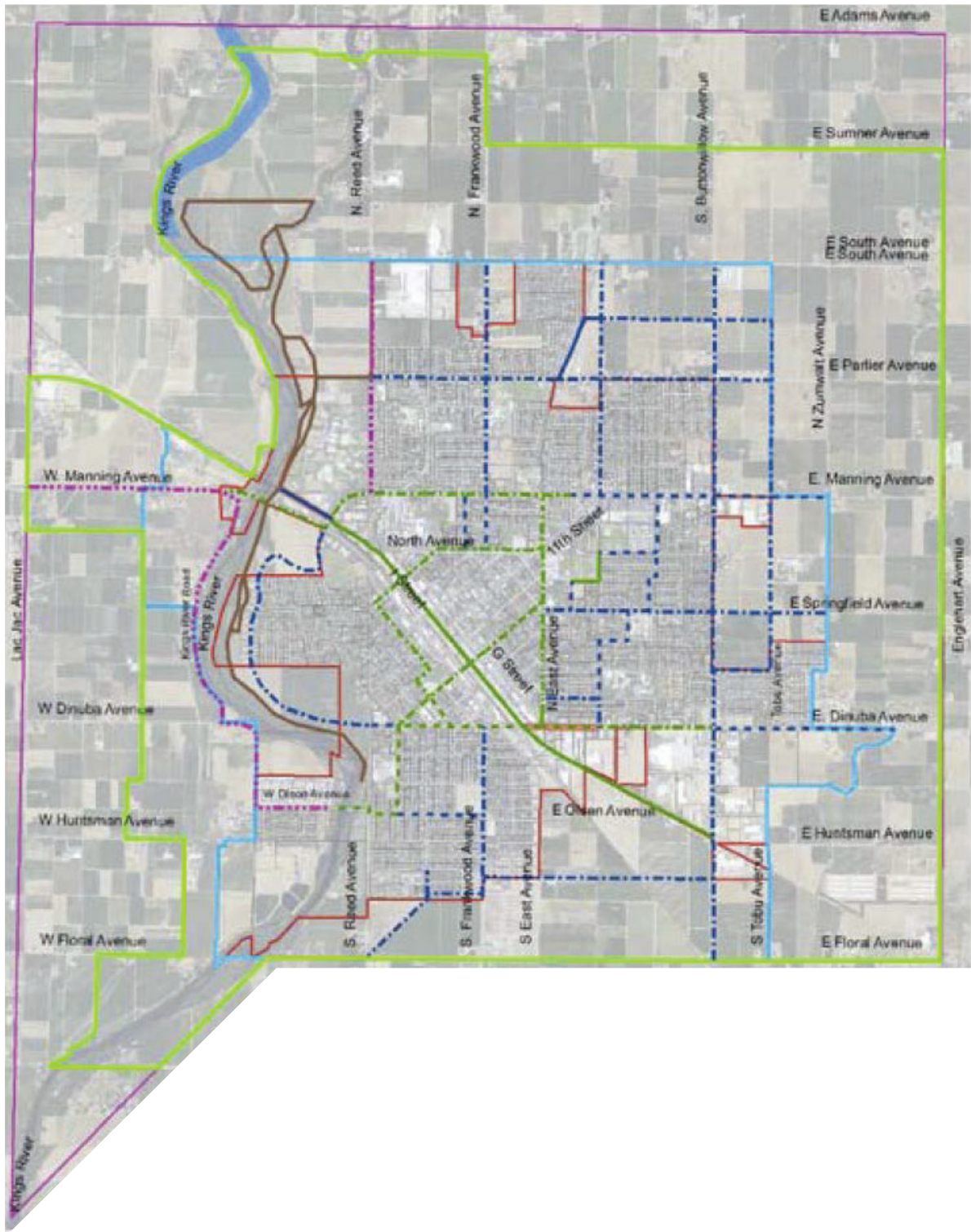


Legend

- Stop Sign
- Project Driveway
- Roundabout
- Yield

East Huntsman Industrial Park Project  
Traffic Impact Study

Study Intersection Geometrics and Traffic Control under 'Plus Project' Scenario



LSA

**LEGEND**

- Current Bikeways Class 1
- - - Current Bikeways Class 2
- · · Current Bikeways Class 3
- Planned Bikeways Class 1
- - - Planned Bikeways Class 2
- · · Planned Bikeways Class 3
- Priority Project Bikeways
- - - Dirt and other Trails
- · - Regional Bikeways
- Proposed Sphere of Influence
- Study Area
- Sphere of Influence
- City Limits

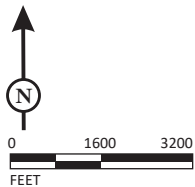


FIGURE 3-3

*East Huntsman Industrial Park  
Traffic Impact Study*

City of Reedley Bike Routes

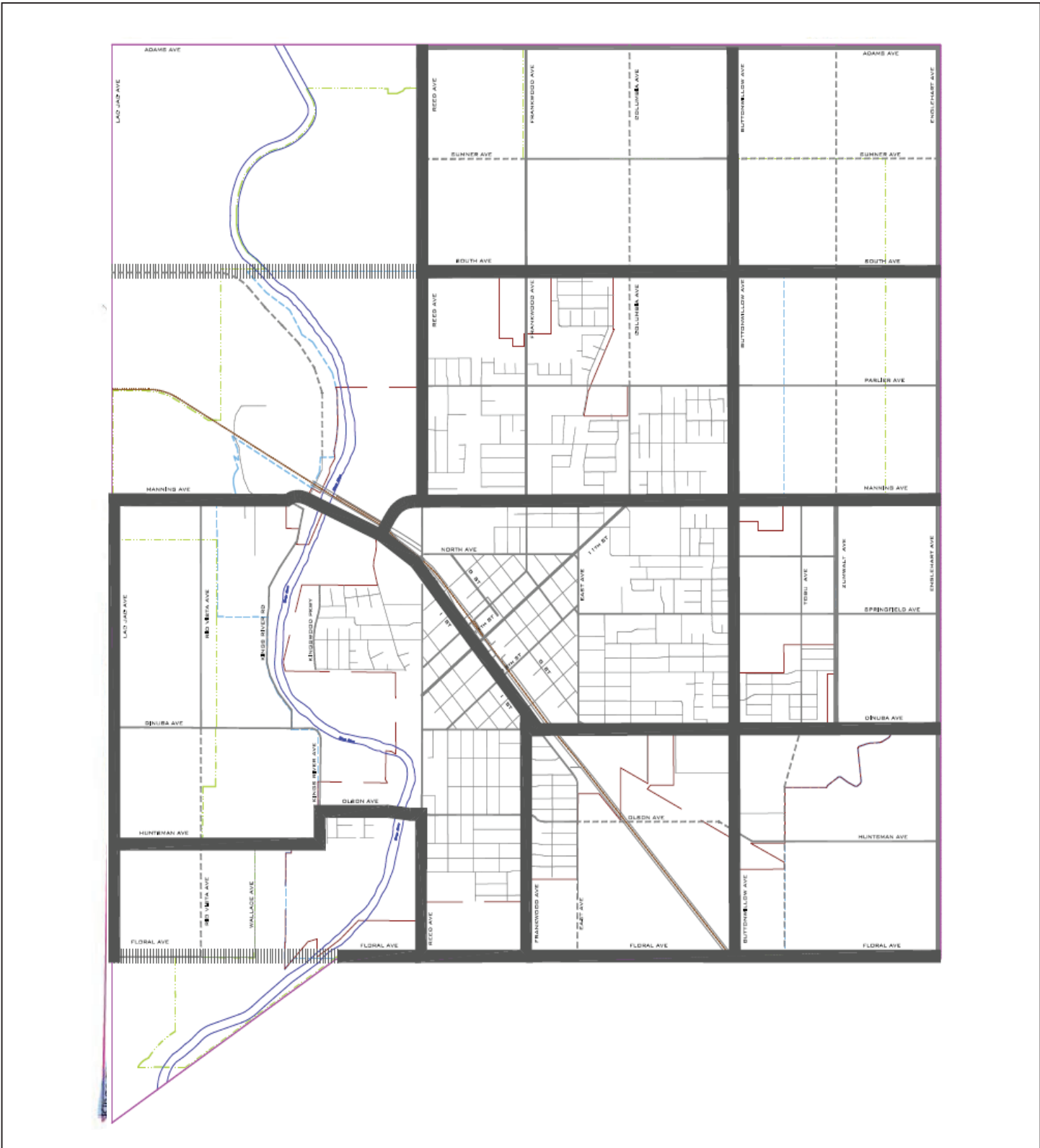
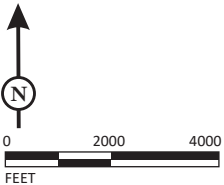


FIGURE 3-4

LSA

LEGEND

-  Truck Route
-  Future/Planned Route  
(Includes New River Crossing)
-  Railroad Tracks
-  Proposed Sphere of Influence
-  Study Area
-  Sphere of Influence
-  City Limits



East Huntsman Industrial Park Project  
Traffic Impact Study

City of Reedley Truck Routes

## 4.0 TRAFFIC VOLUMES FOR WITHOUT PROJECT SCENARIOS

### 4.1 EXISTING TRAFFIC VOLUMES

Traffic volumes for existing conditions were developed using recent peak-hour count data collected by Counts Unlimited at the study intersections. As per the TIS Guidelines, the a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. The p.m. peak hour is the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m.

Vehicle classification counts were collected for the peak periods within the study area. Truck traffic volumes at the study intersections were converted to PCEs using the appropriate PCE conversion factors. The concept of PCE accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. HCM recommends applying a PCE factor of 2.0 to convert truck trips to equivalent passenger car trips. However, as a conservative approach, all truck trips were converted to PCE using a 2.0 PCE factor for 2-axle and 3-axle trucks, and 3.0 for 4- and more axle trucks.

For the study segments, traffic volumes were developed by combining approach and departure volumes from the corresponding movements of adjacent intersections.

Figure 4-1 illustrates the peak hour traffic volumes at the study intersection under existing conditions. Table 4-A shows peak hour traffic volumes at roadway segments under existing conditions. Detailed count sheets are included in Appendix B.

### 4.2 NEAR-TERM WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes under near-term without project conditions were developed by adding trips from approved and pending projects in the vicinity of the project. Information related to cumulative projects were obtained from the City of Reedley staff, and from the City of Reedley and Fresno County websites for recent entitlements. Figure 4-2 illustrates the cumulative project locations.

Trip generation for cumulative projects was either obtained from the respective traffic studies prepared for the projects or developed using rates from *the ITE Trip Generation Manual (11th Edition)*. Table 4-B lists the cumulative projects included in this analysis and shows the cumulative projects are estimated to generate 689 net trips in the a.m. peak hour, 602 net trips in the p.m. peak hour, and 6,982 net daily trips. Cumulative project trips were assigned to the roadway network based on their locations in relation to surrounding land uses and regional arterials. Figure 4-3 illustrates the peak hour cumulative project trip assignment at study intersections.

Figure 4-4 illustrates the peak hour traffic volumes at study intersections under near-term conditions. Table 4-C shows the peak hour traffic volumes at roadway segments under near-term conditions.



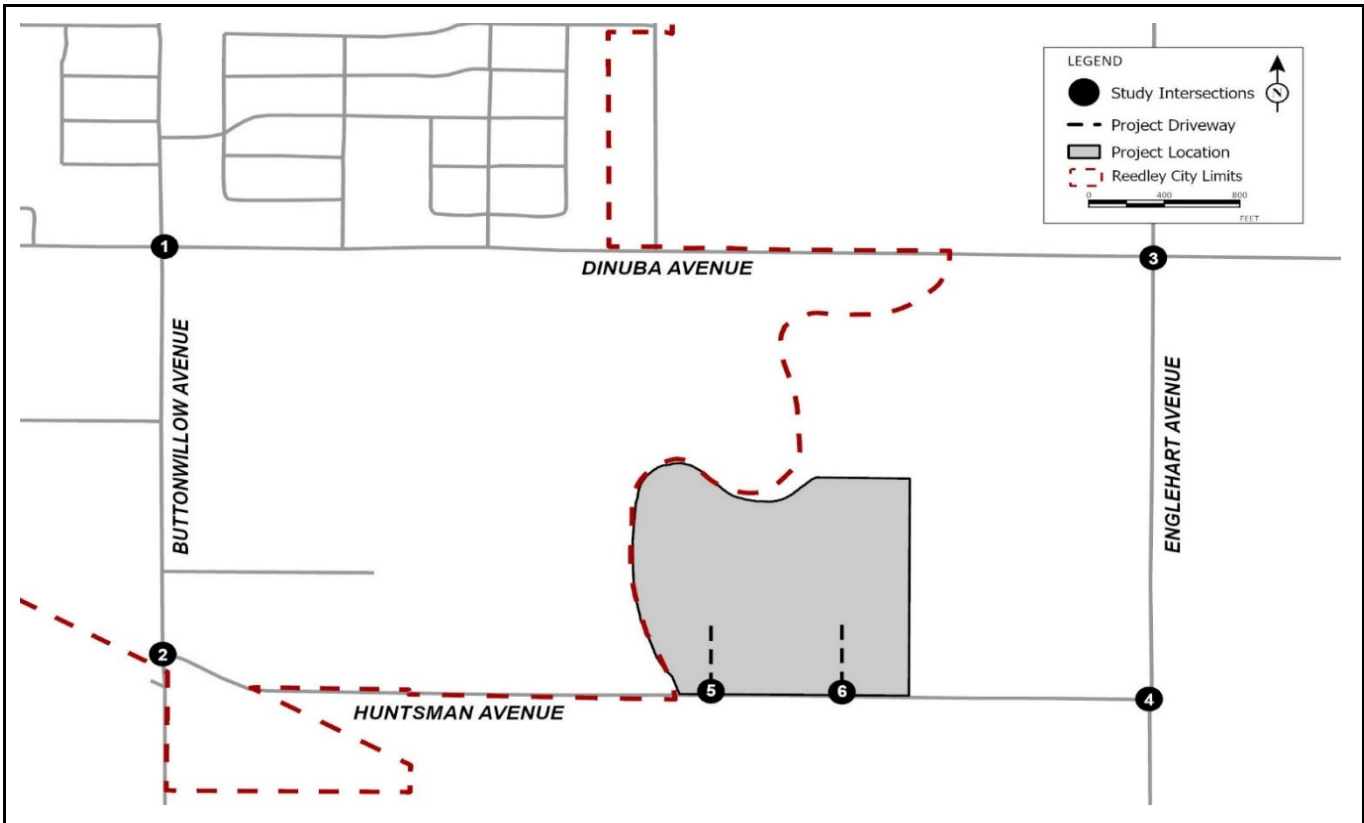
### 4.3 CUMULATIVE YEAR WITHOUT PROJECT TRAFFIC VOLUMES

Traffic volumes for cumulative year conditions were developed using the Fresno COG's Activity-Based Model (ABM). The methodology used to develop cumulative year traffic volumes at all study intersections is consistent with the National Cooperative Highway Research Program (NCHRP) and Fresno COG's procedures for post-processing of modeled traffic volumes. Figure 4-5 illustrates the peak hour traffic volumes at study intersections under cumulative year without project conditions. Table 4-D shows the peak hour traffic volumes at roadway segments under cumulative year conditions.

Detailed volume development worksheets are included in Appendix C.

### 4.4 LIST OF CHAPTER 4.0 FIGURES AND TABLES

- Figure 4-1: Existing Peak Hour Traffic Volumes
- Figure 4-2: Cumulative Project Locations
- Figure 4-3: Cumulative Projects Trip Assignment
- Figure 4-4: Near-Term without Project Peak Hour Traffic Volumes
- Figure 4-5: Cumulative without Project Peak Hour Traffic Volumes
- Table 4-A: Existing Roadway Segment Peak Hour Traffic Volumes
- Table 4-B: Cumulative Projects Trip Generation
- Table 4-C: Near-Term Roadway Segment Peak Hour Traffic Volumes
- Table 4-D: Cumulative Roadway Segment Peak Hour Traffic Volumes



<table border="1"> <tr> <td>138 / 119</td> <td>178 / 187</td> <td>55 / 101</td> <td>84 / 82</td> </tr> <tr> <td>78 / 131</td> <td>273 / 316</td> <td>128 / 207</td> <td>65 / 58</td> </tr> <tr> <td>154 / 106</td> <td>153 / 217</td> <td>46 / 50</td> <td></td> </tr> </table>	138 / 119	178 / 187	55 / 101	84 / 82	78 / 131	273 / 316	128 / 207	65 / 58	154 / 106	153 / 217	46 / 50		<table border="1"> <tr> <td>299 / 411</td> <td>24 / 11</td> <td>10 / 5</td> </tr> <tr> <td>327 / 372</td> <td>4 / 3</td> <td>3 / 2</td> </tr> </table>	299 / 411	24 / 11	10 / 5	327 / 372	4 / 3	3 / 2	<table border="1"> <tr> <td>28 / 19</td> <td>38 / 73</td> <td>4 / 9</td> <td>2 / 5</td> </tr> <tr> <td>16 / 16</td> <td>228 / 311</td> <td>36 / 49</td> <td>22 / 12</td> </tr> <tr> <td>44 / 51</td> <td>59 / 48</td> <td>12 / 8</td> <td></td> </tr> </table>	28 / 19	38 / 73	4 / 9	2 / 5	16 / 16	228 / 311	36 / 49	22 / 12	44 / 51	59 / 48	12 / 8	
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FIGURE 4-1

**LSA**

XXX / YYY

AM / PM Peak Hour Trips

East Huntsman Industrial Park Project  
Traffic Impact Study



Existing Peak Hour Traffic Volumes

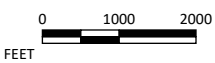


FIGURE 4-2

LSA

LEGEND

-  Project Location
-  Cumulative Project Locations



SOURCE: Google Earth, 2022.

P:\20231045.02 Huntsman\PRODUCTS\Traffic\GIS and Graphics\Report\Huntsman.aprx (12/21/2023)

*East Huntsman Industrial Park Project  
Traffic Impact Study  
Cumulative Project Locations*

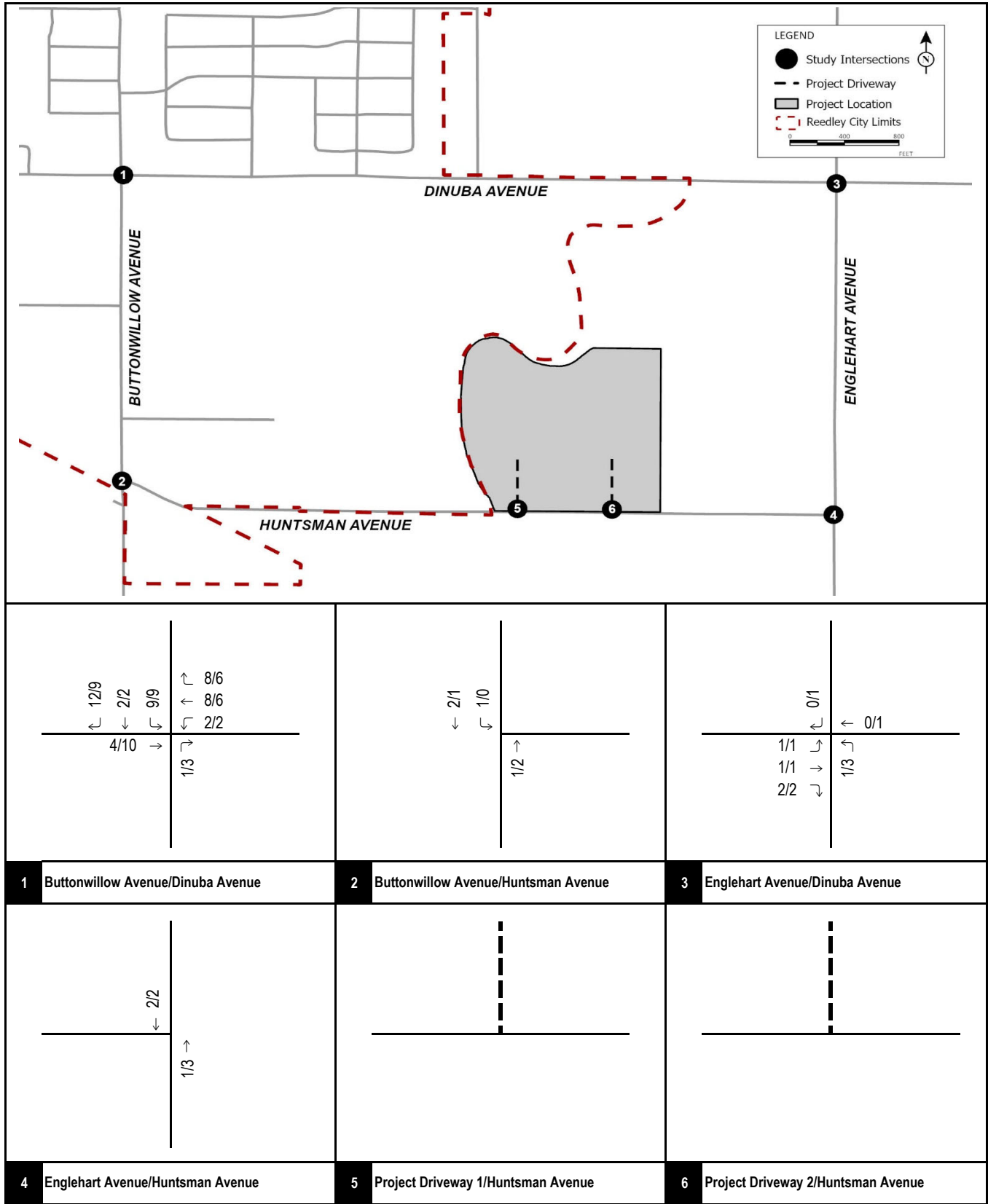


FIGURE 4-3

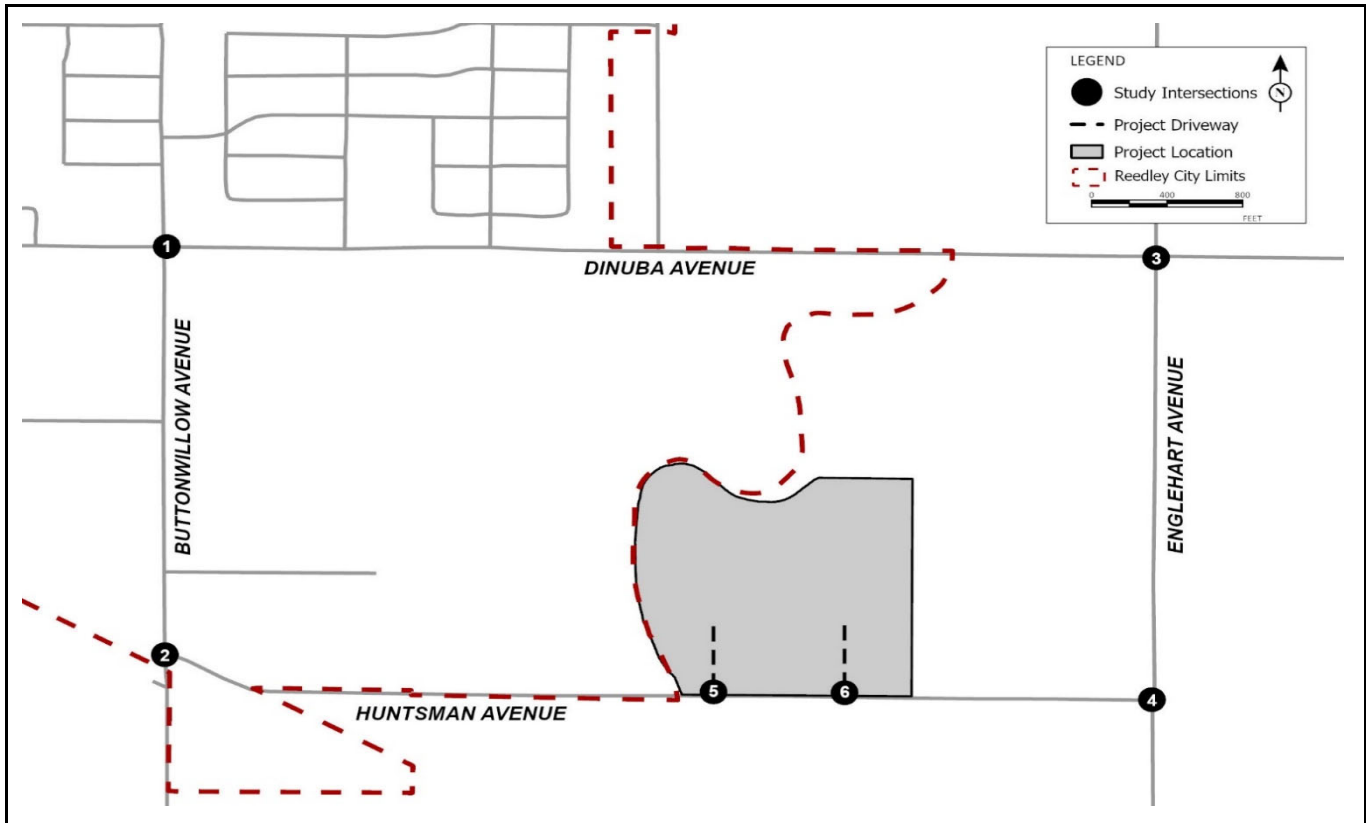
**LSA**

XX/YY

AM/PM Peak Hour Trips (In PCE)

*East Huntsman Industrial Park Project  
Traffic Impact Study*

Cumulative Projects Trip Assignment



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FIGURE 4-4



XXX / YYY  
AM / PM Peak Hour Trips

East Huntsman Industrial Park Project  
Traffic Impact Study

Near-Term without Project Peak Hour Traffic Volumes

Table 4-A: Existing Roadway Segment Peak Hour Traffic Volumes

Roadway	#	Segment	Jurisdiction	Direction	A.M. Peak Hour			P.M. Peak Hour		
					Existing Traffic Volumes	Project Trips	Existing Plus Project Traffic Volumes	Existing Traffic Volumes	Project Trips	Existing Plus Project Traffic Volumes
Buttonwillow Avenue	1	between Dinuba Avenue and Huntsman Avenue	City of Reedley	Northbound	353	10	363	377	38	415
				Southbound	371	39	410	452	13	465
	2	between Huntsman Avenue and Reedley City Limit	City of Reedley	Northbound	331	16	347	375	6	381
				Southbound	302	5	307	413	16	429
	3	between Reedley City limits and Floral Avenue	Fresno County	Northbound	335	16	351	373	6	379
				Southbound	300	5	305	374	16	390
Englehart Avenue	4	between Dinuba Avenue and Huntsman Avenue	Fresno County	Northbound	115	4	119	113	12	125
				Southbound	96	14	110	134	4	138
	5	between Huntsmen Avenue and Floral Avenue	Fresno County	Northbound	119	12	131	115	4	119
				Southbound	85	3	88	141	12	153
Dinuba Avenue	6	between Buttonwillow Avenue and Englehart Avenue	City of Reedley	Eastbound	374	0	374	467	0	467
				Westbound	555	0	555	358	0	358
Huntsman Avenue	7	between Buttonwillow Avenue and the project site	City of Reedley/Fresno County	Eastbound	34	55	89	14	19	33
				Westbound	13	15	28	7	54	61
	8	between the project site and Englehart Avenue	Fresno County	Eastbound	11	44	55	19	24	43
				Westbound	20	24	44	17	43	60

Table 4-B - Cumulative Projects Trip Generation

Project	Units		A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>1 . Reedley I Affordable Housing Project</b>									
Residential Units	80	DU							
Trips/Unit <sup>1</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			8	24	32	26	15	41	539
Office/Retail Space	1.00	TSF							
Trips/Unit <sup>2</sup>			1.42	0.94	2.36	3.30	3.30	6.59	54.45
Trip Generation			1	1	2	3	3	6	54
Pass-by Trips <sup>3</sup>			0	0	0	(1)	(1)	(2)	(22)
Net Trip Generation			1	1	2	2	2	4	32
Total Net Trips			9	25	34	28	17	45	571
<b>2 . Denny's</b>									
Trips/Unit <sup>4</sup>	5.20	TSF	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Trip Generation			27	22	49	29	18	47	557
Pass-by Trips <sup>5</sup>			0	0	0	(12)	(8)	(20)	(240)
Total Net Trips			27	22	49	17	10	27	317
<b>3 . La Villita Apartment Project</b>									
Trips/Unit <sup>1</sup>	8	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			1	2	3	3	2	5	54
<b>4 . Restaurant</b>									
Trips/Unit <sup>4</sup>	6.00	TSF	5.26	4.31	9.57	5.52	3.53	9.05	107.20
Trip Generation			32	26	58	33	21	54	643
Pass-by Trips <sup>5</sup>			0	0	0	(14)	(9)	(23)	(276)
Net Trip Generation			32	26	58	19	12	31	367
<b>5 . Starbucks Drive-thru</b>									
Trips/Unit <sup>6</sup>	2.20	TSF	43.80	42.08	85.88	19.50	19.50	38.99	533.57
Trip Generation			97	93	190	43	43	86	1,176
Pass-by Trips <sup>7</sup>			(49)	(47)	(95)	(24)	(24)	(48)	(617)
Net Trip Generation			48	46	95	19	19	38	559
<b>6 . CCH Affordable Senior Housing Mixed Use Project</b>									
Residential Units	72	DU							
Trips/Unit <sup>8</sup>			0.07	0.13	0.20	0.14	0.11	0.25	3.24
Trip Generation			5	10	15	10	8	18	233
Office	1.00	TSF							
Trips/Unit <sup>9</sup>			1.37	0.30	1.67	0.73	1.43	2.16	14.39
Trip Generation			1	0	1	1	1	2	14
<b>7 . Kings Canyon Unified School District – Student Support Center</b>									
Trips/Unit <sup>10</sup>	5.56	TSF	1.79	0.57	2.36	0.35	1.69	2.04	14.37
Trip Generation			10	3	13	2	9	11	80
<b>8 . Car Wash Facility</b>									
Trips/Unit <sup>11</sup>	1	Tunnel	19.38	19.37	38.75	38.75	38.75	77.50	775.00
Net Trip Generation			19	19	38	39	39	78	775
<b>9 . Kings View Residential Project</b>									
Trips/Unit <sup>1</sup>	12	DU	0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			1	4	5	4	2	6	81

Table 4-B - Cumulative Projects Trip Generation

Project	Units		A.M. Peak Hour			P.M. Peak Hour			Daily
			In	Out	Total	In	Out	Total	
<b>10 . Residences at the Edge PUD Project</b>	80	DU							
Trips/Unit <sup>1</sup>			0.10	0.30	0.40	0.32	0.19	0.51	6.74
Trip Generation			8	24	32	26	15	41	539
<b>11 . Frankwood Commons Commercial Village<sup>12</sup></b>									
Clinic	11.00	TSF	25	6	31	12	29	41	414
Trip Generation									
Gas Station/Convenience store - GFA (4-5.5k)	12	VP	163	162	325	137	137	274	3,086
Trip Generation									
Net Trip Generation			188	168	356	149	166	315	3,500
Internal Capture			(5)	(5)	(10)	(7)	(7)	(14)	(108)
Total Trip Generation			183	163	346	142	159	301	3,392
<b>Total Gross Trip Generation</b>			<b>398</b>	<b>396</b>	<b>794</b>	<b>368</b>	<b>342</b>	<b>710</b>	<b>8,245</b>
<b>Total Pass-By Trips</b>			<b>(49)</b>	<b>(47)</b>	<b>(95)</b>	<b>(52)</b>	<b>(42)</b>	<b>(94)</b>	<b>(1,155)</b>
<b>Total Internal Capture</b>			<b>(5)</b>	<b>(5)</b>	<b>(10)</b>	<b>(7)</b>	<b>(7)</b>	<b>(14)</b>	<b>(108)</b>
<b>Total Net Trip Generation</b>			<b>344</b>	<b>344</b>	<b>689</b>	<b>309</b>	<b>293</b>	<b>602</b>	<b>6,982</b>

Notes:

DU = Dwelling Units; TSF= Thousand Square Feet; VP = Vehicle Fueling Positions

<sup>1</sup> Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 220 – “Multifamily Housing (Low-Rise) Not Close to Rail Transit”, Setting/Location - “General Urban/Suburban.”

<sup>2</sup> Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 822 – “Strip Retail Plaza (<40k)”, Setting/Location - “General Urban/Suburban.”

<sup>3</sup> Pass-by rates for this land use are not available in the ITE *Trip Generation Manual* (11th Edition). Therefore, pass-by rates for Land Use 821 - “Shopping Plaza (40 - 150k)” were used instead. A pass-by rate of 40 percent was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual*, the p.m. pass-by rate was used as the daily pass-by rate.

<sup>4</sup> Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 932 – “High-Turnover (Sit-Down) Restaurant”, Setting/Location - “General Urban/Suburban.”

<sup>5</sup> Pass-by rates based on the ITE *Trip Generation Manual* (11th Edition) for Land Use 932 – “High-Turnover (Sit-Down) Restaurant.” A pass-by rate of 0 percent was used for the a.m. peak hour and a pass-by rate of 43 percent was used for the p.m. peak hour. The p.m. peak hour pass-by rates was used as the daily rate.

<sup>6</sup> Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 937 – “Coffee/Donut Shop with Drive-Through Window”, Setting/Location - “General Urban/Suburban.”

<sup>7</sup> Since pass-by rates from the ITE *Trip Generation Manual* (11th Edition) for Land Use 937 - ‘Coffee/Donut Shop with Drive-Through Window’ do not exist. Pass-by rates were taken from Land Use 934 - ‘Fast-Food Restaurant with Drive-Through Window.’ A pass-by rate of 50% was used for the a.m. peak hour and a pass-by rate of 55% was used for the p.m. peak hour. Since daily pass-by rates are not available for this land use in the ITE *Trip Generation Manual*, the average of a.m and p.m. pass-by rate was used as the daily pass-by rate.

<sup>8</sup> Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 252 – “Senior Adult Housing - Multifamily”, Setting/Location - “General Urban/Suburban.”

<sup>9</sup> Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 712 – “Small Office Building”, Setting/Location - “General Urban/Suburban.”

<sup>10</sup> Rates based on the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition) for Land Use 528 – “School District Office”, Setting/Location - “General Urban/Suburban.”

<sup>11</sup> Rates based on Land Use 948 - “Automated Car Wash” from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11th Edition), Setting/Location - “General Urban/Suburban”. ITE does not have an ADT rate for Land Use Code 948. 10 times the PM peak-hour rate has been assumed. ITE does not have an AM peak-hour rate for Land Use Code 948; this trip generation assumes 50 percent of the PM peak hour rate.

<sup>12</sup> Trip generation rates from Peters Engineering Group Vehicle Miles Traveled Analysis, dated February 2023.



Table 4-C: Near-Term Roadway Segment Peak Hour Traffic Volumes

Roadway	#	Segment	Jurisdiction	Direction	A.M. Peak Hour					P.M. Peak Hour				
					Existing Traffic Volumes	Cumulative Projects	Near-Term Traffic Volumes	Project Trips	Near-Term Plus Project Traffic Volumes	Existing Traffic Volumes	Cumulative Projects	Near-Term Traffic Volumes	Project Trips	Near-Term Plus Project Traffic Volumes
Buttonwillow Avenue	1	between Dinuba Avenue and Huntsman Avenue	City of Reedley	Northbound	353	1	354	10	364	377	3	380	38	418
				Southbound	371	4	375	39	414	452	4	456	13	469
	2	between Huntsman Avenue and Reedley City Limit	City of Reedley	Northbound	331	1	332	16	348	375	2	377	6	383
				Southbound	302	2	304	5	309	413	1	414	16	430
	3	between Reedley City limits and Floral Avenue	Fresno County	Northbound	335	1	336	16	352	373	2	375	6	381
				Southbound	300	2	302	5	307	374	2	376	16	392
Englehart Avenue	4	between Dinuba Avenue and Huntsman Avenue	Fresno County	Northbound	115	1	116	4	120	113	3	116	12	128
				Southbound	96	2	98	14	112	134	2	136	4	140
	5	between Huntsmen Avenue and Floral Avenue	Fresno County	Northbound	119	1	120	12	132	115	3	118	4	122
				Southbound	85	2	87	3	90	141	2	143	12	155
Dinuba Avenue	6	between Buttonwillow Avenue and Englehart Avenue	City of Reedley	Eastbound	374	14	388	0	388	467	22	489	0	489
				Westbound	555	18	573	0	573	358	14	372	0	372
				Eastbound	34	1	35	55	90	14	0	14	19	33
Huntsman Avenue	7	between Buttonwillow Avenue and the project site	City of Reedley/Fresno County	Westbound	13	0	13	15	28	7	0	7	54	61
				Eastbound	11	0	11	44	55	19	0	19	24	43
	8	between the project site and Englehart Avenue	Fresno County	Eastbound	11	0	11	44	55	19	0	19	24	43
				Westbound	20	0	20	24	44	17	0	17	43	60

Table 4-D: Cumulative Year Roadway Segment Peak Hour Traffic Volumes

Roadway	#	Segment	Jurisdiction	Direction	A.M. Peak Hour			P.M. Peak Hour		
					Cumulative W/O Project	Project Trips	Cumulative Plus Project Traffic Volumes	Cumulative W/O Project	Project Trips	Cumulative Plus Project Traffic Volumes
Buttonwillow Avenue	1	between Dinuba Avenue and Huntsman Avenue	City of Reedley	Northbound	392	10	402	449	38	487
				Southbound	440	39	479	495	13	508
	2	between Huntsman Avenue and Reedley City Limit	City of Reedley	Northbound	370	16	386	410	6	416
				Southbound	337	5	342	461	16	477
	3	between Reedley City limits and Floral Avenue	Fresno County	Northbound	350	16	366	411	6	417
				Southbound	311	5	316	388	16	404
Englehart Avenue	4	between Dinuba Avenue and Huntsman Avenue	Fresno County	Northbound	122	4	126	152	12	164
				Southbound	141	14	155	144	4	148
	5	between Huntsmen Avenue and Floral Avenue	Fresno County	Northbound	125	12	137	124	4	128
				Southbound	91	3	94	150	12	162
Dinuba Avenue	6	between Buttonwillow Avenue and Englehart Avenue	City of Reedley	Eastbound	395	0	395	386	0	386
				Westbound	591	0	591	502	0	502
Huntsman Avenue	7	between Buttonwillow Avenue and the project site	City of Reedley/Fresno County	Eastbound	137	55	192	83	19	102
				Westbound	69	15	84	90	54	144
	8	between the project site and Englehart Avenue	Fresno County	Eastbound	11	44	55	48	24	72
				Westbound	59	24	83	18	43	61

## 5.0 PROJECT TRAFFIC

### 5.1 PROJECT TRIP GENERATION

The project trip generation was approved by the City staff during the scoping agreement process. The project trip generation have been developed using the following rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition) as shown in Table 5-A:

- Land Use 150 - "Warehousing "
- Land Use 710 - "General Office Building"

It should be noted that as shown in the conceptual site plan, Parcel 1 has been proposed either as a retail or an office facility. However, given the location of the project and location of parcel 1 within the project, it is estimated that Parcel 1 would be developed as a commercial office facility. Therefore, for purposes of this analysis, Parcel 1 has been considered as an office facility to develop the project trip generation.

Additionally, as shown in the site plan, a truck repair facility has been proposed within the project. However, this facility is estimated to provide truck repair services to trucks that are accessing the project's industrial buildings. Therefore, no external trips were accounted for this use as part of the project trip generation.

Warehouse facilities typically generate a significant number of truck trips along with passenger vehicles (PV). Therefore, the total amount of trips generated by the warehouse facilities were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. Based on our prior experience working on industrial projects within the County, SCAQMD vehicle splits is an acceptable methodology to develop vehicle mix estimates. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD *Warehouse Truck Trip Study Data Results and Usage*, dated December 2014, the truck mix was considered as 18.7% 4- or more axle, 5.5% 3-axle, and 6.8% 2-axle trucks.

Project truck trips were converted to PCEs using the appropriate PCE conversion factors. The concept of PCE accounts for the larger impact of trucks on traffic operations. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. HCM recommends applying a PCE factor of 2.0 to convert truck trips to equivalent passenger car trips. However, as a conservative approach, all truck trips were converted to PCE using a 2.0 PCE factor for 2-axle and 3-axle trucks, and 3.0 for 4- and more axle trucks.

As shown in Table 5-A, the project is estimated to generate 517 daily passenger vehicle (PV) trips, with 56 PV trips during the a.m. peak hour, and 58 PV trips during the p.m. peak hour. Additionally, the project is estimated to generate 174 daily truck trips, with 17 truck trips during the a.m. peak hour, and 18 truck trips during the p.m. peak hour. After converting the truck trips into PCE, the

project is estimated to generate 970 daily PCE trips, with 100 trips occurring during the a.m. peak hour and 105 trips occurring during the p.m. peak hour.

## 5.2 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

Trip distribution percentages were developed based on the location of the proposed project in relation to surrounding land uses, project operational statement, the regional roadway network, and existing traffic volumes. Figure 5-1 and Figure 5-2 illustrate the proposed project trip distribution at the study intersections the passenger vehicles and trucks, respectively. The project trip assignment at the study intersections is the product of the project trip generation and the corresponding trip distribution percentages. Figure 5-3 and Figure 5-4 illustrate the project trip assignment at the study area intersections for passenger vehicles and trucks, respectively.

Figure 5-5 illustrates the total peak hour project trip assignment (in PCE) at the study intersections. Previously referenced Tables 4-A, 4-C, and 4-E summarize the peak hour project trips at the study roadway segments.

## 5.3 LIST OF CHAPTER 5.0 FIGURES AND TABLES

- Figure 5-1: Project Trip Distribution - Passenger Vehicles
- Figure 5-2: Project Trip Distribution - Trucks
- Figure 5-3: Project Trip Assignment- Passenger Vehicles
- Figure 5-4: Project Trip Assignment - Trucks
- Figure 5-5: Total Project Trip Assignment
- Table 5-A: Project Trip Generation

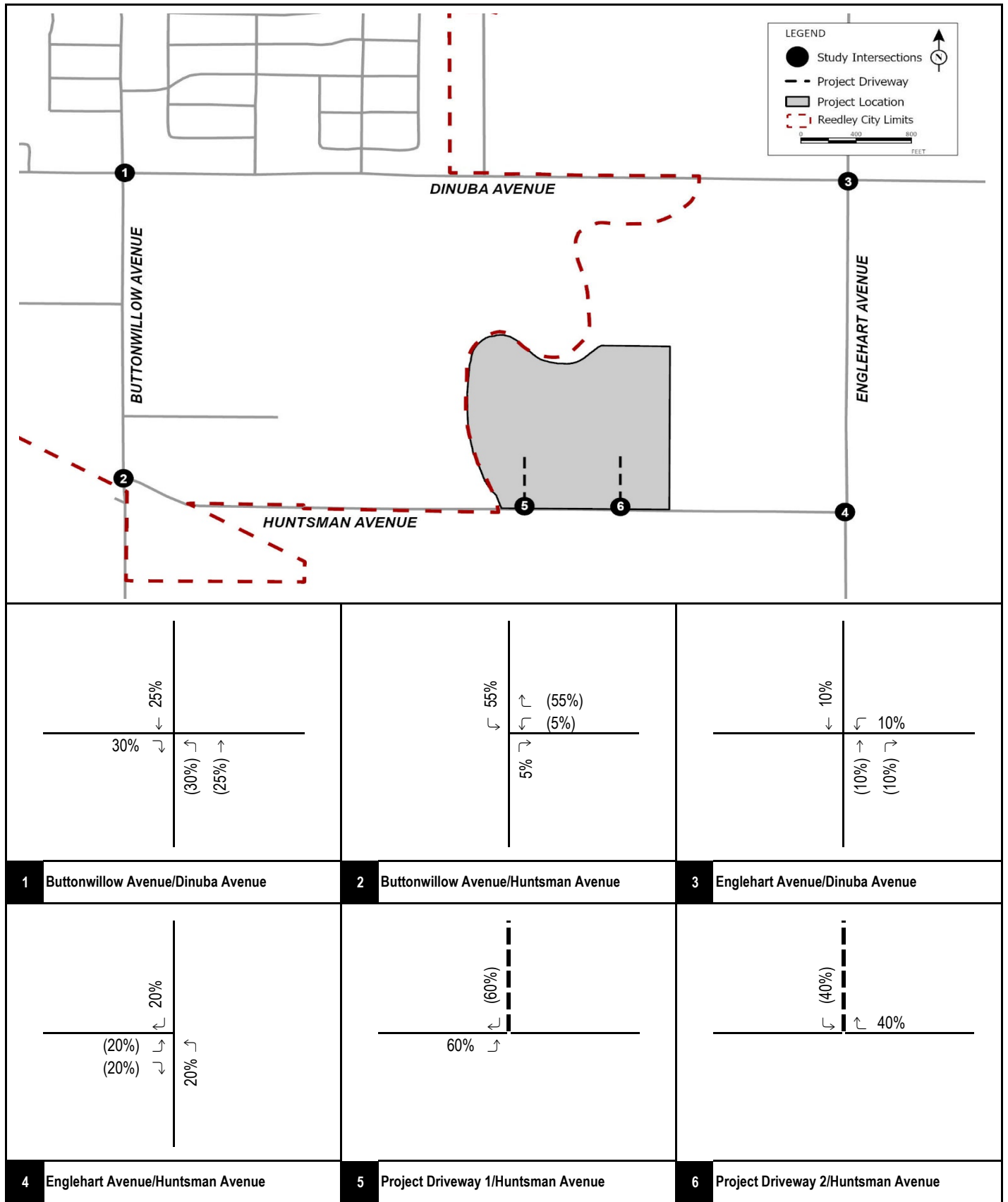


FIGURE 5-1

**LSA**

XX% (YY%)

Inbound% (Outbound%) Distribution

East Huntsman Industrial Park Project  
Traffic Impact Study

Project Trip Distribution - Passenger Vehicles

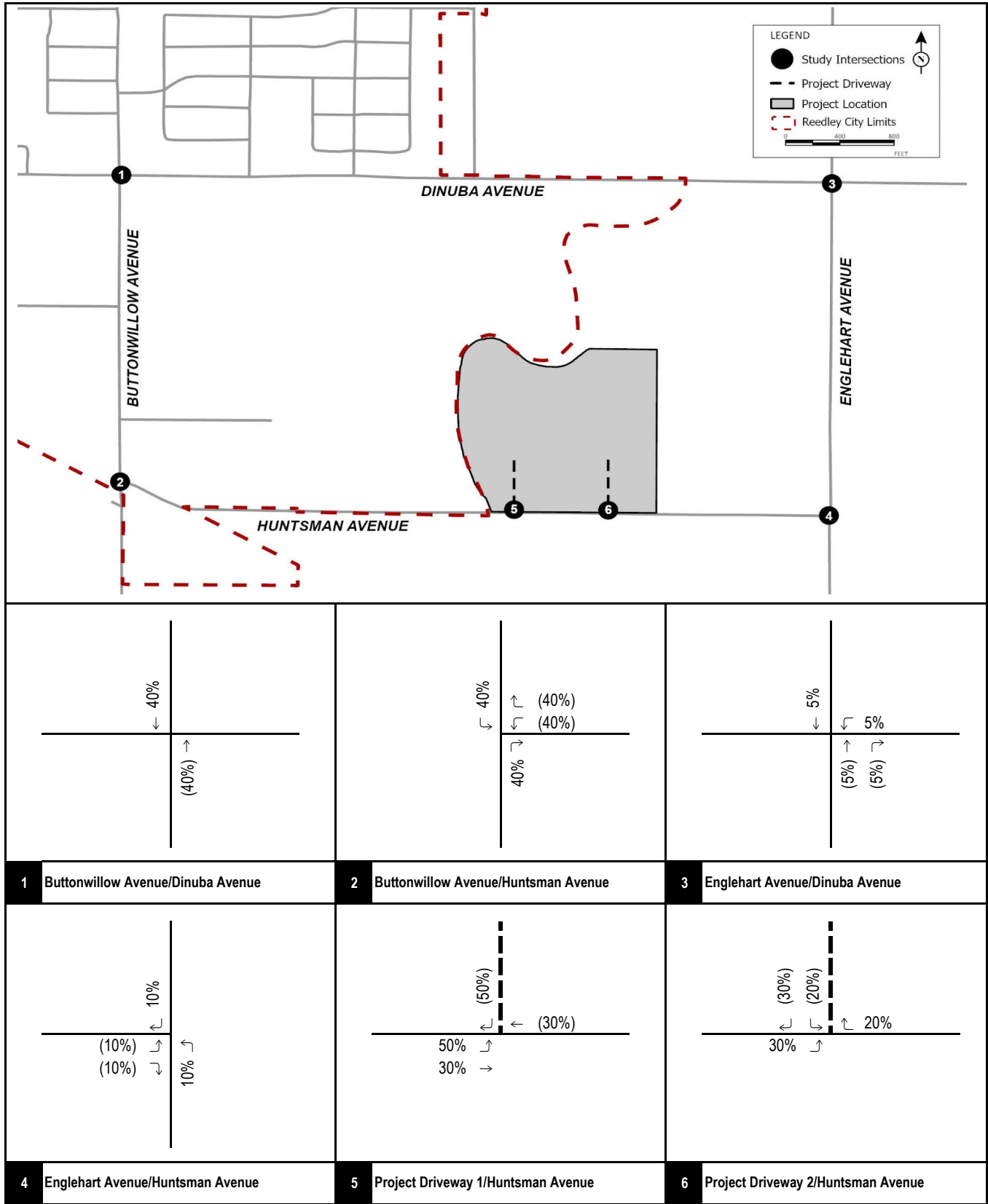


FIGURE 5-2

**LSA**

XX% (YY%)  
Inbound% (Outbound%) Distribution

East Huntsman Industrial Park Project  
Traffic Impact Study

Project Trip Distribution - Trucks



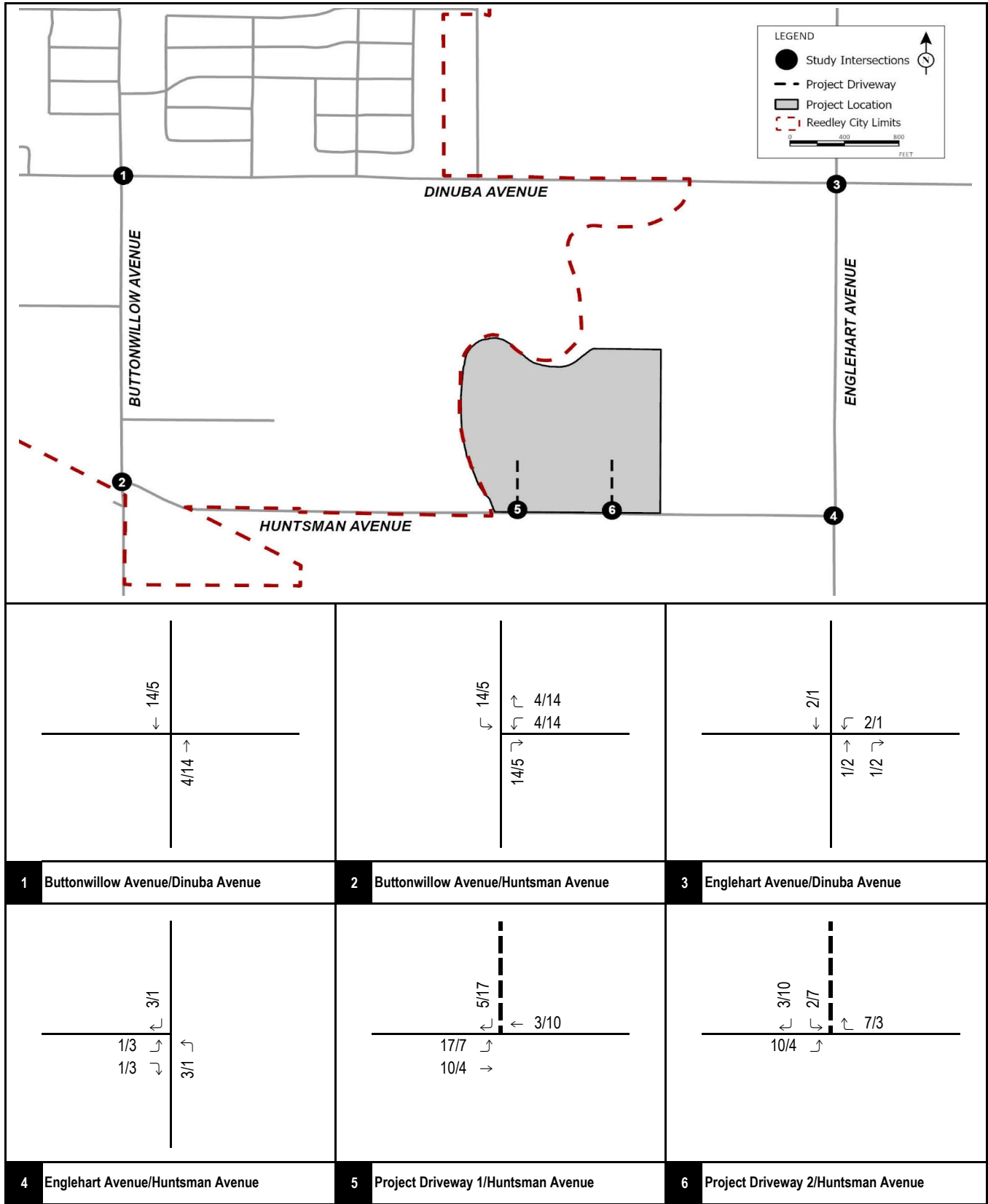


FIGURE 5-4

**LSA**

XX/YY

AM/PM Peak Hour Trips (In PCE)

East Huntsman Industrial Park Project  
Traffic Impact Study

Project Trip Assignment - Trucks



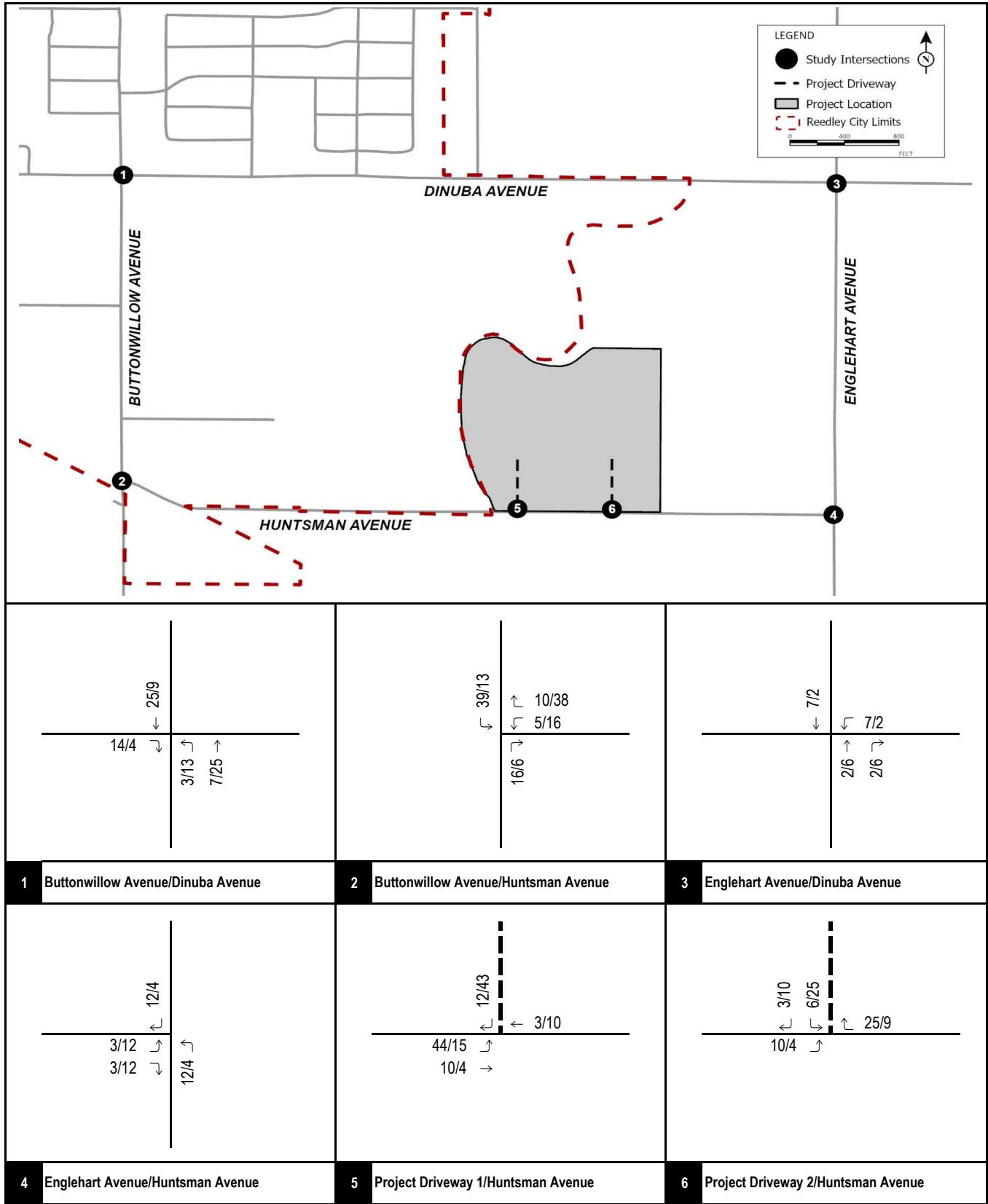


FIGURE 5-5

**LSA**

XX/YY  
AM/PM Peak Hour Trips (In PCE)

*East Huntsman Industrial Park Project  
Traffic Impact Study*

**Total Project Trip Assignment**



Table 5-A - Project Trip Generation

Land Use	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Proposed Project</b>								
<b>Warehousing<sup>1</sup></b>	328.000 tsf							
Trips/Unit (Cars)		0.089	0.028	0.117	0.034	0.090	0.124	1.180
Trips/Unit (2-Axle Trucks)		0.009	0.003	0.012	0.003	0.009	0.012	0.116
Trips/Unit (3-Axle Trucks)		0.007	0.002	0.009	0.003	0.007	0.010	0.094
Trips/Unit (4+ Axle Trucks)		0.025	0.007	0.032	0.010	0.024	0.034	0.320
Trips/Unit (Total)		0.130	0.040	0.170	0.050	0.130	0.180	1.710
Trip Generation (Cars)		29	9	38	11	30	41	387
Trip Generation (2-Axle Trucks)		3	1	4	1	3	4	38
Trip Generation (3-Axle Trucks)		2	1	3	1	2	3	31
Trip Generation (4+ Axle Trucks)		8	2	10	3	8	11	105
Trip Generation (Total)		42	13	55	16	43	59	561
Trip Generation (Cars)		29	9	38	11	30	41	387
PCE Trip Generation (2-Axle Trucks)		6	2	8	2	6	8	76
PCE Trip Generation (3-Axle Trucks)		4	2	6	2	4	6	62
PCE Trip Generation (4+ Axle Trucks)		24	6	30	9	24	33	315
<b>PCE Trip Generation (Total)</b>		<b>63</b>	<b>19</b>	<b>82</b>	<b>24</b>	<b>64</b>	<b>88</b>	<b>840</b>
<b>Office</b>	12.00 tsf							
Trips/Unit <sup>2</sup>		1.34	0.18	1.52	0.24	1.20	1.44	10.84
Trip Generation		16	2	18	3	14	17	130
<b>Total Trip Generation (Passenger Vehicles)</b>		<b>45</b>	<b>11</b>	<b>56</b>	<b>14</b>	<b>44</b>	<b>58</b>	<b>517</b>
<b>Total Trip Generation (Trucks)</b>		<b>13</b>	<b>4</b>	<b>17</b>	<b>5</b>	<b>13</b>	<b>18</b>	<b>174</b>
<b>Total Gross Trip Generation (Passenger Vehicles + Trucks)</b>		<b>58</b>	<b>15</b>	<b>73</b>	<b>19</b>	<b>57</b>	<b>76</b>	<b>691</b>
<b>Total Truck PCE Trip Generation</b>		<b>34</b>	<b>10</b>	<b>44</b>	<b>13</b>	<b>34</b>	<b>47</b>	<b>453</b>
<b>Total Net PCE Trip Generation</b>		<b>79</b>	<b>21</b>	<b>100</b>	<b>27</b>	<b>78</b>	<b>105</b>	<b>970</b>

Notes:

tsf = thousand square-feet

<sup>1</sup> The trip generation was developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) rates for Land Use 150 – “Warehousing.” The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated July 2014, the truck mix was considered as 18.7% 4-axle, 5.5% 3-axle, and 6.8% 2-axle trucks. Finally, all truck trips were converted to passenger car equivalents (PCEs) using a 2.0 PCE factor for 2-axle trucks and 3-axle trucks, and 3.0 for 4- and more axle trucks.

<sup>2</sup> Rates based on the ITE Trip Generation Manual (11th Edition) for Land Use 710 - "General Office Building", Setting/Location - "General Urban/Suburban."

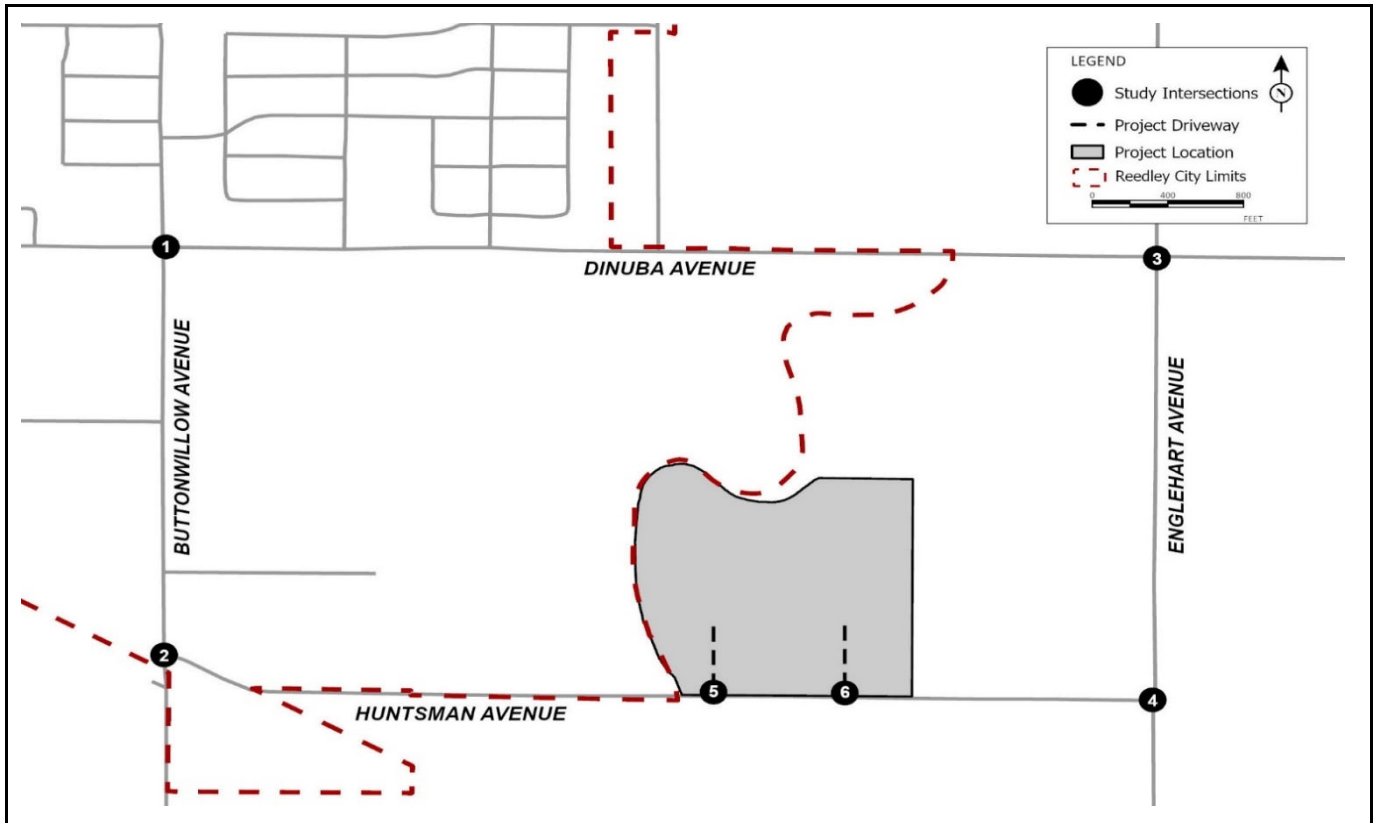
## 6.0 TRAFFIC VOLUMES FOR PLUS PROJECT SCENARIOS

Existing, near-term, and cumulative year plus project traffic volumes were developed by adding project traffic to the traffic volumes for the corresponding no project scenarios. Figures 6-1, 6-2 and 6-3 illustrate 'plus project' peak hour traffic volumes at study intersections under existing, near-term, and cumulative year conditions, respectively. Previously referenced Tables 4-A, 4-B, and 4-C summarize the with project peak hour traffic volumes at study roadway segments for Existing, near-term, and cumulative year plus project scenarios, respectively.

Detailed volume development worksheets are included in Appendix C.

### 6.1 LIST OF CHAPTER 6.0 FIGURES

- Figure 6-1: Existing Plus Project Peak Hour Traffic Volumes
- Figure 6-2: Near-Term Plus Project Peak Hour Traffic Volumes
- Figure 6-3: Cumulative Year Plus Project Peak Hour Traffic Volumes



<table border="1"> <tr> <td>138 / 119</td> <td>203 / 196</td> <td>55 / 101</td> <td>84 / 82</td> </tr> <tr> <td>78 / 131</td> <td>273 / 316</td> <td>142 / 211</td> <td>65 / 58</td> </tr> <tr> <td>157 / 119</td> <td>160 / 242</td> <td>46 / 50</td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td>406 / 218</td> </tr> </table>	138 / 119	203 / 196	55 / 101	84 / 82	78 / 131	273 / 316	142 / 211	65 / 58	157 / 119	160 / 242	46 / 50					406 / 218	<table border="1"> <tr> <td>299 / 411</td> <td>63 / 24</td> <td>20 / 43</td> <td>8 / 18</td> </tr> <tr> <td></td> <td></td> <td>327 / 372</td> <td>20 / 19</td> </tr> </table>	299 / 411	63 / 24	20 / 43	8 / 18			327 / 372	20 / 19	<table border="1"> <tr> <td>28 / 19</td> <td>45 / 75</td> <td>4 / 9</td> <td>2 / 5</td> </tr> <tr> <td>16 / 16</td> <td>228 / 311</td> <td>36 / 49</td> <td>29 / 14</td> </tr> <tr> <td></td> <td></td> <td></td> <td>291 / 233</td> </tr> <tr> <td></td> <td></td> <td></td> <td>44 / 51</td> </tr> <tr> <td></td> <td></td> <td></td> <td>61 / 54</td> </tr> <tr> <td></td> <td></td> <td></td> <td>14 / 14</td> </tr> </table>	28 / 19	45 / 75	4 / 9	2 / 5	16 / 16	228 / 311	36 / 49	29 / 14				291 / 233				44 / 51				61 / 54				14 / 14
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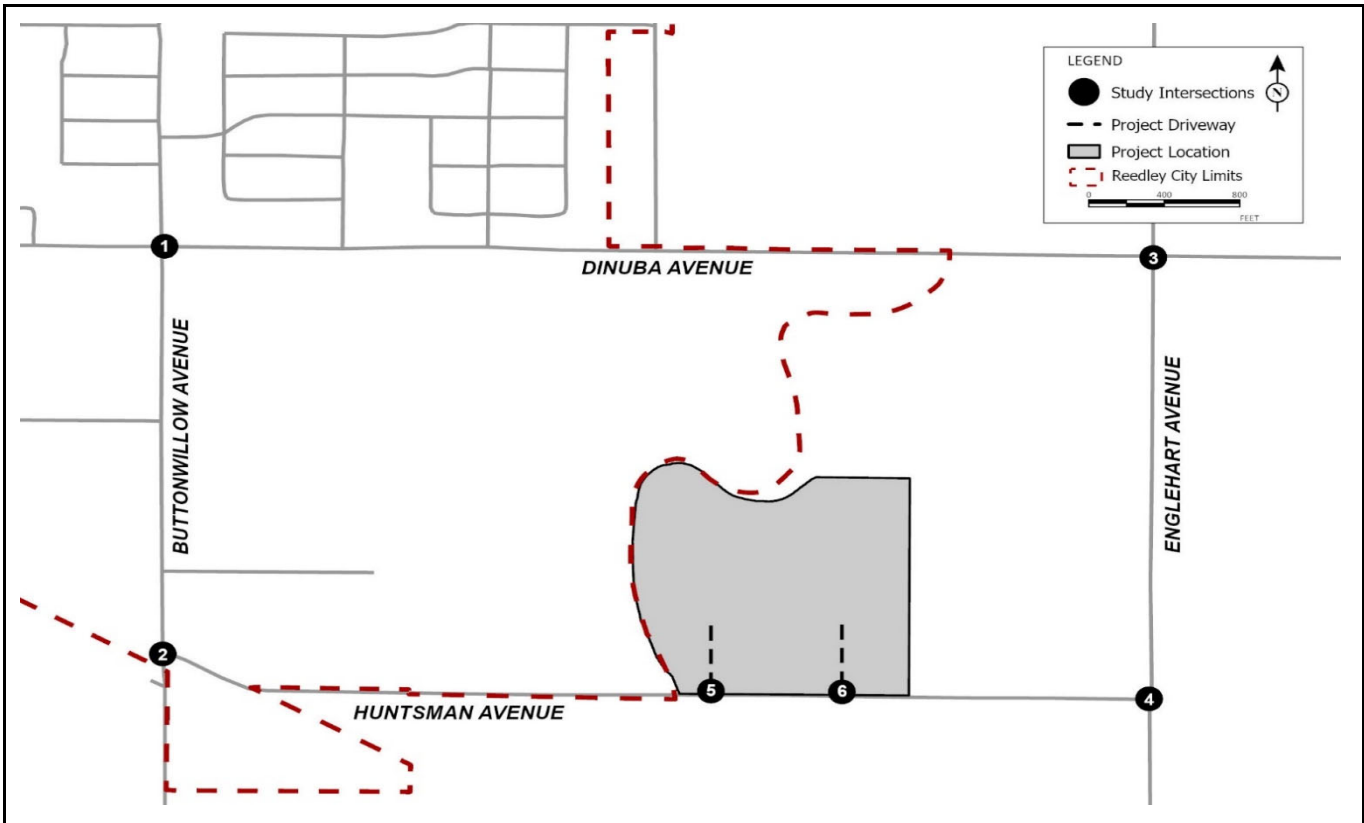
XXX / YYY  
AM / PM Peak Hour Trips

Legend  
--- Project Driveway

FIGURE 6-1

East Huntsman Industrial Park Project  
Traffic Impact Study

Existing Plus Project Peak Hour Traffic Volumes



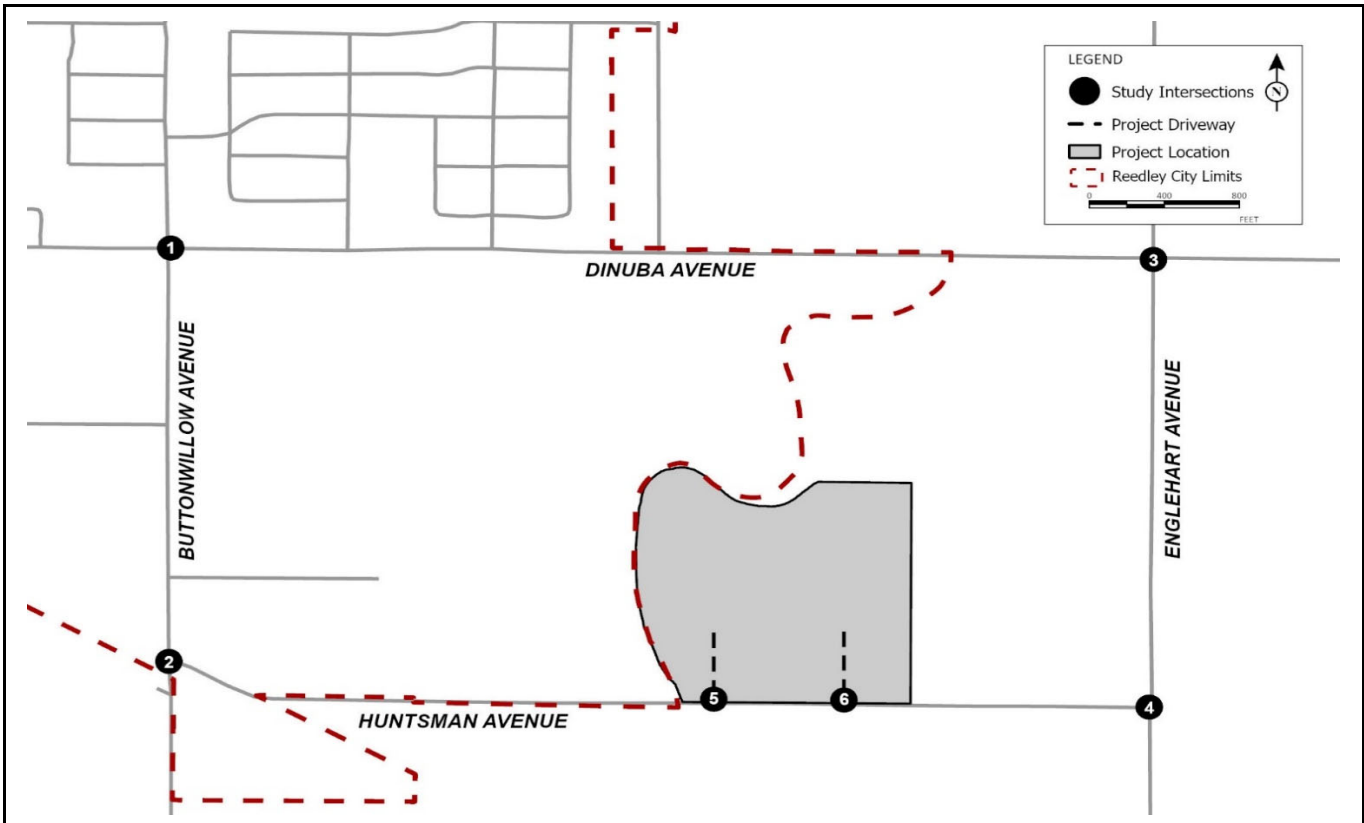
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Legend  
 --- Project Driveway

LSA  
 XXX / YYY  
 AM / PM Peak Hour Trips

FIGURE 6-2  
 East Huntsman Industrial Park Project  
 Traffic Impact Study

Near-Term Plus Project Peak Hour Traffic Volumes



<table border="1"> <tr> <td>157 / 132 ↓</td> <td>241 / 209 ↓</td> <td>67 / 116 ↓</td> <td>97 / 92 ↑</td> <td>422 / 234 ↑</td> <td>72 / 60 ↑</td> </tr> <tr> <td>83 / 145 ↑</td> <td>279 / 330 ↓</td> <td>166 / 234 ↓</td> <td>173 / 143 ↑</td> <td>167 / 281 ↑</td> <td>49 / 56 ↑</td> </tr> </table>	157 / 132 ↓	241 / 209 ↓	67 / 116 ↓	97 / 92 ↑	422 / 234 ↑	72 / 60 ↑	83 / 145 ↑	279 / 330 ↓	166 / 234 ↓	173 / 143 ↑	167 / 281 ↑	49 / 56 ↑	<table border="1"> <tr> <td>316 / 433 ←</td> <td>150 / 75 ↓</td> <td>58 / 100 ↑</td> <td>26 / 44 ↑</td> </tr> <tr> <td></td> <td></td> <td>344 / 387 ↑</td> <td>42 / 27 ↑</td> </tr> </table>	316 / 433 ←	150 / 75 ↓	58 / 100 ↑	26 / 44 ↑			344 / 387 ↑	42 / 27 ↑	<table border="1"> <tr> <td>45 / 20 ↓</td> <td>72 / 79 ↓</td> <td>6 / 9 ↓</td> <td>2 / 6 ↑</td> <td>300 / 244 ↑</td> <td>31 / 15 ↑</td> </tr> <tr> <td>18 / 30 ↑</td> <td>231 / 328 ↓</td> <td>45 / 54 ↓</td> <td>47 / 57 ↑</td> <td>64 / 71 ↑</td> <td>15 / 14 ↑</td> </tr> </table>	45 / 20 ↓	72 / 79 ↓	6 / 9 ↓	2 / 6 ↑	300 / 244 ↑	31 / 15 ↑	18 / 30 ↑	231 / 328 ↓	45 / 54 ↓	47 / 57 ↑	64 / 71 ↑	15 / 14 ↑
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18 / 30 ↑	231 / 328 ↓	45 / 54 ↓	47 / 57 ↑	64 / 71 ↑	15 / 14 ↑																													
<p><b>1</b> Buttonwillow Avenue/Dinuba Avenue</p>	<p><b>2</b> Buttonwillow Avenue/Huntsman Avenue</p>	<p><b>3</b> Englehart Avenue/Dinuba Avenue</p>																																
<table border="1"> <tr> <td>63 / 11 ↓</td> <td>90 / 137 ↓</td> <td>20 / 11 ↑</td> <td>116 / 117 ↑</td> </tr> <tr> <td>8 / 47 ↑</td> <td>4 / 23 ↓</td> <td></td> <td></td> </tr> </table>	63 / 11 ↓	90 / 137 ↓	20 / 11 ↑	116 / 117 ↑	8 / 47 ↑	4 / 23 ↓			<table border="1"> <tr> <td>12 / 43 ↓</td> <td>56 / 28 ↑</td> </tr> <tr> <td>44 / 15 ↑</td> <td>22 / 52 ↓</td> </tr> </table>	12 / 43 ↓	56 / 28 ↑	44 / 15 ↑	22 / 52 ↓	<table border="1"> <tr> <td>3 / 10 ↓</td> <td>6 / 25 ↓</td> <td>25 / 9 ↑</td> <td>53 / 18 ↑</td> </tr> <tr> <td>10 / 4 ↑</td> <td>12 / 48 ↓</td> <td></td> <td></td> </tr> </table>	3 / 10 ↓	6 / 25 ↓	25 / 9 ↑	53 / 18 ↑	10 / 4 ↑	12 / 48 ↓														
63 / 11 ↓	90 / 137 ↓	20 / 11 ↑	116 / 117 ↑																															
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10 / 4 ↑	12 / 48 ↓																																	
<p><b>4</b> Englehart Avenue/Huntsman Avenue</p>	<p><b>5</b> Project Driveway 1/Huntsman Avenue</p>	<p><b>6</b> Project Driveway 2/Huntsman Avenue</p>																																



XXX / YYY  
AM / PM Peak Hour Trips

Legend  
--- Project Driveway

FIGURE 6-3

East Huntsman Industrial Park Project  
Traffic Impact Study

Cumulative Year Plus Project Peak Hour Traffic Volumes

## 7.0 LEVELS OF SERVICE ANALYSIS

### 7.1 EXISTING LEVELS OF SERVICE

#### 7.1.1 Study Intersections

An intersection LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that all study intersections are currently operating at a satisfactory LOS under existing conditions.

#### 7.1.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that all roadway segments are currently operating at a satisfactory LOS under existing conditions.

### 7.2 EXISTING PLUS PROJECT LEVELS OF SERVICE

Analysis of the existing plus project scenario is provided to identify direct project-related operational deficiency if the project were to be built and in operation today. This scenario eliminates the effects of ambient growth and other cumulative projects and deals specifically with operational deficiencies only due to the project traffic. Previously referenced Figure 3-2 illustrates the study intersection geometrics and traffic control under 'plus project' conditions.

#### 7.2.1 Study Intersections

An intersection LOS analysis was conducted for existing plus project conditions using the methodologies previously discussed. Table 7-A summarizes the results of this analysis and shows that all study intersections are forecasted to operate at a satisfactory LOS under existing plus project conditions.

#### 7.2.2 Roadway Segments

A roadway segment LOS analysis was conducted for existing plus project conditions using the methodologies previously discussed. Table 7-B summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under existing plus project conditions.

### 7.3 NEAR-TERM WITHOUT PROJECT LEVELS OF SERVICE

#### 7.3.1 Study Intersections

An intersection LOS analysis was conducted for near-term without project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that all study intersections are forecast to operate at a satisfactory LOS under near-term without project conditions.

#### 7.3.2 Roadway Segments

A roadway segment LOS analysis was conducted for near-term without project conditions using the methodologies previously discussed. Table 7-D summarizes the results of this analysis and shows

that all roadway segments are forecast to operate at a satisfactory LOS under near-term without project conditions.

## 7.4 NEAR-TERM PLUS PROJECT LEVELS OF SERVICE

### 7.4.1 Study Intersections

An intersection LOS analysis was conducted for near-term plus project conditions using the methodologies previously discussed. Table 7-C summarizes the results of this analysis and shows that the following intersection is forecast to operate at a deficient LOS under near-term plus project conditions:

- Englehart Avenue/Dinuba Avenue (p.m. peak hour only).

### 7.4.2 Roadway Segments

A roadway segment LOS analysis was conducted for near-term plus project conditions using the methodologies previously discussed. Table 7-D summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under near-term plus project conditions.

## 7.5 CUMULATIVE WITHOUT PROJECT LEVELS OF SERVICE

### 7.5.1 Study Intersections

An intersection LOS analysis was conducted for cumulative year without project conditions using the methodologies previously discussed. Table 7-E summarizes the results of this analysis and shows that the following intersection is forecast to operate at a deficient LOS under cumulative without project conditions:

- Englehart Avenue/Dinuba Avenue (p.m. peak hour only).

### 7.5.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative without project conditions using the methodologies previously discussed. Table 7-F summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under cumulative without project conditions.

## 7.6 CUMULATIVE PLUS PROJECT LEVELS OF SERVICE

### 7.6.1 Study Intersections

An intersection LOS analysis was conducted for cumulative plus project conditions using the methodologies previously discussed. Table 7-E summarizes the results of this analysis and shows that the following intersection is forecast to operate at a deficient LOS under cumulative plus project conditions:

- Englehart Avenue/Dinuba Avenue (a.m. and p.m. peak hour).



### 7.6.2 Roadway Segments

A roadway segment LOS analysis was conducted for cumulative plus project conditions using the methodologies previously discussed. Table 7-F summarizes the results of this analysis and shows that all roadway segments are forecast to operate at a satisfactory LOS under cumulative plus project conditions.

Detailed intersection LOS worksheets are included in Appendix D.

## 7.7 LIST OF CHAPTER 7.0 TABLES

- Table 7-A: Existing Intersection Levels of Service
- Table 7-B: Existing Roadway Segments Peak Hour Levels of Service
- Table 7-C: Near Term Intersection Levels of Service
- Table 7-D: Near Term Roadway Segments Peak Hour Levels of Service
- Table 7-E: Cumulative Intersection Levels of Service
- Table 7-F: Cumulative Roadway Segments Peak Hour Levels of Service

Table 7-A - Existing Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project				With Project				A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?		
			Control	A.M. Peak Hour		P.M. Peak Hour		Control	A.M. Peak Hour					P.M. Peak Hour	
				Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS				Delay (sec.)	LOS
1 . Buttonwillow Avenue/Dinuba Avenue	City of Reedley	C	RND	14.9	B	14.7	B	RND	16.0	C	15.7	C	1.1	1.0	No
2 . Buttonwillow Avenue/Huntsman Avenue	City of Reedley	C	OWSC	11.8	B	12.1	B	OWSC	13.3	B	13.3	B	1.5	1.2	No
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	20.9	C	23.4	C	TWSC	22.1	C	24.0	C	1.2	0.6	No
4 . Englehart Avenue/Huntsman Avenue	County of Fresno	C	OWSC	9.6	A	9.7	A	OWSC	9.7	A	9.7	A	0.1	0.0	No
5 . Project Driveway 1/Huntsman Avenue	County of Fresno	C	OWSC	Future Intersection		Future Intersection		OWSC	8.4	A	8.6	A	8.4	8.6	No
6 . Project Driveway 2/Huntsman Avenue	County of Fresno	C	OWSC	Future Intersection		Future Intersection		OWSC	8.8	A	8.8	A	8.8	8.8	No

Notes:  
 RND = Roundabout; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service  
 Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.  
 \* Exceeds LOS Standard

Table 7-B: Existing Roadway Segments Peak Hour Levels of Service

Roadway Segment	Jurisdiction	Functional Classification <sup>1</sup>	Peak Hour Roadway Capacity <sup>2</sup>	Without Project						Plus Project						Increase in v/c		Improvement Required?
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour			A.M.	P.M.	
				Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS	Peak Hour	Peak Hour	
<b>Segments on Buttonwillow Avenue</b>																		
1 . between Dinuba Avenue and Huntsman Avenue (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	353	0.49	C	377	0.52	C	363	0.50	C	415	0.58	C	0.01	0.05	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	371	0.52	C	452	0.63	C	410	0.57	C	465	0.65	C	0.05	0.02	No
2 . between Huntsman Avenue and Reedley City Limit (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	331	0.46	C	375	0.52	C	347	0.48	C	381	0.53	C	0.02	0.01	No
between Huntsman Avenue and Reedley City Limit (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	302	0.42	C	413	0.57	C	307	0.43	C	429	0.60	C	0.01	0.02	No
3 . between Reedley City limits and Floral Avenue (Northbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	335	0.47	C	373	0.52	C	351	0.49	C	379	0.53	C	0.02	0.01	No
between Reedley City limits and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	300	0.42	C	374	0.52	C	305	0.42	C	390	0.54	C	0.01	0.02	No
<b>Segments on Englehart Avenue</b>																		
4 . between Dinuba Avenue and Huntsman Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	115	0.16	C	113	0.16	C	119	0.17	C	125	0.17	C	0.01	0.02	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	96	0.13	C	134	0.19	C	110	0.15	C	138	0.19	C	0.02	0.01	No
5 . between Huntsmen Avenue and Floral Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	119	0.17	C	115	0.16	C	131	0.18	C	119	0.17	C	0.02	0.01	No
between Huntsmen Avenue and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	85	0.12	C	141	0.20	C	88	0.12	C	153	0.21	C	0.00	0.02	No
<b>Segments on Dinuba Avenue</b>																		
6 . between Buttonwillow Avenue and Englehart Avenue (Eastbound)	City of Reedley	1-Lane Undivided Arterial Road	720	374	0.52	C	467	0.65	C	374	0.52	C	467	0.65	C	0.00	0.00	No
between Buttonwillow Avenue and Englehart Avenue (Westbound)	City of Reedley	1-Lane Undivided Arterial Road	720	555	0.77	C	358	0.50	C	555	0.77	C	358	0.50	C	0.00	0.00	No
<b>Segments on Huntsman Avenue</b>																		
7 . between Buttonwillow Avenue and the project site (Eastbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	34	0.05	C	14	0.02	C	89	0.12	C	33	0.05	C	<b>0.08</b>	0.03	No
between Buttonwillow Avenue and the project site (Westbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	13	0.02	C	7	0.01	C	28	0.04	C	61	0.08	C	0.02	<b>0.08</b>	No
8 . between the project site and Englehart Avenue (Eastbound)	Fresno County	1-Lane Undivided Collector	720	11	0.02	C	19	0.03	C	55	0.08	C	43	0.06	C	<b>0.06</b>	0.03	No
between the project site and Englehart Avenue (Westbound)	Fresno County	1-Lane Undivided Collector	720	20	0.03	C	17	0.02	C	44	0.06	C	60	0.08	C	0.03	<b>0.06</b>	No

Notes:

- LOS = Level of Service; v/c = Volume to Capacity Ratio
- <sup>1</sup> Classification obtained from the Figure 3.1 - Circulation Diagram, City of Reedley, General Plan 2030.
- <sup>2</sup> Roadway Capacity obtained from Motor Vehicle Arterial Generalized Service Volume Tables (C2T-Rural Town) State of Florida 2023 Multimodal Quality/Level of Service Handbook, January 2023
- \* Exceeds LOS Standard

Table 7-C - Near Term Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project						With Project						A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
			Control	A.M. Peak Hour		P.M. Peak Hour		Control	A.M. Peak Hour		P.M. Peak Hour						
				Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS					
1 . Buttonwillow Avenue/Dinuba Avenue	City of Reedley	C	RND	16.1	C	15.7	C	RND	17.4	C	16.8	C	1.3	1.1	No		
2 . Buttonwillow Avenue/Huntsman Avenue	City of Reedley	C	OWSC	11.9	B	12.1	B	OWSC	14.8	B	13.3	B	2.9	1.2	No		
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	21.2	C	24.3	C	TWSC	25.3	D *	24.9	C	4.1	0.6	Yes		
4 . Englehart Avenue/Huntsman Avenue	County of Fresno	C	OWSC	9.7	A	9.4	A	OWSC	9.7	A	9.7	A	0.0	0.3	No		
5 . Project Driveway 1/Huntsman Avenue	County of Fresno	C	OWSC	<i>Future Intersection</i>		<i>Future Intersection</i>		OWSC	8.4	A	8.6	A	8.4	8.6	No		
6 . Project Driveway 2/Huntsman Avenue	County of Fresno	C	OWSC	<i>Future Intersection</i>		<i>Future Intersection</i>		OWSC	8.8	A	8.8	A	8.8	8.8	No		

Notes:

RND = Roundabout; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.

\* Exceeds LOS Standard

Table 7-D: Near Term Roadway Segments Peak Hour Levels of Service

Roadway Segment	Jurisdiction	Functional Classification <sup>1</sup>	Peak Hour Roadway Capacity <sup>2</sup>	Without Project						Plus Project						Increase in v/c		Improvement Required?
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour	P.M. Peak Hour	
				Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	
<b>Segments on Buttonwillow Avenue</b>																		
1 . between Dinuba Avenue and Huntsman Avenue (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	354	0.49	C	380	0.53	C	364	0.51	C	418	0.58	C	0.01	0.05	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	375	0.52	C	456	0.63	C	414	0.58	C	469	0.65	C	0.05	0.02	No
<b>2 . between Huntsman Avenue and Reedley City Limit (Northbound)</b>																		
between Huntsman Avenue and Reedley City Limit (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	332	0.46	C	377	0.52	C	348	0.48	C	383	0.53	C	0.02	0.01	No
<b>3 . between Reedley City limits and Floral Avenue (Northbound)</b>																		
between Reedley City limits and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	304	0.42	C	414	0.58	C	309	0.43	C	430	0.60	C	0.01	0.02	No
<b>Segments on Englehart Avenue</b>																		
4 . between Dinuba Avenue and Huntsman Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	336	0.47	C	375	0.52	C	352	0.49	C	381	0.53	C	0.02	0.01	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	302	0.42	C	376	0.52	C	307	0.43	C	392	0.54	C	0.01	0.02	No
<b>5 . between Huntsmen Avenue and Floral Avenue (Northbound)</b>																		
between Huntsmen Avenue and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	116	0.16	C	116	0.16	C	120	0.17	C	128	0.18	C	0.01	0.02	No
<b>Segments on Dinuba Avenue</b>																		
6 . between Buttonwillow Avenue and Englehart Avenue (Eastbound)	City of Reedley	1-Lane Undivided Arterial Road	720	98	0.14	C	136	0.19	C	112	0.16	C	140	0.19	C	0.02	0.01	No
between Buttonwillow Avenue and Englehart Avenue (Westbound)	City of Reedley	1-Lane Undivided Arterial Road	720	120	0.17	C	118	0.16	C	132	0.18	C	122	0.17	C	0.02	0.01	No
<b>Segments on Huntsman Avenue</b>																		
7 . between Buttonwillow Avenue and the project site (Eastbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	87	0.12	C	143	0.20	C	90	0.13	C	155	0.22	C	0.00	0.02	No
between Buttonwillow Avenue and the project site (Westbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	388	0.54	C	489	0.68	C	388	0.54	C	489	0.68	C	0.00	0.00	No
<b>8 . between the project site and Englehart Avenue (Eastbound)</b>																		
between the project site and Englehart Avenue (Westbound)	Fresno County	1-Lane Undivided Collector	720	573	0.80	C	372	0.52	C	573	0.80	C	372	0.52	C	0.00	0.00	No
<b>8 . between the project site and Englehart Avenue (Westbound)</b>																		
between the project site and Englehart Avenue (Westbound)	Fresno County	1-Lane Undivided Collector	720	11	0.02	C	19	0.03	C	55	0.08	C	43	0.06	C	0.06	0.03	No
between the project site and Englehart Avenue (Westbound)	Fresno County	1-Lane Undivided Collector	720	20	0.03	C	17	0.02	C	44	0.06	C	60	0.08	C	0.03	0.06	No

Notes:

- LOS = Level of Service; v/c = Volume to Capacity Ratio
- <sup>1</sup> Classification obtained from the Figure 3.1 - Circulation Diagram, City of Reedley, General Plan 2030 .
- <sup>2</sup> Roadway Capacity obtained from Motor Vehicle Arterial Generalized Service Volume Tables (C2T-Rural Town) State of Florida 2023 Multimodal Quality/Level of Service Handbook, January 2023
- \* Exceeds LOS Standard

Table 7-E - Cumulative Intersection Levels of Service

Intersection	Jurisdiction	LOS Standard	No Project						With Project						A.M. Peak Hour Increase in Delay (sec.)	P.M. Peak Hour Increase in Delay (sec.)	Improvement Required?
			Control	A.M. Peak Hour		P.M. Peak Hour		Control	A.M. Peak Hour		P.M. Peak Hour						
				Delay (sec.)	LOS	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS					
1 . Buttonwillow Avenue/Dinuba Avenue	City of Reedley	C	RND	20.2	C	19.8	C	RND	22.4	C	21.6	C	2.2	1.8	No		
2 . Buttonwillow Avenue/Huntsman Avenue	City of Reedley	C	OWSC	16.8	C	15.6	C	OWSC	20.2	C	18.2	C	3.4	2.6	No		
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	24.8	C	31.8	D *	TWSC	26.7	D *	33.4	D *	1.9	1.6	Yes		
4 . Englehart Avenue/Huntsman Avenue	County of Fresno	C	OWSC	9.9	A	10.2	B	OWSC	9.9	A	10.4	B	0.0	0.2	No		
5 . Project Driveway 1/Huntsman Avenue	County of Fresno	C	OWSC	<i>Future Intersection</i>		<i>Future Intersection</i>		OWSC	8.6	A	8.6	A	8.6	8.6	No		
6 . Project Driveway 2/Huntsman Avenue	County of Fresno	C	OWSC	<i>Future Intersection</i>		<i>Future Intersection</i>		OWSC	9.0	A	9.0	A	9.0	9.0	No		

Notes:

RND = Roundabout; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.

\* Exceeds LOS Standard

Table 7-F: Cumulative Roadway Segments Peak Hour Levels of Service

Roadway Segment	Jurisdiction	Functional Classification <sup>1</sup>	Peak Hour Roadway Capacity <sup>2</sup>	Without Project						Plus Project						Increase in v/c		Improvement Required?
				A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour			P.M. Peak Hour			A.M. Peak Hour	P.M. Peak Hour	
				Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS	Volume	v/c	LOS	Peak Hour	Peak Hour	
<b>Segments on Buttonwillow Avenue</b>																		
1 . between Dinuba Avenue and Huntsman Avenue (Northbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	392	0.54	C	449	0.62	C	402	0.56	C	487	0.68	C	0.01	0.05	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	440	0.61	C	495	0.69	C	479	0.67	C	508	0.71	C	0.05	0.02	No
<b>2 . between Huntsman Avenue and Reedley City Limit (Northbound)</b>																		
between Huntsman Avenue and Reedley City Limit (Southbound)	City of Reedley	1-Lane Undivided Major Arterial Road	720	370	0.51	C	410	0.57	C	386	0.54	C	416	0.58	C	0.02	0.01	No
<b>3 . between Reedley City limits and Floral Avenue (Northbound)</b>																		
between Reedley City limits and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Major Arterial Road	720	350	0.49	C	411	0.57	C	366	0.51	C	417	0.58	C	0.02	0.01	No
<b>Segments on Englehart Avenue</b>																		
4 . between Dinuba Avenue and Huntsman Avenue (Northbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	122	0.17	C	152	0.21	C	126	0.18	C	164	0.23	C	0.01	0.02	No
between Dinuba Avenue and Huntsman Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	141	0.20	C	144	0.20	C	155	0.22	C	148	0.21	C	0.02	0.01	No
<b>5 . between Huntsmen Avenue and Floral Avenue (Northbound)</b>																		
between Huntsmen Avenue and Floral Avenue (Southbound)	Fresno County	1-Lane Undivided Future Arterial Road	720	125	0.17	C	124	0.17	C	137	0.19	C	128	0.18	C	0.02	0.01	No
<b>Segments on Dinuba Avenue</b>																		
6 . between Buttonwillow Avenue and Englehart Avenue (Eastbound)	City of Reedley	1-Lane Undivided Arterial Road	720	395	0.55	C	386	0.54	C	395	0.55	C	386	0.54	C	0.00	0.00	No
between Buttonwillow Avenue and Englehart Avenue (Westbound)	City of Reedley	1-Lane Undivided Arterial Road	720	591	0.82	C	502	0.70	C	591	0.82	C	502	0.70	C	0.00	0.00	No
<b>Segments on Huntsman Avenue</b>																		
7 . between Buttonwillow Avenue and the project site (Eastbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	137	0.19	C	83	0.12	C	192	0.27	C	102	0.14	C	<b>0.08</b>	0.03	No
between Buttonwillow Avenue and the project site (Westbound)	City of Reedley/Fresno County	1-Lane Undivided Collector	720	69	0.10	C	90	0.13	C	84	0.12	C	144	0.20	C	0.02	<b>0.08</b>	No
<b>8 . between the project site and Englehart Avenue (Eastbound)</b>																		
between the project site and Englehart Avenue (Westbound)	Fresno County	1-Lane Undivided Collector	720	11	0.02	C	48	0.07	C	55	0.08	C	72	0.10	C	<b>0.06</b>	0.03	No

Notes:

- LOS = Level of Service; v/c = Volume to Capacity Ratio
- <sup>1</sup> Classification obtained from the Figure 3.1 - Circulation Diagram, City of Reedley, General Plan 2030.
- <sup>2</sup> Roadway Capacity obtained from Motor Vehicle Arterial Generalized Service Volume Tables (C2T-Rural Town) State of Florida 2023 Multimodal Quality/Level of Service Handbook, January 2023
- \* Exceeds LOS Standard

## 8.0 DRIVEWAY ACCESS ANALYSIS

Tables 8-A, 8-B, and 8-C shows the available turn-pocket storage lengths and summarize the 95<sup>th</sup> percentile back-of-queue lengths at the project driveways under existing, near-term, and cumulative without project and plus project conditions. The queues have been reported from SimTraffic since Synchro does not appropriately report queues at unsignalized intersections.

As shown in these tables, the queues at the project driveways are nominal. Additionally, as shown in the detailed report for these queuing and blocking analysis, the project traffic does not create any blockages for the through traffic along Huntsman Avenue.

Detailed queuing worksheets are included in Appendix E

Both the project driveways are proposed to be stop controlled. Therefore, project vehicles exiting from the project site will stop and yield to the traffic along Huntsman Avenue. Along the project frontage, currently there is no dedicated on-street parking provision. Additionally, there's no other large objects present or proposed as part of the project frontage improvement to obstruct the sight distance of vehicles exiting the project site. Therefore, both the driveways would have adequate sight distance for safe maneuvers of project traffic.

### 8.1 LIST OF CHAPTER 8.0 TABLES

- Table 8-A: Existing Queuing Analysis
- Table 8-B: Near-Term Queuing Analysis
- Table 8-C: Cumulative Year Queuing Analysis



Table 8-A - Existing Queuing Analysis

Intersection	Movement	Storage Length <sup>1</sup> (ft/ln)	Existing			
			No Project <sup>2</sup>		Plus Project <sup>2</sup>	
			AM	PM	AM	PM
5 . Project Driveway 1/Huntsman Avenue OWSC	<b>SBLR</b>	280	0	0	30	45
6 . Project Driveway 2/Huntsman Avenue OWSC	<b>SBLR</b>	70	0	0	25	35

Notes:

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

**Bold** = Queue exceeds available storage.

<sup>1</sup> Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

<sup>2</sup> All queues reported are 95th percentile queues. Queues for unsignalized intersections have been taken from SimTraffic.

Table 8-B - Near-Term Queuing Analysis

Intersection	Movement	Storage Length <sup>1</sup> (ft/ln)	Near Term			
			No Project <sup>2</sup>		Plus Project <sup>2</sup>	
			AM	PM	AM	PM
5 . Project Driveway 1/Huntsman Avenue OWSC	<b>SBLR</b>	280	0	0	30	45
6 . Project Driveway 2/Huntsman Avenue OWSC	<b>SBLR</b>	70	0	0	<b>30</b>	45

Notes:

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

**Bold** = Queue exceeds available storage.

<sup>1</sup> Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

<sup>2</sup> All queues reported are 95th percentile queues. Queues for unsignalized intersections have been taken from SimTraffic.

Table 8-C - Cumulative Year Queuing Analysis

Intersection	Movement	Storage Length <sup>1</sup> (ft/ln)	Cumulative			
			No Project <sup>2</sup>		Plus Project <sup>2</sup>	
			AM	PM	AM	PM
5 . Project Driveway 1/Huntsman Avenue OWSC	<b>SBLR</b>	280	0	0	55	75
6 . Project Driveway 2/Huntsman Avenue OWSC	<b>SBLR</b>	70	0	0	25	65

Notes:

EB = Eastbound; WB = Westbound; NB = Northbound; SB = Southbound

L = Left; R = Right

**Bold** = Queue exceeds available storage.

<sup>1</sup> Storage length for all movements obtained from Google Earth measurements and conceptual site plan.

<sup>2</sup> All queues reported are 95th percentile queues. Queues for unsignalized intersections have been taken from SimTraffic.

## 9.0 CIRCULATION IMPROVEMENTS AND FUNDING SOURCES

### 9.1 RECOMMENDED IMPROVEMENTS

Improvements have been recommended at the study intersection where an operational deficiency has been identified based on the results of the LOS analysis. Figure 9-1 illustrates the study intersection geometrics and traffic control under 'plus project' conditions with recommended improvements.

For the intersection at Dinuba Avenue/Englehart Avenue, converting the existing two-way stop control (TWSC) to all-way stop control (AWSC) is being proposed to eliminate the forecasted operational deficiency under near-term and cumulative conditions. Tables 9-A and 9-B summarize the post-improvement intersection LOS under near-term and cumulative conditions, respectively.

Detailed LOS worksheets are included in Appendix D.

### 9.2 FUNDING SOURCES AND MECHANISMS

Where there is a funding mechanism (fee program) for the recommended improvements, payment into the fee program would be considered sufficient project obligation to alleviate project-related operational deficiencies. At study locations where the addition of project traffic creates an operational deficiency (existing plus project conditions) and there is no funding mechanism in place, the project will be responsible for the implementation of the improvement. At locations where the project adds to or creates a forecast deficiency and there is no funding mechanism in place, the project is responsible for its fair-share payment. As such, the project will be paying its fair share for the recommended improvement at the intersection of Dinuba Avenue/Englehart Avenue.

#### 9.2.1 Project Fair Share

In the absence of a fee program where the project has an impact on the roadway network, the project will pay its respective fair share for the proposed improvements. The project's fair share has been calculated based on project traffic as a percentage of total growth of existing traffic plus project volumes. The fair share calculation formula may be found below:

$$\text{Fair Share \%} = \frac{\text{Project Trips}}{\text{Project Trips} + \text{Total Growth}}$$

The project will be paying its fair share for the recommended improvements at the intersection of Englehart Avenue/Dinuba Avenue.

Table 9-C summarizes the recommended improvement for the deficient intersection and its fair share percentage for the improvement.

### 9.3 LIST OF CHAPTER 9.0 FIGURES AND TABLES

- Figure 9-1: Study Intersection Geometrics and Traffic Control under 'Plus Project' Conditions with Improvements

- 
- Table 9-A: Near-Term Plus Project with Recommended Improvements Intersection Levels of Service
  - Table 9-B: Cumulative Plus Project with Recommended Improvements Intersection Levels of Service
  - Table 9-C: Recommended Improvements for Intersections and Fair Share

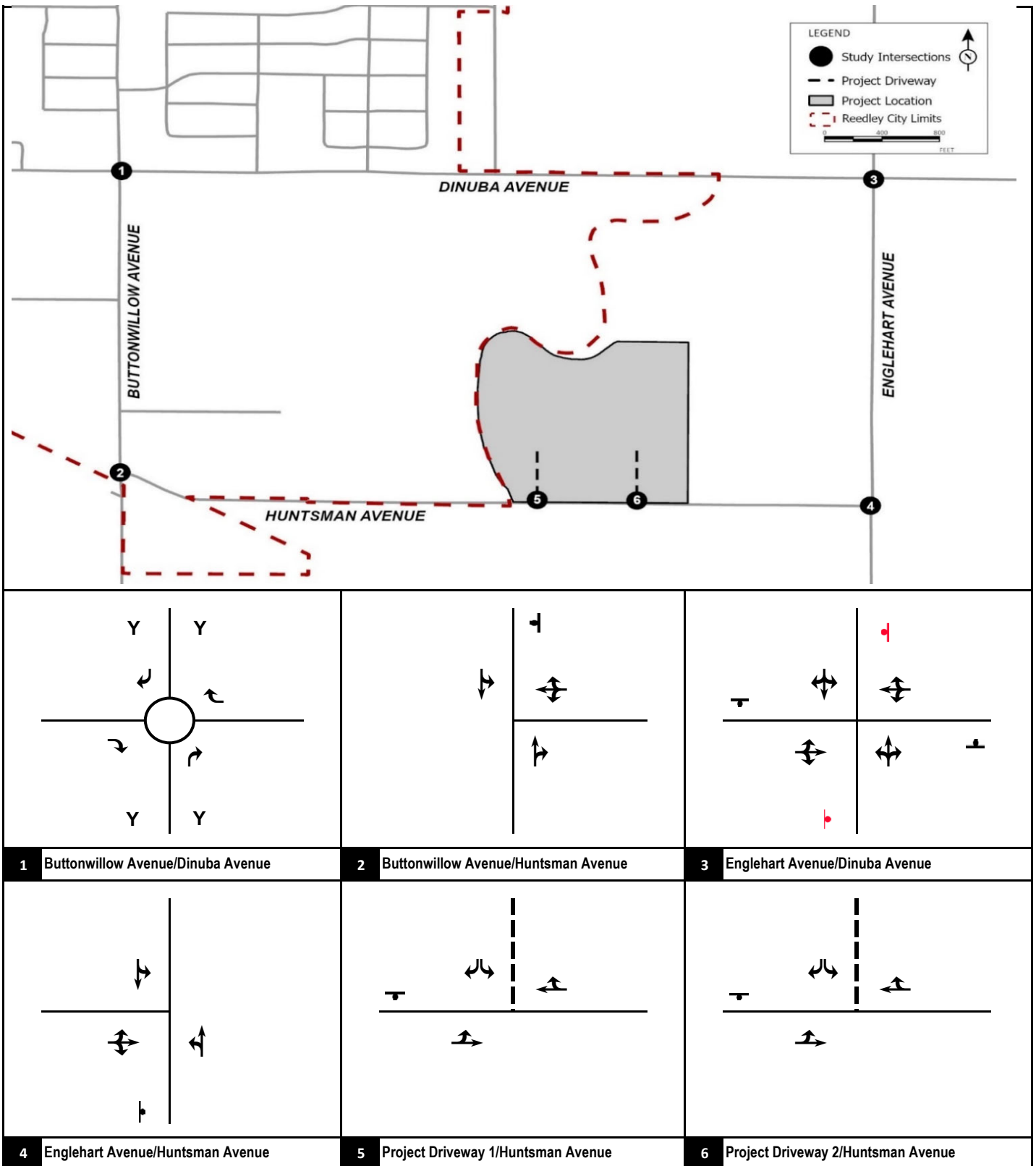


FIGURE 9-1



Legend  
 Stop Sign  
 Roundabout

Y Yield  
 Recommended Improvements  
 - - - Project Driveway

East Huntsman Industrial Park Project  
 Traffic Impact Study

Study Intersection Geometrics and Traffic Control with Recommended Improvements

**Table 9-A - Near-Term Plus Project with Recommended Improvements Intersection Levels of Service**

Intersection	Jurisdiction	LOS Standard	Control	Plus Project Without Improvements						Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour			Control	A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	Delay (sec.)	LOS		Delay (sec.)	LOS	Delay (sec.)	LOS	
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	25.3	D *		24.9	24.9	C	AWSC	14.7	B	15.1	C

Notes:

AWSC = All way Stop control; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.

\* Exceeds LOS Standard

**Table 9-B - Cumulative Plus Project with Recommended Improvements Intersection Levels of Service**

Intersection	Jurisdiction	LOS Standard	Control	Plus Project Without Improvements				Plus Project With Improvements				
				A.M. Peak Hour		P.M. Peak Hour		A.M. Peak Hour		P.M. Peak Hour		
				Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	Delay (sec.)	LOS	
3 . Englehart Avenue/Dinuba Avenue	County of Fresno	C	TWSC	26.7	D *	33.4	D *	AWSC	16.3	C	17.6	C

**Notes:**

AWSC = All way Stop control; TWSC= Two-Way Stop Control; OWSC = One-Way Stop Control; LOS = Level of Service

Delay = Average control delay in seconds (For OWSC/TWSC intersections, reported delay is for worst-case movement). Delay for LOS calculations for intersection with roundabout was obtained from SIDRA.

\* Exceeds LOS Standard



**Table 9-C - Recommended Improvements for Intersections and Fair Share**

Intersection	Near Term (2026) Plus Project Improvements	Cumulative (2046) Plus Project Improvements	Funding Mechanism	Improvements Covered by Fair Share	Fair Share Percentage <sup>1</sup>
3 . Englehart Avenue/Dinuba Avenue	Convert TWSC to AWSC	Convert TWSC to AWSC	Fair Share	Convert TWSC to AWSC	18.75%

**Notes:**

AWSC = All-Way Stop Control, TWSC = Two-Way Stop Control

<sup>1</sup> Project Fair Share Percentage is the highest fair share value of the AM and PM peak hour when both peak hours require improvements, or only in the peak hour that require improvements.

## 10.0 VEHICLE MILES TRAVELED ANALYSIS

On December 28, 2018, the California Office of Administrative Law cleared the revised CEQA guidelines for use. Among the changes to the guidelines was removal of vehicle delay and level of service from consideration under CEQA. With the adopted guidelines, transportation impacts are to be evaluated based on a project's effect on VMT.

The City is one of the member jurisdictions of Fresno County Association of Governments (Fresno COG) and follows the *Fresno County SB 743 Implementation Regional Guidelines*, dated January 2021 (VMT Guidelines) that includes recommended screening criteria, methodology and significant threshold criteria for projects within Fresno COG member jurisdictions, including the City. Substantial evidence is also included in the implementation guidelines for these screening criteria, recommended methodologies, and significant impact criteria. Therefore, the VMT evaluation was conducted using the recommended screening criteria, methodology and significant threshold criteria included in the VMT Guidelines.

### 10.1 Methodology

Fresno COG's VMT analysis guidelines provide multiple screening criteria for land use projects. Each of these criteria was evaluated for the project to determine if the project can be screened out. Following is a brief description about the applicability of each of these screening criteria for the proposed project:

- **Transit Priority Area (TPA) Screening:** As per the VMT Guideline, TPAs are defined as an area within one-half mile of a major transit stop that is existing or planned. As discussed in Section 3 of this report, currently there is no transit facilities in the vicinity of the project. Additionally, based on information within the City of Reedley General Plan (2030), the project is not estimated to be within any future TPA. Therefore, this screening criteria does not apply to the project.
- **Low Trip Generator:** The VMT analysis guidelines identify that projects generating less than 500 daily trips could be screened out. As shown in Table 5-A in the project trip generation section, the project is estimated to generate 561 daily trips. Therefore, this screening criteria does not apply to the project.
- **Other Screening Criteria:** The project land use does not include only residential or office land uses. Therefore, it cannot be screened out using low VMT area maps. Additionally, it is neither an affordable housing project nor can it be classified as retail, institutional/government uses, or public service uses. As such, these screening criteria do not apply to the project.

Based on the reasons stated above, the project cannot be screened out from a detailed VMT analysis. As such, pursuant to the VMT Guidelines, a detailed VMT analysis was conducted using the regional travel demand model.

#### 10.1.1 Thresholds of Significance

As previously stated, the project includes non-residential land uses only. However, it is a mixed-use project with primarily industrial and office uses that would require a General Plan Amendment.

Pursuant to the VMT Guidelines, VMT per employee was used as the VMT metric to determine project impacts. Therefore, as recommended in the VMT Guidelines, the threshold for determining VMT impacts has been considered as 13 percent below the region's current baseline VMT per employee.

As recommended in the VMT Guidelines, the entire Fresno County was identified as the region for VMT analysis for non-residential projects. Additionally, since the Fresno COG Activity Based Model (ABM), is the regional travel demand model for the entire county. Therefore, this model was used to determine the project VMT. The project VMT was calculated from the Fresno COG ABM model run as described below:

### 10.1.2 Project Traffic Analysis Zone Update

The first step was to update the traffic analysis zones (TAZs) in the model that include the project area. The project was isolated to estimate the project VMT. As such, two separate TAZ was used for the warehouse and the office land use. The project employee estimate was obtained from project site plan. The Fresno COG ABM socioeconomic database for the baseline (2019) scenario was updated with the project socioeconomic data within the project TAZs. Model run was conducted for this updated model and the outputs from this model run was used to estimate project VMT per employee for both the office and warehouse uses.

### 10.1.3 Model Runs and Project Vehicle Miles Traveled Estimation

A model run was conducted for this updated model upon completion of the socioeconomic data update. The outputs from this updated model run were used to calculate the project VMT per employee office and warehouse uses.

## 10.2 PROJECT VEHICLE MILES TRAVELED ANALYSIS

As previously mentioned, the baseline (2019) regional VMT per employee was obtained from the Fresno COG ABM "without project" run. The Regional Average VMT per Employee is 25.6. Further, as stated above, 13 percent below the baseline regional VMT per employee, or 22.3, was considered as the VMT threshold. Table 10-A shows the regional threshold and project VMT per employee for both the office and warehouse land uses. As shown in Table 10-A, the project VMT per employee for the proposed office use is 12.4, which is 44.39 percent lower than the VMT threshold. Similarly, the VMT per employee for the proposed warehouse use is 12.8, which is 42.60 percent lower than the VMT threshold. As such, both the project component is estimated to have no significant VMT impact. Therefore, the proposed project would not have any significant VMT impact.

Detailed VMT calculation worksheets for the project are included in Appendix F

## 10.3 LIST OF CHAPTER 10.0 TABLES

- Table 10-A: Baseline (2019) Regional and Project VMT per Employee

**Table 10-A: Baseline (2020) Regional and Project VMT per Employee**

<b>Project Land Use</b>	<b>VMT Threshold (13% Below Regional Average)</b>	<b>Project VMT per Employee</b>	<b>Percentage Difference</b>	<b>Significant Impact?</b>
Office	22.3	12.4	44.39%	NO
Warehouse	22.3	12.8	42.60%	NO

Source: Fresno COG Activity Based Model  
VMT = Vehicle Miles Traveled

## 11.0 SUMMARY AND CONCLUSIONS

The proposed project site will be developed into an industrial park with office/retail, warehouse, and truck maintenance facilities with an estimated completion date of 2026. Access to the site will be provided via two driveways on Huntsman Avenue. Overall, the project is estimated to generate 970 daily PCE trips, with 100 trips occurring during the a.m. peak hour and 105 trips occurring during the p.m. peak hour.

### 11.1 EXISTING CONDITIONS SUMMARY

All study intersections and all roadway segments operate at a satisfactory LOS under existing and existing plus project conditions.

### 11.2 NEAR-TERM CONDITIONS SUMMARY

All study intersections and roadway segments are forecast to operate at a satisfactory LOS under near-term without project conditions while five study intersections are forecast to operate at a satisfactory LOS under near-term plus project conditions. One study intersection is forecast to operate at a deficient LOS under near-term plus project condition. All roadway segments are forecast to operate at a satisfactory LOS under near-term plus project conditions.

### 11.3 CUMULATIVE YEAR CONDITIONS SUMMARY

Five study intersections and all roadway segments are forecast to operate at a satisfactory LOS under cumulative year 'without project' and 'plus project' conditions. One study intersection is forecast to operate at a deficient LOS under cumulative 'without project' and 'plus project' conditions.

### 11.4 IMPROVEMENTS SUMMARY

Based on the improvements discussed in Section 9.1 "Recommended Improvements" of this report the recommended improvements include converting the existing two-way stop control to an all-way stop control at the deficient intersection. The project will pay its fair share for intersections where improvements are not covered by a fee program.

### 11.5 DRIVEWAY ACCESS ANALYSIS SUMMARY

The stop control at the project driveways will be one-way stop control (OWSC). Based on the locations of the project driveway, the project is not anticipated to create deficiency in the neighborhood traffic flow pattern.

### 11.6 VEHICLE MILES TRAVELED SUMMARY

Based on the recommended screening criteria included in the VMT Guidelines, the project is not expected to have any significant VMT impact.

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# APPENDIX A

## SCOPING AGREEMENT



CARLSBAD  
CLOVIS  
IRVINE  
LOS ANGELES  
PALM SPRINGS  
POINT RICHMOND  
RIVERSIDE  
ROSEVILLE  
SAN LUIS OBISPO

December 21, 2023

Rodney L. Horton, MPA  
Community Development Director  
Community Development Department; City of Reedley  
1733 9th Street  
Reedley, CA 93654

Subject: Scope of Work for the East Huntsman Avenue Industrial Park Project Traffic Impact Study (LSA Project No. 20231045.02)

Dear Rodney:

LSA will be preparing a Traffic Impact Study (TIS) for the proposed East Huntsman Avenue Industrial Park Project (project) to be located within Fresno County (County) and proposed to be annexed in the City of Reedley (City). The project site is bounded by Huntsman Avenue on the south and agricultural lands on the east and north. Figure 1 (all figures and tables attached) illustrates the regional and project location.

The project site is currently used for growing agricultural crops and contains agricultural support buildings and one single-family residence. The proposed project would divide the 42-acre project site into 26 lots, which would be developed with office/retail, warehouse, and truck maintenance facilities. Additionally, 2.23 acres of parking would be provided including, employee, guest, and truck parking stalls.

Access to the site will be provided via two driveways on Huntsman Avenue. A third driveway is proposed in the site plan on the northern side of the project. However, since it is not currently connected to the existing circulation system, this driveway is not anticipated to have any project trips. Figure 2 illustrates the conceptual site plan for the project.

LSA anticipates that the following scope of work will be required for preparation of the TIS.

### **SCOPE OF WORK: LEVEL OF SERVICE ANALYSIS**

While Level of Service (LOS) analysis is no longer a determinant of California Environmental Quality Act (CEQA) impacts, the project will need to demonstrate consistency with the General Plan goals and policies since project traffic will be affecting the surrounding roadway circulation network under the jurisdiction of the County. Therefore, an LOS analysis will be prepared for the project. It is LSA's understanding that the City does not have its own LOS study guidelines but follows the *Draft Guidelines for the Preparation of Traffic Impact Studies within the County of Fresno* (TIS Guidelines), dated May 2018. Therefore, the TIS scope has been prepared in accordance with the recommendations included in the County's TIS Guidelines.

## Study Intersections

As previously mentioned, the TIS for the proposed project will be prepared to meet the requirements of the County's TIS Guidelines. As per the County's TIS Guidelines, any intersection where the project is anticipated to add 10 or more peak hour trips should be included in the study. However, it should be noted that the County's TIS Guidelines were developed primarily to address traffic operations in rural areas. Since the project is located within the City's sphere of influence (suburban settings), intersections where the project is estimated to add 50 or more peak hour trips were considered for evaluation. Using this criterion, and based on recommendation from City and County of Fresno staff, the following intersections are being proposed for evaluation:

1. Buttonwillow Avenue/Dinuba Avenue (Reedley)
2. Englehart Avenue/Dinuba Avenue (County of Fresno)
3. Buttonwillow Avenue/Huntsman Avenue (Reedley)
4. Englehart Avenue/Huntsman Avenue (County of Fresno)
5. Project Driveway 1/Huntsman Avenue (County of Fresno)
6. Project Driveway 2/Huntsman Avenue (County of Fresno)

Figures 3 illustrate the study area intersection.

Traffic operations at all study intersections will be analyzed during the weekday a.m. and p.m. peak hours. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m., while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Intersection LOS will be calculated using the Highway Capacity Manual 7th Edition (HCM 7) analysis methodologies and using Synchro 12 software for signalized and unsignalized intersections, and SIDRA software for roundabouts.

## Roadway Segments

Based on recommendation from City and County staff, the following roadway segments are being proposed for evaluation:

1. Buttonwillow Avenue, between Dinuba Avenue and Huntsman Avenue,
2. Buttonwillow Avenue, between Huntsman Avenue and Reedley City Limit,
3. Buttonwillow Avenue, between Reedley City limits and Floral Avenue,
4. Englehart Avenue, between Dinuba Avenue and Huntsman Avenue,
5. Englehart Avenue, between Huntsmen Avenue and Floral Avenue
6. Dinuba Avenue, between Buttonwillow Avenue and Englehart Avenue,
7. Huntsman Avenue, between Buttonwillow Avenue and the project site, and
8. Huntsman Avenue, between the project site and Englehart Avenue.

## Analysis Scenarios

As per the County's TIS Guidelines, the following scenarios will be included in the TIS:

- Existing Conditions;
- Existing Plus Project Conditions;
- Near-Term Without Project Conditions;



- Near-Term Plus Project Conditions;
- Cumulative Without Project Conditions; and
- Cumulative Plus Project Conditions.

### Trip Generation

The trip generation for the proposed project was developed using the following rates from the Institute of Transportation Engineers (ITE) *Trip Generation Manual* (11<sup>th</sup> Edition):

- Land Use 150 - " Warehousing "
- Land Use 710 - "General Office Building"

It should be noted that as shown in the conceptual site plan, Parcel 1 has been proposed either as a retail or an office facility. However, given the location of the project and location of parcel 1 within the project, it is estimated that Parcel 1 would be developed as a commercial office facility. Therefore, for purposes of this analysis, Parcel 1 has been considered as an office facility to develop the project trip generation.

Additionally, as shown in the site plan, a truck repair facility has been proposed. However, this facility is estimated to provide truck repair services to trucks that are accessing the project's industrial buildings. Therefore, no external trips were accounted for this use as part of the project trip generation.

Warehouse facilities typically generate a significant number of truck trips along with passenger vehicles (PV). Therefore, the total amount of trips generated by the warehouse facilities were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. Based on our prior experience working on industrial projects within the County, SCAQMD vehicle splits is an acceptable methodology to develop vehicle mix estimates. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated December 2014, the truck mix was considered as 18.7% 4- or more axle, 5.5% 3-axle, and 6.8% 2-axle trucks. The concept of passenger car equivalent (PCE) accounts for the larger impact of trucks on traffic operations. HCM recommends applying a PCE factor of 2.0 to convert truck trips to equivalent passenger car trips. It does so by assigning each type of truck a PCE factor that represents the number of passenger vehicles that could travel through an intersection at the same time that a particular type of truck could. However, as a conservative approach, all truck trips were converted to PCE using a 2.0 PCE factor for 2-axle and 3-axle trucks, and 3.0 for 4- and more axle trucks.

Table A summarizes the project trip generation. As shown in Table A, the project is estimated to generate 517 daily PV trips, with 56 PV trips during the a.m. peak hour, and 58 PV trips during the p.m. peak hour. Additionally, the project is estimated to generate 174 daily truck trips, with 17 truck trips during the a.m. peak hour, and 18 truck trips during the p.m. peak hour. After converting the truck trips into PCE, the project is estimated to generate 970 daily PCE trips, with 100 trips occurring during the a.m. peak hour and 105 trips occurring during the p.m. peak hour.

Generalized trip distribution patterns were developed based on the location of the proposed project in relation to surrounding land uses and the roadway network. Figure 4 illustrates the project trip distribution for the passenger vehicles. Figure 5 illustrates the project trip distribution for trucks. The project trip assignment at the study intersections is the product of the project trip generation and the corresponding trip distribution percentages. Figure 6 and Figure 7 illustrates the project trip assignments at the study area intersections for passenger vehicles and trucks, respectively. Figure 8 illustrates the total peak hour project trip assignment (In PCE) at the study intersections.

### **Volume Development and Analysis Methodology**

Traffic volumes for existing conditions will be developed using existing count data collected at study intersections and roadway segments.

Traffic volumes for near-term without project conditions will be developed by adding traffic volumes from approved and pending development projects in the vicinity of the project to existing traffic volumes. Cumulative project information will be obtained from the City of Reedley, County of Fresno and other adjacent jurisdictions.

Traffic volumes for cumulative without project conditions will be developed using forecast volumes obtained from the latest version of the Fresno Council of Governments' (Fresno COG's) Activity-Based Model (ABM) and by applying the Fresno COG's recommended post-processing methodologies.

Traffic volumes for existing, near-term, and cumulative plus project conditions will be developed by adding project traffic to the traffic volumes for the respective without project scenarios.

As previously stated, all study intersections will be analyzed during the a.m. and p.m. peak hours. Intersection LOS will be calculated using *Highway Capacity Manual 7<sup>th</sup> Edition* (HCM 7) analysis methodologies by using the Synchro 12 software for signalized and unsignalized intersections, and SIDRA software for roundabouts. The a.m. peak hour is defined as the one hour of highest traffic volumes occurring between 7:00 and 9:00 a.m. while the p.m. peak hour is defined as the one hour of highest traffic volumes occurring between 4:00 and 6:00 p.m. Roadway segments will be analyzed for the highest volume on any part of the segment during the peak hours. Roadway segment analysis will be conducted using the latest version of Florida tables.

### **Analysis of Traffic Operations and Recommended Circulation Improvements**

LOS and delay will be analyzed under all analysis scenarios to determine operational deficiencies at the study intersection and roadway segments. Determination of operational deficiencies will be made based on the City's LOS standards and operational deficiency criteria.

Improvements will be recommended at locations where the project creates an operational deficiency. Improvements may include addition of intersection turn lanes, roadway widening, traffic signal installation and modification, local street striping and channelization improvements, and signage. The LOS with improvements will be calculated and summarized along with a comparison of the LOS without improvements.

### Signal Warrant Analysis (if required)

A signal warrant analysis will be conducted at unsignalized intersections if it is determined that a signal is required at this intersection as an operational improvement. Peak hour approach volumes for the intersection will be examined to determine whether signalization may be warranted per the criteria defined in the California supplement of the *Manual on Uniform Traffic Control Devices* (CA-MUTCD).

### RTMF/Fair Share Contributions

LSA will evaluate whether the improvements identified in the TIS are included as part of the Fresno COG *Regional Transportation Mitigation Fee* (RTMF) program or any other fee program. If it is determined that the improvement is not covered through any such fee program, then the project's fair share contribution will be calculated based on the project traffic as a percentage of total growth from existing to cumulative conditions, as outlined in the County's guidelines.

### Active Transportation and Public Transit Analysis

In this analysis, potential project impacts on public transit, bicycle, and pedestrian facilities will be evaluated and significant impacts would be determined based on whether the project conflicts with adopted policies, plans, or programs for these facilities, or whether the project decreases the performance or safety of these facilities.

### Left-Turn Pocket at Site Entrance Analysis

The County's TIS Guidelines require an analysis to examine the need for left-turn pockets at the project site entrances to be included in the TIS to address safe and acceptable traffic operations. The analysis will be conducted using the American Association of State and Highway Transportation Officials (AASHTO) tables, Harmelink tables, or similar analysis methodologies.

### SCOPE OF WORK: PROJECT VMT ANALYSIS

The City follows the *Fresno County SB 743 implementation Regional Guidelines*, dated January 2021 (Fresno COG Guidelines), for California Environmental Quality Act (CEQA) Vehicle Miles Traveled (VMT) Analysis. Therefore, the VMT analysis will be based on the recommended methodology and significant threshold criteria included in the Fresno COG Guidelines. Based on the project size and estimated trip generation, a detailed VMT analysis will be required for the project. LSA will utilize the Fresno COG ABM for the VMT calculations for the project. The detailed scope of work for the project is as follows:

### Project Traffic Analysis Zone Update

The first step in preparation of this analysis will be to update the traffic analysis zones (TAZs) in the model that includes the project area. LSA will convert the project land use into model socioeconomic categories using regional conversion factors. The socioeconomic data for the project TAZ in the existing year model scenario will be updated.

### Project VMT Analysis

Upon completion of the socioeconomic data update, LSA will conduct model run for the existing scenario. LSA will utilize the outputs from the model runs to calculate the project VMT for the different land uses of the project. Since this is a mixed-use project, individual land uses will be evaluated separately as recommended in the Fresno COG guidelines. Project VMT rate for separate land uses will be compared to the appropriate threshold to determine whether the project would create any significant VMT impact.

Should you have any questions, please do not hesitate to contact me at (951) 781-9310 or email me at [ambarish.mukherjee@lsa.net](mailto:ambarish.mukherjee@lsa.net)

Sincerely,

**LSA ASSOCIATES, INC.**



Ambarish Mukherjee, PE, AICP  
Principal

### ATTACHMENTS

#### Tables:

Table A: Project Trip Generation

#### Figures:

- Figure 1: Regional and Project Location
- Figure 2: Conceptual Site Plan
- Figure 3: Study Area Intersections
- Figure 4: Project Trip Distribution - Passenger Vehicles
- Figure 5: Project Trip Distribution - Trucks
- Figure 6: Project Trip Assignment - Passenger Vehicles
- Figure 7: Project Trip Assignment – Trucks
- Figure 8: Total Project Trip Assignment

**TABLES**

**Table A: Project Trip Generation**

Land Uses	Units	A.M. Peak Hour			P.M. Peak Hour			Daily
		In	Out	Total	In	Out	Total	
<b>Warehousing<sup>1</sup></b>	328.000 tsf							
Trips/Unit (Cars)		0.089	0.028	0.117	0.034	0.090	0.124	1.180
Trips/Unit (2-Axle Trucks)		0.009	0.003	0.012	0.003	0.009	0.012	0.116
Trips/Unit (3-Axle Trucks)		0.007	0.002	0.009	0.003	0.007	0.010	0.094
Trips/Unit (4+ Axle Trucks)		0.025	0.007	0.032	0.010	0.024	0.034	0.320
Trips/Unit (Total)		0.130	0.040	0.170	0.050	0.130	0.180	1.710
Trip Generation (Cars)		29	9	38	11	30	41	387
Trip Generation (2-Axle Trucks)		3	1	4	1	3	4	38
Trip Generation (3-Axle Trucks)		2	1	3	1	2	3	31
Trip Generation (4+ Axle Trucks)		8	2	10	3	8	11	105
Trip Generation (Total)		42	13	55	16	43	59	561
Trip Generation (Cars)		29	9	38	11	30	41	387
PCE Trip Generation (2-Axle Trucks)		6	2	8	2	6	8	76
PCE Trip Generation (3-Axle Trucks)		4	2	6	2	4	6	62
PCE Trip Generation (4+ Axle Trucks)		24	6	30	9	24	33	315
<b>PCE Trip Generation (Total)</b>		<b>63</b>	<b>19</b>	<b>82</b>	<b>24</b>	<b>64</b>	<b>88</b>	<b>840</b>
<b>Office</b>	12.00 tsf							
Trips/Unit <sup>2</sup>		1.34	0.18	1.52	0.24	1.20	1.44	10.84
Trip Generation		16	2	18	3	14	17	130
<b>Total Trip Generation (Passenger Vehicles)</b>		<b>45</b>	<b>11</b>	<b>56</b>	<b>14</b>	<b>44</b>	<b>58</b>	<b>517</b>
<b>Total Trip Generation (Trucks)</b>		<b>13</b>	<b>4</b>	<b>17</b>	<b>5</b>	<b>13</b>	<b>18</b>	<b>174</b>
<b>Total Gross Trip Generation (Passenger Vehicles + Trucks)</b>		<b>58</b>	<b>15</b>	<b>73</b>	<b>19</b>	<b>57</b>	<b>76</b>	<b>691</b>
<b>Total Truck PCE Trip Generation</b>		<b>34</b>	<b>10</b>	<b>44</b>	<b>13</b>	<b>34</b>	<b>47</b>	<b>453</b>
<b>Total Net PCE Trip Generation</b>		<b>79</b>	<b>21</b>	<b>100</b>	<b>27</b>	<b>78</b>	<b>105</b>	<b>970</b>

**Notes:**

tsf = thousand square-feet

<sup>1</sup> The trip generation was developed based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition) rates for Land Use 150 – “Warehousing.” The resulting trips were converted to trucks and passenger vehicles based on the South Coast Air Quality Management District (SCAQMD) recommendations for warehousing projects. As such, 31 percent of project traffic will be trucks. Based on Vehicle Mix from the SCAQMD, Warehouse Truck Trip Study Data Results and Usage, dated July 2014, the truck mix was considered as 18.7% 4-axle, 5.5% 3-axle, and 6.8% 2-axle trucks. Finally, all truck trips were converted to passenger car equivalents (PCEs) using a 2.0 PCE factor for 2-axle trucks and 3-axle trucks, and 3.0 for 4- and more axle trucks.

<sup>2</sup> Rates based on the ITE *Trip Generation Manual* (11th Edition) for Land Use 710 - "General Office Building", Setting/Location - "General Urban/Suburban."

**FIGURES**

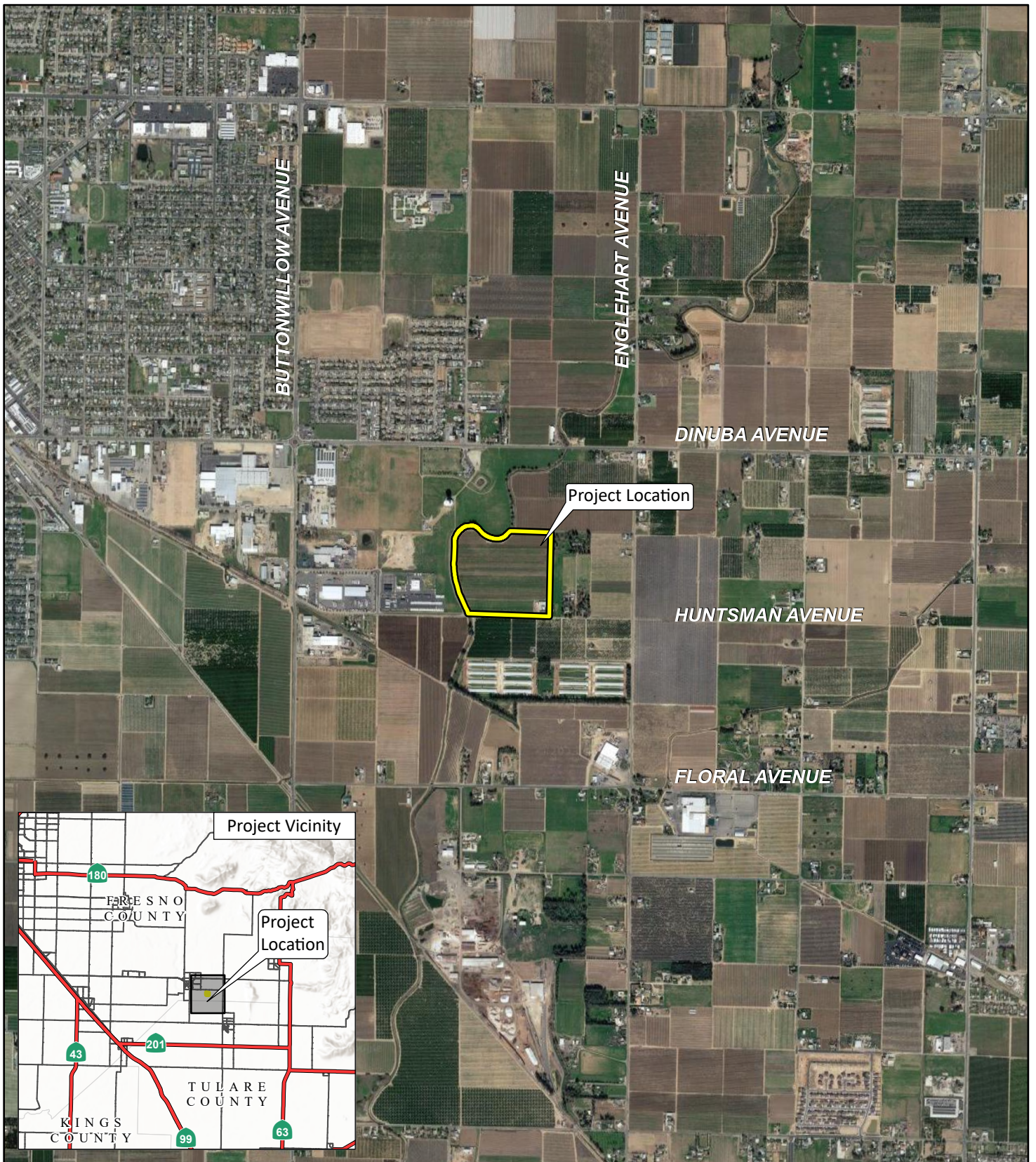

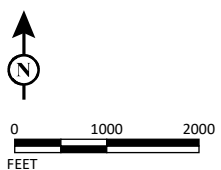


FIGURE 1

LSA

 Project Location



SOURCE: Google Earth, 2022.

P:\20231045.02 Huntsman\PRODUCTS\Traffic\GIS and Graphics\Report\Huntsman.aprx (9/20/2023)

Huntsman Industrial Park  
Traffic Impact Study  
Regional and Project Location





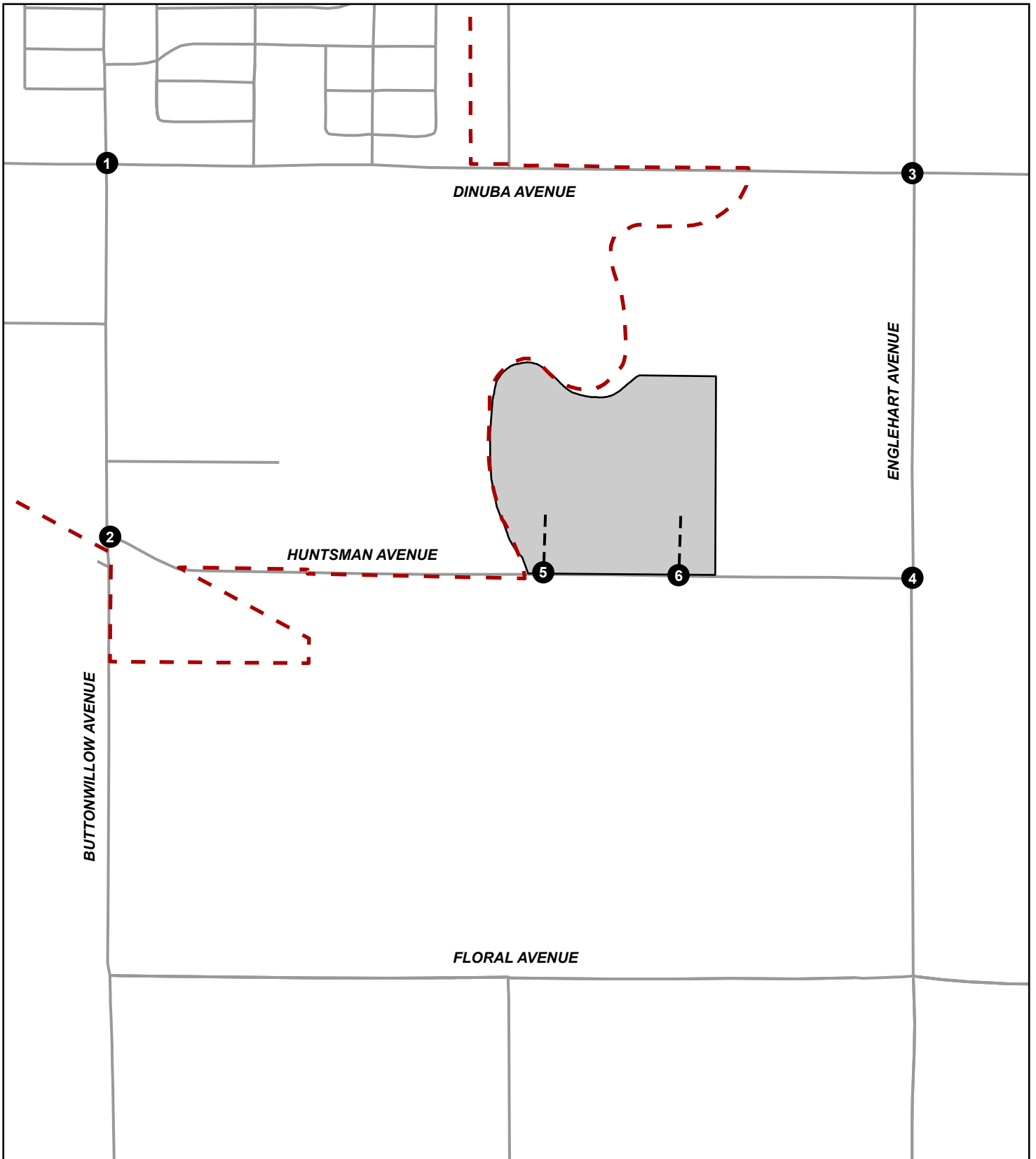


FIGURE 3

LSA

LEGEND

- Study Intersections
- - Project Driveway
- Project Location
- - - Reedley City Limits



Huntsman Industrial Park  
Traffic Impact Study  
Study Area Intersections

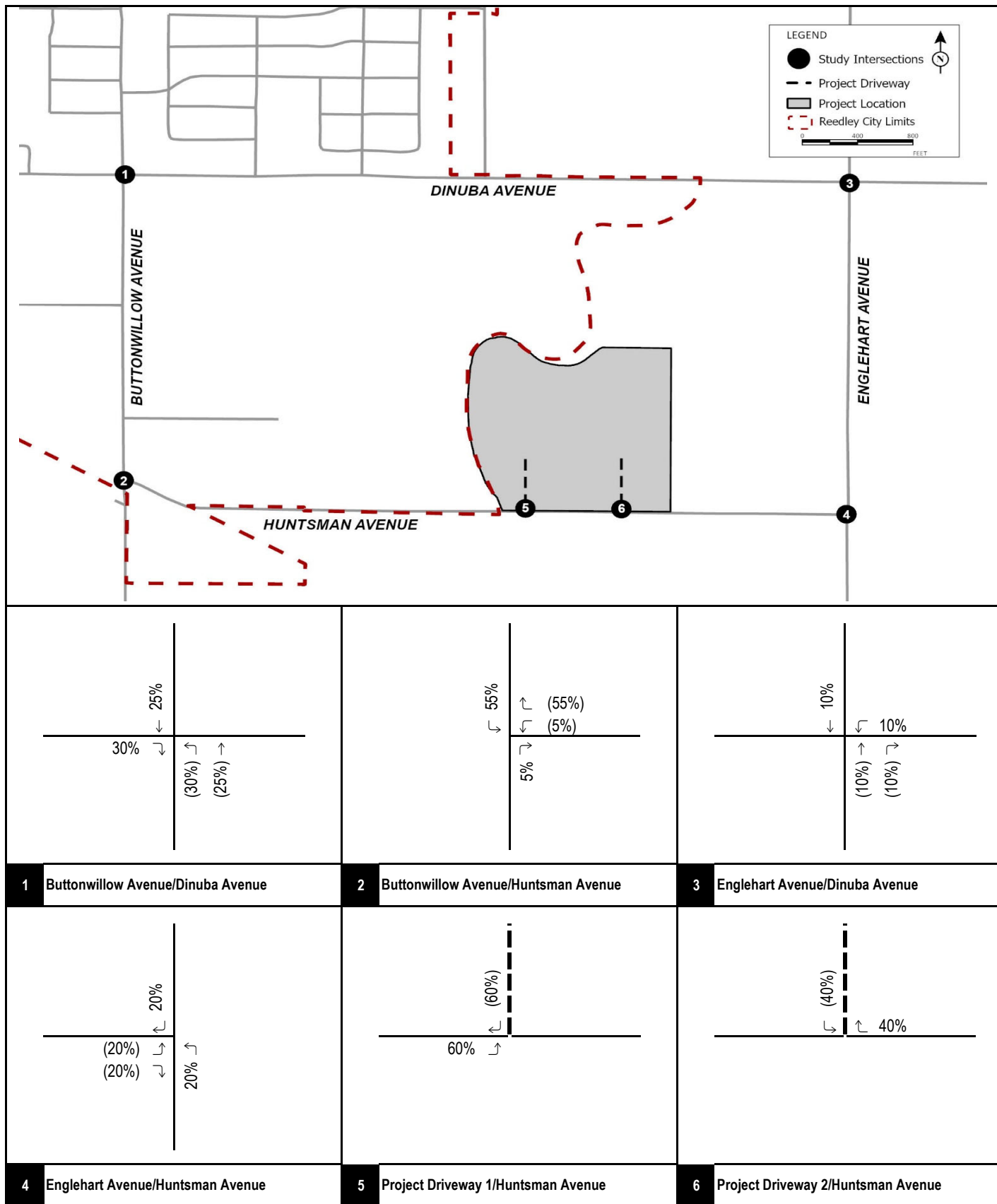


FIGURE 4



XX% (YY%)  
Inbound% (Outbound%) Distribution

Huntsman Industrial Park  
Traffic Impact Study

Project Trip Distribution - Passenger Vehicles

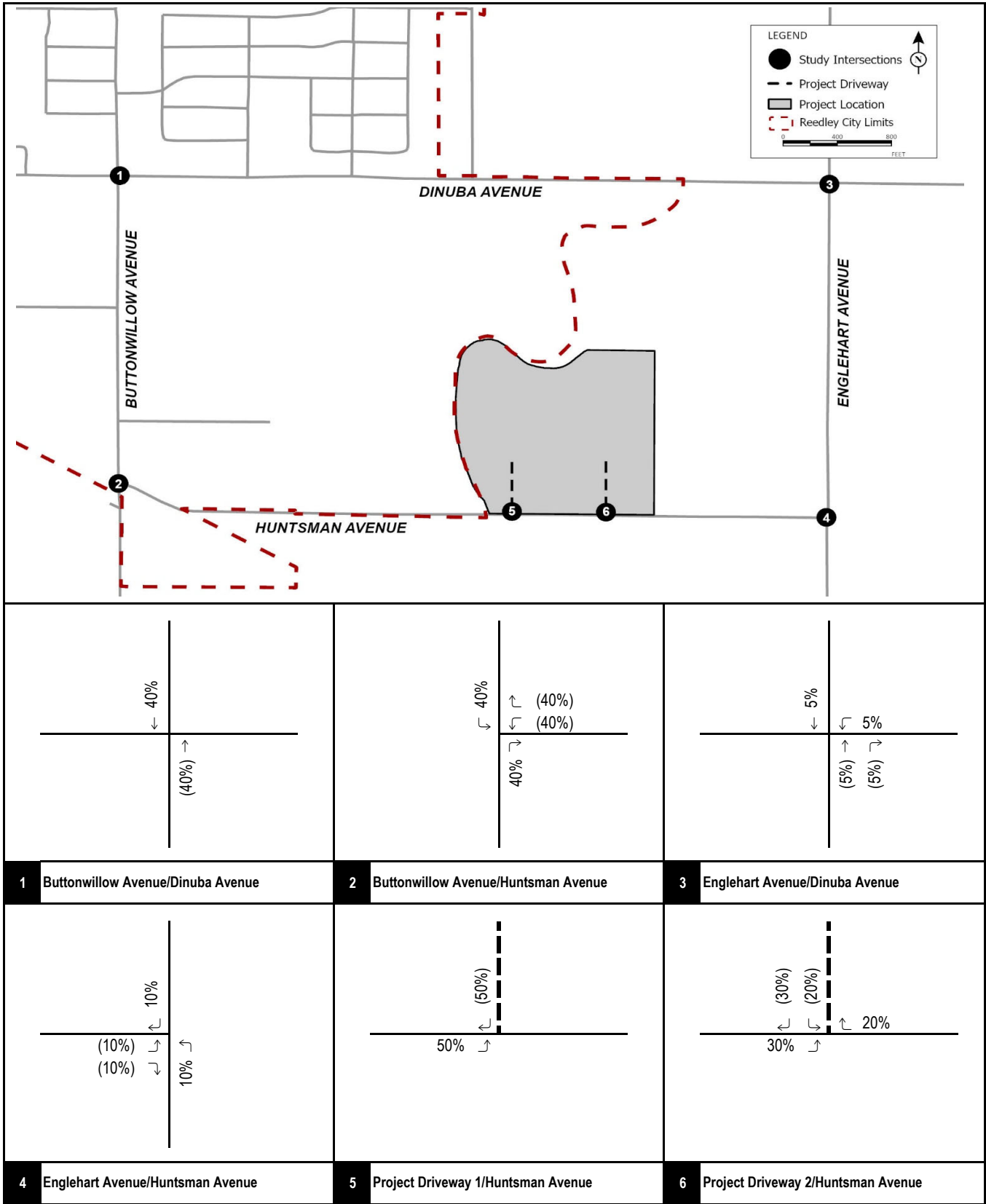


FIGURE 5



XX% (YY%)  
Inbound% (Outbound%) Distribution

Huntsman Industrial Park  
Traffic Impact Study

Project Trip Distribution - Trucks

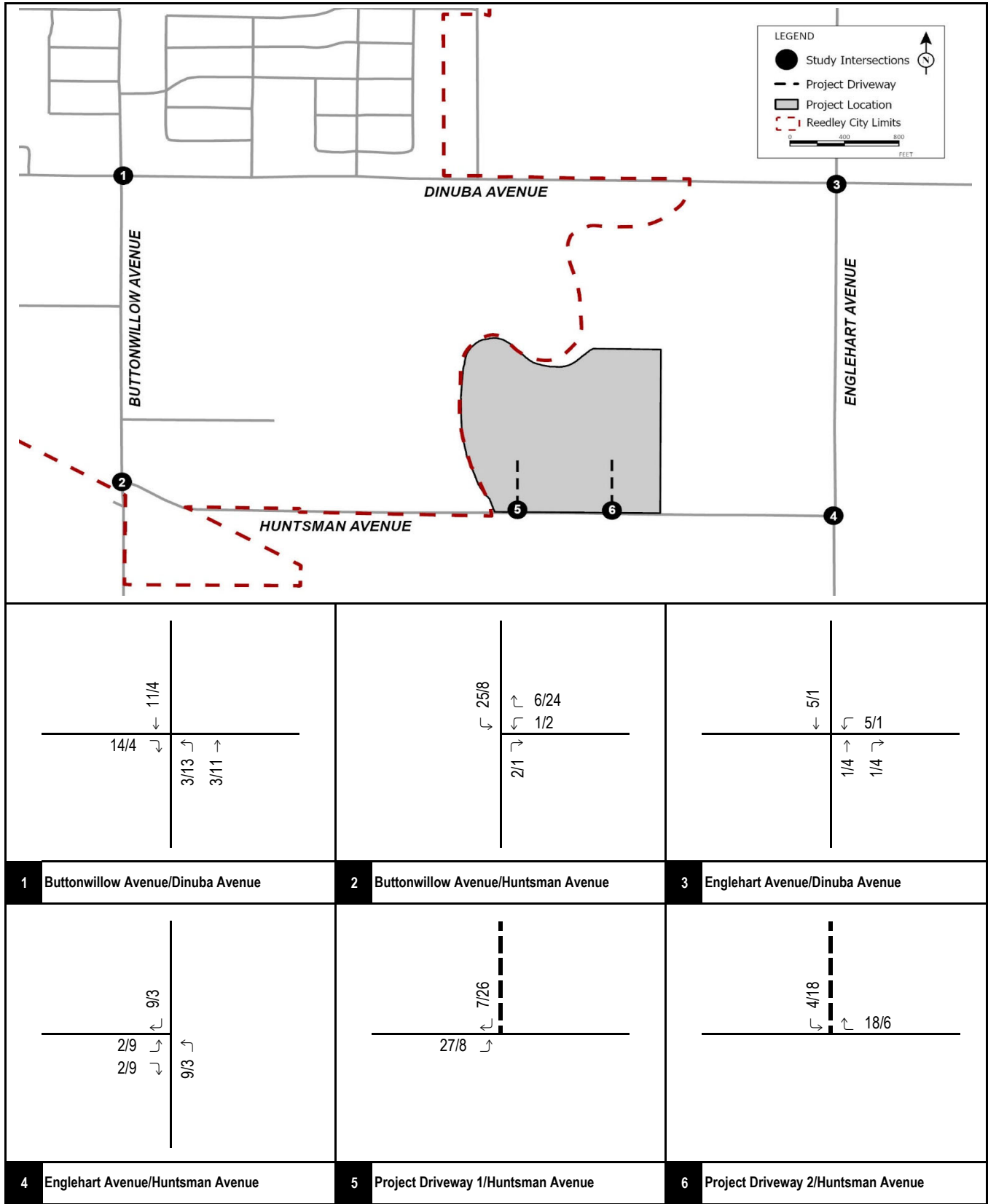


FIGURE 6

**LSA**

XX/YY

AM/PM Peak Hour Trips

Huntsman Industrial Park  
Traffic Impact Study

Project Trip Assignment - Passenger Vehicles

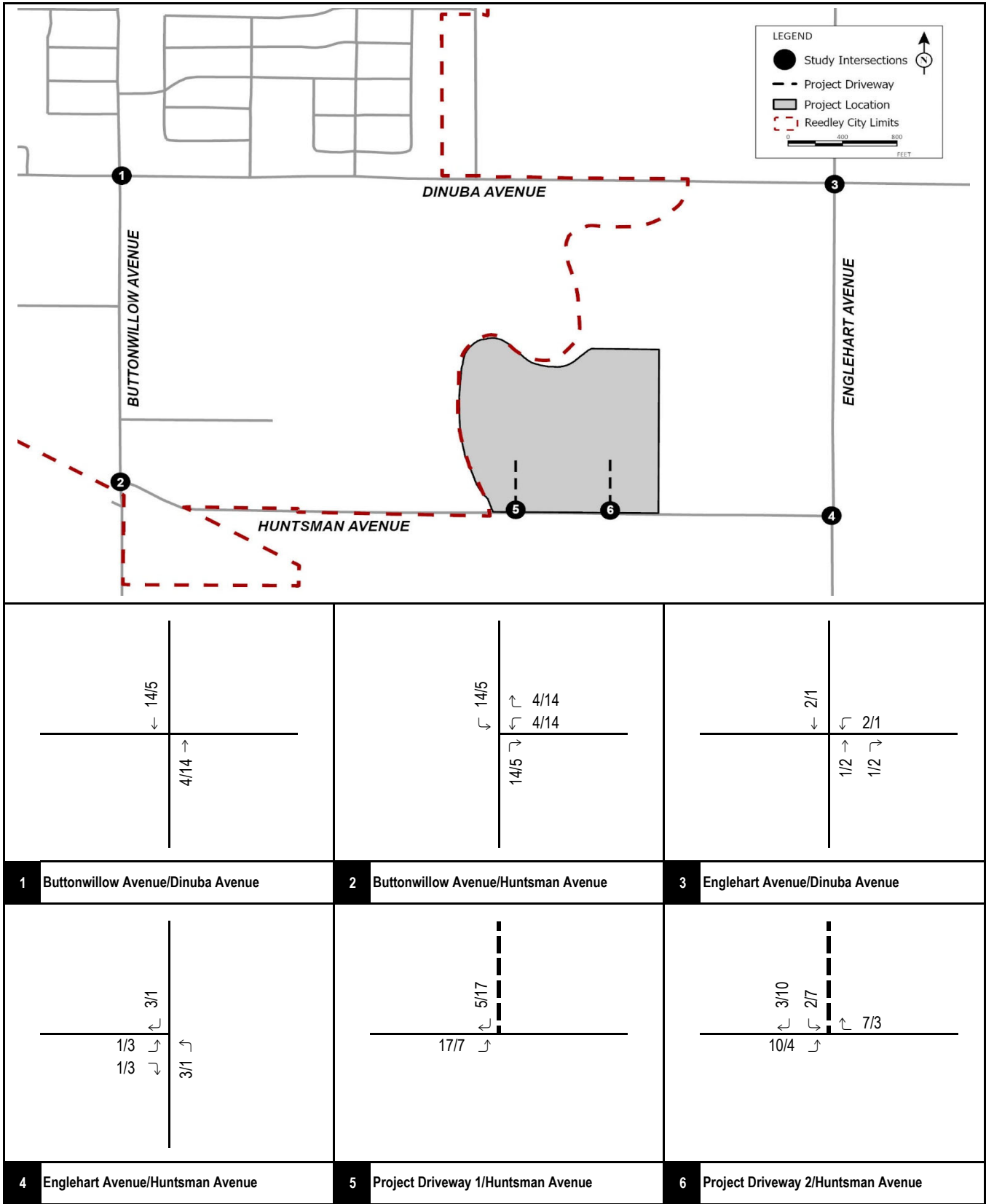


FIGURE 7

**LSA**

XX/YY

AM/PM Peak Hour Trips (In PCE)

Huntsman Industrial Park  
Traffic Impact Study

Project Trip Assignment - Trucks

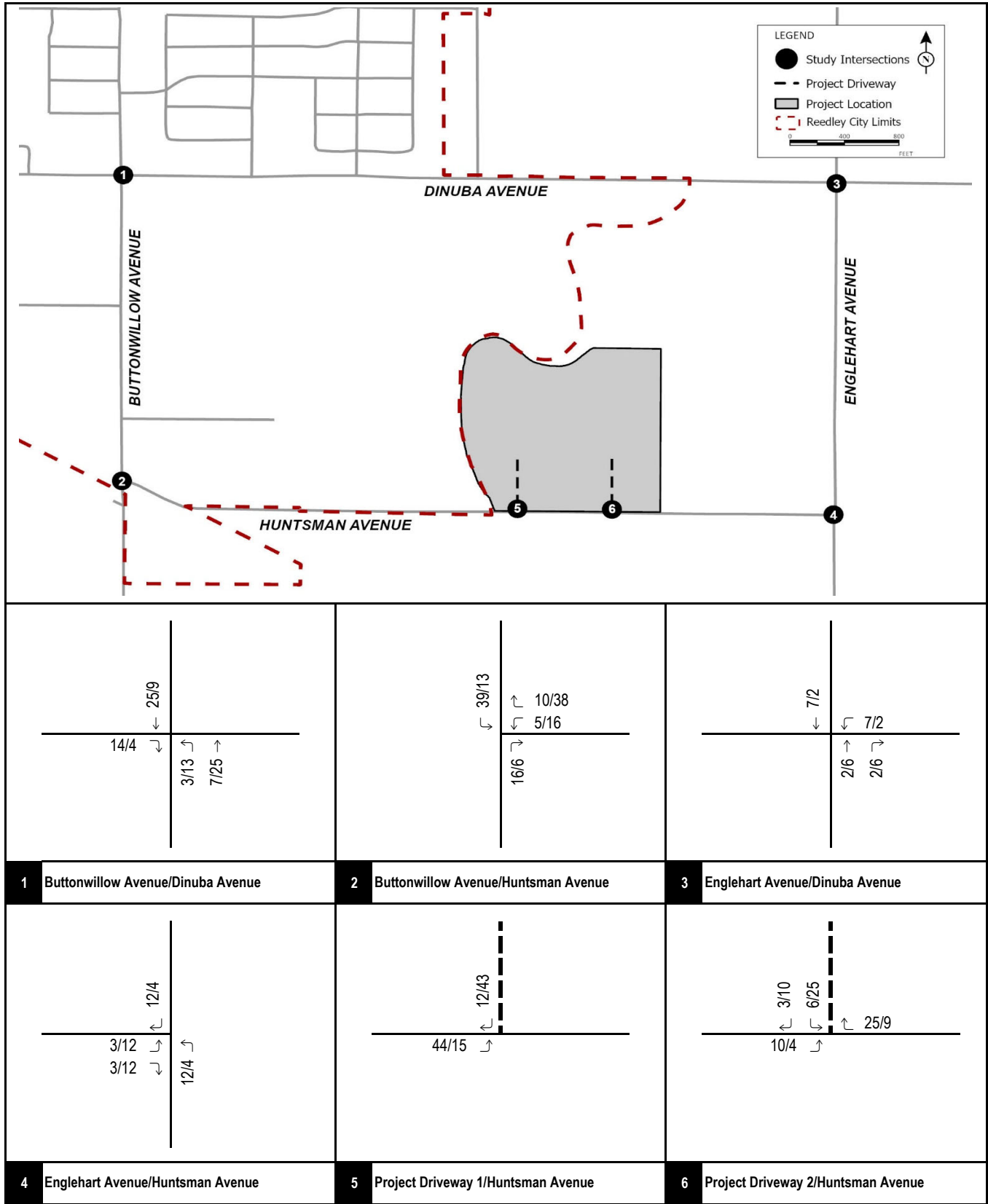


FIGURE 8

**LSA**

XX/YY  
AM/PM Peak Hour Trips (In PCE)

Huntsman Industrial Park  
Traffic Impact Study

Total Project Trip Assignment

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## APPENDIX B

# TRAFFIC COUNT AND SIGNAL TIMING SHEETS



City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

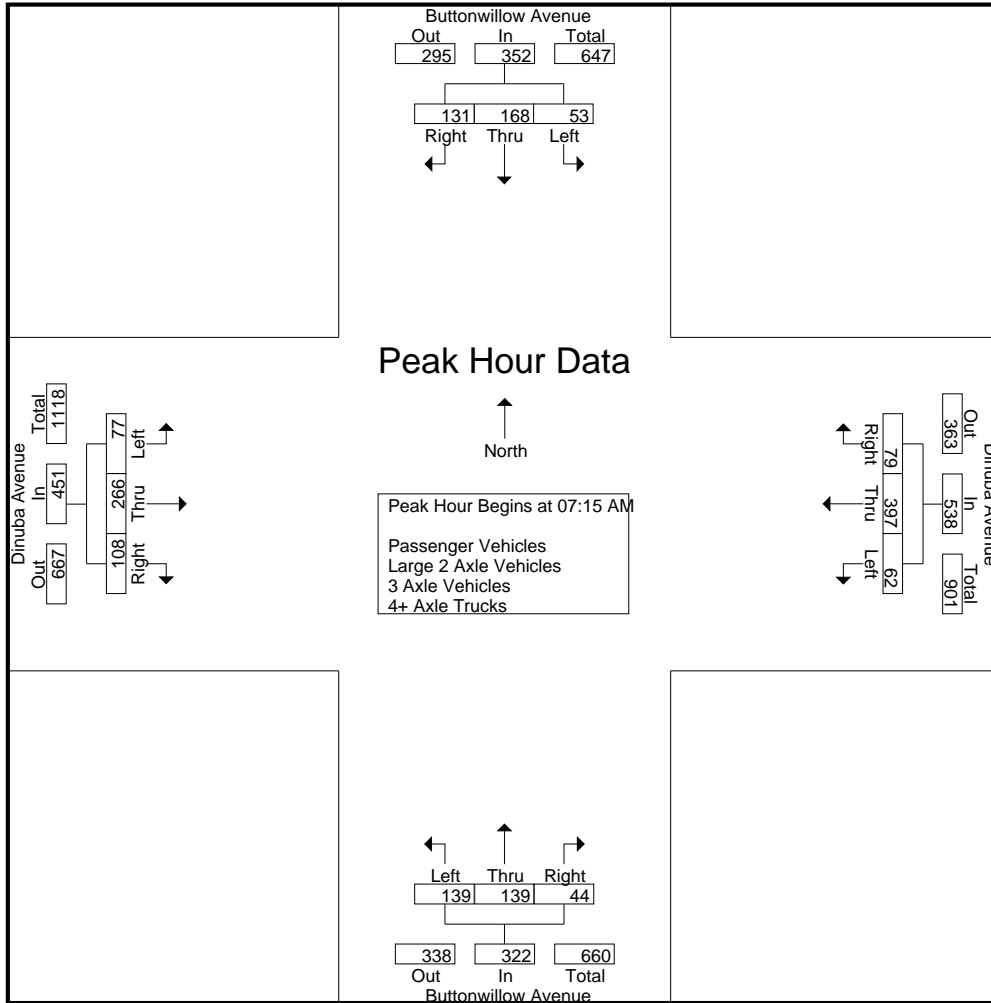
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	31	13	53	8	43	12	63	17	18	2	37	11	28	17	56	209
07:15 AM	11	43	29	83	4	64	13	81	19	44	7	70	12	42	8	62	296
07:30 AM	18	46	26	90	22	100	25	147	40	27	16	83	16	75	24	115	435
07:45 AM	13	39	47	99	20	130	27	177	44	40	12	96	24	90	34	148	520
Total	51	159	115	325	54	337	77	468	120	129	37	286	63	235	83	381	1460
08:00 AM	11	40	29	80	16	103	14	133	36	28	9	73	25	59	42	126	412
08:15 AM	5	28	25	58	10	55	10	75	30	32	2	64	21	32	23	76	273
08:30 AM	10	36	16	62	8	45	7	60	13	27	2	42	15	40	20	75	239
08:45 AM	7	27	13	47	8	59	17	84	38	30	2	70	12	31	23	66	267
Total	33	131	83	247	42	262	48	352	117	117	15	249	73	162	108	343	1191
Grand Total	84	290	198	572	96	599	125	820	237	246	52	535	136	397	191	724	2651
Apprch %	14.7	50.7	34.6		11.7	73	15.2		44.3	46	9.7		18.8	54.8	26.4		
Total %	3.2	10.9	7.5	21.6	3.6	22.6	4.7	30.9	8.9	9.3	2	20.2	5.1	15	7.2	27.3	
Passenger Vehicles	81	275	187	543	90	588	122	800	213	231	47	491	133	385	167	685	2519
% Passenger Vehicles	96.4	94.8	94.4	94.9	93.8	98.2	97.6	97.6	89.9	93.9	90.4	91.8	97.8	97	87.4	94.6	95
Large 2 Axle Vehicles	3	13	9	25	5	9	1	15	13	9	3	25	2	7	19	28	93
% Large 2 Axle Vehicles	3.6	4.5	4.5	4.4	5.2	1.5	0.8	1.8	5.5	3.7	5.8	4.7	1.5	1.8	9.9	3.9	3.5
3 Axle Vehicles	0	0	2	2	0	1	0	1	0	2	0	2	0	1	1	2	7
% 3 Axle Vehicles	0	0	1	0.3	0	0.2	0	0.1	0	0.8	0	0.4	0	0.3	0.5	0.3	0.3
4+ Axle Trucks	0	2	0	2	1	1	2	4	11	4	2	17	1	4	4	9	32
% 4+ Axle Trucks	0	0.7	0	0.3	1	0.2	1.6	0.5	4.6	1.6	3.8	3.2	0.7	1	2.1	1.2	1.2

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	43	29	83	4	64	13	81	19	<b>44</b>	7	70	12	42	8	62	296
07:30 AM	<b>18</b>	<b>46</b>	26	90	<b>22</b>	100	25	147	40	27	<b>16</b>	83	16	75	24	115	435
07:45 AM	13	39	<b>47</b>	<b>99</b>	20	<b>130</b>	<b>27</b>	<b>177</b>	<b>44</b>	40	12	<b>96</b>	24	<b>90</b>	34	<b>148</b>	<b>520</b>
08:00 AM	11	40	29	80	16	103	14	133	36	28	9	73	<b>25</b>	59	<b>42</b>	126	412
Total Volume	53	168	131	352	62	397	79	538	139	139	44	322	77	266	108	451	1663
% App. Total	15.1	47.7	37.2		11.5	73.8	14.7		43.2	43.2	13.7		17.1	59	23.9		
PHF	.736	.913	.697	.889	.705	.763	.731	.760	.790	.790	.688	.839	.770	.739	.643	.762	.800

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:30 AM			
+0 mins.	11	43	29	83	4	64	13	81	19	<b>44</b>	7	70	16	75	24	115
+15 mins.	<b>18</b>	<b>46</b>	26	90	<b>22</b>	100	25	147	40	27	<b>16</b>	83	24	<b>90</b>	34	<b>148</b>
+30 mins.	13	39	<b>47</b>	<b>99</b>	20	<b>130</b>	<b>27</b>	<b>177</b>	<b>44</b>	40	12	<b>96</b>	<b>25</b>	59	<b>42</b>	126
+45 mins.	11	40	29	80	16	103	14	133	36	28	9	73	21	32	23	76
Total Volume	53	168	131	352	62	397	79	538	139	139	44	322	86	256	123	465
% App. Total	15.1	47.7	37.2		11.5	73.8	14.7		43.2	43.2	13.7		18.5	55.1	26.5	
PHF	.736	.913	.697	.889	.705	.763	.731	.760	.790	.790	.688	.839	.860	.711	.732	.785

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

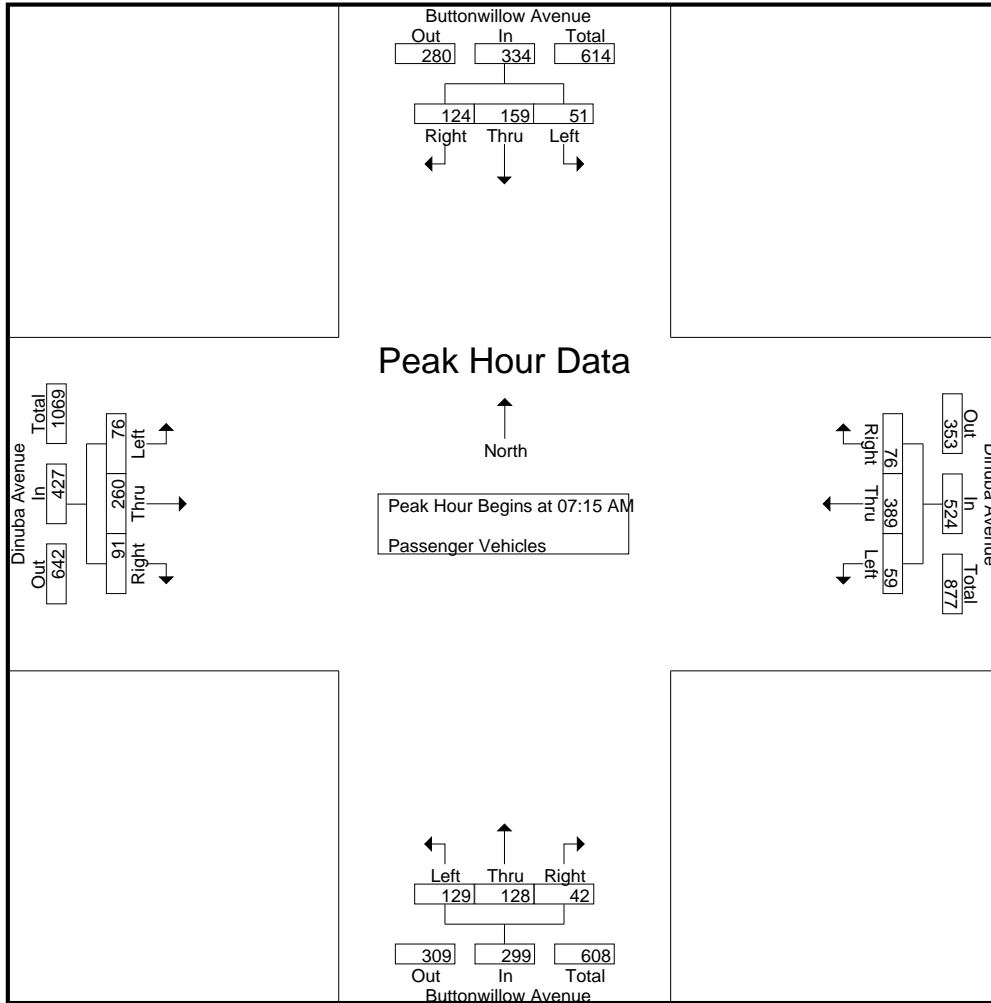
Groups Printed- Passenger Vehicles

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	9	30	13	52	8	42	12	62	11	17	1	29	10	28	16	54	197
07:15 AM	11	43	28	82	4	62	11	77	17	39	7	63	12	39	7	58	280
07:30 AM	17	46	23	86	21	97	25	143	39	25	16	80	15	74	19	108	417
07:45 AM	12	38	46	96	19	129	26	174	40	38	11	89	24	88	29	141	500
Total	49	157	110	316	52	330	74	456	107	119	35	261	61	229	71	361	1394
08:00 AM	11	32	27	70	15	101	14	130	33	26	8	67	25	59	36	120	387
08:15 AM	4	25	22	51	9	54	10	73	28	31	1	60	21	29	21	71	255
08:30 AM	10	35	15	60	6	45	7	58	9	27	2	38	14	38	17	69	225
08:45 AM	7	26	13	46	8	58	17	83	36	28	1	65	12	30	22	64	258
Total	32	118	77	227	38	258	48	344	106	112	12	230	72	156	96	324	1125
Grand Total	81	275	187	543	90	588	122	800	213	231	47	491	133	385	167	685	2519
Apprch %	14.9	50.6	34.4		11.2	73.5	15.2		43.4	47	9.6		19.4	56.2	24.4		
Total %	3.2	10.9	7.4	21.6	3.6	23.3	4.8	31.8	8.5	9.2	1.9	19.5	5.3	15.3	6.6	27.2	

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	11	43	28	82	4	62	11	77	17	<b>39</b>	7	63	12	39	7	58	280
07:30 AM	<b>17</b>	<b>46</b>	23	86	<b>21</b>	97	25	143	39	25	<b>16</b>	80	15	74	19	108	417
07:45 AM	12	38	<b>46</b>	<b>96</b>	19	<b>129</b>	<b>26</b>	<b>174</b>	<b>40</b>	38	11	<b>89</b>	24	<b>88</b>	29	<b>141</b>	<b>500</b>
08:00 AM	11	32	27	70	15	101	14	130	33	26	8	67	<b>25</b>	59	<b>36</b>	120	387
Total Volume	51	159	124	334	59	389	76	524	129	128	42	299	76	260	91	427	1584
% App. Total	15.3	47.6	37.1		11.3	74.2	14.5		43.1	42.8	14		17.8	60.9	21.3		
PHF	.750	.864	.674	.870	.702	.754	.731	.753	.806	.821	.656	.840	.760	.739	.632	.757	.792

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	11	43	28	82	4	62	11	77	17	<b>39</b>	7	63	12	39	7	58
+15 mins.	<b>17</b>	<b>46</b>	23	86	<b>21</b>	97	25	143	39	25	<b>16</b>	80	15	74	19	108
+30 mins.	12	38	<b>46</b>	<b>96</b>	19	<b>129</b>	<b>26</b>	<b>174</b>	<b>40</b>	38	11	<b>89</b>	24	<b>88</b>	29	<b>141</b>
+45 mins.	11	32	27	70	15	101	14	130	33	26	8	67	<b>25</b>	59	<b>36</b>	120
Total Volume	51	159	124	334	59	389	76	524	129	128	42	299	76	260	91	427
% App. Total	15.3	47.6	37.1		11.3	74.2	14.5		43.1	42.8	14		17.8	60.9	21.3	
PHF	.750	.864	.674	.870	.702	.754	.731	.753	.806	.821	.656	.840	.760	.739	.632	.757

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

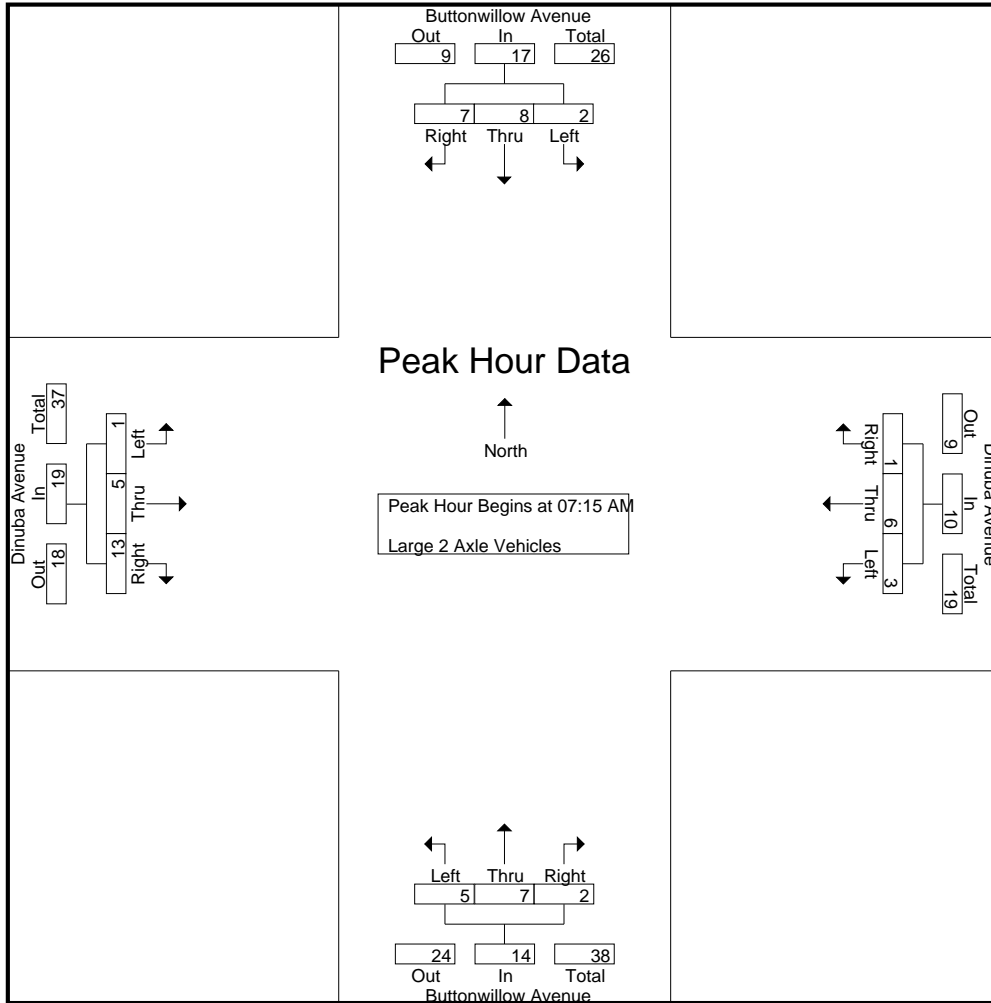
Groups Printed- Large 2 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	0	1	2	0	0	2	1	0	1	2	5
07:15 AM	0	0	1	1	0	1	1	2	1	5	0	6	0	2	0	2	11
07:30 AM	1	0	3	4	1	2	0	3	1	1	0	2	1	1	2	4	13
07:45 AM	1	0	1	2	1	1	0	2	1	0	1	2	0	2	5	7	13
Total	2	0	5	7	2	5	1	8	5	6	1	12	2	5	8	15	42
08:00 AM	0	8	2	10	1	2	0	3	2	1	1	4	0	0	6	6	23
08:15 AM	1	3	1	5	1	1	0	2	2	0	0	2	0	1	2	3	12
08:30 AM	0	1	1	2	1	0	0	1	3	0	0	3	0	0	2	2	8
08:45 AM	0	1	0	1	0	1	0	1	1	2	1	4	0	1	1	2	8
Total	1	13	4	18	3	4	0	7	8	3	2	13	0	2	11	13	51
Grand Total	3	13	9	25	5	9	1	15	13	9	3	25	2	7	19	28	93
Apprch %	12	52	36		33.3	60	6.7		52	36	12		7.1	25	67.9		
Total %	3.2	14	9.7	26.9	5.4	9.7	1.1	16.1	14	9.7	3.2	26.9	2.2	7.5	20.4	30.1	

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	1	1	0	1	1	2	1	5	0	6	0	2	0	2	11
07:30 AM	1	0	3	4	1	2	0	3	1	1	0	2	1	1	2	4	13
07:45 AM	1	0	1	2	1	1	0	2	1	0	1	2	0	2	5	7	13
08:00 AM	0	8	2	10	1	2	0	3	2	1	1	4	0	0	6	6	23
Total Volume	2	8	7	17	3	6	1	10	5	7	2	14	1	5	13	19	60
% App. Total	11.8	47.1	41.2		30	60	10		35.7	50	14.3		5.3	26.3	68.4		
PHF	.500	.250	.583	.425	.750	.750	.250	.833	.625	.350	.500	.583	.250	.625	.542	.679	.652

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	1	1	0	1	1	2	1	5	0	6	0	2	0	2
+15 mins.	1	0	3	4	1	2	0	3	1	1	0	2	1	1	2	4
+30 mins.	1	0	1	2	1	1	0	2	1	0	1	2	0	2	5	7
+45 mins.	0	8	2	10	1	2	0	3	2	1	1	4	0	0	6	6
Total Volume	2	8	7	17	3	6	1	10	5	7	2	14	1	5	13	19
% App. Total	11.8	47.1	41.2		30	60	10		35.7	50	14.3		5.3	26.3	68.4	
PHF	.500	.250	.583	.425	.750	.750	.250	.833	.625	.350	.500	.583	.250	.625	.542	.679

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Groups Printed- 3 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	2	0	2	0	0	0	1	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	2	2	0	0	0	0	0	0	0	0	0	1	0	1	1	3
Grand Total	0	0	2	2	0	1	0	1	0	2	0	2	0	1	1	2	2	7
Apprch %	0	0	100		0	100	0		0	100	0		0	50	50			
Total %	0	0	28.6	28.6	0	14.3	0	14.3	0	28.6	0	28.6	0	14.3	14.3	28.6		

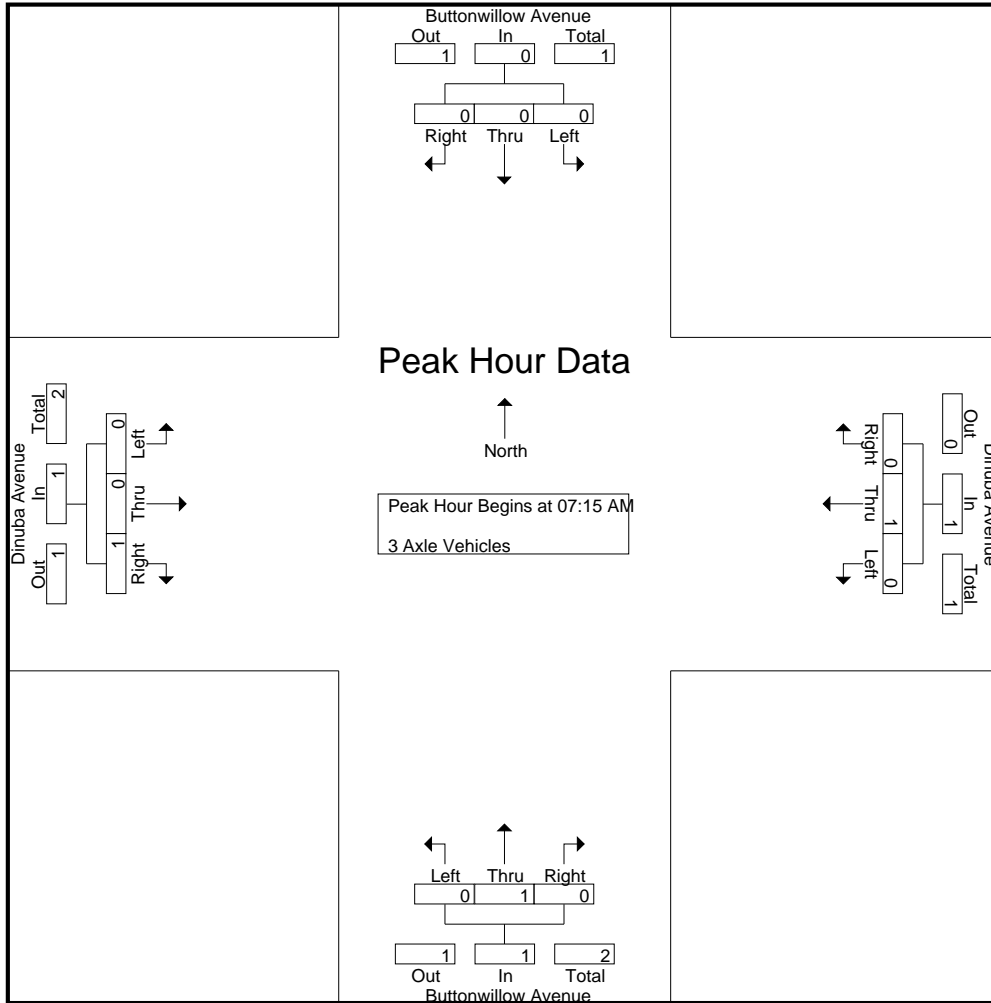
Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	0	1	0	1	0	0	1	1	1	3
% App. Total	0	0	0		0	100	0		0	100	0		0	0	100			
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.250	.000	.250	.000	.000	.250	.250	.375	

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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



City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	1	0	1	0	0	0	0	4	0	1	5	0	0	0	0	6
07:15 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	1	1	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
07:45 AM	0	1	0	1	0	0	1	1	3	2	0	5	0	0	0	0	7
Total	0	2	0	2	0	1	2	3	8	2	1	11	0	1	3	4	20
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	1	1	2	0	2	0	2	4
08:30 AM	0	0	0	0	1	0	0	1	1	0	0	1	1	1	1	3	5
08:45 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
Total	0	0	0	0	1	0	0	1	3	2	1	6	1	3	1	5	12
Grand Total	0	2	0	2	1	1	2	4	11	4	2	17	1	4	4	9	32
Apprch %	0	100	0		25	25	50		64.7	23.5	11.8		11.1	44.4	44.4		
Total %	0	6.2	0	6.2	3.1	3.1	6.2	12.5	34.4	12.5	6.2	53.1	3.1	12.5	12.5	28.1	

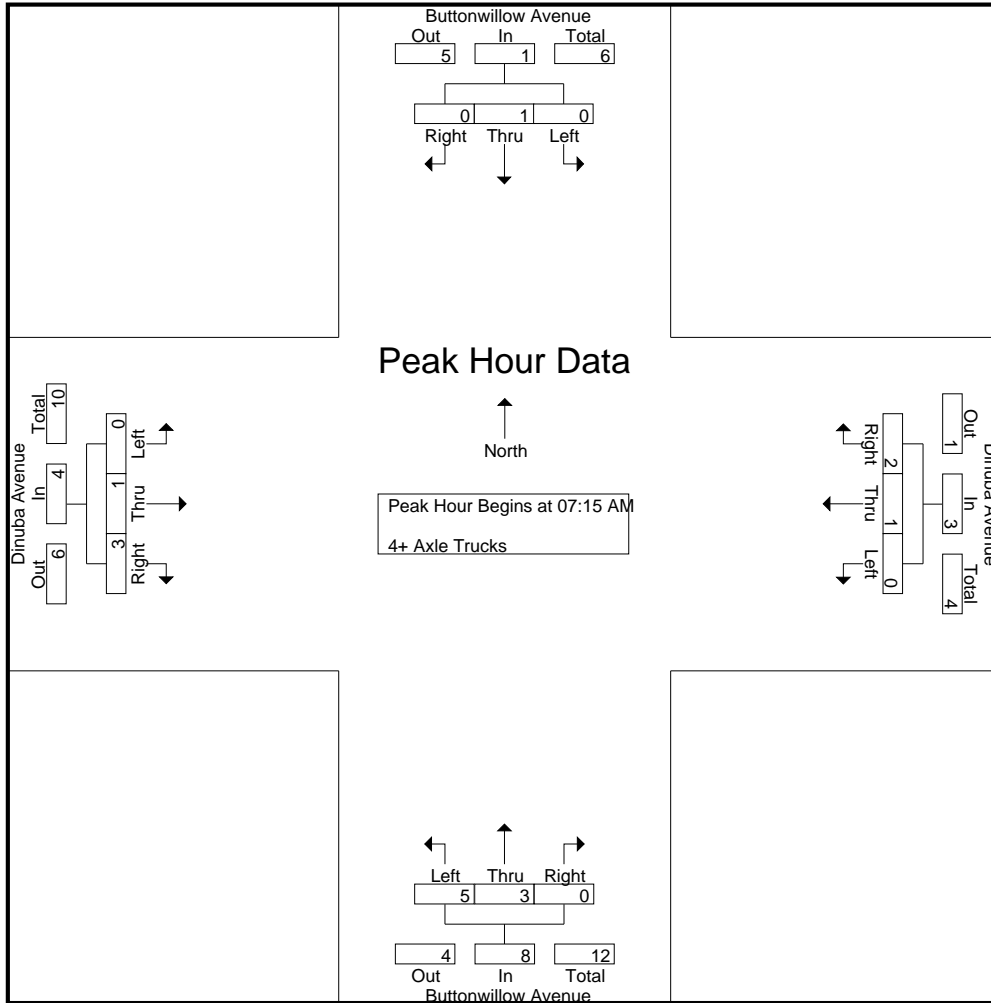
Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	1	1	1	0	0	1	0	1	1	2	4
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	2	2	3
07:45 AM	0	1	0	1	0	0	1	1	3	2	0	5	0	0	0	0	7
08:00 AM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
Total Volume	0	1	0	1	0	1	2	3	5	3	0	8	0	1	3	4	16
% App. Total	0	100	0		0	33.3	66.7		62.5	37.5	0		0	25	75		
PHF	.000	.250	.000	.250	.000	.250	.500	.750	.417	.375	.000	.400	.000	.250	.375	.500	.571

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din AM  
 Site Code : 00323989  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	1	1	1	0	0	1	0	1	1	2
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
+30 mins.	0	1	0	1	0	0	1	1	3	2	0	5	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0
Total Volume	0	1	0	1	0	1	2	3	5	3	0	8	0	1	3	4
% App. Total	0	100	0	0	0	33.3	66.7	0	62.5	37.5	0	0	0	25	75	0
PHF	.000	.250	.000	.250	.000	.250	.500	.750	.417	.375	.000	.400	.000	.250	.375	.500

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

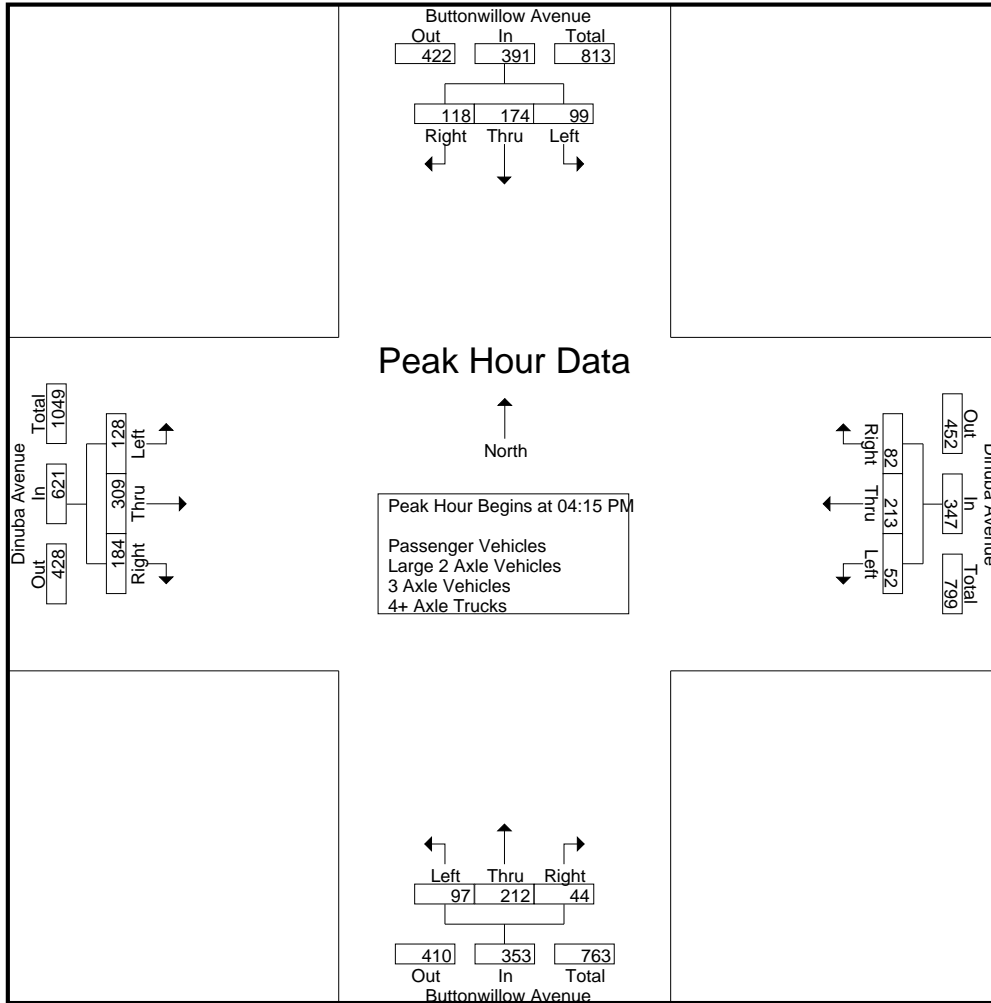
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	14	42	42	98	13	49	22	84	28	51	12	91	21	69	42	132	405
04:15 PM	22	49	37	108	10	55	17	82	22	59	13	94	21	69	41	131	415
04:30 PM	24	42	25	91	10	50	22	82	28	48	9	85	38	83	57	178	436
04:45 PM	37	46	32	115	19	47	24	90	26	58	16	100	29	72	44	145	450
Total	97	179	136	412	52	201	85	338	104	216	50	370	109	293	184	586	1706
05:00 PM	16	37	24	77	13	61	19	93	21	47	6	74	40	85	42	167	411
05:15 PM	31	42	30	103	11	55	31	97	20	40	9	69	29	80	36	145	414
05:30 PM	29	34	33	96	12	57	22	91	31	47	10	88	20	57	30	107	382
05:45 PM	28	53	29	110	10	66	29	105	24	56	7	87	28	60	20	108	410
Total	104	166	116	386	46	239	101	386	96	190	32	318	117	282	128	527	1617
Grand Total	201	345	252	798	98	440	186	724	200	406	82	688	226	575	312	1113	3323
Apprch %	25.2	43.2	31.6		13.5	60.8	25.7		29.1	59	11.9		20.3	51.7	28		
Total %	6	10.4	7.6	24	2.9	13.2	5.6	21.8	6	12.2	2.5	20.7	6.8	17.3	9.4	33.5	
Passenger Vehicles	198	332	248	778	94	433	186	713	191	398	75	664	220	568	287	1075	3230
% Passenger Vehicles	98.5	96.2	98.4	97.5	95.9	98.4	100	98.5	95.5	98	91.5	96.5	97.3	98.8	92	96.6	97.2
Large 2 Axle Vehicles	2	8	4	14	2	5	0	7	4	3	5	12	5	4	18	27	60
% Large 2 Axle Vehicles	1	2.3	1.6	1.8	2	1.1	0	1	2	0.7	6.1	1.7	2.2	0.7	5.8	2.4	1.8
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	1	1	0	1	1	2	4
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.1	0	0	1.2	0.1	0	0.2	0.3	0.2	0.1
4+ Axle Trucks	1	5	0	6	2	1	0	3	5	5	1	11	1	2	6	9	29
% 4+ Axle Trucks	0.5	1.4	0	0.8	2	0.2	0	0.4	2.5	1.2	1.2	1.6	0.4	0.3	1.9	0.8	0.9

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	22	<b>49</b>	<b>37</b>	108	10	55	17	82	22	<b>59</b>	13	94	21	69	41	131	415
04:30 PM	24	42	25	91	10	50	22	82	<b>28</b>	48	9	85	38	83	<b>57</b>	<b>178</b>	436
04:45 PM	<b>37</b>	46	32	<b>115</b>	<b>19</b>	47	<b>24</b>	90	26	58	<b>16</b>	<b>100</b>	29	72	44	145	<b>450</b>
05:00 PM	16	37	24	77	13	<b>61</b>	19	<b>93</b>	21	47	6	74	<b>40</b>	<b>85</b>	42	167	411
Total Volume	99	174	118	391	52	213	82	347	97	212	44	353	128	309	184	621	1712
% App. Total	25.3	44.5	30.2		15	61.4	23.6		27.5	60.1	12.5		20.6	49.8	29.6		
PHF	.669	.888	.797	.850	.684	.873	.854	.933	.866	.898	.688	.883	.800	.909	.807	.872	.951

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
 Site Code : 00323989  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM				05:00 PM				04:00 PM				04:30 PM			
+0 mins.	14	42	42	98	13	61	19	93	28	51	12	91	38	83	57	178
+15 mins.	22	49	37	108	11	55	31	97	22	59	13	94	29	72	44	145
+30 mins.	24	42	25	91	12	57	22	91	28	48	9	85	40	85	42	167
+45 mins.	37	46	32	115	10	66	29	105	26	58	16	100	29	80	36	145
Total Volume	97	179	136	412	46	239	101	386	104	216	50	370	136	320	179	635
% App. Total	23.5	43.4	33		11.9	61.9	26.2		28.1	58.4	13.5		21.4	50.4	28.2	
PHF	.655	.913	.810	.896	.885	.905	.815	.919	.929	.915	.781	.925	.850	.941	.785	.892

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

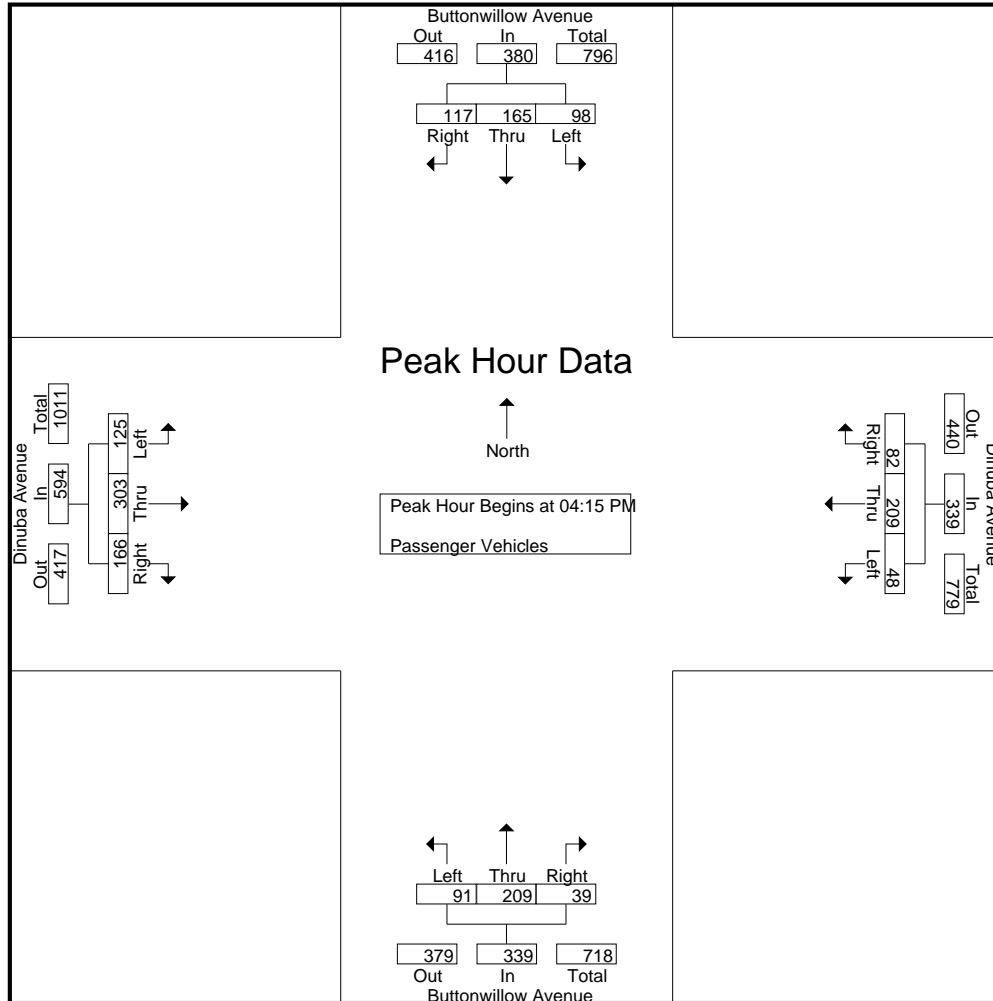
Groups Printed- Passenger Vehicles

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	13	41	42	96	13	46	22	81	26	50	12	88	20	68	37	125	390
04:15 PM	22	43	36	101	9	55	17	81	22	58	13	93	21	67	32	120	395
04:30 PM	24	40	25	89	9	48	22	79	25	47	8	80	37	82	52	171	419
04:45 PM	37	45	32	114	18	45	24	87	25	57	12	94	29	72	42	143	438
Total	96	169	135	400	49	194	85	328	98	212	45	355	107	289	163	559	1642
05:00 PM	15	37	24	76	12	61	19	92	19	47	6	72	38	82	40	160	400
05:15 PM	30	42	30	102	11	55	31	97	19	39	8	66	28	80	36	144	409
05:30 PM	29	32	30	91	12	57	22	91	31	45	9	85	19	57	30	106	373
05:45 PM	28	52	29	109	10	66	29	105	24	55	7	86	28	60	18	106	406
Total	102	163	113	378	45	239	101	385	93	186	30	309	113	279	124	516	1588
Grand Total	198	332	248	778	94	433	186	713	191	398	75	664	220	568	287	1075	3230
Apprch %	25.4	42.7	31.9		13.2	60.7	26.1		28.8	59.9	11.3		20.5	52.8	26.7		
Total %	6.1	10.3	7.7	24.1	2.9	13.4	5.8	22.1	5.9	12.3	2.3	20.6	6.8	17.6	8.9	33.3	

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	22	43	<b>36</b>	101	9	55	17	81	22	<b>58</b>	<b>13</b>	93	21	67	32	120	395
04:30 PM	24	40	25	89	9	48	22	79	<b>25</b>	47	8	80	37	<b>82</b>	<b>52</b>	<b>171</b>	419
04:45 PM	<b>37</b>	<b>45</b>	32	<b>114</b>	<b>18</b>	45	<b>24</b>	87	25	57	12	<b>94</b>	29	72	42	143	<b>438</b>
05:00 PM	15	37	24	76	12	<b>61</b>	19	<b>92</b>	19	47	6	72	<b>38</b>	82	40	160	400
Total Volume	98	165	117	380	48	209	82	339	91	209	39	339	125	303	166	594	1652
% App. Total	25.8	43.4	30.8		14.2	61.7	24.2		26.8	61.7	11.5		21	51	27.9		
PHF	.662	.917	.813	.833	.667	.857	.854	.921	.910	.901	.750	.902	.822	.924	.798	.868	.943

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
 Site Code : 00323989  
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	22	43	<b>36</b>	101	9	55	17	81	22	<b>58</b>	<b>13</b>	93	21	67	32	120
+15 mins.	24	40	25	89	9	48	22	79	<b>25</b>	47	8	80	37	<b>82</b>	<b>52</b>	<b>171</b>
+30 mins.	<b>37</b>	<b>45</b>	32	<b>114</b>	<b>18</b>	45	<b>24</b>	87	25	57	12	<b>94</b>	29	72	42	143
+45 mins.	15	37	24	76	12	<b>61</b>	19	<b>92</b>	19	47	6	72	<b>38</b>	82	40	160
Total Volume	98	165	117	380	48	209	82	339	91	209	39	339	125	303	166	594
% App. Total	25.8	43.4	30.8		14.2	61.7	24.2		26.8	61.7	11.5		21	51	27.9	
PHF	.662	.917	.813	.833	.667	.857	.854	.921	.910	.901	.750	.902	.822	.924	.798	.868

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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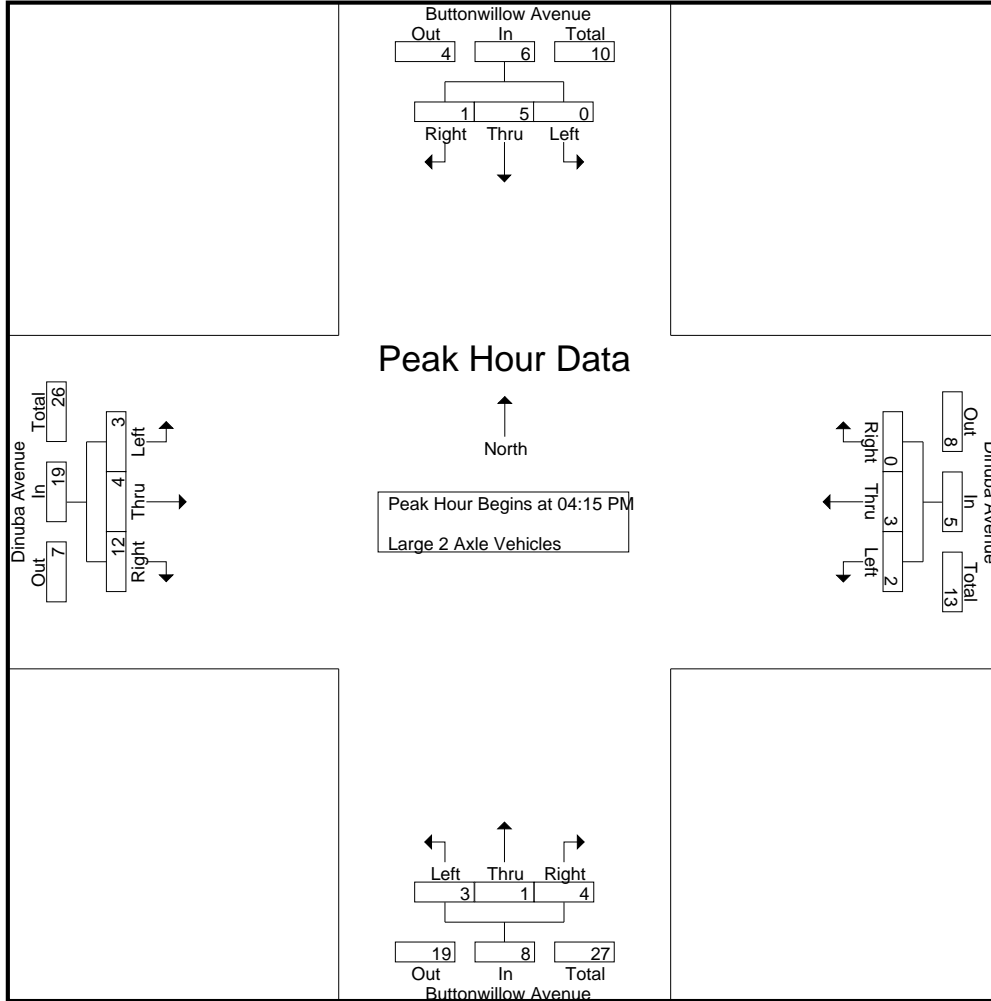
Groups Printed- Large 2 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	1	0	2	0	2	0	2	1	1	0	2	0	0	4	4	10
04:15 PM	0	3	1	4	1	0	0	1	0	0	0	0	0	1	5	6	11
04:30 PM	0	2	0	2	1	1	0	2	2	1	1	4	1	0	4	5	13
04:45 PM	0	0	0	0	0	2	0	2	1	0	3	4	0	0	2	2	8
Total	1	6	1	8	2	5	0	7	4	2	4	10	1	1	15	17	42
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	6	6
05:15 PM	1	0	0	1	0	0	0	0	0	0	1	1	1	0	0	1	3
05:30 PM	0	1	3	4	0	0	0	0	0	1	0	1	1	0	0	1	6
05:45 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2	2	3
Total	1	2	3	6	0	0	0	0	0	1	1	2	4	3	3	10	18
Grand Total	2	8	4	14	2	5	0	7	4	3	5	12	5	4	18	27	60
Apprch %	14.3	57.1	28.6		28.6	71.4	0		33.3	25	41.7		18.5	14.8	66.7		
Total %	3.3	13.3	6.7	23.3	3.3	8.3	0	11.7	6.7	5	8.3	20	8.3	6.7	30	45	

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	3	1	4	1	0	0	1	0	0	0	0	0	1	5	6	11
04:30 PM	0	2	0	2	1	1	0	2	2	1	1	4	1	0	4	5	13
04:45 PM	0	0	0	0	0	2	0	2	1	0	3	4	0	0	2	2	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	6	6
Total Volume	0	5	1	6	2	3	0	5	3	1	4	8	3	4	12	19	38
% App. Total	0	83.3	16.7		40	60	0		37.5	12.5	50		15.8	21.1	63.2		
PHF	.000	.417	.250	.375	.500	.375	.000	.625	.375	.250	.333	.500	.375	.333	.600	.792	.731

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
 Site Code : 00323989  
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	3	1	4	1	0	0	1	0	0	0	0	0	1	5	6
+15 mins.	0	2	0	2	1	1	0	2	2	1	1	4	1	0	4	5
+30 mins.	0	0	0	0	0	2	0	2	1	0	3	4	0	0	2	2
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	6
Total Volume	0	5	1	6	2	3	0	5	3	1	4	8	3	4	12	19
% App. Total	0	83.3	16.7		40	60	0		37.5	12.5	50		15.8	21.1	63.2	
PHF	.000	.417	.250	.375	.500	.375	.000	.625	.375	.250	.333	.500	.375	.333	.600	.792



City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2
Grand Total	0	0	0	0	0	1	0	1	0	0	1	1	0	1	1	2	4
Apprch %	0	0	0		0	100	0		0	0	100		0	50	50		
Total %	0	0	0	0	0	25	0	25	0	0	25	25	0	25	25	50	

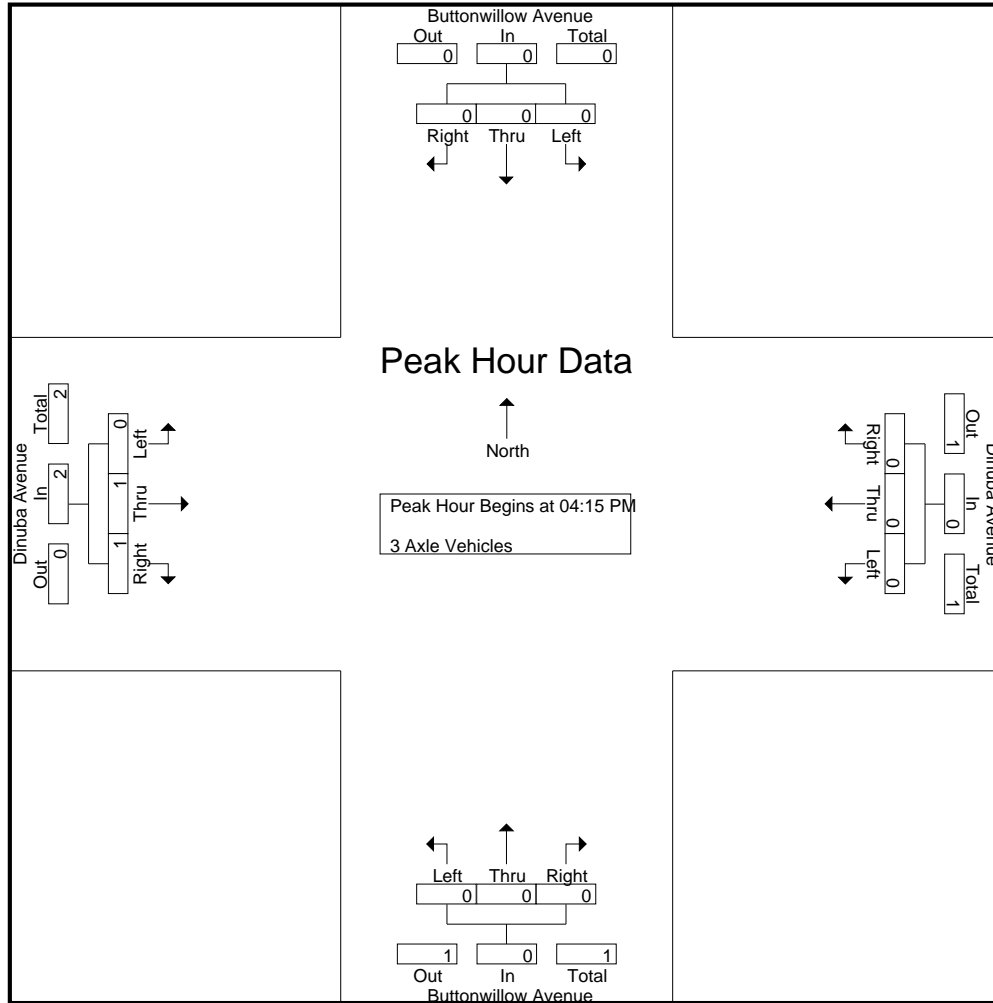
Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
% App. Total	0	0	0		0	0	0		0	0	0		0	50	50		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.500	.500

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	1	0	0	1	1	1	1	3	4
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	1	4	5	9
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
04:45 PM	0	1	0	1	1	0	0	1	0	1	1	2	0	0	0	0	4
Total	0	4	0	4	1	1	0	2	2	2	1	5	1	2	6	9	20
05:00 PM	1	0	0	1	1	0	0	1	2	0	0	2	0	0	0	0	4
05:15 PM	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
05:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Total	1	1	0	2	1	0	0	1	3	3	0	6	0	0	0	0	9
Grand Total	1	5	0	6	2	1	0	3	5	5	1	11	1	2	6	9	29
Apprch %	16.7	83.3	0		66.7	33.3	0		45.5	45.5	9.1		11.1	22.2	66.7		
Total %	3.4	17.2	0	20.7	6.9	3.4	0	10.3	17.2	17.2	3.4	37.9	3.4	6.9	20.7	31	

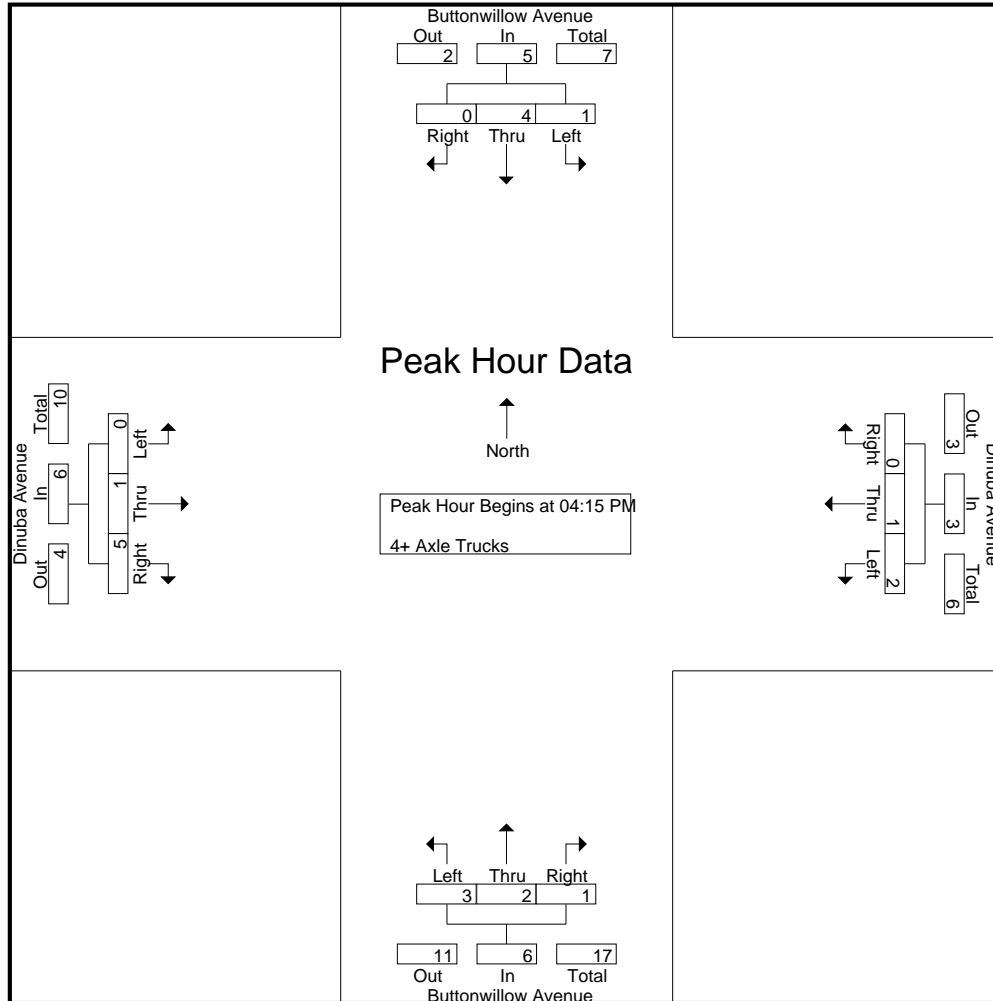
Start Time	Buttonwillow Avenue Southbound				Dinuba Avenue Westbound				Buttonwillow Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	3	0	3	0	0	0	0	0	1	0	1	0	1	4	5	9
04:30 PM	0	0	0	0	0	1	0	1	1	0	0	1	0	0	1	1	3
04:45 PM	0	1	0	1	1	0	0	1	0	1	1	2	0	0	0	0	4
05:00 PM	1	0	0	1	1	0	0	1	2	0	0	2	0	0	0	0	4
Total Volume	1	4	0	5	2	1	0	3	3	2	1	6	0	1	5	6	20
% App. Total	20	80	0		66.7	33.3	0		50	33.3	16.7		0	16.7	83.3		
PHF	.250	.333	.000	.417	.500	.250	.000	.750	.375	.500	.250	.750	.000	.250	.313	.300	.556

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 01\_RDY\_BW\_Din PM  
 Site Code : 00323989  
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Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	3	0	3	0	0	0	0	0	1	0	1	0	1	4	5
+15 mins.	0	0	0	0	0	1	0	1	1	0	0	1	0	0	0	1
+30 mins.	0	1	0	1	1	0	0	1	0	1	1	2	0	0	0	0
+45 mins.	1	0	0	1	1	0	0	1	2	0	0	2	0	0	0	0
Total Volume	1	4	0	5	2	1	0	3	3	2	1	6	0	1	5	6
% App. Total	20	80	0		66.7	33.3	0		50	33.3	16.7		0	16.7	83.3	
PHF	.250	.333	.000	.417	.500	.250	.000	.750	.375	.500	.250	.750	.000	.250	.313	.300

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

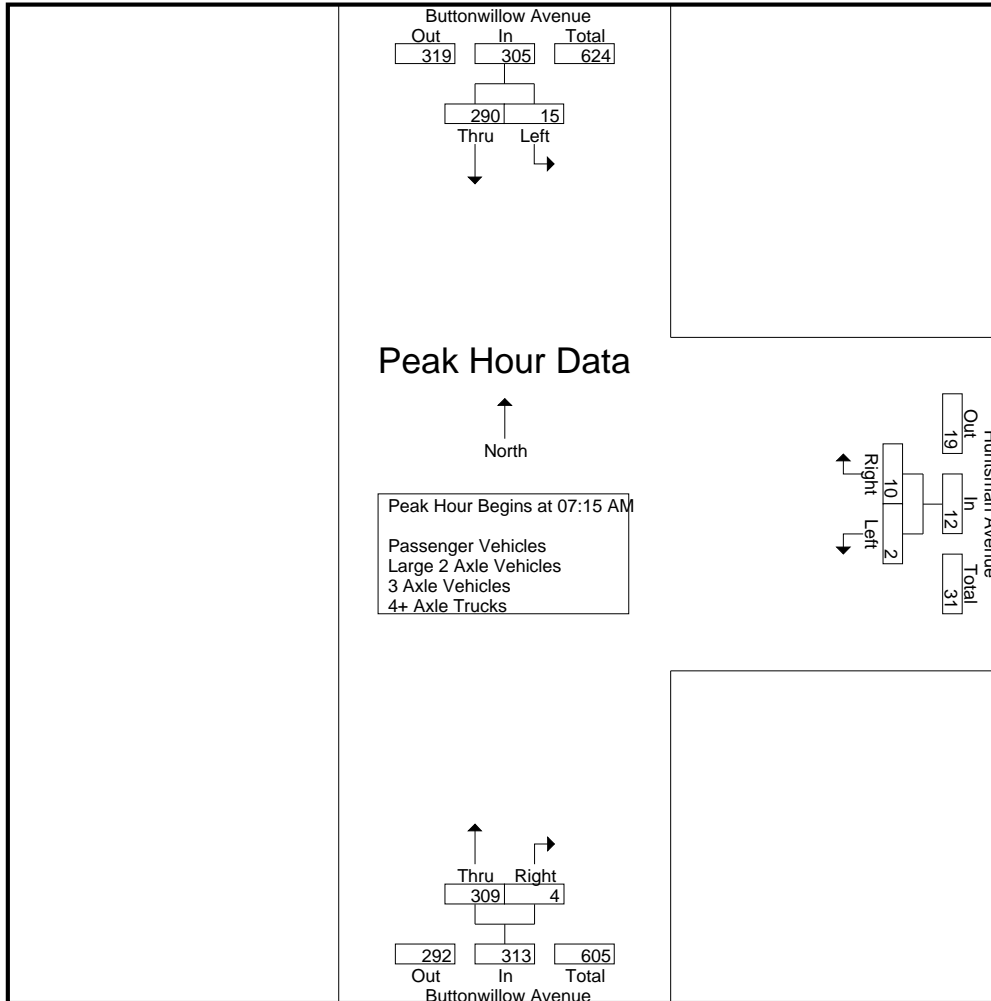
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	2	50	52	0	1	1	37	0	37	90
07:15 AM	1	54	55	0	4	4	64	1	65	124
07:30 AM	1	76	77	0	2	2	86	1	87	166
07:45 AM	4	70	74	0	3	3	94	1	95	172
<b>Total</b>	<b>8</b>	<b>250</b>	<b>258</b>	<b>0</b>	<b>10</b>	<b>10</b>	<b>281</b>	<b>3</b>	<b>284</b>	<b>552</b>
08:00 AM	9	90	99	2	1	3	65	1	66	168
08:15 AM	7	48	55	0	0	0	53	0	53	108
08:30 AM	0	57	57	1	2	3	38	0	38	98
08:45 AM	1	48	49	0	1	1	56	2	58	108
<b>Total</b>	<b>17</b>	<b>243</b>	<b>260</b>	<b>3</b>	<b>4</b>	<b>7</b>	<b>212</b>	<b>3</b>	<b>215</b>	<b>482</b>
<b>Grand Total</b>	<b>25</b>	<b>493</b>	<b>518</b>	<b>3</b>	<b>14</b>	<b>17</b>	<b>493</b>	<b>6</b>	<b>499</b>	<b>1034</b>
Apprch %	4.8	95.2		17.6	82.4		98.8	1.2		
Total %	2.4	47.7	50.1	0.3	1.4	1.6	47.7	0.6	48.3	
Passenger Vehicles	8	473	481	2	14	16	470	6	476	973
% Passenger Vehicles	32	95.9	92.9	66.7	100	94.1	95.3	100	95.4	94.1
Large 2 Axle Vehicles	16	12	28	1	0	1	12	0	12	41
% Large 2 Axle Vehicles	64	2.4	5.4	33.3	0	5.9	2.4	0	2.4	4
3 Axle Vehicles	1	2	3	0	0	0	3	0	3	6
% 3 Axle Vehicles	4	0.4	0.6	0	0	0	0.6	0	0.6	0.6
4+ Axle Trucks	0	6	6	0	0	0	8	0	8	14
% 4+ Axle Trucks	0	1.2	1.2	0	0	0	1.6	0	1.6	1.4

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1										
Peak Hour for Entire Intersection Begins at 07:15 AM										
07:15 AM	1	54	55	0	4	4	64	1	65	124
07:30 AM	1	76	77	0	2	2	86	1	87	166
07:45 AM	4	70	74	0	3	3	94	1	95	172
08:00 AM	9	90	99	2	1	3	65	1	66	168
Total Volume	15	290	305	2	10	12	309	4	313	630
% App. Total	4.9	95.1		16.7	83.3		98.7	1.3		
PHF	.417	.806	.770	.250	.625	.750	.822	1.00	.824	.916

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	54	55	0	4	4	64	1	65
+15 mins.	1	76	77	0	2	2	86	1	87
+30 mins.	4	70	74	0	3	3	94	1	95
+45 mins.	9	90	99	2	1	3	65	1	66
Total Volume	15	290	305	2	10	12	309	4	313
% App. Total	4.9	95.1		16.7	83.3		98.7	1.3	
PHF	.417	.806	.770	.250	.625	.750	.822	1.000	.824

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Groups Printed- Passenger Vehicles

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	46	46	0	1	1	33	0	33	80
07:15 AM	1	53	54	0	4	4	60	1	61	119
07:30 AM	0	74	74	0	2	2	85	1	86	162
07:45 AM	2	68	70	0	3	3	90	1	91	164
Total	3	241	244	0	10	10	268	3	271	525
08:00 AM	3	87	90	1	1	2	61	1	62	154
08:15 AM	2	46	48	0	0	0	51	0	51	99
08:30 AM	0	53	53	1	2	3	37	0	37	93
08:45 AM	0	46	46	0	1	1	53	2	55	102
Total	5	232	237	2	4	6	202	3	205	448
Grand Total	8	473	481	2	14	16	470	6	476	973
Apprch %	1.7	98.3		12.5	87.5		98.7	1.3		
Total %	0.8	48.6	49.4	0.2	1.4	1.6	48.3	0.6	48.9	

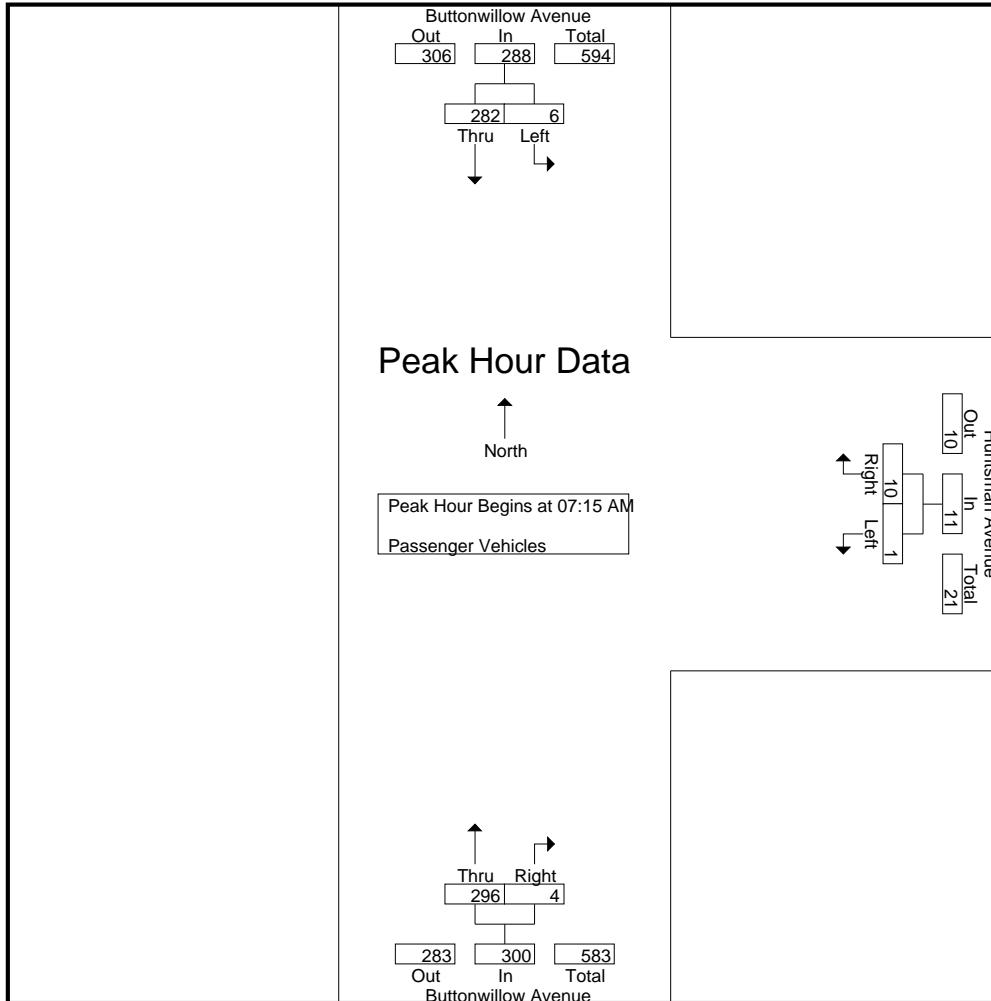
Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	1	53	54	0	4	4	60	1	61	119
07:30 AM	0	74	74	0	2	2	85	1	86	162
07:45 AM	2	68	70	0	3	3	<b>90</b>	1	<b>91</b>	<b>164</b>
08:00 AM	<b>3</b>	<b>87</b>	<b>90</b>	<b>1</b>	<b>1</b>	<b>2</b>	61	1	62	154
Total Volume	6	282	288	1	10	11	296	4	300	599
% App. Total	2.1	97.9		9.1	90.9		98.7	1.3		
PHF	.500	.810	.800	.250	.625	.688	.822	1.00	.824	.913

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	1	53	54	0	4	4	60	1	61
+15 mins.	0	74	74	0	2	2	85	1	86
+30 mins.	2	68	70	0	3	3	90	1	91
+45 mins.	3	87	90	1	1	2	61	1	62
Total Volume	6	282	288	1	10	11	296	4	300
% App. Total	2.1	97.9		9.1	90.9		98.7	1.3	
PHF	.500	.810	.800	.250	.625	.688	.822	1.000	.824



City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Groups Printed- Large 2 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	3	4	0	0	0	2	0	2	6
07:15 AM	0	1	1	0	0	0	4	0	4	5
07:30 AM	1	1	2	0	0	0	0	0	0	2
07:45 AM	2	2	4	0	0	0	0	0	0	4
Total	4	7	11	0	0	0	6	0	6	17
08:00 AM	6	2	8	1	0	1	3	0	3	12
08:15 AM	5	1	6	0	0	0	0	0	0	6
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	1	1	2	0	0	0	2	0	2	4
Total	12	5	17	1	0	1	6	0	6	24
Grand Total	16	12	28	1	0	1	12	0	12	41
Apprch %	57.1	42.9		100	0		100	0		
Total %	39	29.3	68.3	2.4	0	2.4	29.3	0	29.3	

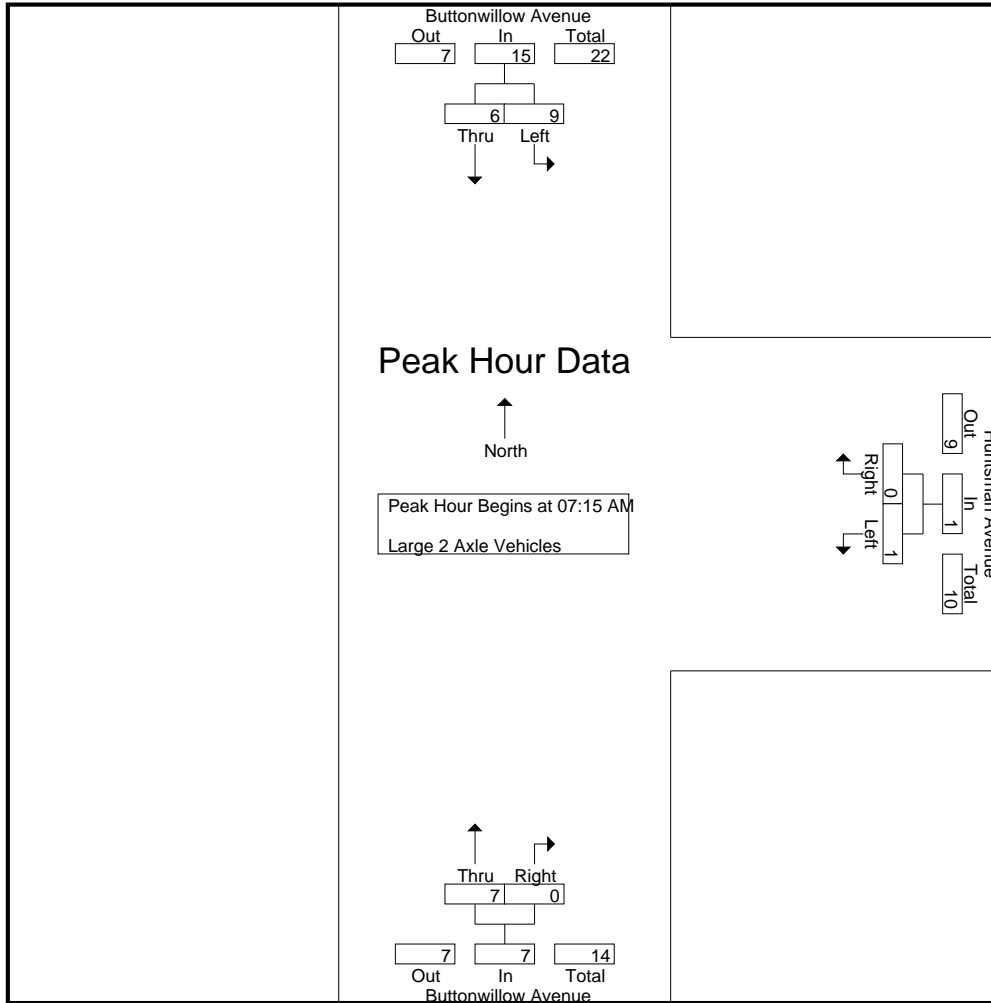
Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	1	1	0	0	0	4	0	4	5
07:30 AM	1	1	2	0	0	0	0	0	0	2
07:45 AM	2	2	4	0	0	0	0	0	0	4
08:00 AM	6	2	8	1	0	1	3	0	3	12
Total Volume	9	6	15	1	0	1	7	0	7	23
% App. Total	60	40		100	0		100	0		
PHF	.375	.750	.469	.250	.000	.250	.438	.000	.438	.479

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	4	0	4
+15 mins.	1	1	2	0	0	0	0	0	0
+30 mins.	2	2	4	0	0	0	0	0	0
+45 mins.	6	2	8	1	0	1	3	0	3
Total Volume	9	6	15	1	0	1	7	0	7
% App. Total	60	40		100	0		100	0	
PHF	.375	.750	.469	.250	.000	.250	.438	.000	.438

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	0	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	1	1	2	0	0	0	2	0	2	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	1	2	3	0	0	0	3	0	3	6
Apprch %	33.3	66.7		0	0		100	0		
Total %	16.7	33.3	50	0	0	0	50	0	50	

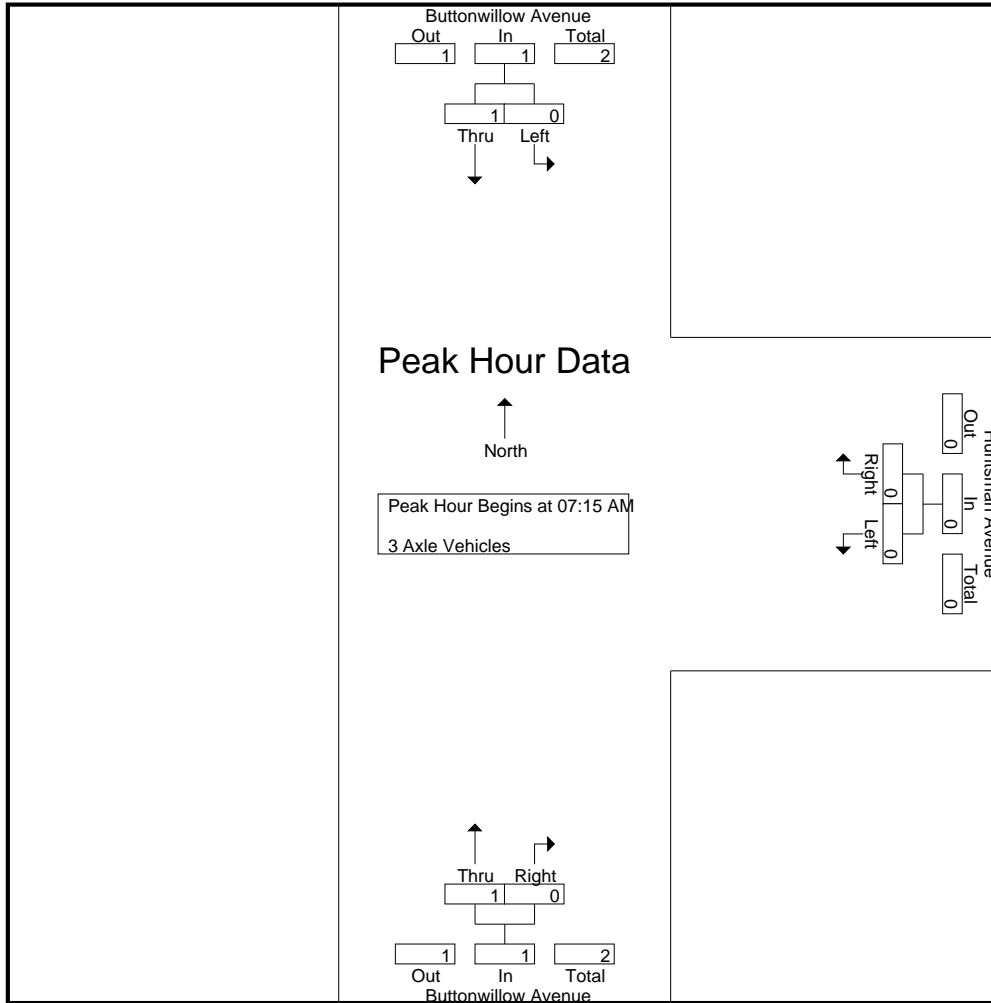
Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	4	0	4	4
Total	0	1	1	0	0	0	5	0	5	6
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	2	2	0	0	0	0	0	0	2
08:45 AM	0	1	1	0	0	0	1	0	1	2
Total	0	5	5	0	0	0	3	0	3	8
Grand Total	0	6	6	0	0	0	8	0	8	14
Apprch %	0	100		0	0		100	0		
Total %	0	42.9	42.9	0	0	0	57.1	0	57.1	

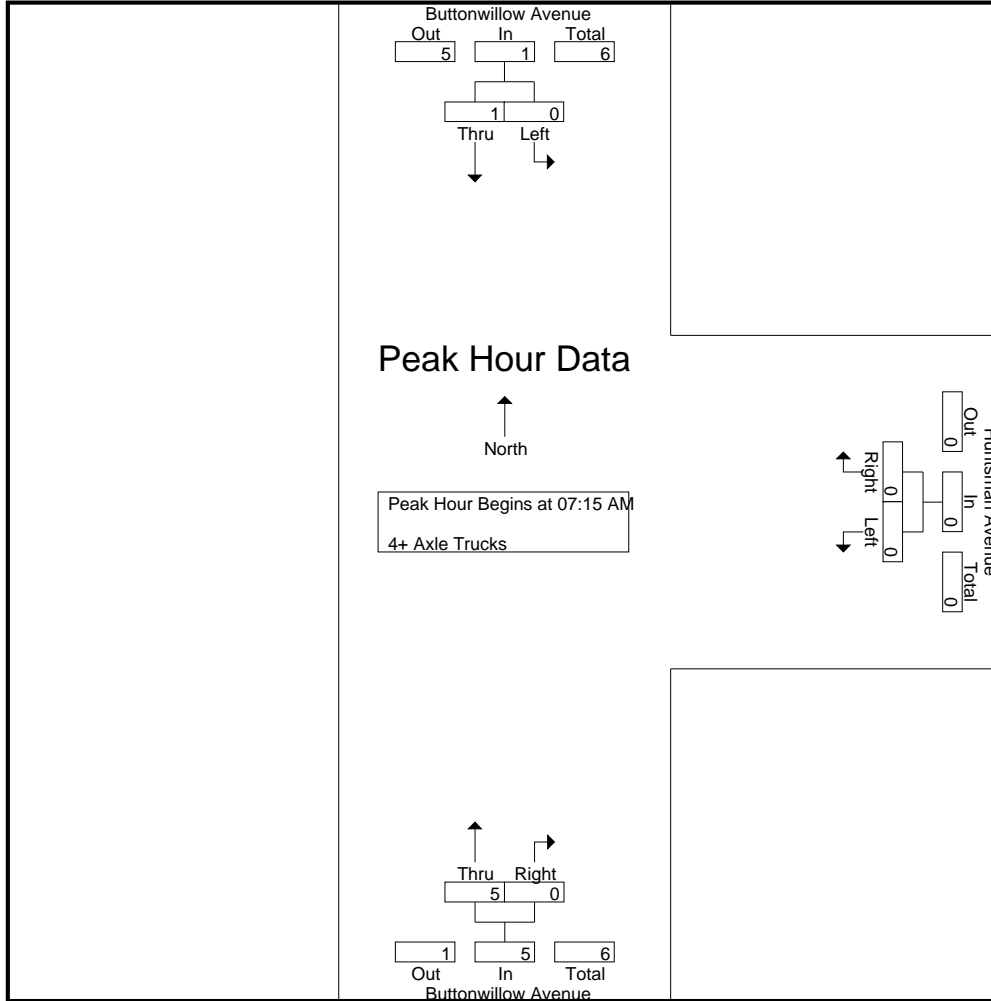
Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	4	0	4	4
08:00 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	1	1	0	0	0	5	0	5	6
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.313	.000	.313	.375

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	4	0	4
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	1	1	0	0	0	5	0	5
% App. Total	0	100		0	0		100	0	
PHF	.000	.250	.250	.000	.000	.000	.313	.000	.313

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

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

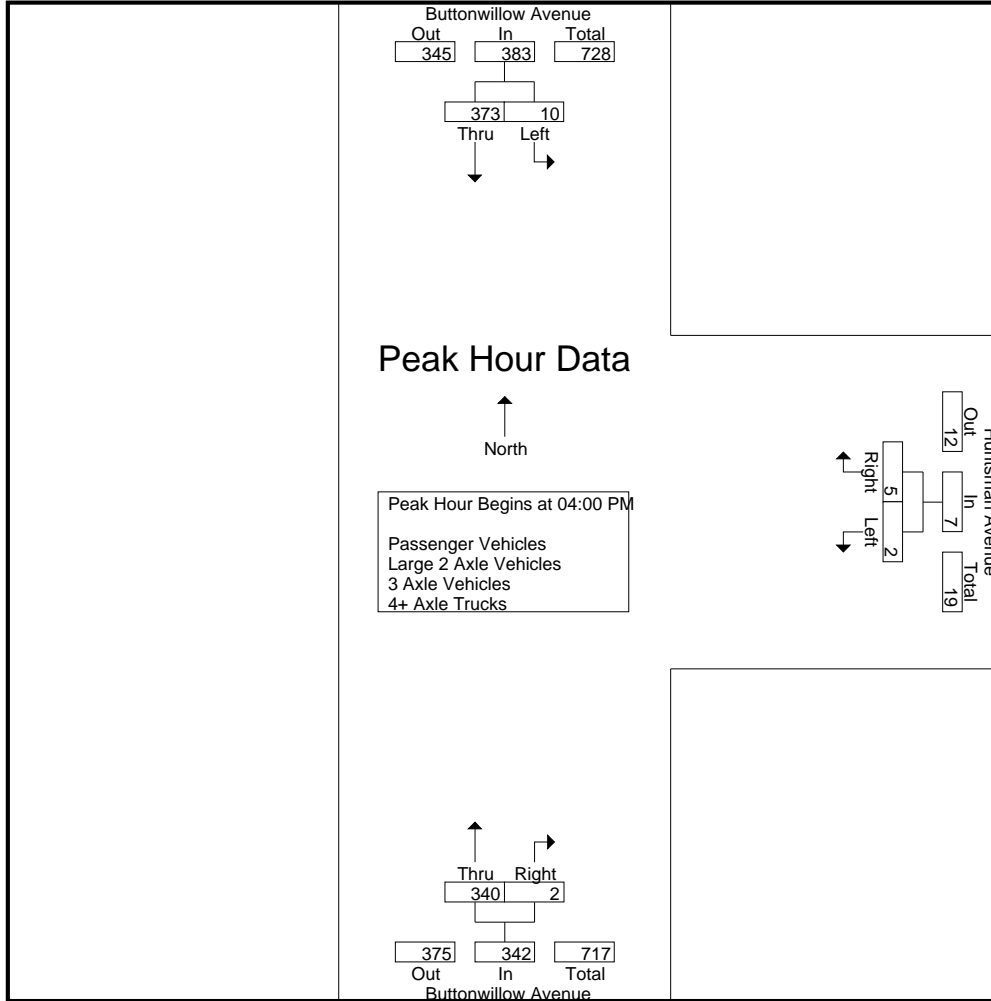
Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	4	94	98	0	1	1	83	0	83	182
04:15 PM	3	88	91	1	1	2	89	1	90	183
04:30 PM	3	104	107	1	3	4	79	1	80	191
04:45 PM	0	87	87	0	0	0	89	0	89	176
Total	10	373	383	2	5	7	340	2	342	732
05:00 PM	2	86	88	0	2	2	64	0	64	154
05:15 PM	0	87	87	0	1	1	57	0	57	145
05:30 PM	2	75	77	2	5	7	70	1	71	155
05:45 PM	0	76	76	0	4	4	82	1	83	163
Total	4	324	328	2	12	14	273	2	275	617
Grand Total	14	697	711	4	17	21	613	4	617	1349
Apprch %	2	98		19	81		99.4	0.6		
Total %	1	51.7	52.7	0.3	1.3	1.6	45.4	0.3	45.7	
Passenger Vehicles	13	666	679	3	17	20	583	2	585	1284
% Passenger Vehicles	92.9	95.6	95.5	75	100	95.2	95.1	50	94.8	95.2
Large 2 Axle Vehicles	1	10	11	1	0	1	13	2	15	27
% Large 2 Axle Vehicles	7.1	1.4	1.5	25	0	4.8	2.1	50	2.4	2
3 Axle Vehicles	0	1	1	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.2	0	0.2	0.1
4+ Axle Trucks	0	20	20	0	0	0	16	0	16	36
% 4+ Axle Trucks	0	2.9	2.8	0	0	0	2.6	0	2.6	2.7

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	4	94	98	0	1	1	83	0	83	182
04:15 PM	3	88	91	1	1	2	89	1	90	183
04:30 PM	3	104	107	1	3	4	79	1	80	191
04:45 PM	0	87	87	0	0	0	89	0	89	176
Total Volume	10	373	383	2	5	7	340	2	342	732
% App. Total	2.6	97.4		28.6	71.4		99.4	0.6		
PHF	.625	.897	.895	.500	.417	.438	.955	.500	.950	.958

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

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			05:00 PM			04:00 PM		
+0 mins.	4	94	98	0	2	2	83	0	83
+15 mins.	3	88	91	0	1	1	89	1	90
+30 mins.	3	104	107	2	5	7	79	1	80
+45 mins.	0	87	87	0	4	4	89	0	89
Total Volume	10	373	383	2	12	14	340	2	342
% App. Total	2.6	97.4		14.3	85.7		99.4	0.6	
PHF	.625	.897	.895	.250	.600	.500	.955	.500	.950



City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	88	91	0	1	1	80	0	80	172
04:15 PM	3	81	84	1	1	2	86	0	86	172
04:30 PM	3	97	100	1	3	4	70	1	71	175
04:45 PM	0	84	84	0	0	0	83	0	83	167
Total	9	350	359	2	5	7	319	1	320	686
05:00 PM	2	82	84	0	2	2	61	0	61	147
05:15 PM	0	85	85	0	1	1	55	0	55	141
05:30 PM	2	74	76	1	5	6	67	1	68	150
05:45 PM	0	75	75	0	4	4	81	0	81	160
Total	4	316	320	1	12	13	264	1	265	598
Grand Total	13	666	679	3	17	20	583	2	585	1284
Apprch %	1.9	98.1		15	85		99.7	0.3		
Total %	1	51.9	52.9	0.2	1.3	1.6	45.4	0.2	45.6	

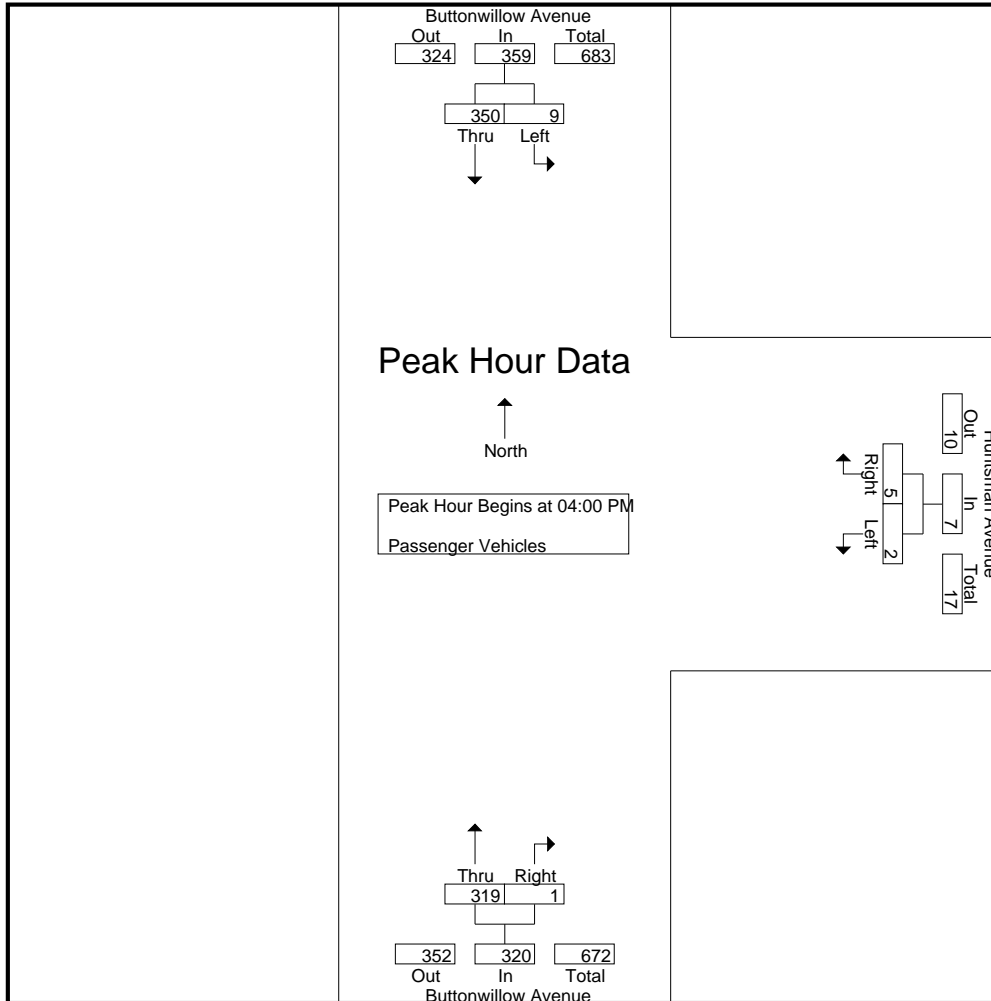
Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	<b>3</b>	88	91	0	1	1	80	0	80	172
04:15 PM	3	81	84	1	1	2	<b>86</b>	0	<b>86</b>	172
04:30 PM	3	<b>97</b>	<b>100</b>	1	<b>3</b>	<b>4</b>	70	<b>1</b>	71	<b>175</b>
04:45 PM	0	84	84	0	0	0	83	0	83	167
Total Volume	9	350	359	2	5	7	319	1	320	686
% App. Total	2.5	97.5		28.6	71.4		99.7	0.3		
PHF	.750	.902	.898	.500	.417	.438	.927	.250	.930	.980

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	88	91	0	1	1	80	0	80
+15 mins.	3	81	84	1	1	2	86	0	86
+30 mins.	3	97	100	1	3	4	70	1	71
+45 mins.	0	84	84	0	0	0	83	0	83
Total Volume	9	350	359	2	5	7	319	1	320
% App. Total	2.5	97.5		28.6	71.4		99.7	0.3	
PHF	.750	.902	.898	.500	.417	.438	.927	.250	.930

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	4	5	0	0	0	2	0	2	7
04:15 PM	0	2	2	0	0	0	2	1	3	5
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total	1	8	9	0	0	0	10	1	11	20
05:00 PM	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	0	0	1	0	1	1	0	1	2
05:45 PM	0	1	1	0	0	0	1	1	2	3
Total	0	2	2	1	0	1	3	1	4	7
Grand Total	1	10	11	1	0	1	13	2	15	27
Apprch %	9.1	90.9		100	0		86.7	13.3		
Total %	3.7	37	40.7	3.7	0	3.7	48.1	7.4	55.6	

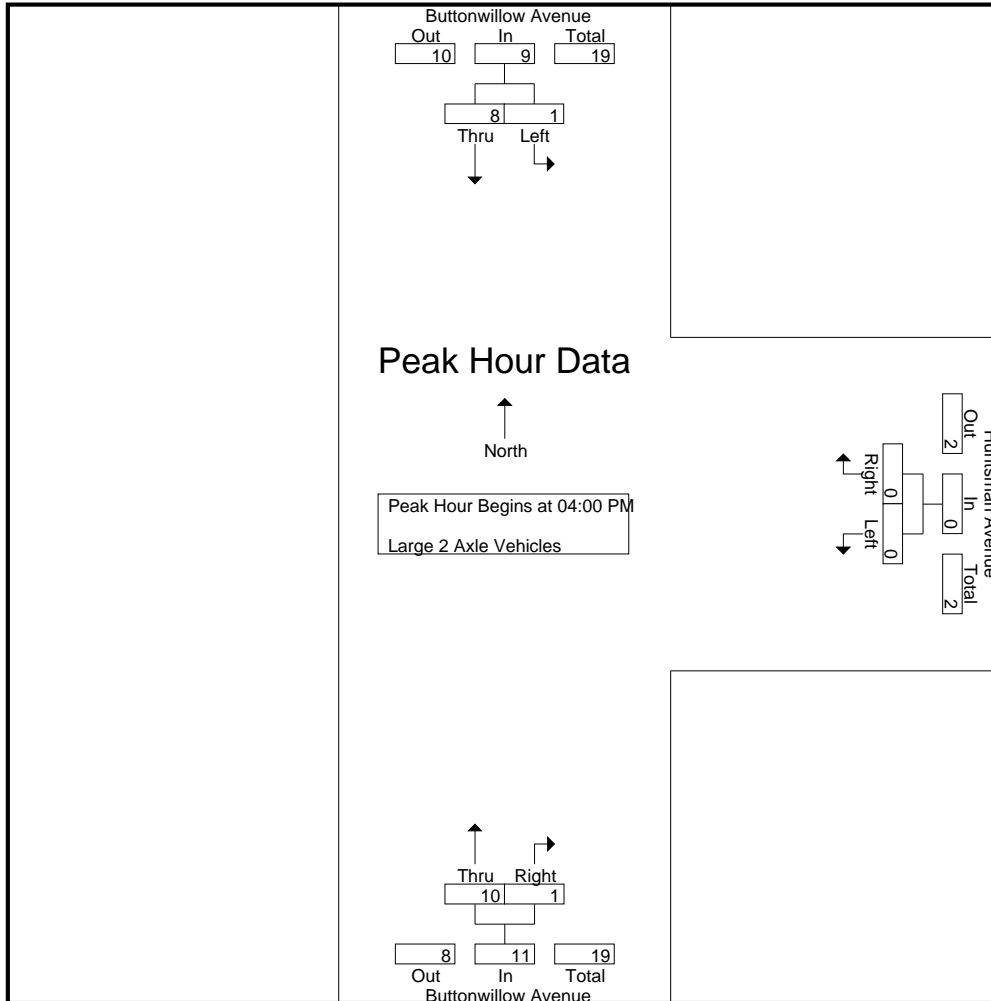
Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	1	4	5	0	0	0	2	0	2	7
04:15 PM	0	2	2	0	0	0	2	1	3	5
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	1	8	9	0	0	0	10	1	11	20
% App. Total	11.1	88.9		0	0		90.9	9.1		
PHF	.250	.500	.450	.000	.000	.000	.625	.250	.688	.714

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	1	4	5	0	0	0	2	0	2
+15 mins.	0	2	2	0	0	0	2	1	3
+30 mins.	0	2	2	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	1	8	9	0	0	0	10	1	11
% App. Total	11.1	88.9		0	0		90.9	9.1	
PHF	.250	.500	.450	.000	.000	.000	.625	.250	.688

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	2	2	0	0	0	1	0	1	3
04:15 PM	0	5	5	0	0	0	1	0	1	6
04:30 PM	0	5	5	0	0	0	5	0	5	10
04:45 PM	0	3	3	0	0	0	4	0	4	7
Total	0	15	15	0	0	0	11	0	11	26
05:00 PM	0	3	3	0	0	0	2	0	2	5
05:15 PM	0	1	1	0	0	0	2	0	2	3
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	5	5	0	0	0	5	0	5	10
Grand Total	0	20	20	0	0	0	16	0	16	36
Apprch %	0	100		0	0		100	0		
Total %	0	55.6	55.6	0	0	0	44.4	0	44.4	

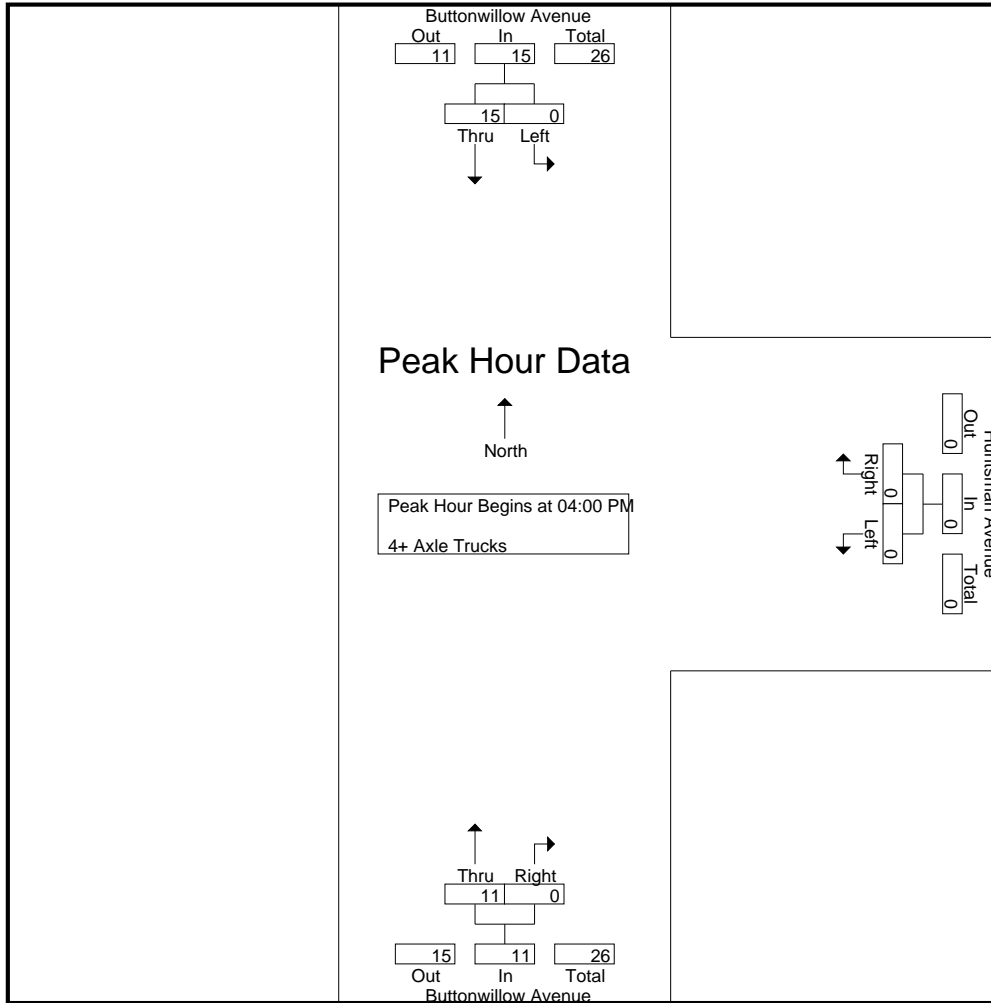
Start Time	Buttonwillow Avenue Southbound			Huntsman Avenue Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	2	2	0	0	0	1	0	1	3
04:15 PM	0	5	5	0	0	0	1	0	1	6
04:30 PM	0	5	5	0	0	0	5	0	5	10
04:45 PM	0	3	3	0	0	0	4	0	4	7
Total Volume	0	15	15	0	0	0	11	0	11	26
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.550	.000	.550	.650

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Reedley  
 N/S: Buttonwillow Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 03\_RDY\_BW\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	2	2	0	0	0	1	0	1
+15 mins.	0	5	5	0	0	0	1	0	1
+30 mins.	0	5	5	0	0	0	5	0	5
+45 mins.	0	3	3	0	0	0	4	0	4
Total Volume	0	15	15	0	0	0	11	0	11
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.550	.000	.550



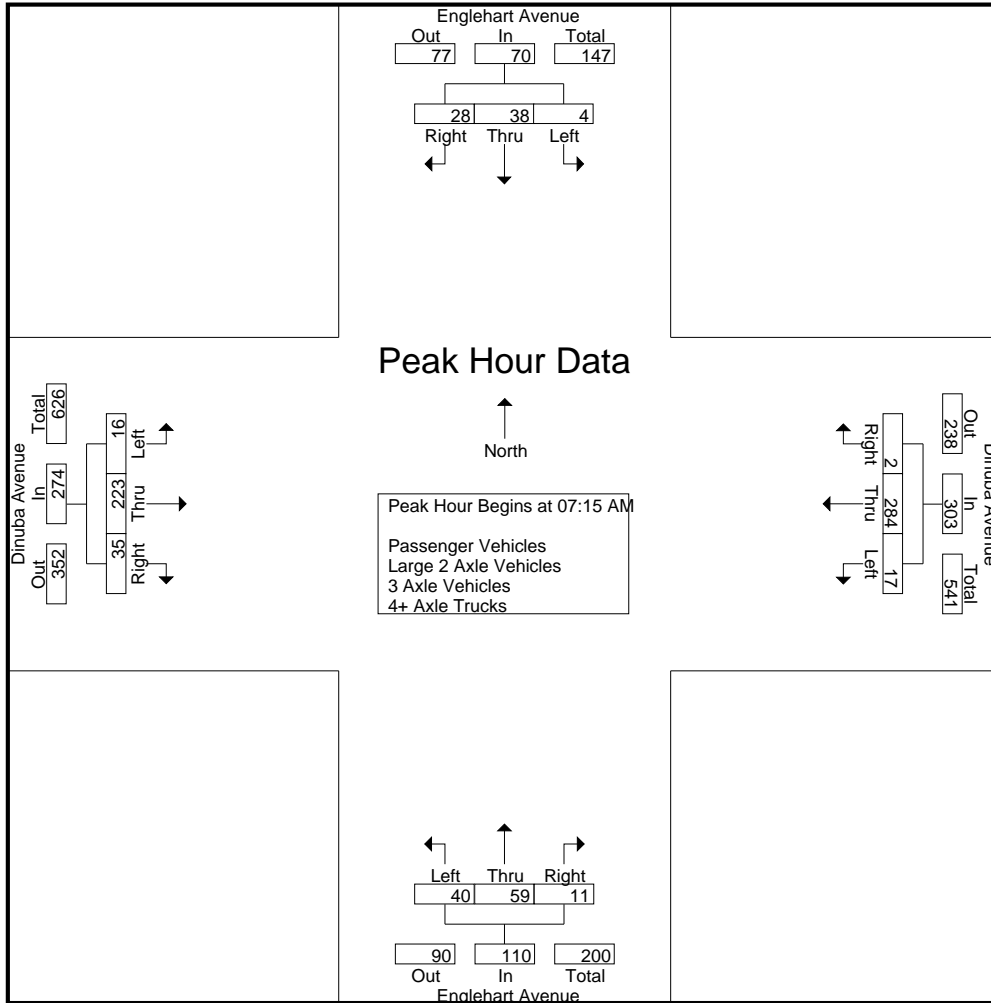
County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

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

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	1	11	1	13	2	44	2	48	7	7	2	16	2	31	4	37	114
07:15 AM	1	8	4	13	3	53	0	56	8	22	3	33	3	43	7	53	155
07:30 AM	2	7	9	18	4	75	2	81	15	21	2	38	6	57	5	68	205
07:45 AM	1	16	7	24	4	89	0	93	10	9	1	20	7	70	15	92	229
<b>Total</b>	<b>5</b>	<b>42</b>	<b>21</b>	<b>68</b>	<b>13</b>	<b>261</b>	<b>4</b>	<b>278</b>	<b>40</b>	<b>59</b>	<b>8</b>	<b>107</b>	<b>18</b>	<b>201</b>	<b>31</b>	<b>250</b>	<b>703</b>
08:00 AM	0	7	8	15	6	67	0	73	7	7	5	19	0	53	8	61	168
08:15 AM	2	5	3	10	2	53	3	58	5	7	3	15	1	33	3	37	120
08:30 AM	3	10	1	14	1	41	1	43	4	16	5	25	1	34	9	44	126
08:45 AM	1	4	3	8	2	53	2	57	9	7	5	21	0	34	7	41	127
<b>Total</b>	<b>6</b>	<b>26</b>	<b>15</b>	<b>47</b>	<b>11</b>	<b>214</b>	<b>6</b>	<b>231</b>	<b>25</b>	<b>37</b>	<b>18</b>	<b>80</b>	<b>2</b>	<b>154</b>	<b>27</b>	<b>183</b>	<b>541</b>
<b>Grand Total</b>	<b>11</b>	<b>68</b>	<b>36</b>	<b>115</b>	<b>24</b>	<b>475</b>	<b>10</b>	<b>509</b>	<b>65</b>	<b>96</b>	<b>26</b>	<b>187</b>	<b>20</b>	<b>355</b>	<b>58</b>	<b>433</b>	<b>1244</b>
Apprch %	9.6	59.1	31.3		4.7	93.3	2		34.8	51.3	13.9		4.6	82	13.4		
Total %	0.9	5.5	2.9	9.2	1.9	38.2	0.8	40.9	5.2	7.7	2.1	15	1.6	28.5	4.7	34.8	
Passenger Vehicles	10	68	34	112	18	467	7	492	63	94	24	181	20	342	56	418	1203
% Passenger Vehicles	90.9	100	94.4	97.4	75	98.3	70	96.7	96.9	97.9	92.3	96.8	100	96.3	96.6	96.5	96.7
Large 2 Axle Vehicles	0	0	1	1	5	7	2	14	0	2	2	4	0	9	2	11	30
% Large 2 Axle Vehicles	0	0	2.8	0.9	20.8	1.5	20	2.8	0	2.1	7.7	2.1	0	2.5	3.4	2.5	2.4
3 Axle Vehicles	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	2
% 3 Axle Vehicles	9.1	0	0	0.9	0	0	0	0	0	0	0	0	0	0.3	0	0.2	0.2
4+ Axle Trucks	0	0	1	1	1	1	1	3	2	0	0	2	0	3	0	3	9
% 4+ Axle Trucks	0	0	2.8	0.9	4.2	0.2	10	0.6	3.1	0	0	1.1	0	0.8	0	0.7	0.7

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	8	4	13	3	53	0	56	8	22	3	33	3	43	7	53	155
07:30 AM	2	7	9	18	4	75	2	81	15	21	2	38	6	57	5	68	205
07:45 AM	1	16	7	24	4	89	0	93	10	9	1	20	7	70	15	92	229
08:00 AM	0	7	8	15	6	67	0	73	7	7	5	19	0	53	8	61	168
Total Volume	4	38	28	70	17	284	2	303	40	59	11	110	16	223	35	274	757
% App. Total	5.7	54.3	40		5.6	93.7	0.7		36.4	53.6	10		5.8	81.4	12.8		
PHF	.500	.594	.778	.729	.708	.798	.250	.815	.667	.670	.550	.724	.571	.796	.583	.745	.826



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:30 AM				07:15 AM				07:15 AM			
+0 mins.	1	8	4	13	4	75	2	81	8	<b>22</b>	3	33	3	43	7	53
+15 mins.	2	7	9	18	4	<b>89</b>	0	<b>93</b>	15	21	2	<b>38</b>	6	57	5	68
+30 mins.	1	<b>16</b>	7	<b>24</b>	6	67	0	73	10	9	1	20	7	<b>70</b>	15	<b>92</b>
+45 mins.	0	7	8	15	2	53	3	58	7	7	5	19	0	53	8	61
Total Volume	4	38	28	70	16	284	5	305	40	59	11	110	16	223	35	274
% App. Total	5.7	54.3	40		5.2	93.1	1.6		36.4	53.6	10		5.8	81.4	12.8	
PHF	.500	.594	.778	.729	.667	.798	.417	.820	.667	.670	.550	.724	.571	.796	.583	.745

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	11	0	11	2	44	1	47	7	5	1	13	2	31	4	37	108
07:15 AM	1	8	4	13	3	53	0	56	7	22	2	31	3	41	7	51	151
07:30 AM	2	7	9	18	4	73	2	79	14	21	2	37	6	56	5	67	201
07:45 AM	1	16	7	24	1	87	0	88	10	9	1	20	7	68	14	89	221
Total	4	42	20	66	10	257	3	270	38	57	6	101	18	196	30	244	681
08:00 AM	0	7	8	15	4	65	0	69	7	7	5	19	0	53	8	61	164
08:15 AM	2	5	3	10	2	52	2	56	5	7	3	15	1	28	3	32	113
08:30 AM	3	10	0	13	1	40	0	41	4	16	5	25	1	32	9	42	121
08:45 AM	1	4	3	8	1	53	2	56	9	7	5	21	0	33	6	39	124
Total	6	26	14	46	8	210	4	222	25	37	18	80	2	146	26	174	522
Grand Total	10	68	34	112	18	467	7	492	63	94	24	181	20	342	56	418	1203
Apprch %	8.9	60.7	30.4		3.7	94.9	1.4		34.8	51.9	13.3		4.8	81.8	13.4		
Total %	0.8	5.7	2.8	9.3	1.5	38.8	0.6	40.9	5.2	7.8	2	15	1.7	28.4	4.7	34.7	

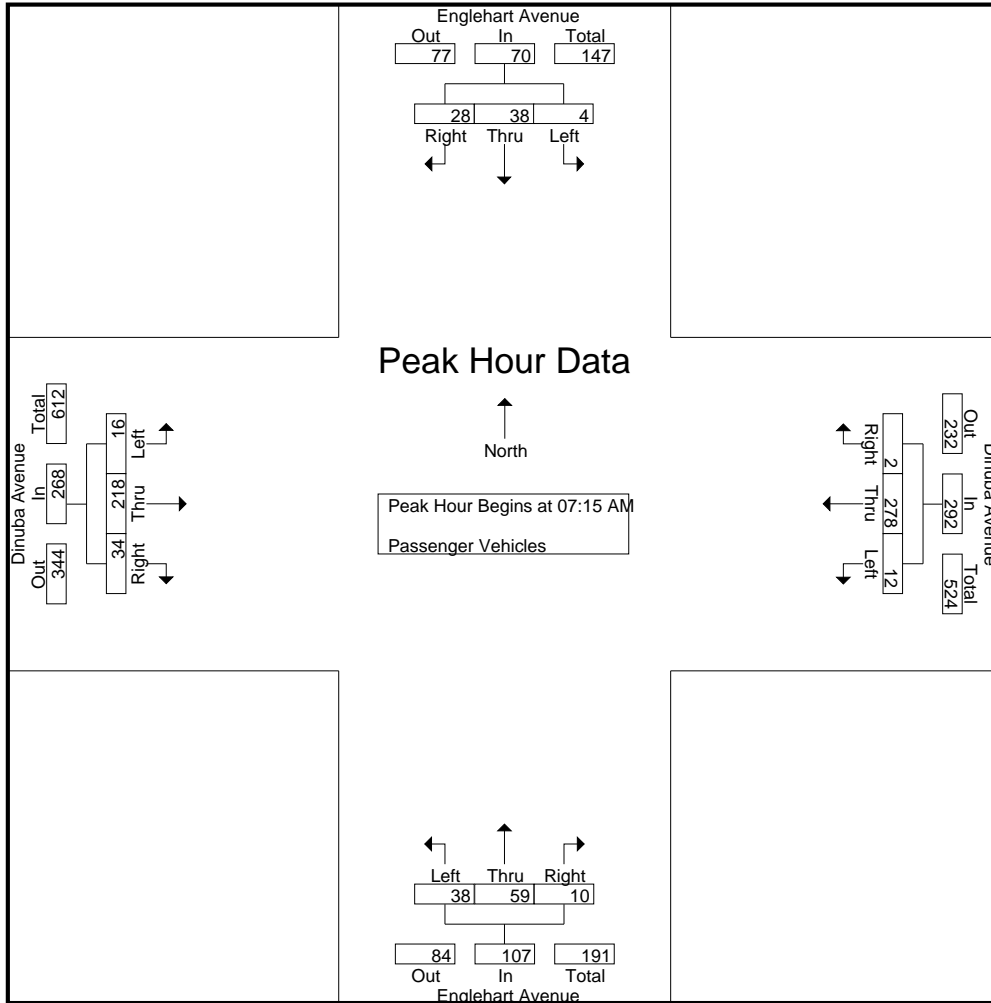
Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	1	8	4	13	3	53	0	56	7	22	2	31	3	41	7	51	151
07:30 AM	2	7	9	18	4	73	2	79	14	21	2	37	6	56	5	67	201
07:45 AM	1	16	7	24	1	87	0	88	10	9	1	20	7	68	14	89	221
08:00 AM	0	7	8	15	4	65	0	69	7	7	5	19	0	53	8	61	164
Total Volume	4	38	28	70	12	278	2	292	38	59	10	107	16	218	34	268	737
% App. Total	5.7	54.3	40		4.1	95.2	0.7		35.5	55.1	9.3		6	81.3	12.7		
PHF	.500	.594	.778	.729	.750	.799	.250	.830	.679	.670	.500	.723	.571	.801	.607	.753	.834

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	1	8	4	13	3	53	0	56	7	<b>22</b>	2	31	3	41	7	51
+15 mins.	2	7	9	18	4	73	2	79	14	21	2	37	6	56	5	67
+30 mins.	1	16	7	24	1	87	0	88	10	9	1	20	7	68	14	89
+45 mins.	0	7	8	15	4	65	0	69	7	7	5	19	0	53	8	61
Total Volume	4	38	28	70	12	278	2	292	38	59	10	107	16	218	34	268
% App. Total	5.7	54.3	40		4.1	95.2	0.7		35.5	55.1	9.3		6	81.3	12.7	
PHF	.500	.594	.778	.729	.750	.799	.250	.830	.679	.670	.500	.723	.571	.801	.607	.753

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	1	1	0	0	1	1	0	2	1	3	0	0	0	0	5
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	3	1	0	4	0	0	0	0	0	2	1	3	7
Total	0	0	1	1	3	3	1	7	0	2	2	4	0	5	1	6	18
08:00 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
08:15 AM	0	0	0	0	0	1	1	2	0	0	0	0	0	3	0	3	5
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	2
Total	0	0	0	0	2	4	1	7	0	0	0	0	0	4	1	5	12
Grand Total	0	0	1	1	5	7	2	14	0	2	2	4	0	9	2	11	30
Apprch %	0	0	100		35.7	50	14.3		0	50	50		0	81.8	18.2		
Total %	0	0	3.3	3.3	16.7	23.3	6.7	46.7	0	6.7	6.7	13.3	0	30	6.7	36.7	

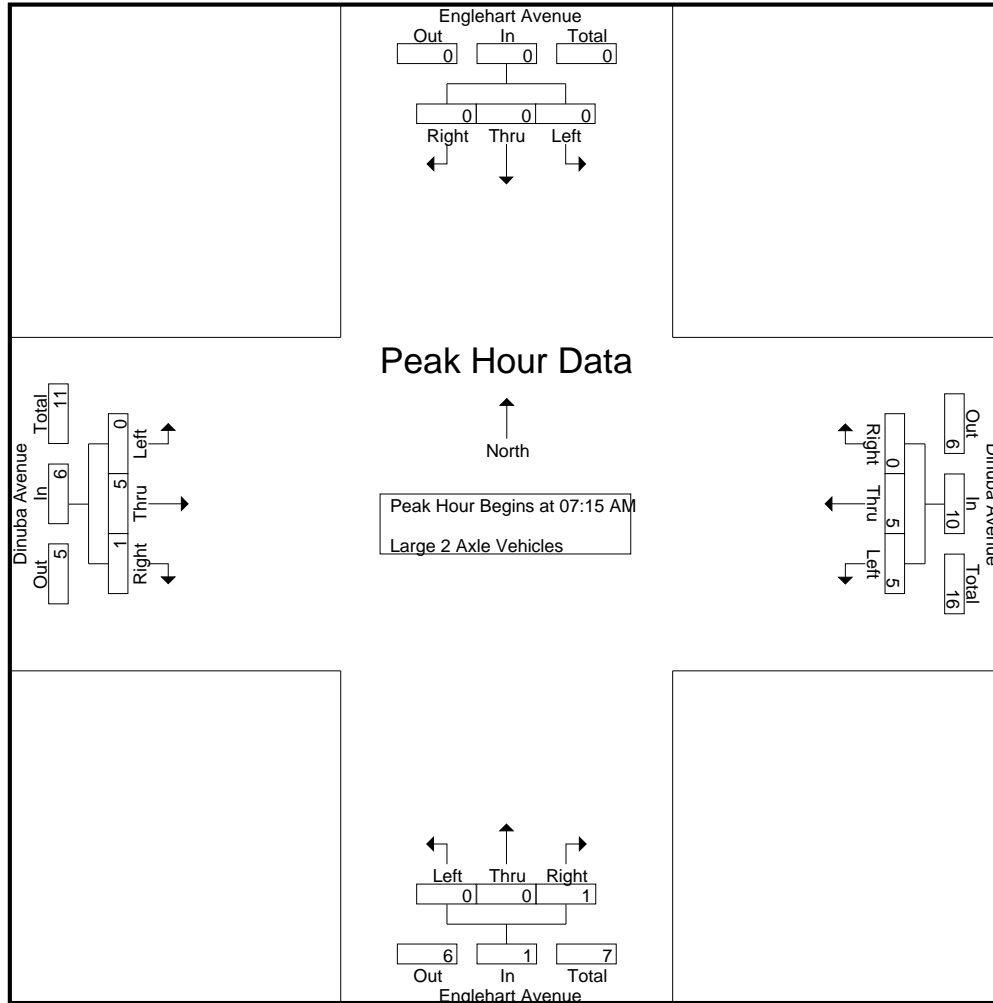
Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3
07:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
07:45 AM	0	0	0	0	3	1	0	4	0	0	0	0	0	2	1	3	7
08:00 AM	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0	4
Total Volume	0	0	0	0	5	5	0	10	0	0	1	1	0	5	1	6	17
% App. Total	0	0	0		50	50	0		0	0	100		0	83.3	16.7		
PHF	.000	.000	.000	.000	.417	.625	.000	.625	.000	.000	.250	.250	.000	.625	.250	.500	.607

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



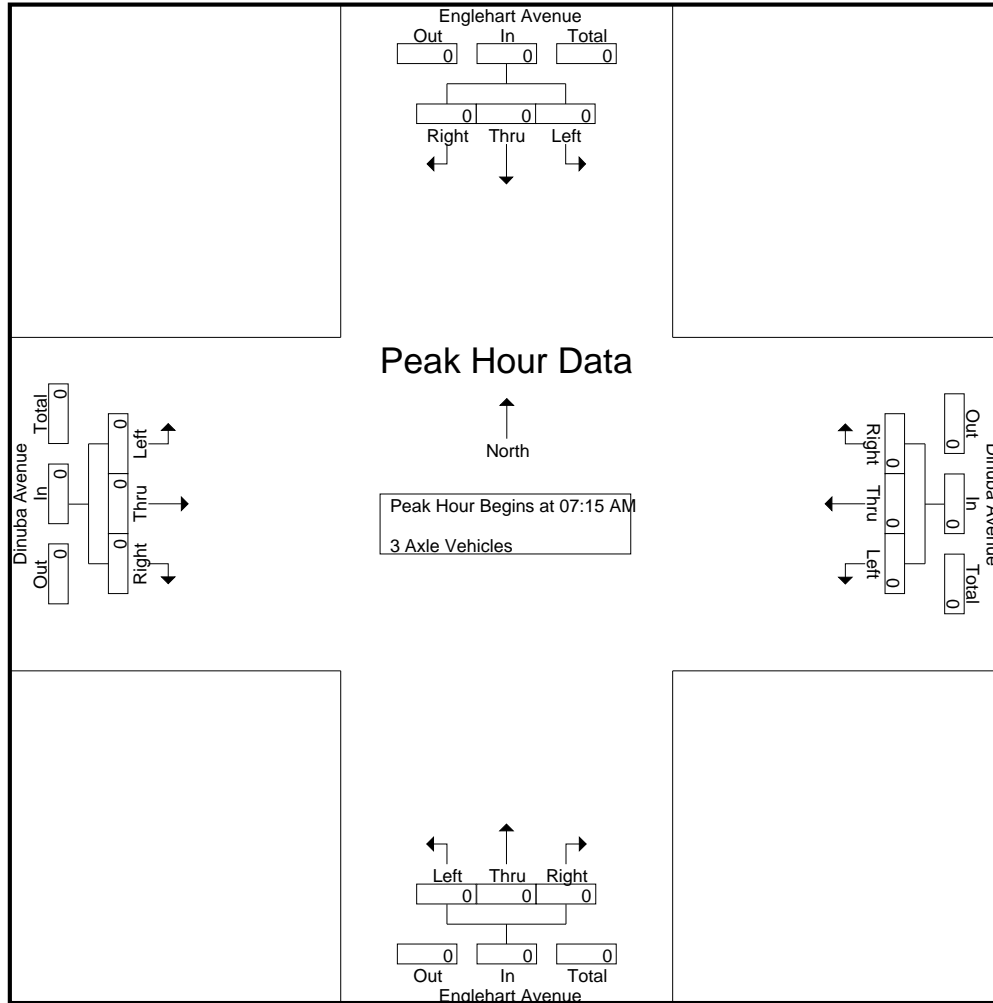
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	2	0	2
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	3	1	0	4	0	0	0	0	0	2	1	3
+45 mins.	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	5	5	0	10	0	0	1	1	0	5	1	6
% App. Total	0	0	0	0	50	50	0	100	0	0	100		0	83.3	16.7	
PHF	.000	.000	.000	.000	.417	.625	.000	.625	.000	.000	.250	.250	.000	.625	.250	.500



County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000



County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	1	1	0	0	1	1	0	0	0	0	0	1	0	1	3
08:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
Total	0	0	1	1	1	0	1	2	0	0	0	0	0	3	0	3	6
Grand Total	0	0	1	1	1	1	1	3	2	0	0	2	0	3	0	3	9
Apprch %	0	0	100		33.3	33.3	33.3		100	0	0		0	100	0		
Total %	0	0	11.1	11.1	11.1	11.1	11.1	33.3	22.2	0	0	22.2	0	33.3	0	33.3	

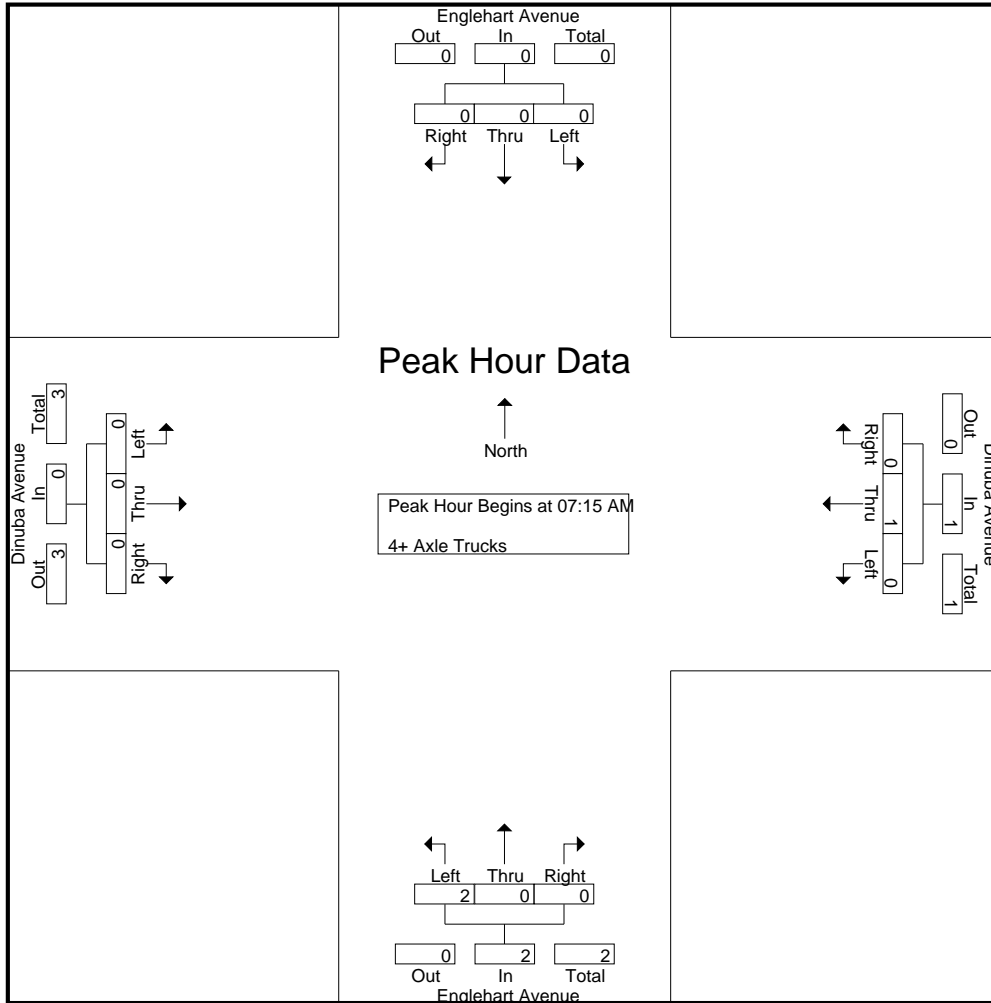
Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	1	0	1	2	0	0	2	0	0	0	0	3
% App. Total	0	0	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.500	.000	.000	.500	.000	.000	.000	.000	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

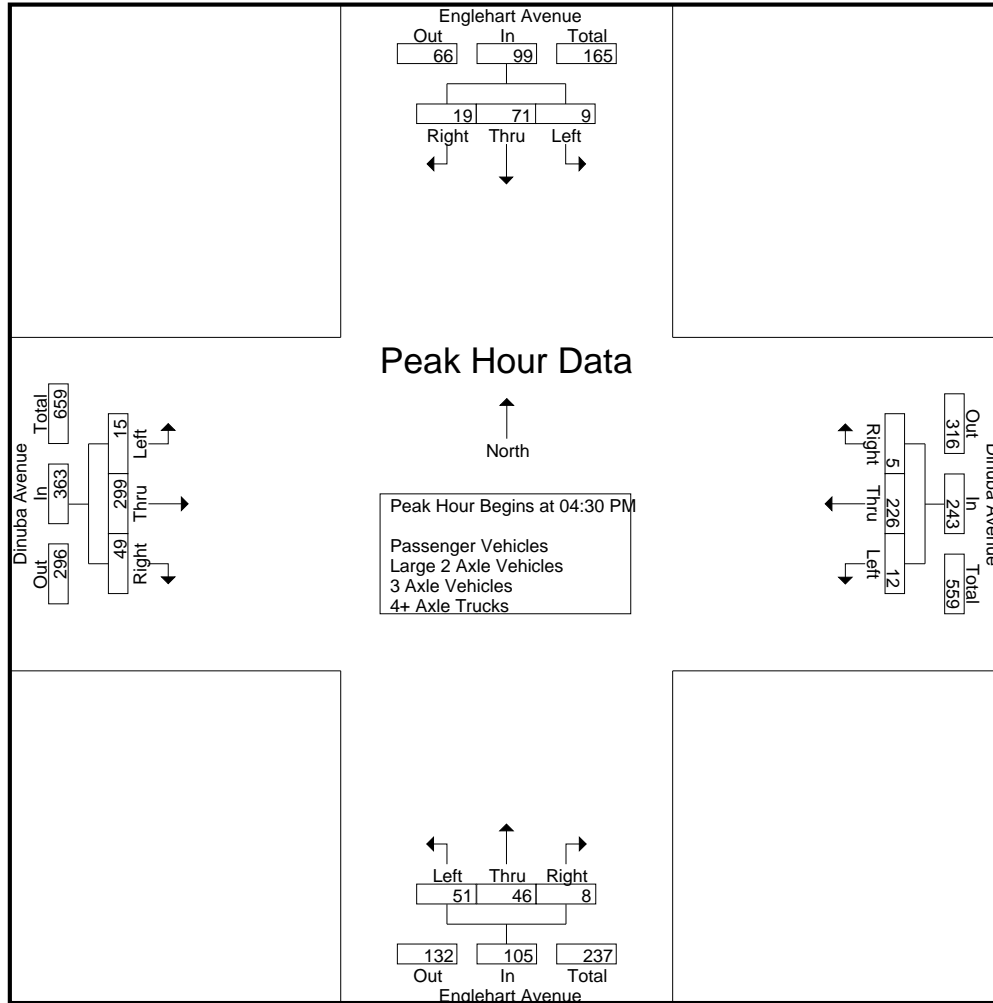
Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	11	2	14	3	63	3	69	8	15	2	25	2	70	12	84	192
04:15 PM	1	20	3	24	2	47	2	51	11	13	2	26	4	66	12	82	183
04:30 PM	2	21	7	30	0	53	2	55	11	9	3	23	3	74	6	83	191
04:45 PM	4	19	3	26	5	58	2	65	10	16	2	28	2	84	20	106	225
<b>Total</b>	<b>8</b>	<b>71</b>	<b>15</b>	<b>94</b>	<b>10</b>	<b>221</b>	<b>9</b>	<b>240</b>	<b>40</b>	<b>53</b>	<b>9</b>	<b>102</b>	<b>11</b>	<b>294</b>	<b>50</b>	<b>355</b>	<b>791</b>
05:00 PM	3	17	4	24	4	45	1	50	20	10	1	31	4	71	12	87	192
05:15 PM	0	14	5	19	3	70	0	73	10	11	2	23	6	70	11	87	202
05:30 PM	1	20	3	24	2	61	0	63	7	10	3	20	3	62	11	76	183
05:45 PM	2	10	4	16	5	68	2	75	14	14	2	30	1	59	9	69	190
<b>Total</b>	<b>6</b>	<b>61</b>	<b>16</b>	<b>83</b>	<b>14</b>	<b>244</b>	<b>3</b>	<b>261</b>	<b>51</b>	<b>45</b>	<b>8</b>	<b>104</b>	<b>14</b>	<b>262</b>	<b>43</b>	<b>319</b>	<b>767</b>
<b>Grand Total</b>	<b>14</b>	<b>132</b>	<b>31</b>	<b>177</b>	<b>24</b>	<b>465</b>	<b>12</b>	<b>501</b>	<b>91</b>	<b>98</b>	<b>17</b>	<b>206</b>	<b>25</b>	<b>556</b>	<b>93</b>	<b>674</b>	<b>1558</b>
Apprch %	7.9	74.6	17.5		4.8	92.8	2.4		44.2	47.6	8.3		3.7	82.5	13.8		
Total %	0.9	8.5	2	11.4	1.5	29.8	0.8	32.2	5.8	6.3	1.1	13.2	1.6	35.7	6	43.3	
Passenger Vehicles	14	131	31	176	22	456	12	490	90	94	17	201	24	544	92	660	1527
% Passenger Vehicles	100	99.2	100	99.4	91.7	98.1	100	97.8	98.9	95.9	100	97.6	96	97.8	98.9	97.9	98
Large 2 Axle Vehicles	0	0	0	0	2	6	0	8	0	2	0	2	1	7	0	8	18
% Large 2 Axle Vehicles	0	0	0	0	8.3	1.3	0	1.6	0	2	0	1	4	1.3	0	1.2	1.2
3 Axle Vehicles	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
% 3 Axle Vehicles	0	0	0	0	0	0.2	0	0.2	0	0	0	0	0	0.4	0	0.3	0.2
4+ Axle Trucks	0	1	0	1	0	2	0	2	1	2	0	3	0	3	1	4	10
% 4+ Axle Trucks	0	0.8	0	0.6	0	0.4	0	0.4	1.1	2	0	1.5	0	0.5	1.1	0.6	0.6

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	2	21	7	30	0	53	2	55	11	9	3	23	3	74	6	83	191
04:45 PM	4	19	3	26	5	58	2	65	10	16	2	28	2	84	20	106	225
05:00 PM	3	17	4	24	4	45	1	50	20	10	1	31	4	71	12	87	192
05:15 PM	0	14	5	19	3	70	0	73	10	11	2	23	6	70	11	87	202
Total Volume	9	71	19	99	12	226	5	243	51	46	8	105	15	299	49	363	810
% App. Total	9.1	71.7	19.2		4.9	93	2.1		48.6	43.8	7.6		4.1	82.4	13.5		
PHF	.563	.845	.679	.825	.600	.807	.625	.832	.638	.719	.667	.847	.625	.890	.613	.856	.900

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 04:30 PM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:15 PM				04:30 PM			
+0 mins.	1	20	3	24	4	45	1	50	11	13	2	26	3	74	6	83
+15 mins.	2	<b>21</b>	<b>7</b>	<b>30</b>	3	<b>70</b>	0	73	11	9	<b>3</b>	23	2	<b>84</b>	<b>20</b>	<b>106</b>
+30 mins.	<b>4</b>	19	3	26	2	61	0	63	10	<b>16</b>	2	28	4	71	12	87
+45 mins.	3	17	4	24	<b>5</b>	68	<b>2</b>	<b>75</b>	<b>20</b>	10	1	<b>31</b>	<b>6</b>	70	11	87
Total Volume	10	77	17	104	14	244	3	261	52	48	8	108	15	299	49	363
% App. Total	9.6	74	16.3		5.4	93.5	1.1		48.1	44.4	7.4		4.1	82.4	13.5	
PHF	.625	.917	.607	.867	.700	.871	.375	.870	.650	.750	.667	.871	.625	.890	.613	.856

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
 Site Code : 00323989  
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Groups Printed- Passenger Vehicles

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	1	11	2	14	2	60	3	65	8	15	2	25	2	70	11	83	187
04:15 PM	1	20	3	24	2	46	2	50	10	12	2	24	4	64	12	80	178
04:30 PM	2	20	7	29	0	52	2	54	11	8	3	22	3	71	6	80	185
04:45 PM	4	19	3	26	5	55	2	62	10	16	2	28	2	81	20	103	219
Total	8	70	15	93	9	213	9	231	39	51	9	99	11	286	49	346	769
05:00 PM	3	17	4	24	4	44	1	49	20	10	1	31	3	70	12	85	189
05:15 PM	0	14	5	19	3	70	0	73	10	11	2	23	6	68	11	85	200
05:30 PM	1	20	3	24	1	61	0	62	7	8	3	18	3	61	11	75	179
05:45 PM	2	10	4	16	5	68	2	75	14	14	2	30	1	59	9	69	190
Total	6	61	16	83	13	243	3	259	51	43	8	102	13	258	43	314	758
Grand Total	14	131	31	176	22	456	12	490	90	94	17	201	24	544	92	660	1527
Apprch %	8	74.4	17.6		4.5	93.1	2.4		44.8	46.8	8.5		3.6	82.4	13.9		
Total %	0.9	8.6	2	11.5	1.4	29.9	0.8	32.1	5.9	6.2	1.1	13.2	1.6	35.6	6	43.2	

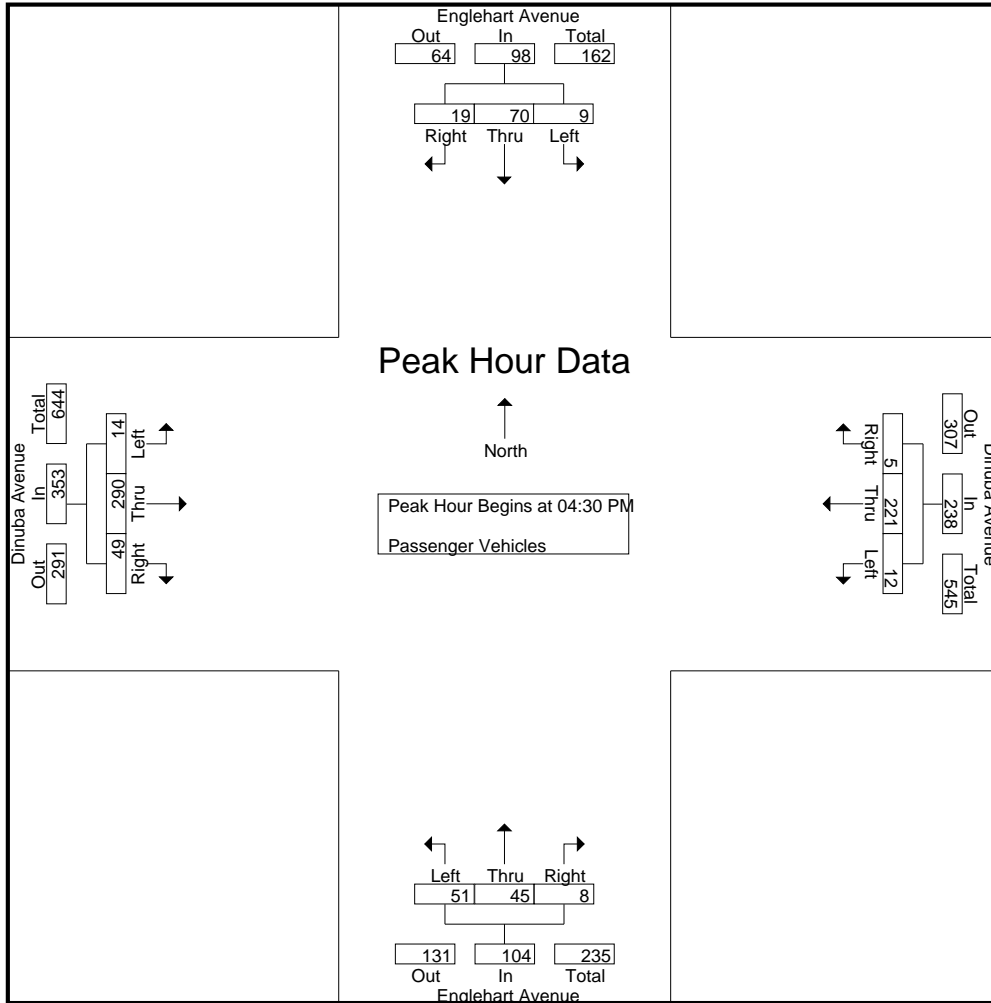
Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	2	<b>20</b>	<b>7</b>	<b>29</b>	0	52	2	54	11	8	<b>3</b>	22	3	71	6	80	185
04:45 PM	4	19	3	26	5	55	2	62	10	<b>16</b>	2	28	2	<b>81</b>	<b>20</b>	<b>103</b>	<b>219</b>
05:00 PM	3	17	4	24	4	44	1	49	<b>20</b>	10	1	<b>31</b>	3	70	12	85	189
05:15 PM	0	14	5	19	3	<b>70</b>	0	<b>73</b>	10	11	2	23	<b>6</b>	68	11	85	200
Total Volume	9	70	19	98	12	221	5	238	51	45	8	104	14	290	49	353	793
% App. Total	9.2	71.4	19.4		5	92.9	2.1		49	43.3	7.7		4	82.2	13.9		
PHF	.563	.875	.679	.845	.600	.789	.625	.815	.638	.703	.667	.839	.583	.895	.613	.857	.905

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	2	<b>20</b>	7	<b>29</b>	0	52	2	54	11	8	3	22	3	71	6	80
+15 mins.	4	19	3	26	5	55	2	62	10	<b>16</b>	2	28	2	<b>81</b>	<b>20</b>	<b>103</b>
+30 mins.	3	17	4	24	4	44	1	49	<b>20</b>	10	1	<b>31</b>	3	70	12	85
+45 mins.	0	14	5	19	3	<b>70</b>	0	<b>73</b>	10	11	2	23	<b>6</b>	68	11	85
Total Volume	9	70	19	98	12	221	5	238	51	45	8	104	14	290	49	353
% App. Total	9.2	71.4	19.4		5	92.9	2.1		49	43.3	7.7		4	82.2	13.9	
PHF	.563	.875	.679	.845	.600	.789	.625	.815	.638	.703	.667	.839	.583	.895	.613	.857

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
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Groups Printed- Large 2 Axle Vehicles

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
Total	0	0	0	0	1	6	0	7	0	1	0	1	0	6	0	6	14
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	1	0	0	1	0	1	0	1	1	1	0	2	4
Grand Total	0	0	0	0	2	6	0	8	0	2	0	2	1	7	0	8	18
Apprch %	0	0	0		25	75	0		0	100	0		12.5	87.5	0		
Total %	0	0	0	0	11.1	33.3	0	44.4	0	11.1	0	11.1	5.6	38.9	0	44.4	

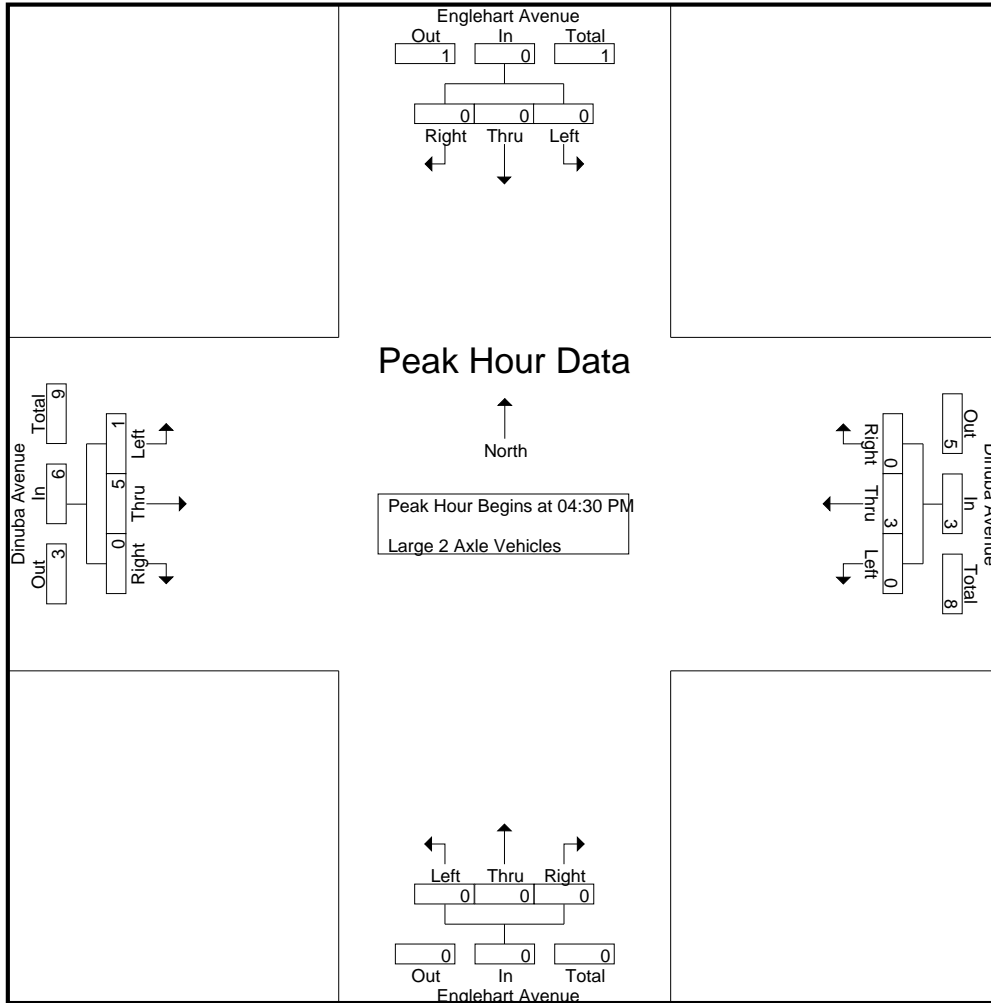
Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6	9
% App. Total	0	0	0		0	100	0		0	0	0		16.7	83.3	0		
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.417	.000	.500	.450

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
 Site Code : 00323989  
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:30 PM				04:30 PM				04:30 PM			
+0 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Total Volume	0	0	0	0	0	3	0	3	0	0	0	0	1	5	0	6
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	16.7	83.3	0	0
PHF	.000	.000	.000	.000	.000	.375	.000	.375	.000	.000	.000	.000	.250	.417	.000	.500



County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
 Site Code : 00323989  
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Groups Printed- 3 Axle Vehicles

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
Apprch %	0	0	0		0	100	0		0	0	0		0	100	0		
Total %	0	0	0	0	0	33.3	0	33.3	0	0	0	0	0	66.7	0	66.7	

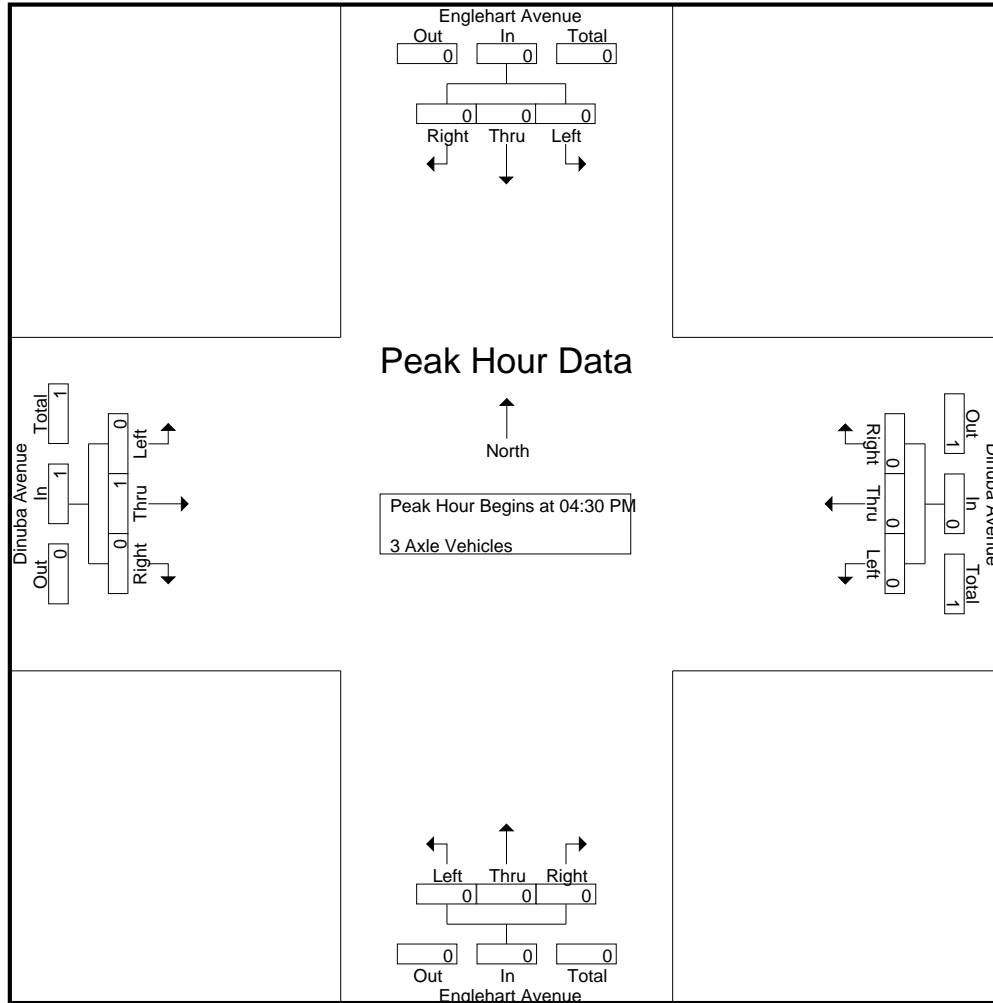
Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
% App. Total	0	0	0		0	0	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
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Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
 Site Code : 00323989  
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Groups Printed- 4+ Axle Trucks

Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
04:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	1	1	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	1	0	1	1	1	0	2	0	1	1	2	6
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Grand Total	0	1	0	1	0	2	0	2	1	2	0	3	0	3	1	4	10
Apprch %	0	100	0		0	100	0		33.3	66.7	0		0	75	25		
Total %	0	10	0	10	0	20	0	20	10	20	0	30	0	30	10	40	

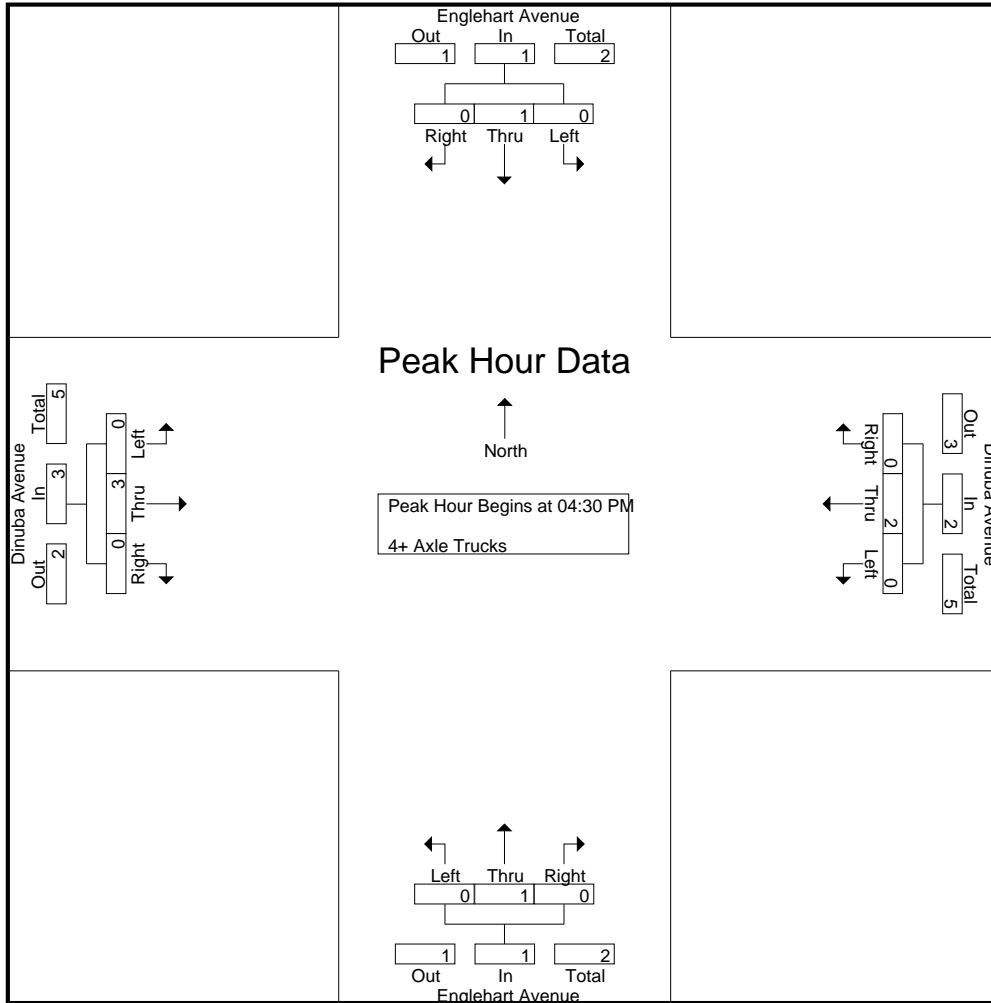
Start Time	Englehart Avenue Southbound				Dinuba Avenue Westbound				Englehart Avenue Northbound				Dinuba Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:30 PM	0	1	0	1	0	0	0	0	0	1	0	1	0	1	0	1	3
04:45 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	1	0	1	2
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total Volume	0	1	0	1	0	2	0	2	0	1	0	1	0	3	0	3	7
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.250	.000	.250	.000	.500	.000	.500	.000	.250	.000	.250	.000	.750	.000	.750	.583

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Dinuba Avenue  
 Weather: Clear

File Name : 02\_CFO\_Eng\_Din PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

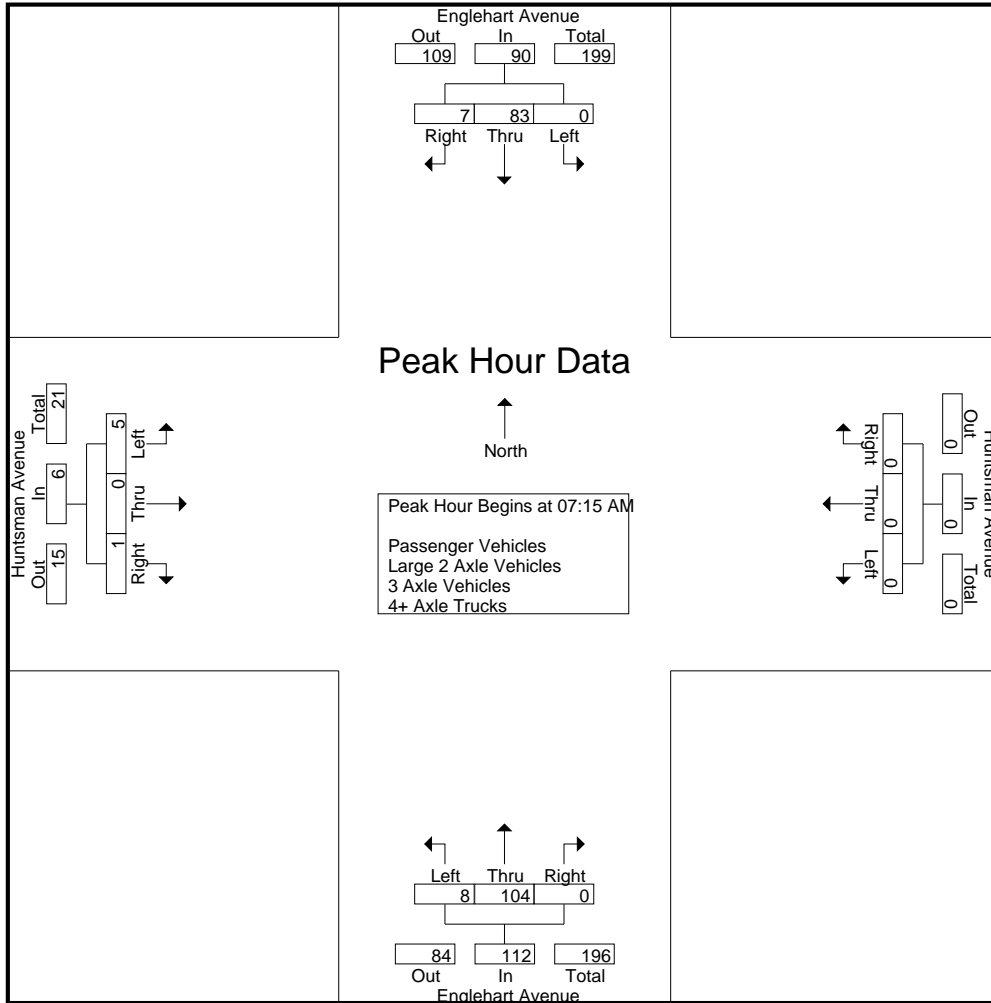
County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

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

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	18	0	18	0	0	0	0	2	14	0	16	0	0	0	0	34
07:15 AM	0	17	1	18	0	0	0	0	4	38	0	42	2	0	0	2	62
07:30 AM	0	16	0	16	0	0	0	0	3	30	0	33	0	0	0	0	49
07:45 AM	0	32	4	36	0	0	0	0	1	19	0	20	2	0	0	2	58
<b>Total</b>	0	83	5	88	0	0	0	0	10	101	0	111	4	0	0	4	203
08:00 AM	0	18	2	20	0	0	0	0	0	17	0	17	1	0	1	2	39
08:15 AM	0	10	0	10	0	0	0	0	1	11	0	12	2	0	3	5	27
08:30 AM	0	16	2	18	0	0	0	0	2	28	0	30	1	0	2	3	51
08:45 AM	0	14	2	16	0	0	0	0	0	16	0	16	2	0	0	2	34
<b>Total</b>	0	58	6	64	0	0	0	0	3	72	0	75	6	0	6	12	151
<b>Grand Total</b>	0	141	11	152	0	0	0	0	13	173	0	186	10	0	6	16	354
Apprch %	0	92.8	7.2		0	0	0		7	93	0		62.5	0	37.5		
Total %	0	39.8	3.1	42.9	0	0	0	0	3.7	48.9	0	52.5	2.8	0	1.7	4.5	
Passenger Vehicles	0	140	4	144	0	0	0	0	13	168	0	181	10	0	6	16	341
% Passenger Vehicles	0	99.3	36.4	94.7	0	0	0	0	100	97.1	0	97.3	100	0	100	100	96.3
Large 2 Axle Vehicles	0	1	6	7	0	0	0	0	0	3	0	3	0	0	0	0	10
% Large 2 Axle Vehicles	0	0.7	54.5	4.6	0	0	0	0	0	1.7	0	1.6	0	0	0	0	2.8
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
% 4+ Axle Trucks	0	0	9.1	0.7	0	0	0	0	0	1.2	0	1.1	0	0	0	0	0.8

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	17	1	18	0	0	0	0	4	38	0	42	2	0	0	2	62
07:30 AM	0	16	0	16	0	0	0	0	3	30	0	33	0	0	0	0	49
07:45 AM	0	32	4	36	0	0	0	0	1	19	0	20	2	0	0	2	58
08:00 AM	0	18	2	20	0	0	0	0	0	17	0	17	1	0	1	2	39
Total Volume	0	83	7	90	0	0	0	0	8	104	0	112	5	0	1	6	208
% App. Total	0	92.2	7.8		0	0	0		7.1	92.9	0		83.3	0	16.7		
PHF	.000	.648	.438	.625	.000	.000	.000	.000	.500	.684	.000	.667	.625	.000	.250	.750	.839



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:15 AM				07:45 AM			
+0 mins.	0	17	1	18	0	0	0	0	4	38	0	42	2	0	0	2
+15 mins.	0	16	0	16	0	0	0	0	3	30	0	33	1	0	1	2
+30 mins.	0	32	4	36	0	0	0	0	1	19	0	20	2	0	3	5
+45 mins.	0	18	2	20	0	0	0	0	0	17	0	17	1	0	2	3
Total Volume	0	83	7	90	0	0	0	0	8	104	0	112	6	0	6	12
% App. Total	0	92.2	7.8		0	0	0		7.1	92.9	0		50	0	50	
PHF	.000	.648	.438	.625	.000	.000	.000	.000	.500	.684	.000	.667	.750	.000	.500	.600

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	18	0	18	0	0	0	0	2	13	0	15	0	0	0	0	33
07:15 AM	0	17	1	18	0	0	0	0	4	36	0	40	2	0	0	2	60
07:30 AM	0	16	0	16	0	0	0	0	3	29	0	32	0	0	0	0	48
07:45 AM	0	31	1	32	0	0	0	0	1	19	0	20	2	0	0	2	54
Total	0	82	2	84	0	0	0	0	10	97	0	107	4	0	0	4	195
08:00 AM	0	18	0	18	0	0	0	0	0	17	0	17	1	0	1	2	37
08:15 AM	0	10	0	10	0	0	0	0	1	11	0	12	2	0	3	5	27
08:30 AM	0	16	2	18	0	0	0	0	2	27	0	29	1	0	2	3	50
08:45 AM	0	14	0	14	0	0	0	0	0	16	0	16	2	0	0	2	32
Total	0	58	2	60	0	0	0	0	3	71	0	74	6	0	6	12	146
Grand Total	0	140	4	144	0	0	0	0	13	168	0	181	10	0	6	16	341
Apprch %	0	97.2	2.8		0	0	0		7.2	92.8	0		62.5	0	37.5		
Total %	0	41.1	1.2	42.2	0	0	0	0	3.8	49.3	0	53.1	2.9	0	1.8	4.7	

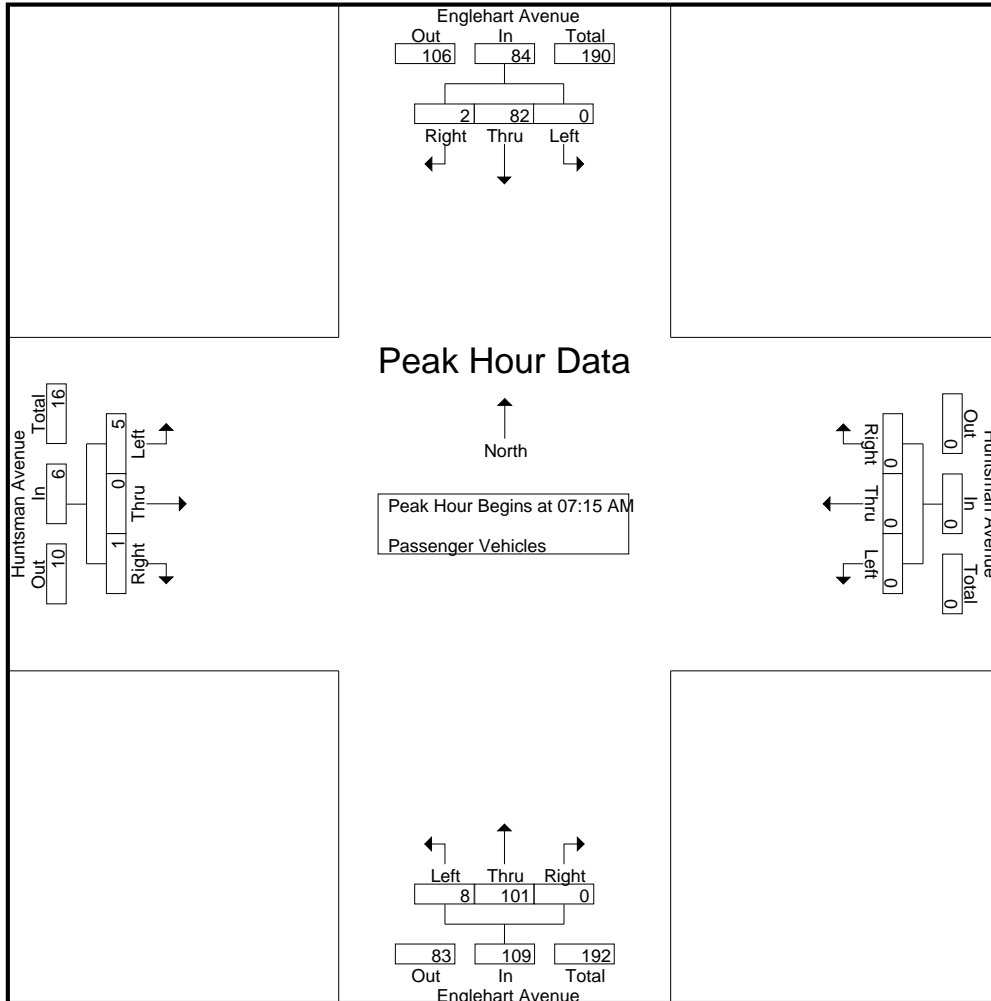
Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	17	1	18	0	0	0	0	4	36	0	40	2	0	0	2	60
07:30 AM	0	16	0	16	0	0	0	0	3	29	0	32	0	0	0	0	48
07:45 AM	0	31	1	32	0	0	0	0	1	19	0	20	2	0	0	2	54
08:00 AM	0	18	0	18	0	0	0	0	0	17	0	17	1	0	1	2	37
Total Volume	0	82	2	84	0	0	0	0	8	101	0	109	5	0	1	6	199
% App. Total	0	97.6	2.4		0	0	0		7.3	92.7	0		83.3	0	16.7		
PHF	.000	.661	.500	.656	.000	.000	.000	.000	.500	.701	.000	.681	.625	.000	.250	.750	.829

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	17	1	18	0	0	0	0	<b>4</b>	<b>36</b>	0	<b>40</b>	<b>2</b>	0	0	<b>2</b>
+15 mins.	0	16	0	16	0	0	0	0	3	29	0	32	0	0	0	0
+30 mins.	0	<b>31</b>	1	<b>32</b>	0	0	0	0	1	19	0	20	2	0	0	2
+45 mins.	0	18	0	18	0	0	0	0	0	17	0	17	1	0	<b>1</b>	2
Total Volume	0	82	2	84	0	0	0	0	8	101	0	109	5	0	1	6
% App. Total	0	97.6	2.4		0	0	0	0	7.3	92.7	0		83.3	0	16.7	
PHF	.000	.661	.500	.656	.000	.000	.000	.000	.500	.701	.000	.681	.625	.000	.250	.750



County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	1	3	4	0	0	0	0	0	0	2	0	2	0	0	0	0	6
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	3	3	0	0	0	0	0	0	1	0	1	0	0	0	0	4
Grand Total	0	1	6	7	0	0	0	0	0	3	0	3	0	0	0	0	0	10
Apprch %	0	14.3	85.7		0	0	0		0	100	0		0	0	0			
Total %	0	10	60	70	0	0	0	0	0	30	0	30	0	0	0	0	0	

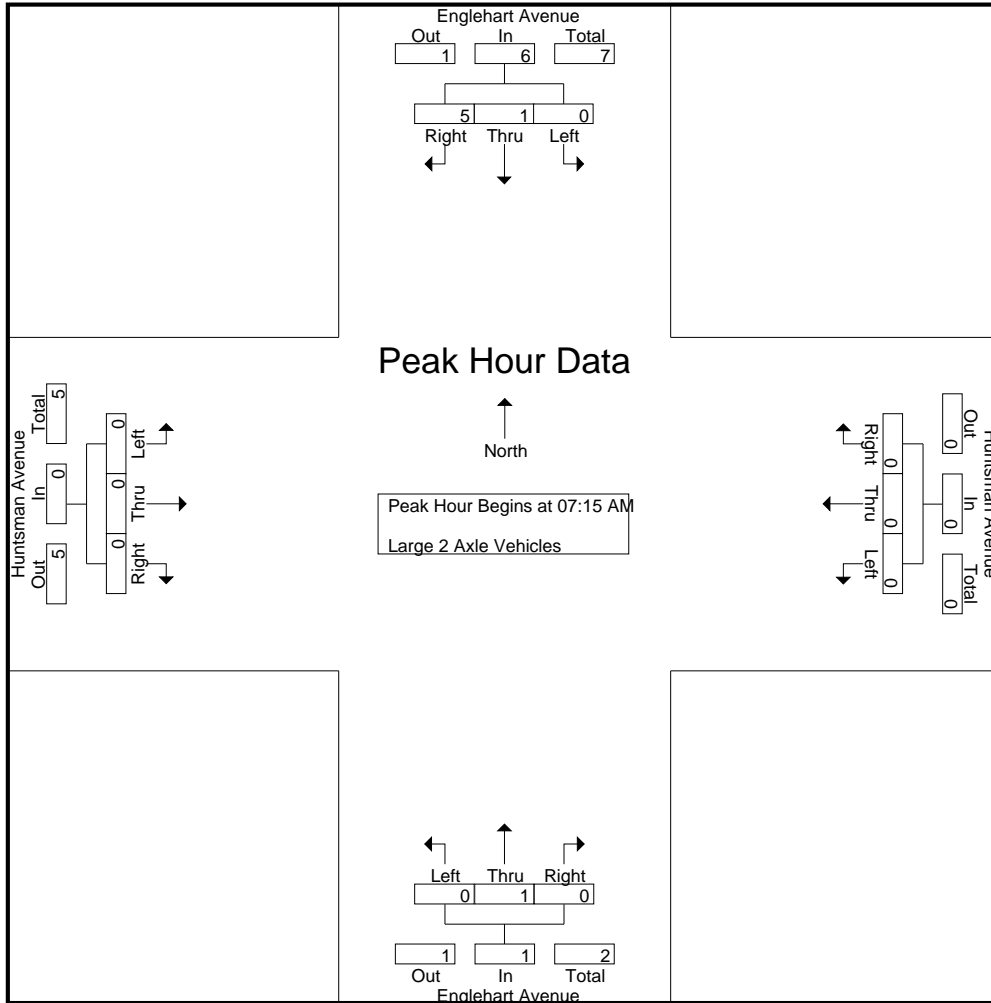
Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
08:00 AM	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	1	5	6	0	0	0	0	0	1	0	1	0	0	0	0	0	7
% App. Total	0	16.7	83.3		0	0	0		0	100	0		0	0	0			
PHF	.000	.250	.417	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000	.000	.438

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	1	3	4	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	5	6	0	0	0	0	0	1	0	1	0	0	0	0
% App. Total	0	16.7	83.3		0	0	0		0	100	0		0	0	0	
PHF	.000	.250	.417	.375	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.000	.000

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

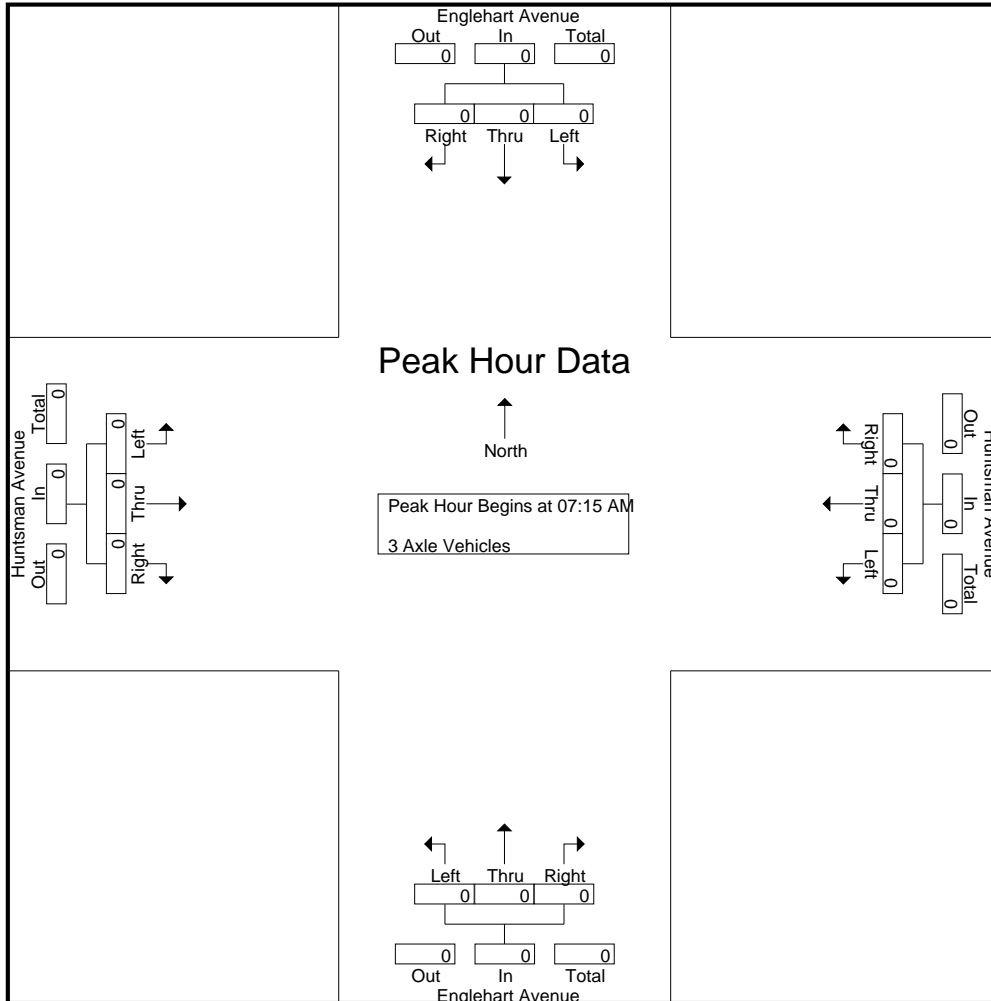
Groups Printed- 3 Axle Vehicles

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:15 AM				07:15 AM				07:15 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	1	1	0	0	0	0	0	2	0	2	0	0	0	0	3
Apprch %	0	0	100		0	0	0		0	100	0		0	0	0		
Total %	0	0	33.3	33.3	0	0	0	0	0	66.7	0	66.7	0	0	0	0	

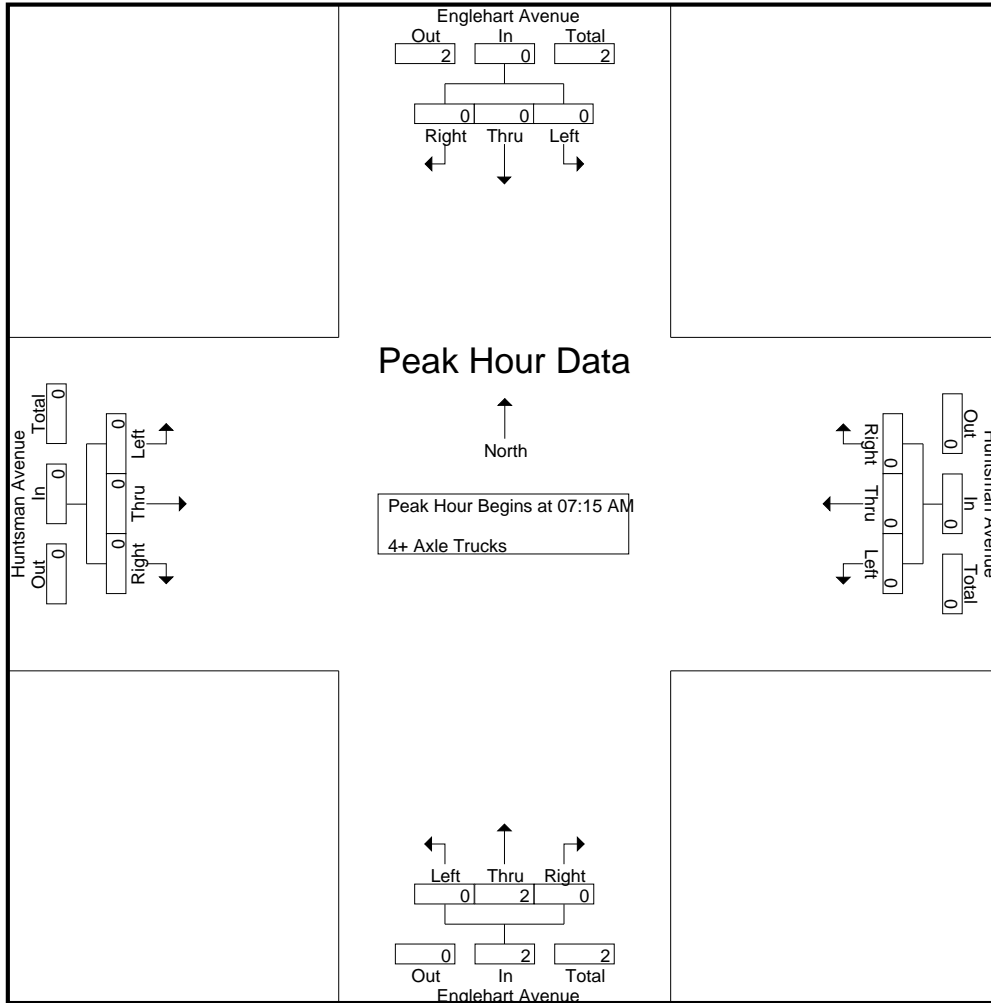
Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

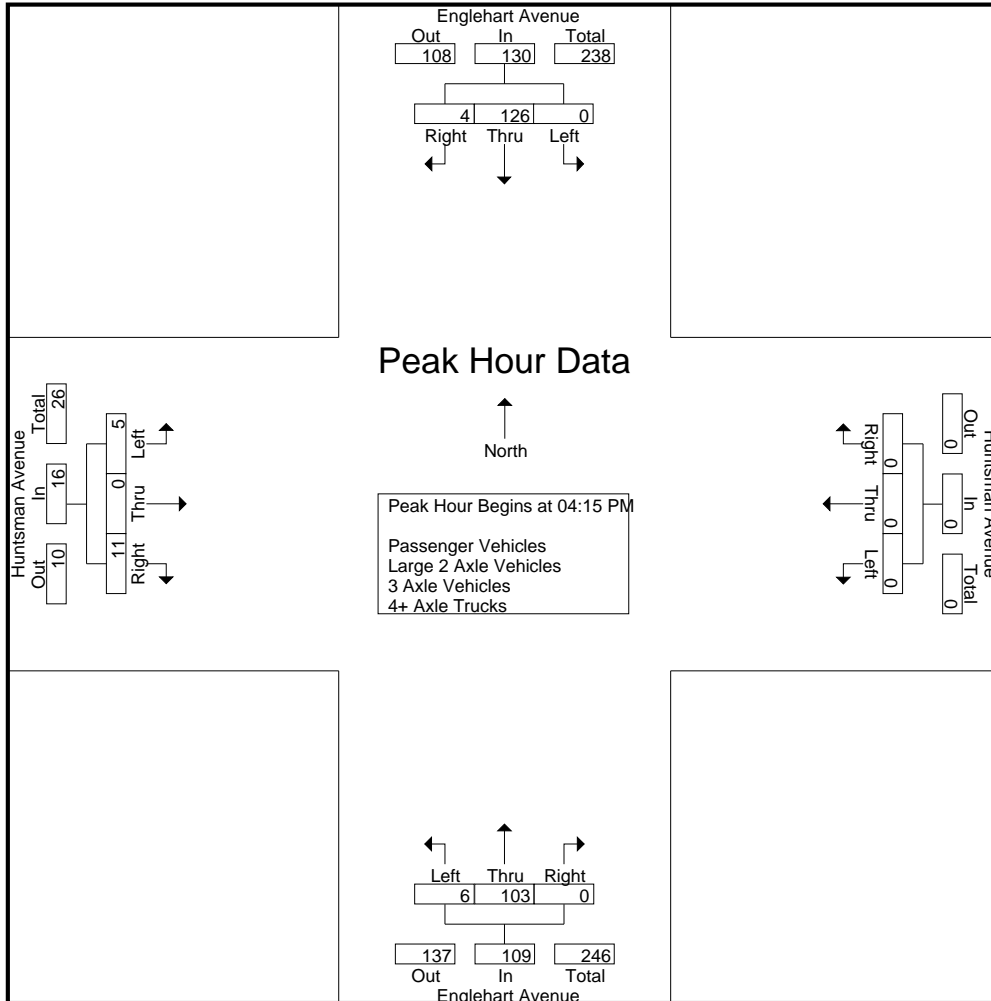
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	24	2	26	0	0	0	0	0	23	0	23	1	0	4	5	54
04:15 PM	0	30	1	31	0	0	0	0	2	27	0	29	0	0	3	3	63
04:30 PM	0	29	0	29	0	0	0	0	3	20	0	23	3	0	3	6	58
04:45 PM	0	35	2	37	0	0	0	0	0	25	0	25	1	0	3	4	66
Total	0	118	5	123	0	0	0	0	5	95	0	100	5	0	13	18	241
05:00 PM	0	32	1	33	0	0	0	0	1	31	0	32	1	0	2	3	68
05:15 PM	0	28	1	29	0	0	0	0	1	23	0	24	0	0	6	6	59
05:30 PM	0	29	3	32	0	0	0	0	5	20	0	25	1	0	2	3	60
05:45 PM	0	20	2	22	0	0	0	0	2	31	0	33	0	0	0	0	55
Total	0	109	7	116	0	0	0	0	9	105	0	114	2	0	10	12	242
Grand Total	0	227	12	239	0	0	0	0	14	200	0	214	7	0	23	30	483
Apprch %	0	95	5		0	0	0		6.5	93.5	0		23.3	0	76.7		
Total %	0	47	2.5	49.5	0	0	0	0	2.9	41.4	0	44.3	1.4	0	4.8	6.2	
Passenger Vehicles	0	225	10	235	0	0	0	0	13	195	0	208	7	0	23	30	473
% Passenger Vehicles	0	99.1	83.3	98.3	0	0	0	0	92.9	97.5	0	97.2	100	0	100	100	97.9
Large 2 Axle Vehicles	0	0	2	2	0	0	0	0	1	2	0	3	0	0	0	0	5
% Large 2 Axle Vehicles	0	0	16.7	0.8	0	0	0	0	7.1	1	0	1.4	0	0	0	0	1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
% 4+ Axle Trucks	0	0.9	0	0.8	0	0	0	0	0	1.5	0	1.4	0	0	0	0	1

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	30	1	31	0	0	0	0	2	27	0	29	0	0	3	3	63
04:30 PM	0	29	0	29	0	0	0	0	3	20	0	23	3	0	3	6	58
04:45 PM	0	35	2	37	0	0	0	0	0	25	0	25	1	0	3	4	66
05:00 PM	0	32	1	33	0	0	0	0	1	31	0	32	1	0	2	3	68
Total Volume	0	126	4	130	0	0	0	0	6	103	0	109	5	0	11	16	255
% App. Total	0	96.9	3.1		0	0	0		5.5	94.5	0		31.2	0	68.8		
PHF	.000	.900	.500	.878	.000	.000	.000	.000	.500	.831	.000	.852	.417	.000	.917	.667	.938

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:45 PM				04:00 PM				05:00 PM				04:30 PM			
+0 mins.	0	<b>35</b>	2	<b>37</b>	0	0	0	0	1	<b>31</b>	0	32	<b>3</b>	0	3	<b>6</b>
+15 mins.	0	32	1	33	0	0	0	0	1	23	0	24	1	0	3	4
+30 mins.	0	28	1	29	0	0	0	0	<b>5</b>	20	0	25	1	0	2	3
+45 mins.	0	29	<b>3</b>	32	0	0	0	0	2	31	0	<b>33</b>	0	0	<b>6</b>	6
Total Volume	0	124	7	131	0	0	0	0	9	105	0	114	5	0	14	19
% App. Total	0	94.7	5.3		0	0	0	0	7.9	92.1	0		26.3	0	73.7	
PHF	.000	.886	.583	.885	.000	.000	.000	.000	.450	.847	.000	.864	.417	.000	.583	.792



County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	23	1	24	0	0	0	0	0	23	0	23	1	0	4	5	52
04:15 PM	0	30	1	31	0	0	0	0	2	25	0	27	0	0	3	3	61
04:30 PM	0	28	0	28	0	0	0	0	2	19	0	21	3	0	3	6	55
04:45 PM	0	35	2	37	0	0	0	0	0	25	0	25	1	0	3	4	66
Total	0	116	4	120	0	0	0	0	4	92	0	96	5	0	13	18	234
05:00 PM	0	32	1	33	0	0	0	0	1	31	0	32	1	0	2	3	68
05:15 PM	0	28	1	29	0	0	0	0	1	23	0	24	0	0	6	6	59
05:30 PM	0	29	2	31	0	0	0	0	5	18	0	23	1	0	2	3	57
05:45 PM	0	20	2	22	0	0	0	0	2	31	0	33	0	0	0	0	55
Total	0	109	6	115	0	0	0	0	9	103	0	112	2	0	10	12	239
Grand Total	0	225	10	235	0	0	0	0	13	195	0	208	7	0	23	30	473
Apprch %	0	95.7	4.3		0	0	0		6.2	93.8	0		23.3	0	76.7		
Total %	0	47.6	2.1	49.7	0	0	0	0	2.7	41.2	0	44	1.5	0	4.9	6.3	

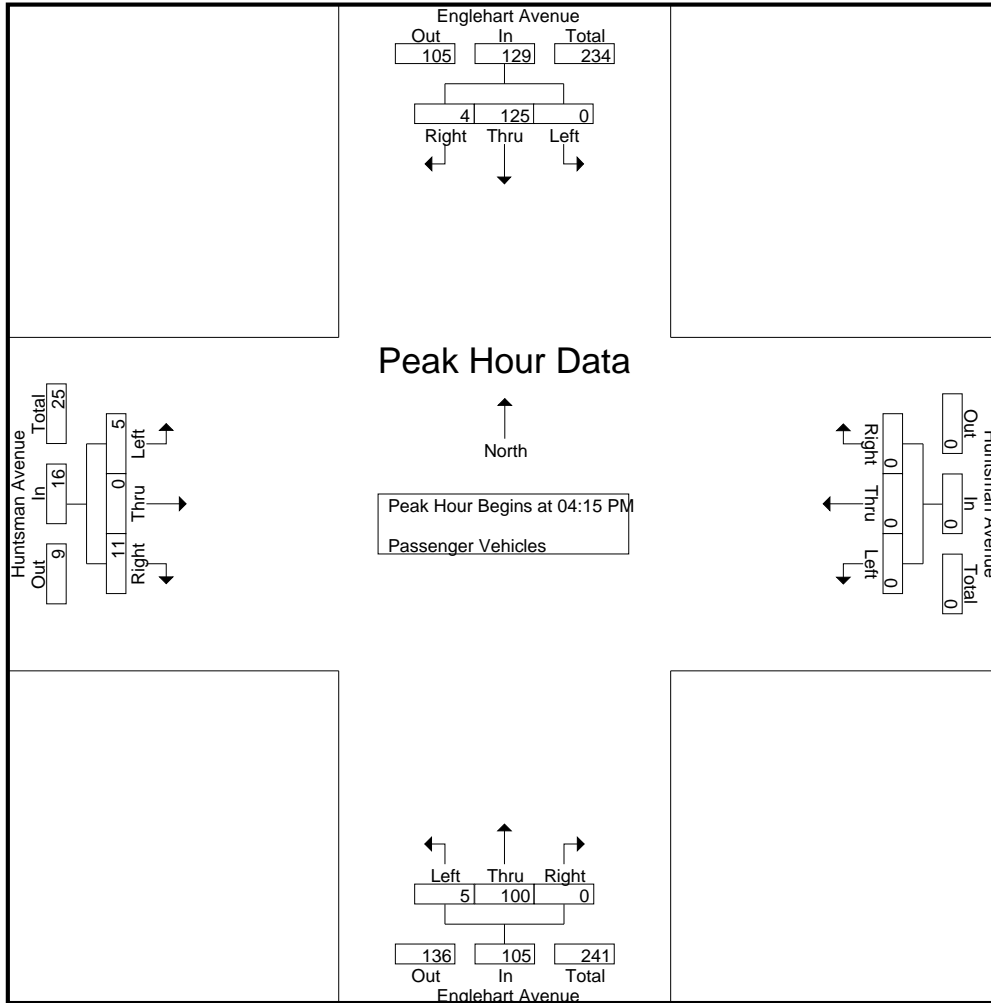
Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	30	1	31	0	0	0	0	2	25	0	27	0	0	3	3	61
04:30 PM	0	28	0	28	0	0	0	0	2	19	0	21	3	0	3	6	55
04:45 PM	0	35	2	37	0	0	0	0	0	25	0	25	1	0	3	4	66
05:00 PM	0	32	1	33	0	0	0	0	1	31	0	32	1	0	2	3	68
Total Volume	0	125	4	129	0	0	0	0	5	100	0	105	5	0	11	16	250
% App. Total	0	96.9	3.1		0	0	0		4.8	95.2	0		31.2	0	68.8		
PHF	.000	.893	.500	.872	.000	.000	.000	.000	.625	.806	.000	.820	.417	.000	.917	.667	.919

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	30	1	31	0	0	0	0	2	25	0	27	0	0	3	3
+15 mins.	0	28	0	28	0	0	0	0	2	19	0	21	3	0	3	6
+30 mins.	0	35	2	37	0	0	0	0	0	25	0	25	1	0	3	4
+45 mins.	0	32	1	33	0	0	0	0	1	31	0	32	1	0	2	3
Total Volume	0	125	4	129	0	0	0	0	5	100	0	105	5	0	11	16
% App. Total	0	96.9	3.1		0	0	0		4.8	95.2	0		31.2	0	68.8	
PHF	.000	.893	.500	.872	.000	.000	.000	.000	.625	.806	.000	.820	.417	.000	.917	.667

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	1	1	0	2	0	0	0	0	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	1	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
Grand Total	0	0	2	2	0	0	0	0	0	1	2	0	3	0	0	0	0	5
Apprch %	0	0	100		0	0	0			33.3	66.7	0		0	0	0		
Total %	0	0	40	40	0	0	0	0	0	20	40	0	60	0	0	0	0	

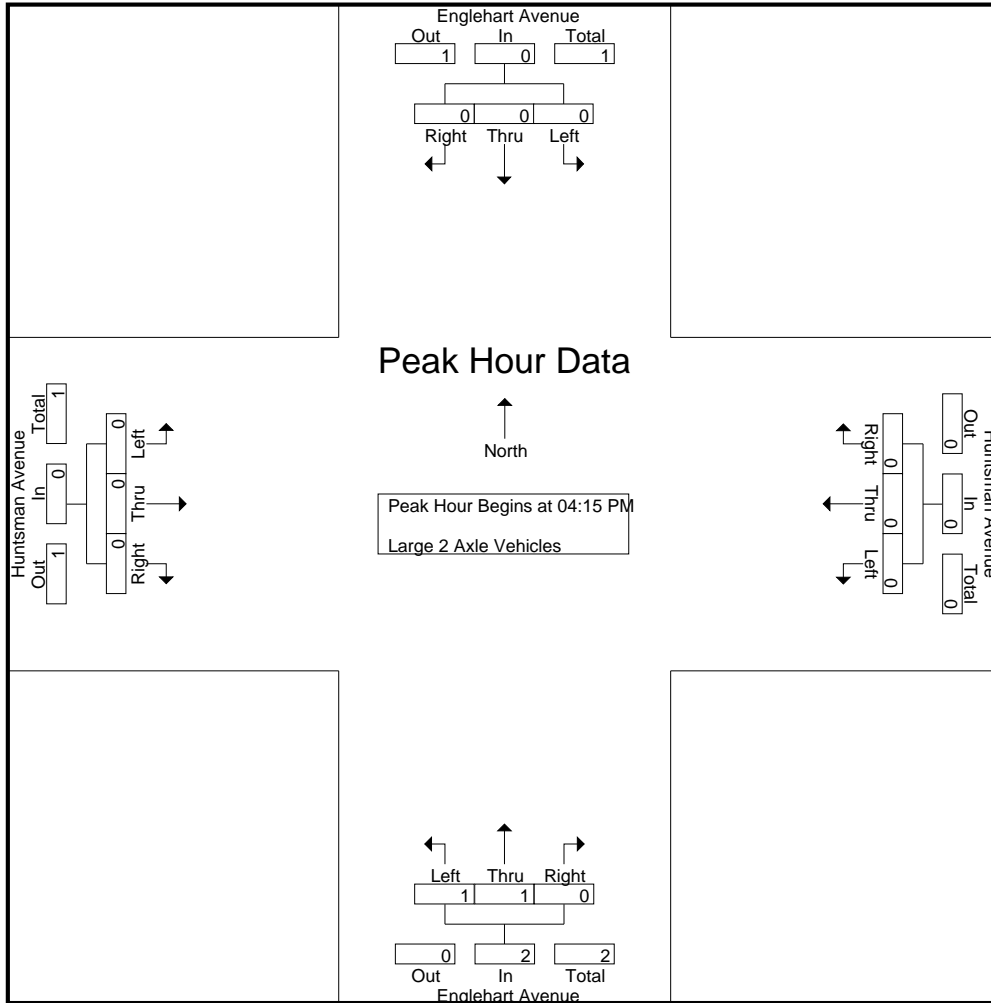
Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	2
% App. Total	0	0	0		0	0	0			50	50	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.250	.250	.000	.500	.000	.000	.000	.000	.500

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

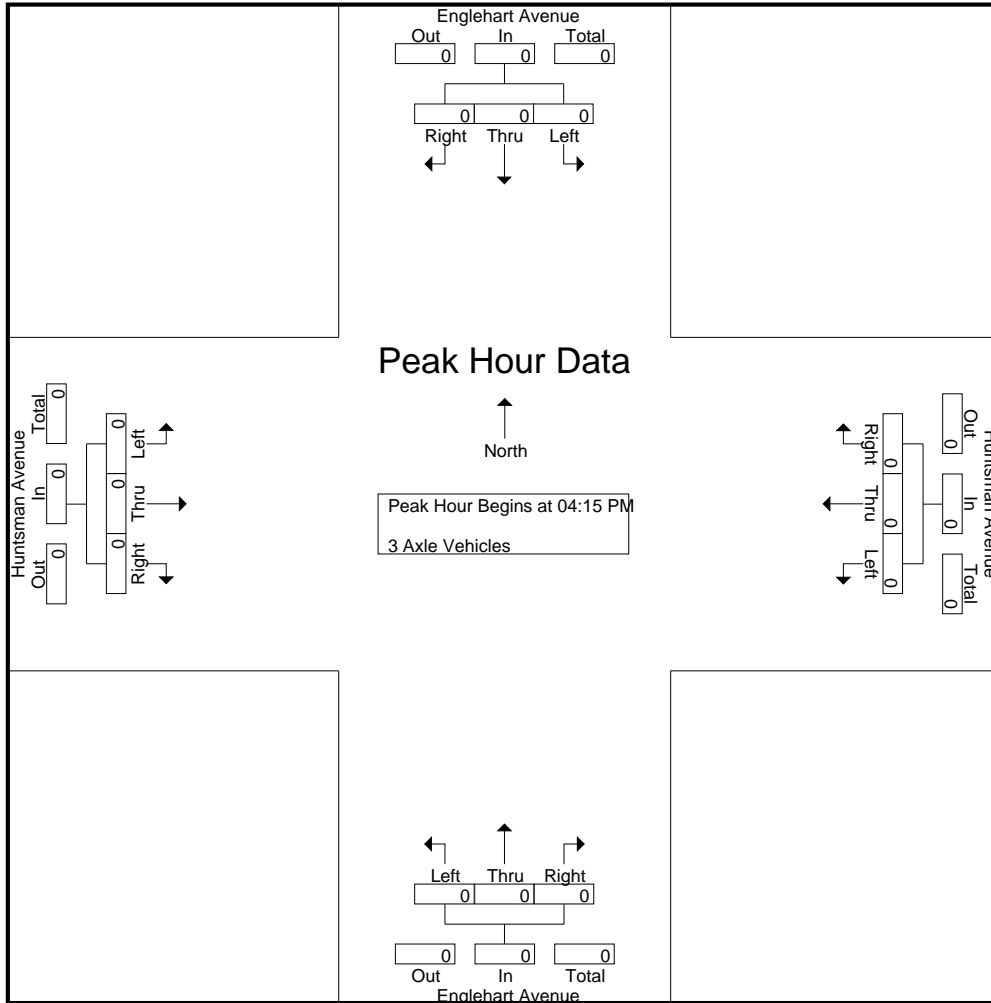
Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

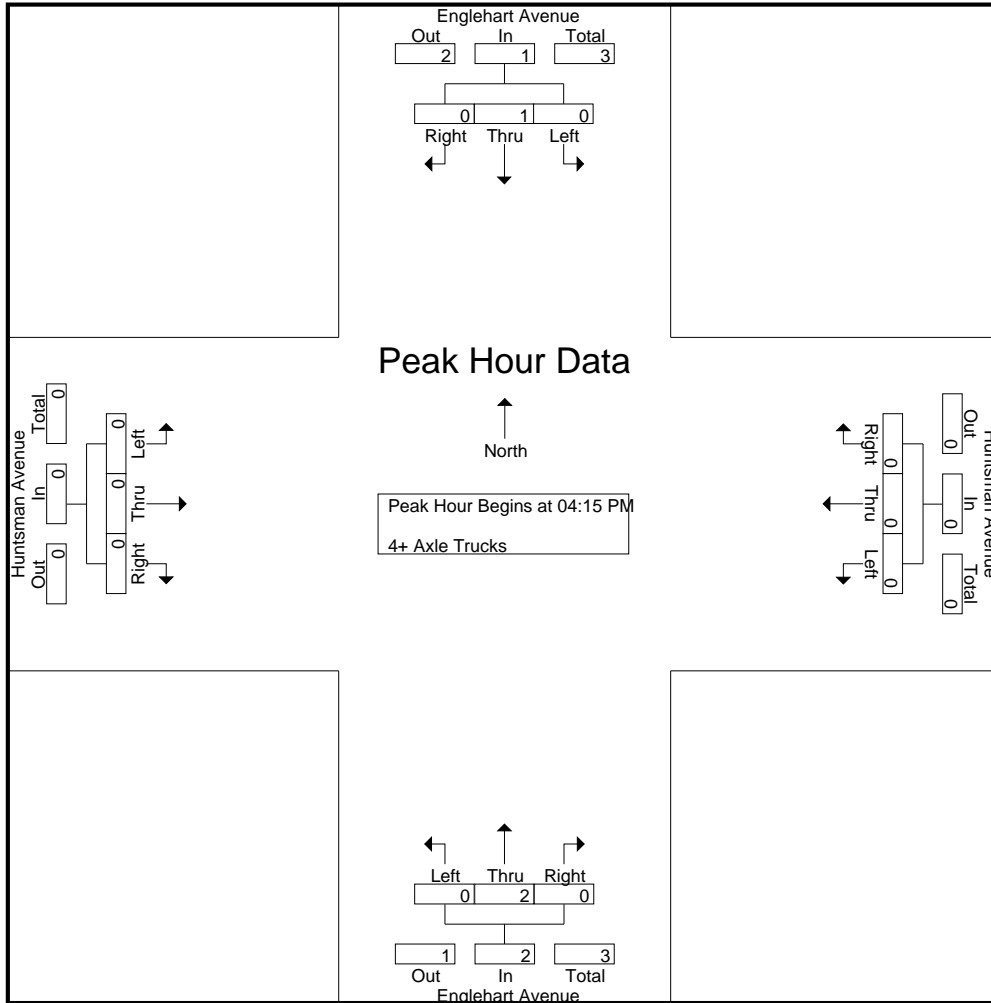
Groups Printed- 4+ Axle Trucks

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	2	0	2	0	0	0	0	0	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
Grand Total	0	2	0	2	0	0	0	0	0	0	3	0	3	0	0	0	0	5
Apprch %	0	100	0		0	0	0		0	100	0		0	0	0			
Total %	0	40	0	40	0	0	0	0	0	60	0	60	0	0	0	0	0	

Start Time	Englehart Avenue Southbound				Huntsman Avenue Westbound				Englehart Avenue Northbound				Huntsman Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:15 PM																		
04:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
04:30 PM	0	1	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	0	0	0	0	0	2	0	2	0	0	0	0	3
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0			
PHF	.000	.250	.000	.250	.000	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.375

County of Fresno  
 N/S: Englehart Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 04\_CFO\_Eng\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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



City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

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

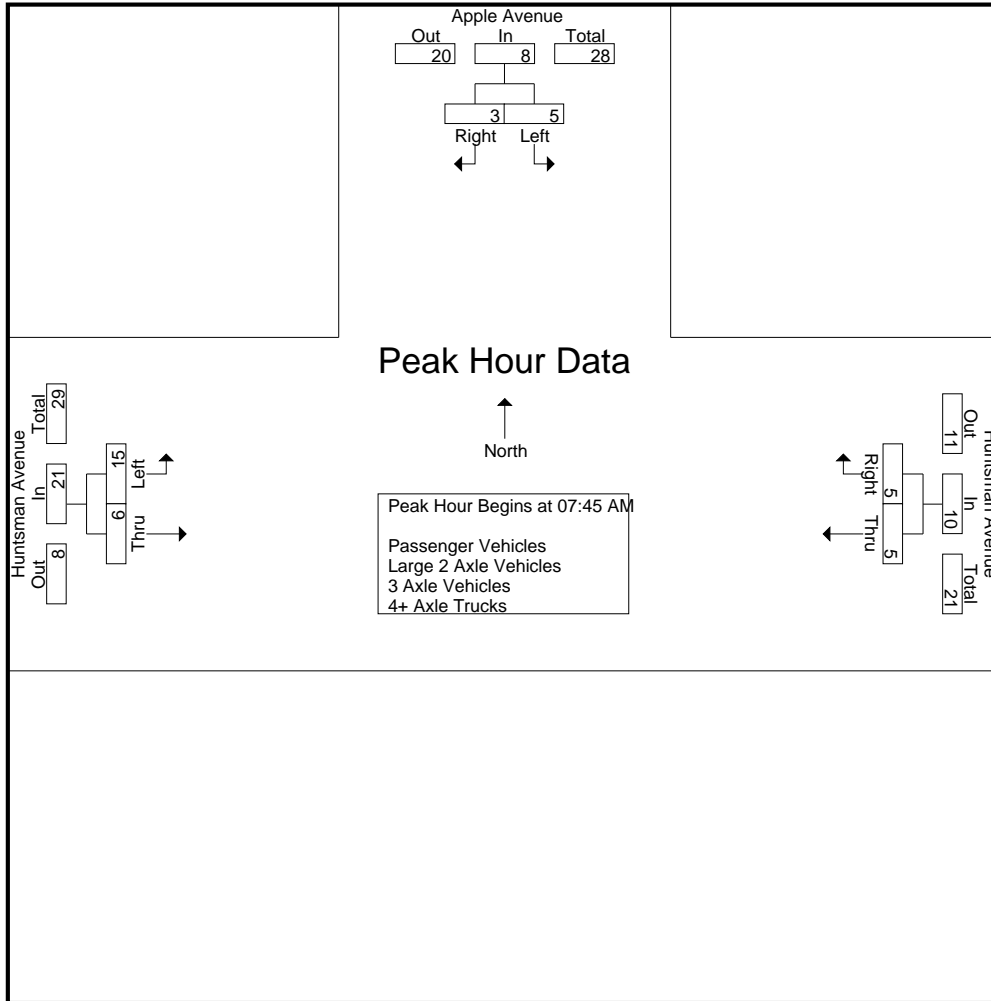
Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	2	3	2	0	2	5
07:15 AM	0	0	0	3	1	4	0	1	1	5
07:30 AM	0	0	0	1	1	2	2	0	2	4
07:45 AM	1	0	1	3	2	5	3	1	4	10
Total	1	0	1	8	6	14	7	2	9	24
08:00 AM	1	2	3	0	3	3	7	3	10	16
08:15 AM	2	0	2	0	0	0	4	2	6	8
08:30 AM	1	1	2	2	0	2	1	0	1	5
08:45 AM	1	0	1	1	0	1	1	2	3	5
Total	5	3	8	3	3	6	13	7	20	34
Grand Total	6	3	9	11	9	20	20	9	29	58
Apprch %	66.7	33.3		55	45		69	31		
Total %	10.3	5.2	15.5	19	15.5	34.5	34.5	15.5	50	
Passenger Vehicles	6	1	7	11	4	15	3	9	12	34
% Passenger Vehicles	100	33.3	77.8	100	44.4	75	15	100	41.4	58.6
Large 2 Axle Vehicles	0	2	2	0	5	5	16	0	16	23
% Large 2 Axle Vehicles	0	66.7	22.2	0	55.6	25	80	0	55.2	39.7
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	1	0	1	1
% 4+ Axle Trucks	0	0	0	0	0	0	5	0	3.4	1.7

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:45 AM	1	0	1	3	2	5	3	1	4	10
08:00 AM	1	2	3	0	3	3	7	3	10	16
08:15 AM	2	0	2	0	0	0	4	2	6	8
08:30 AM	1	1	2	2	0	2	1	0	1	5
Total Volume	5	3	8	5	5	10	15	6	21	39
% App. Total	62.5	37.5		50	50		71.4	28.6		
PHF	.625	.375	.667	.417	.417	.500	.536	.500	.525	.609

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:45 AM

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:00 AM			07:30 AM		
+0 mins.	1	0	1	1	2	3	2	0	2
+15 mins.	1	2	3	3	1	4	3	1	4
+30 mins.	2	0	2	1	1	2	7	3	10
+45 mins.	1	1	2	3	2	5	4	2	6
Total Volume	5	3	8	8	6	14	16	6	22
% App. Total	62.5	37.5		57.1	42.9		72.7	27.3	
PHF	.625	.375	.667	.667	.750	.700	.571	.500	.550

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	1	2	3	0	0	0	3
07:15 AM	0	0	0	3	1	4	0	1	1	5
07:30 AM	0	0	0	1	1	2	1	0	1	3
07:45 AM	1	0	1	3	0	3	1	1	2	6
Total	1	0	1	8	4	12	2	2	4	17
08:00 AM	1	0	1	0	0	0	1	3	4	5
08:15 AM	2	0	2	0	0	0	0	2	2	4
08:30 AM	1	1	2	2	0	2	0	0	0	4
08:45 AM	1	0	1	1	0	1	0	2	2	4
Total	5	1	6	3	0	3	1	7	8	17
Grand Total	6	1	7	11	4	15	3	9	12	34
Apprch %	85.7	14.3		73.3	26.7		25	75		
Total %	17.6	2.9	20.6	32.4	11.8	44.1	8.8	26.5	35.3	

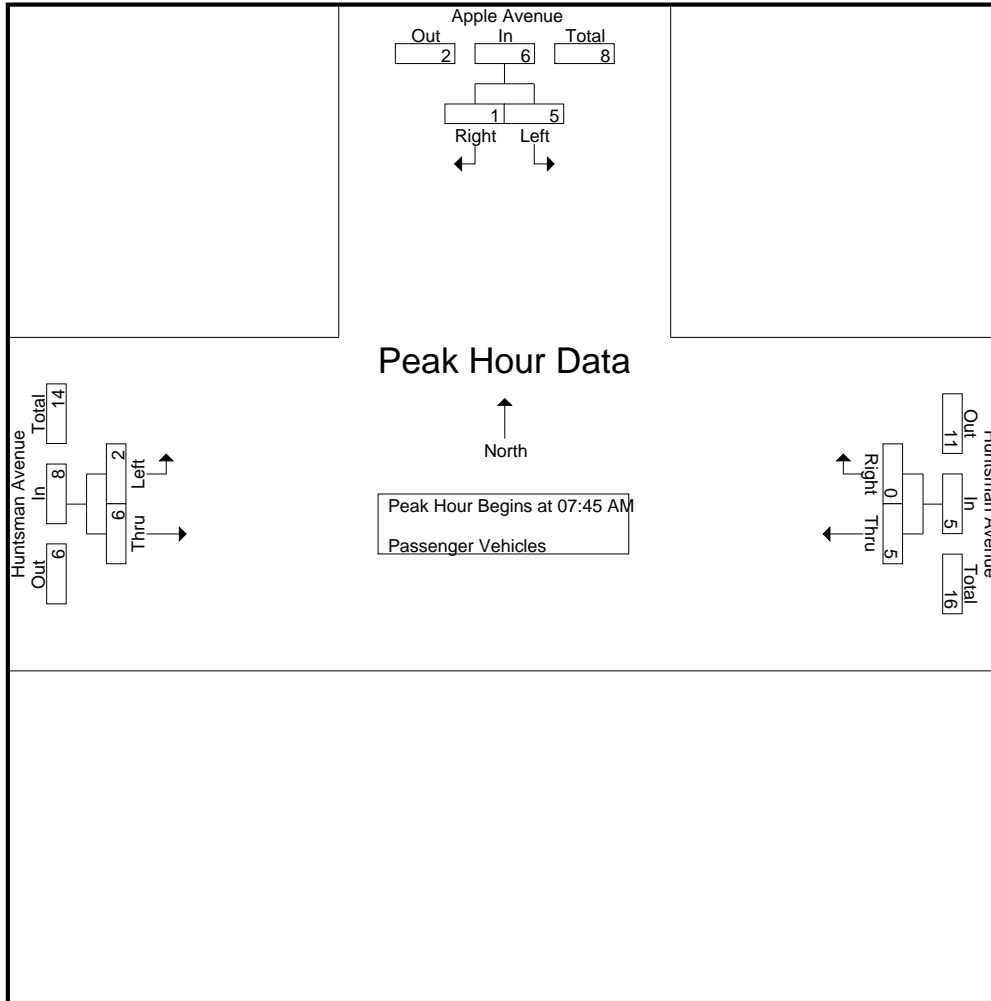
Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:45 AM	1	0	1	3	0	3	1	1	2	6
08:00 AM	1	0	1	0	0	0	1	3	4	5
08:15 AM	2	0	2	0	0	0	0	2	2	4
08:30 AM	1	1	2	2	0	2	0	0	0	4
Total Volume	5	1	6	5	0	5	2	6	8	19
% App. Total	83.3	16.7		100	0		25	75		
PHF	.625	.250	.750	.417	.000	.417	.500	.500	.500	.792

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	1	0	1	3	0	3	1	1	2
+15 mins.	1	0	1	0	0	0	1	3	4
+30 mins.	2	0	2	0	0	0	0	2	2
+45 mins.	1	1	2	2	0	2	0	0	0
Total Volume	5	1	6	5	0	5	2	6	8
% App. Total	83.3	16.7		100	0		25	75	
PHF	.625	.250	.750	.417	.000	.417	.500	.500	.500

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	1	0	1	1
07:45 AM	0	0	0	0	2	2	2	0	2	4
Total	0	0	0	0	2	2	4	0	4	6
08:00 AM	0	2	2	0	3	3	6	0	6	11
08:15 AM	0	0	0	0	0	0	4	0	4	4
08:30 AM	0	0	0	0	0	0	1	0	1	1
08:45 AM	0	0	0	0	0	0	1	0	1	1
Total	0	2	2	0	3	3	12	0	12	17
Grand Total	0	2	2	0	5	5	16	0	16	23
Apprch %	0	100		0	100		100	0		
Total %	0	8.7	8.7	0	21.7	21.7	69.6	0	69.6	

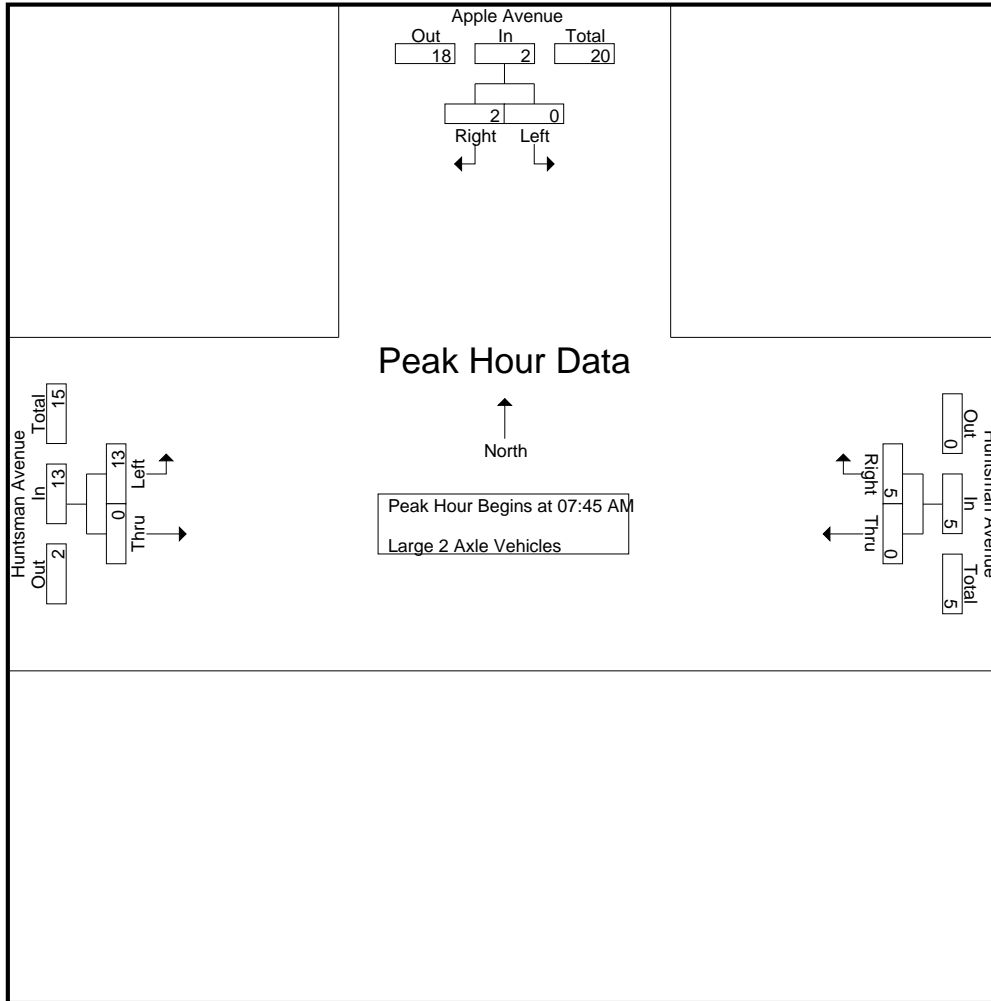
Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:45 AM	0	0	0	0	2	2	2	0	2	4
08:00 AM	0	2	2	0	3	3	6	0	6	11
08:15 AM	0	0	0	0	0	0	4	0	4	4
08:30 AM	0	0	0	0	0	0	1	0	1	1
Total Volume	0	2	2	0	5	5	13	0	13	20
% App. Total	0	100		0	100		100	0		
PHF	.000	.250	.250	.000	.417	.417	.542	.000	.542	.455

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:45 AM			07:45 AM			07:45 AM		
+0 mins.	0	0	0	0	2	2	2	0	2
+15 mins.	0	2	2	0	3	3	6	0	6
+30 mins.	0	0	0	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	1	0	1
Total Volume	0	2	2	0	5	5	13	0	13
% App. Total	0	100		0	100		100	0	
PHF	.000	.250	.250	.000	.417	.417	.542	.000	.542







City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	1	0	1	1
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	1	0	1	1
Apprch %	0	0	0	0	0	0	100	0	0	0
Total %	0	0	0	0	0	0	100	0	100	0

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 07:45 AM to 08:30 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM



City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

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

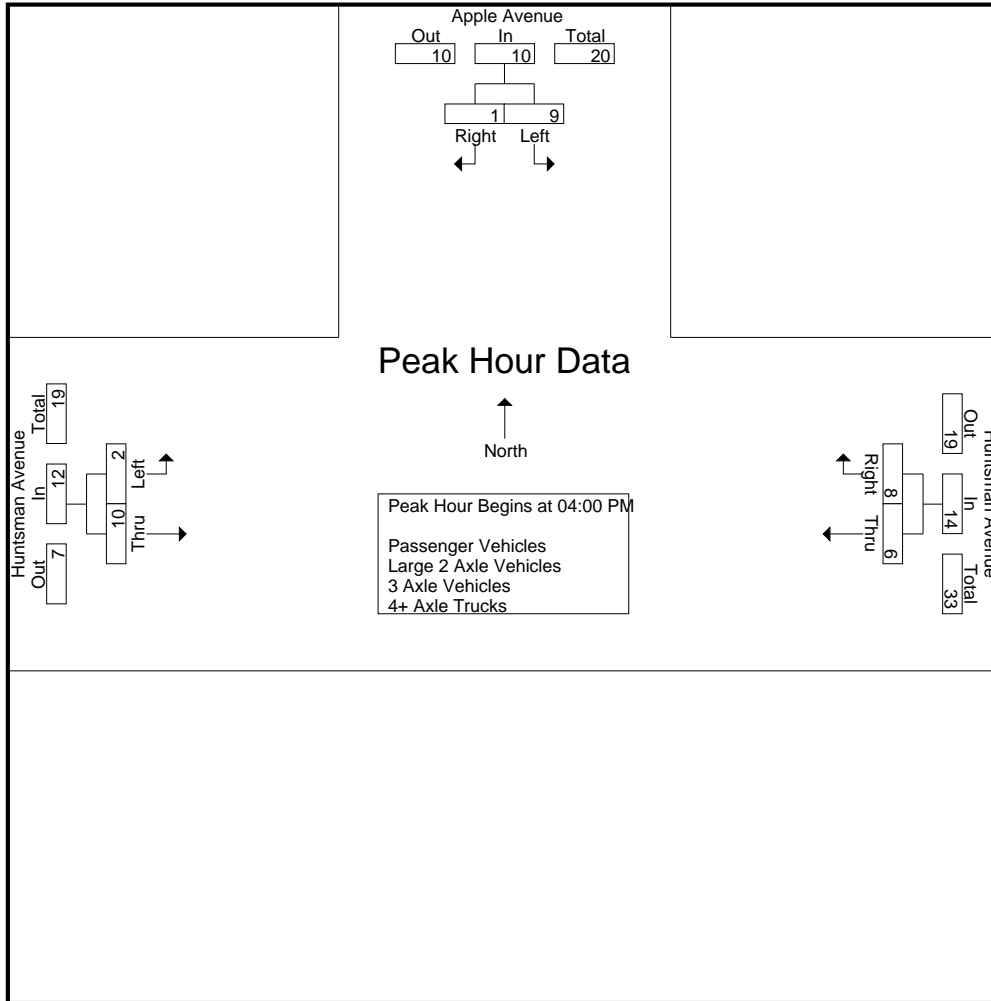
Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	0	3	1	3	4	1	2	3	10
04:15 PM	3	0	3	2	2	4	1	3	4	11
04:30 PM	2	1	3	3	1	4	0	4	4	11
04:45 PM	1	0	1	0	2	2	0	1	1	4
Total	9	1	10	6	8	14	2	10	12	36
05:00 PM	0	0	0	2	0	2	0	2	2	4
05:15 PM	6	0	6	1	1	2	0	0	0	8
05:30 PM	2	2	4	2	5	7	0	1	1	12
05:45 PM	0	1	1	2	2	4	1	0	1	6
Total	8	3	11	7	8	15	1	3	4	30
Grand Total	17	4	21	13	16	29	3	13	16	66
Apprch %	81	19		44.8	55.2		18.8	81.2		
Total %	25.8	6.1	31.8	19.7	24.2	43.9	4.5	19.7	24.2	
Passenger Vehicles	17	3	20	13	12	25	0	13	13	58
% Passenger Vehicles	100	75	95.2	100	75	86.2	0	100	81.2	87.9
Large 2 Axle Vehicles	0	1	1	0	4	4	3	0	3	8
% Large 2 Axle Vehicles	0	25	4.8	0	25	13.8	100	0	18.8	12.1
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0
% 4+ Axle Trucks	0	0	0	0	0	0	0	0	0	0

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	0	3	1	3	4	1	2	3	10
04:15 PM	3	0	3	2	2	4	1	3	4	11
04:30 PM	2	1	3	3	1	4	0	4	4	11
04:45 PM	1	0	1	0	2	2	0	1	1	4
Total Volume	9	1	10	6	8	14	2	10	12	36
% App. Total	90	10		42.9	57.1		16.7	83.3		
PHF	.750	.250	.833	.500	.667	.875	.500	.625	.750	.818

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

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:45 PM			05:00 PM			04:00 PM		
+0 mins.	1	0	1	2	0	2	1	2	3
+15 mins.	0	0	0	1	1	2	1	3	4
+30 mins.	6	0	6	2	5	7	0	4	4
+45 mins.	2	2	4	2	2	4	0	1	1
Total Volume	9	2	11	7	8	15	2	10	12
% App. Total	81.8	18.2		46.7	53.3		16.7	83.3	
PHF	.375	.250	.458	.875	.400	.536	.500	.625	.750

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	0	3	1	1	2	0	2	2	7
04:15 PM	3	0	3	2	2	4	0	3	3	10
04:30 PM	2	1	3	3	0	3	0	4	4	10
04:45 PM	1	0	1	0	2	2	0	1	1	4
Total	9	1	10	6	5	11	0	10	10	31
05:00 PM	0	0	0	2	0	2	0	2	2	4
05:15 PM	6	0	6	1	1	2	0	0	0	8
05:30 PM	2	1	3	2	4	6	0	1	1	10
05:45 PM	0	1	1	2	2	4	0	0	0	5
Total	8	2	10	7	7	14	0	3	3	27
Grand Total	17	3	20	13	12	25	0	13	13	58
Apprch %	85	15		52	48		0	100		
Total %	29.3	5.2	34.5	22.4	20.7	43.1	0	22.4	22.4	

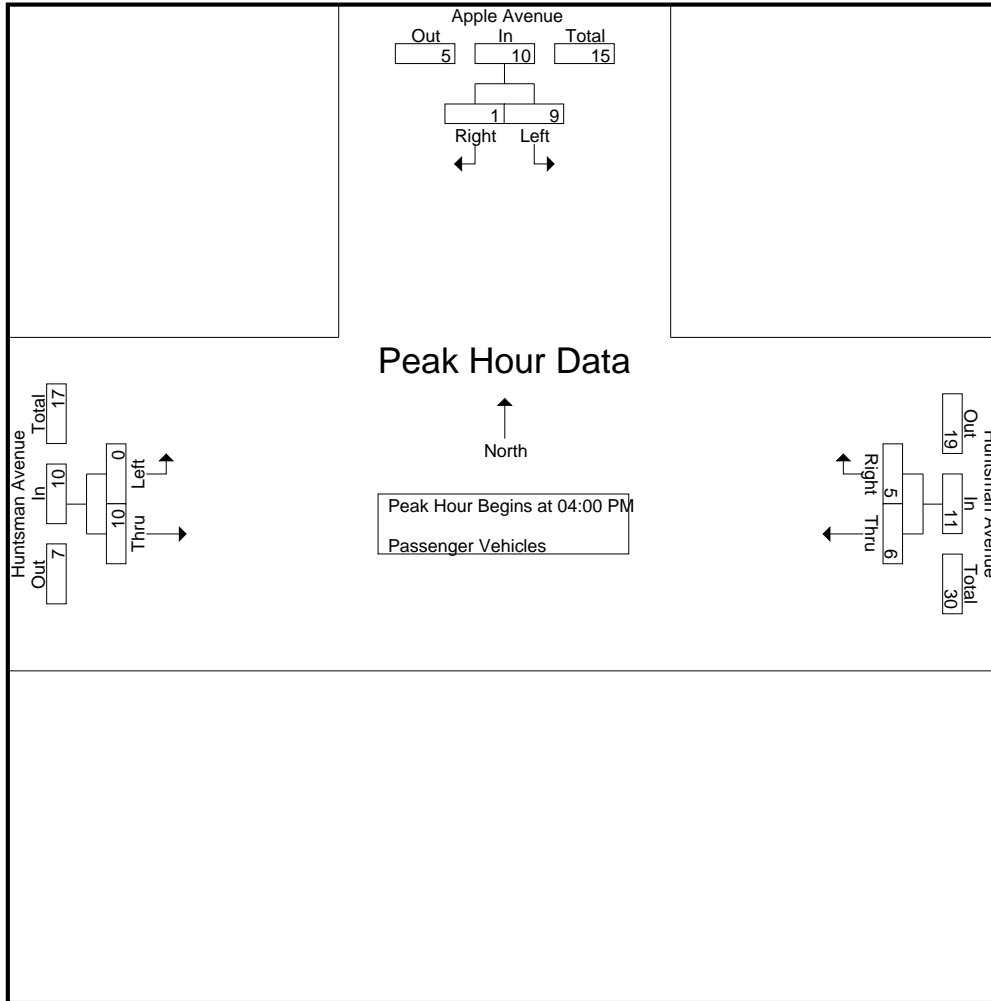
Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	3	0	3	1	1	2	0	2	2	7
04:15 PM	3	0	3	2	2	4	0	3	3	10
04:30 PM	2	1	3	3	0	3	0	4	4	10
04:45 PM	1	0	1	0	2	2	0	1	1	4
Total Volume	9	1	10	6	5	11	0	10	10	31
% App. Total	90	10		54.5	45.5		0	100		
PHF	.750	.250	.833	.500	.625	.688	.000	.625	.625	.775

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	0	3	1	1	2	0	2	2
+15 mins.	3	0	3	2	2	4	0	3	3
+30 mins.	2	1	3	3	0	3	0	4	4
+45 mins.	1	0	1	0	2	2	0	1	1
Total Volume	9	1	10	6	5	11	0	10	10
% App. Total	90	10		54.5	45.5		0	100	
PHF	.750	.250	.833	.500	.625	.688	.000	.625	.625

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	2	2	1	0	1	3
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	3	3	2	0	2	5
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	1	1	0	1	1	0	0	0	2
05:45 PM	0	0	0	0	0	0	1	0	1	1
Total	0	1	1	0	1	1	1	0	1	3
Grand Total	0	1	1	0	4	4	3	0	3	8
Apprch %	0	100		0	100		100	0		
Total %	0	12.5	12.5	0	50	50	37.5	0	37.5	

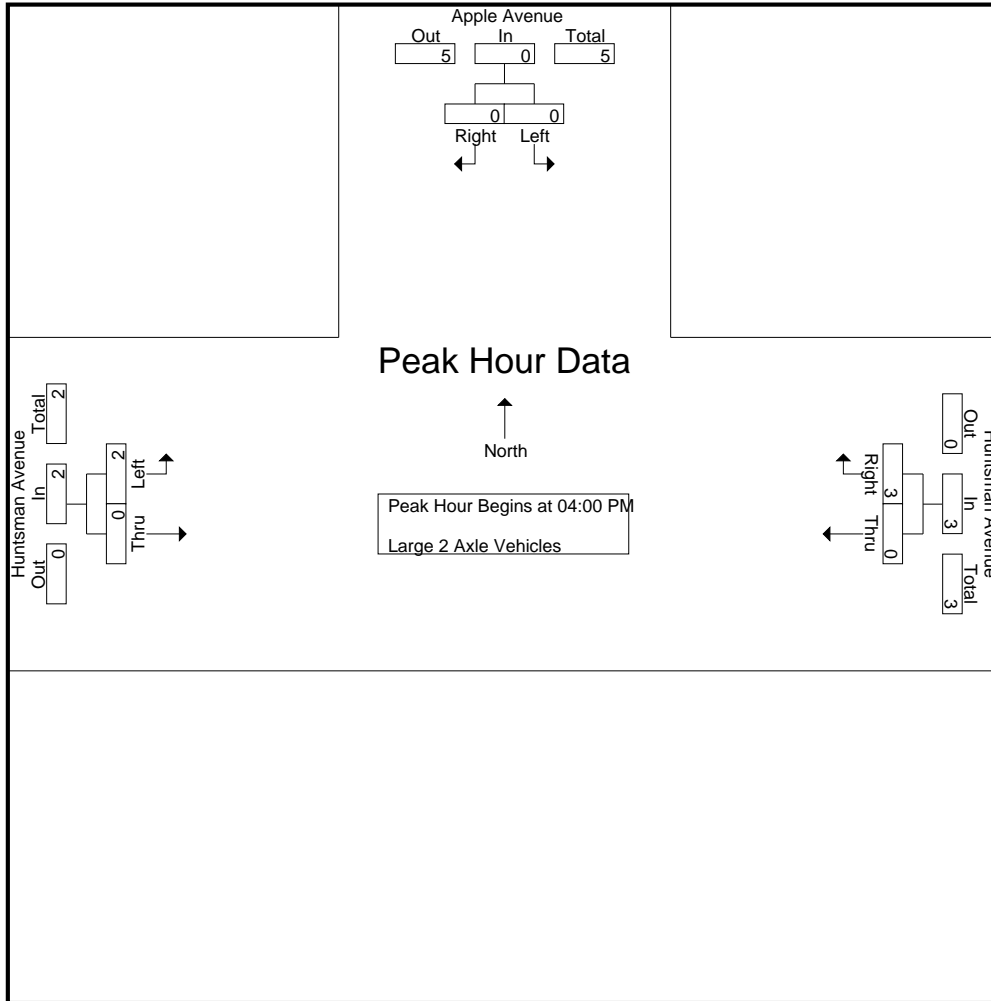
Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	2	2	1	0	1	3
04:15 PM	0	0	0	0	0	0	1	0	1	1
04:30 PM	0	0	0	0	1	1	0	0	0	1
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	2	0	2	5
% App. Total	0	0		0	100		100	0		
PHF	.000	.000	.000	.000	.375	.375	.500	.000	.500	.417

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	0	<b>2</b>	<b>2</b>	<b>1</b>	0	<b>1</b>
+15 mins.	0	0	0	0	0	0	1	0	1
+30 mins.	0	0	0	0	1	1	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	3	3	2	0	2
% App. Total	0	0	0	0	100	100	100	0	0
PHF	.000	.000	.000	.000	.375	.375	.500	.000	.500







City of Reedley  
 N/S: Apple Avenue  
 E/W: Huntsman Avenue  
 Weather: Clear

File Name : 05\_RDY\_App\_Hunt PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0		0	0		0	0		
Total %										

Start Time	Apple Avenue Southbound			Huntsman Avenue Westbound			Huntsman Avenue Eastbound			Int. Total
	Left	Right	App. Total	Thru	Right	App. Total	Left	Thru	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

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

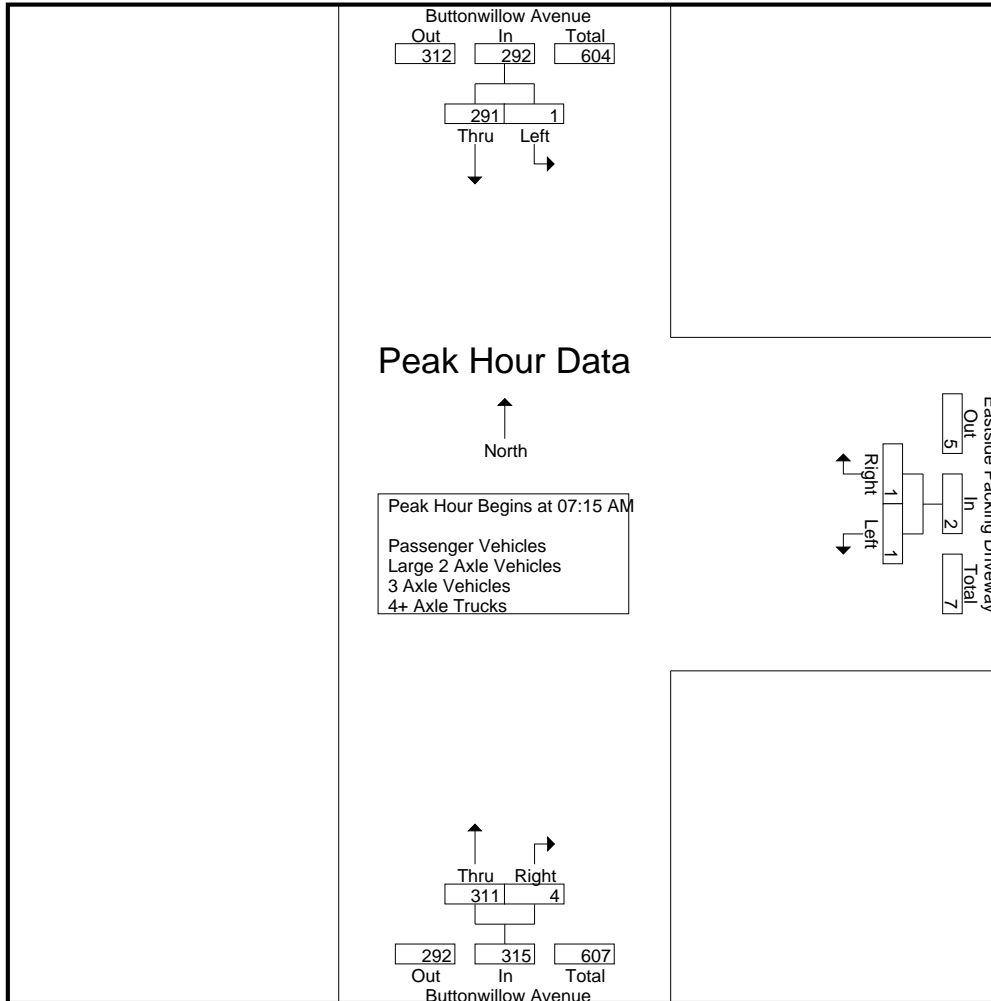
Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	48	49	0	0	0	37	0	37	86
07:15 AM	0	54	54	0	0	0	66	1	67	121
07:30 AM	0	78	78	0	0	0	84	1	85	163
07:45 AM	1	69	70	1	1	2	96	1	97	169
Total	2	249	251	1	1	2	283	3	286	539
08:00 AM	0	90	90	0	0	0	65	1	66	156
08:15 AM	0	48	48	0	0	0	54	1	55	103
08:30 AM	0	59	59	1	0	1	37	0	37	97
08:45 AM	0	48	48	0	0	0	57	1	58	106
Total	0	245	245	1	0	1	213	3	216	462
Grand Total	2	494	496	2	1	3	496	6	502	1001
Apprch %	0.4	99.6		66.7	33.3		98.8	1.2		
Total %	0.2	49.4	49.6	0.2	0.1	0.3	49.6	0.6	50.1	
Passenger Vehicles	2	466	468	2	0	2	473	4	477	947
% Passenger Vehicles	100	94.3	94.4	100	0	66.7	95.4	66.7	95	94.6
Large 2 Axle Vehicles	0	19	19	0	0	0	14	0	14	33
% Large 2 Axle Vehicles	0	3.8	3.8	0	0	0	2.8	0	2.8	3.3
3 Axle Vehicles	0	2	2	0	0	0	2	0	2	4
% 3 Axle Vehicles	0	0.4	0.4	0	0	0	0.4	0	0.4	0.4
4+ Axle Trucks	0	7	7	0	1	1	7	2	9	17
% 4+ Axle Trucks	0	1.4	1.4	0	100	33.3	1.4	33.3	1.8	1.7

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	54	54	0	0	0	66	1	67	121
07:30 AM	0	78	78	0	0	0	84	1	85	163
07:45 AM	1	69	70	1	1	2	96	1	97	169
08:00 AM	0	90	90	0	0	0	65	1	66	156
Total Volume	1	291	292	1	1	2	311	4	315	609
% App. Total	0.3	99.7		50	50		98.7	1.3		
PHF	.250	.808	.811	.250	.250	.250	.810	1.00	.812	.901

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:45 AM			07:15 AM		
+0 mins.	0	54	54	1	1	2	66	1	67
+15 mins.	0	78	78	0	0	0	84	1	85
+30 mins.	1	69	70	0	0	0	96	1	97
+45 mins.	0	90	90	1	0	1	65	1	66
Total Volume	1	291	292	2	1	3	311	4	315
% App. Total	0.3	99.7		66.7	33.3		98.7	1.3	
PHF	.250	.808	.811	.500	.250	.375	.810	1.000	.812

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	1	44	45	0	0	0	33	0	33	78
07:15 AM	0	53	53	0	0	0	62	0	62	115
07:30 AM	0	73	73	0	0	0	83	0	83	156
07:45 AM	1	66	67	1	0	1	92	1	93	161
Total	2	236	238	1	0	1	270	1	271	510
08:00 AM	0	85	85	0	0	0	61	1	62	147
08:15 AM	0	46	46	0	0	0	52	1	53	99
08:30 AM	0	55	55	1	0	1	36	0	36	92
08:45 AM	0	44	44	0	0	0	54	1	55	99
Total	0	230	230	1	0	1	203	3	206	437
Grand Total	2	466	468	2	0	2	473	4	477	947
Apprch %	0.4	99.6		100	0		99.2	0.8		
Total %	0.2	49.2	49.4	0.2	0	0.2	49.9	0.4	50.4	

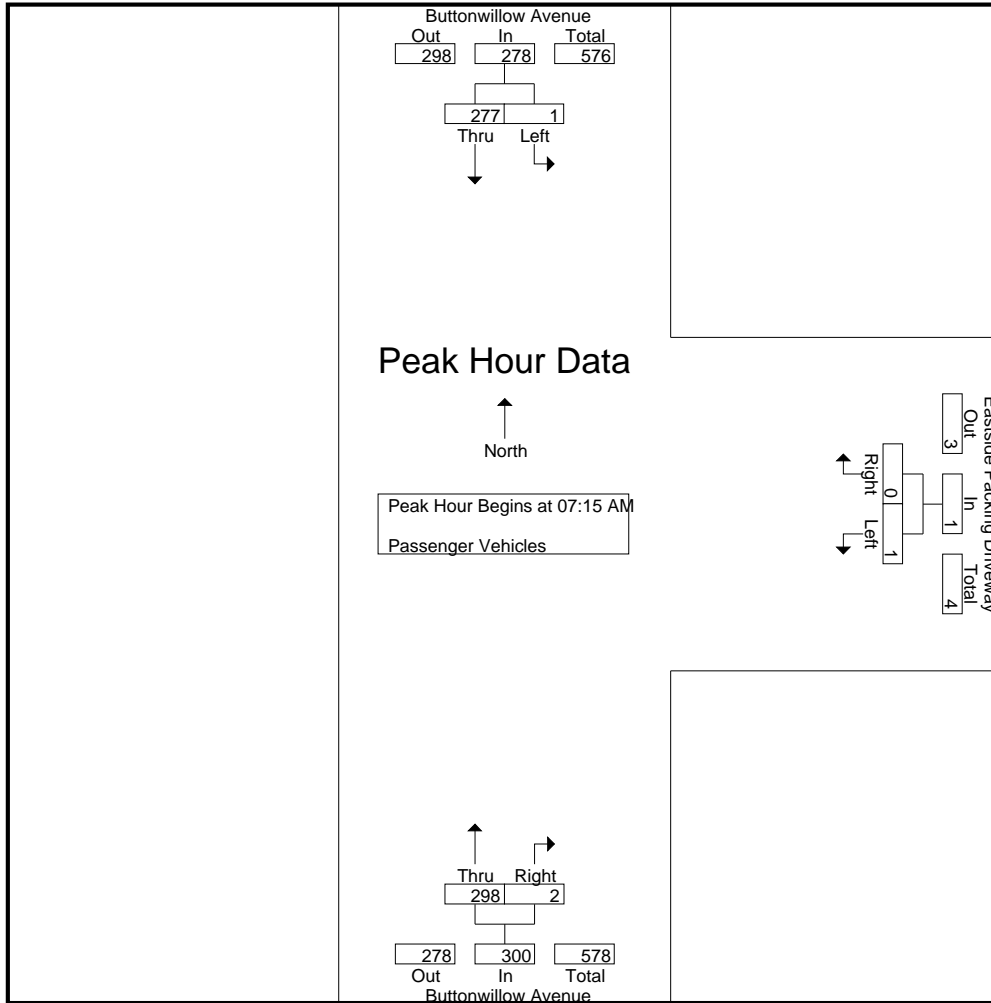
Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	53	53	0	0	0	62	0	62	115
07:30 AM	0	73	73	0	0	0	83	0	83	156
07:45 AM	1	66	67	1	0	1	92	1	93	161
08:00 AM	0	85	85	0	0	0	61	1	62	147
Total Volume	1	277	278	1	0	1	298	2	300	579
% App. Total	0.4	99.6		100	0		99.3	0.7		
PHF	.250	.815	.818	.250	.000	.250	.810	.500	.806	.899

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	53	53	0	0	0	62	0	62
+15 mins.	0	73	73	0	0	0	83	0	83
+30 mins.	1	66	67	1	0	1	92	1	93
+45 mins.	0	85	85	0	0	0	61	1	62
Total Volume	1	277	278	1	0	1	298	2	300
% App. Total	0.4	99.6		100	0		99.3	0.7	
PHF	.250	.815	.818	.250	.000	.250	.810	.500	.806



County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	3	3	0	0	0	2	0	2	5
07:15 AM	0	1	1	0	0	0	4	0	4	5
07:30 AM	0	4	4	0	0	0	0	0	0	4
07:45 AM	0	3	3	0	0	0	1	0	1	4
Total	0	11	11	0	0	0	7	0	7	18
08:00 AM	0	4	4	0	0	0	3	0	3	7
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	1	1	0	0	0	1	0	1	2
08:45 AM	0	2	2	0	0	0	2	0	2	4
Total	0	8	8	0	0	0	7	0	7	15
Grand Total	0	19	19	0	0	0	14	0	14	33
Apprch %	0	100		0	0		100	0		
Total %	0	57.6	57.6	0	0	0	42.4	0	42.4	

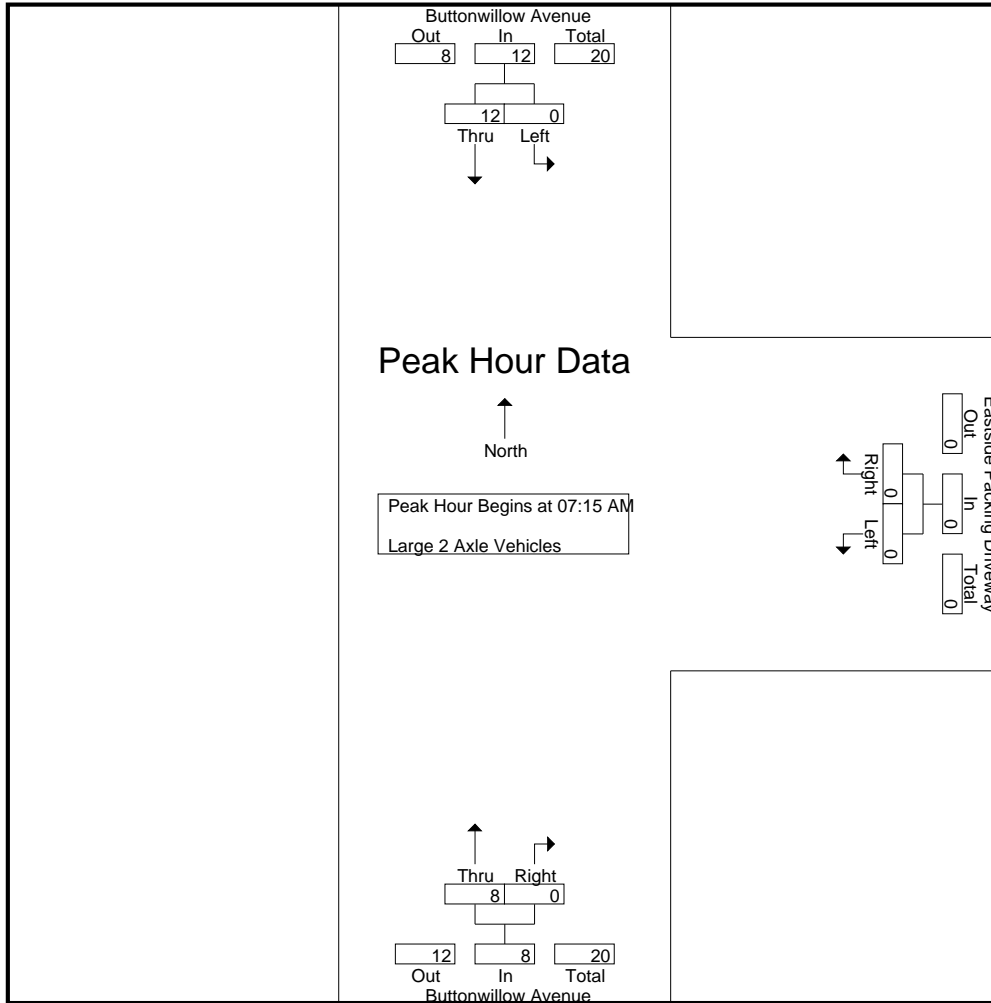
Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	1	1	0	0	0	4	0	4	5
07:30 AM	0	4	4	0	0	0	0	0	0	4
07:45 AM	0	3	3	0	0	0	1	0	1	4
08:00 AM	0	4	4	0	0	0	3	0	3	7
Total Volume	0	12	12	0	0	0	8	0	8	20
% App. Total	0	100		0	0		100	0		
PHF	.000	.750	.750	.000	.000	.000	.500	.000	.500	.714

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	0	0	0	4	0	4
+15 mins.	0	4	4	0	0	0	0	0	0
+30 mins.	0	3	3	0	0	0	1	0	1
+45 mins.	0	4	4	0	0	0	3	0	3
Total Volume	0	12	12	0	0	0	8	0	8
% App. Total	0	100		0	0		100	0	
PHF	.000	.750	.750	.000	.000	.000	.500	.000	.500

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	1	0	1	1
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	2	0	2	3
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	0	0	1
Grand Total	0	2	2	0	0	0	2	0	2	4
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

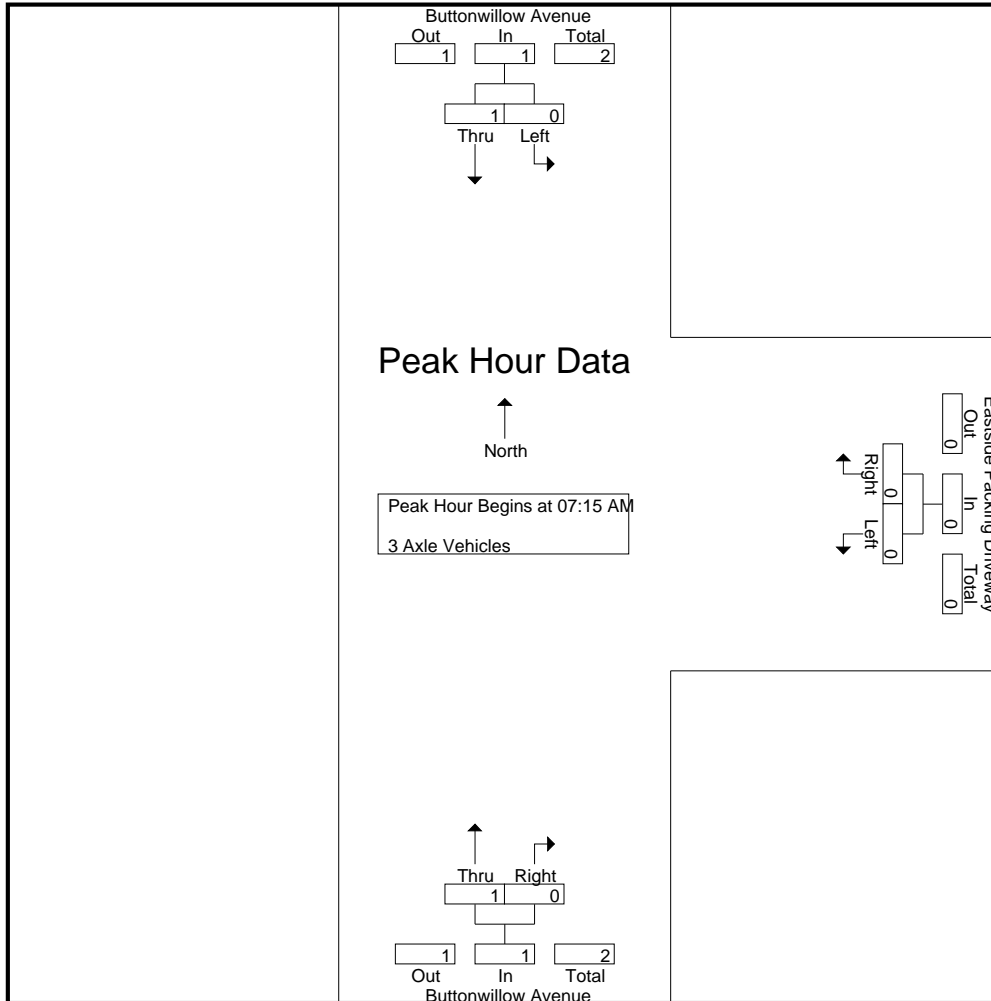
Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	1	1	0	0	0	1	0	1	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	0	0	0	1	0	1	2
% App. Total	0	100		0	0		100	0		
PHF	.000	.250	.250	.000	.000	.000	.250	.000	.250	.250

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	1	1	0	0	0	1	0	1	2
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	1	1	3	0	3	4
Total	0	1	1	0	1	1	4	2	6	8
08:00 AM	0	1	1	0	0	0	1	0	1	2
08:15 AM	0	1	1	0	0	0	1	0	1	2
08:30 AM	0	2	2	0	0	0	0	0	0	2
08:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	6	6	0	0	0	3	0	3	9
Grand Total	0	7	7	0	1	1	7	2	9	17
Apprch %	0	100		0	100		77.8	22.2		
Total %	0	41.2	41.2	0	5.9	5.9	41.2	11.8	52.9	

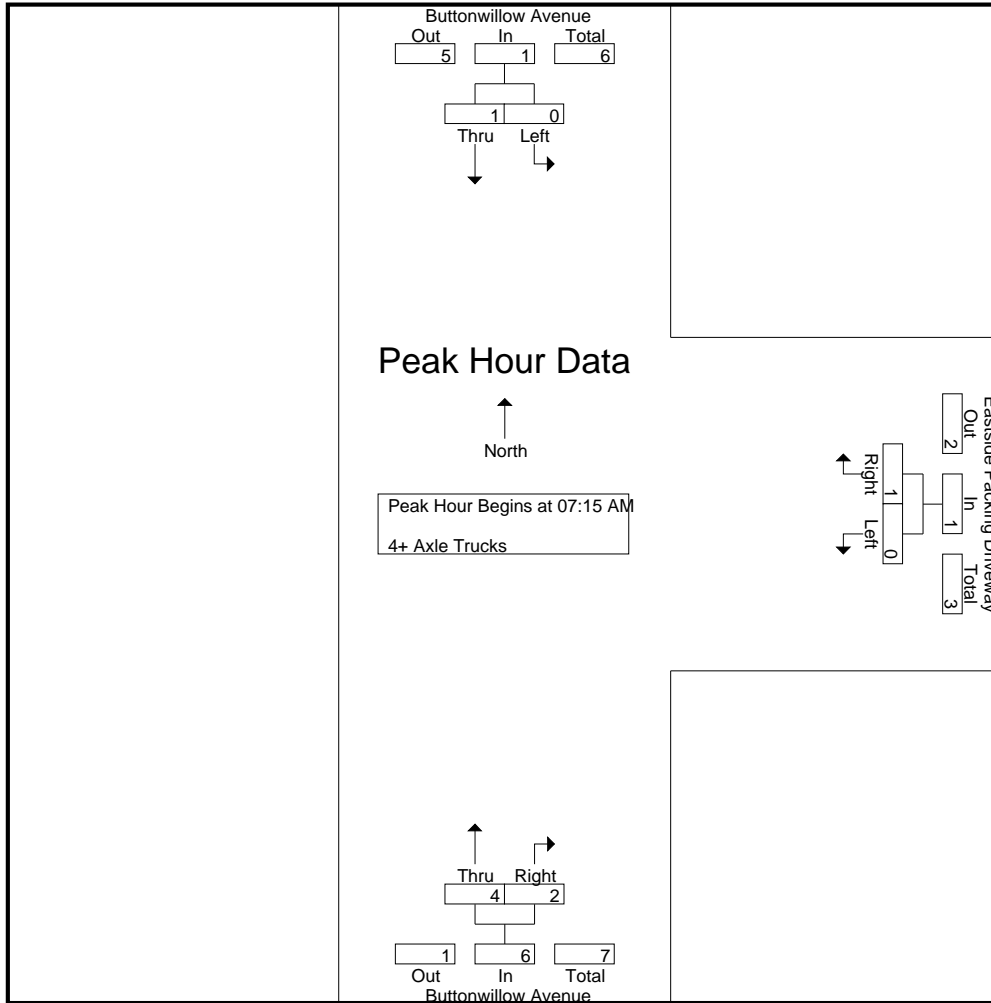
Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	0	1	1	1
07:30 AM	0	0	0	0	0	0	0	1	1	1
07:45 AM	0	0	0	0	1	1	3	0	3	4
08:00 AM	0	1	1	0	0	0	1	0	1	2
Total Volume	0	1	1	0	1	1	4	2	6	8
% App. Total	0	100		0	100		66.7	33.3		
PHF	.000	.250	.250	.000	.250	.250	.333	.500	.500	.500

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	0	1	1
+15 mins.	0	0	0	0	0	0	0	1	1
+30 mins.	0	0	0	0	1	1	3	0	3
+45 mins.	0	1	1	0	0	0	1	0	1
Total Volume	0	1	1	0	1	1	4	2	6
% App. Total	0	100		0	100		66.7	33.3	
PHF	.000	.250	.250	.000	.250	.250	.333	.500	.500

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

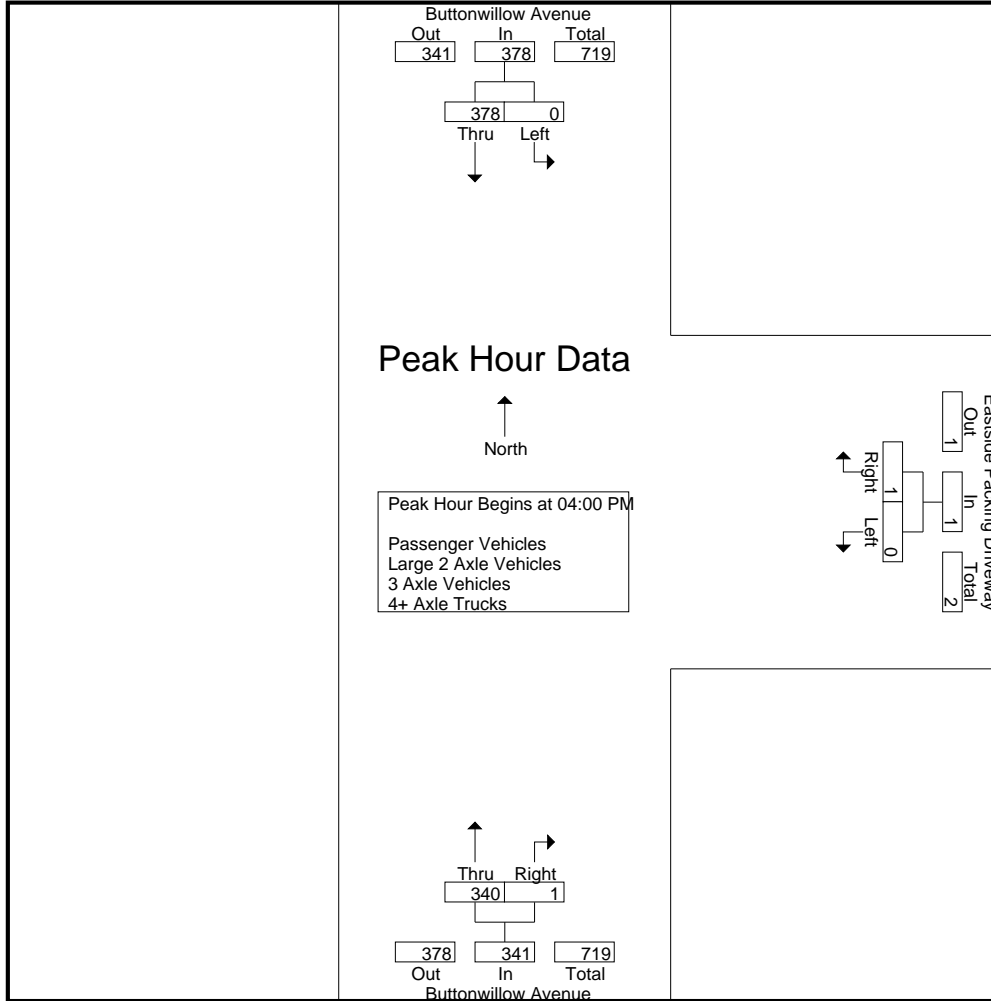
File Name : 06\_CFO\_BW\_EPDW PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

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

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	95	95	0	0	0	83	1	84	179
04:15 PM	0	92	92	0	0	0	90	0	90	182
04:30 PM	0	104	104	0	0	0	79	0	79	183
04:45 PM	0	87	87	0	1	1	88	0	88	176
Total	0	378	378	0	1	1	340	1	341	720
05:00 PM	0	83	83	0	0	0	64	0	64	147
05:15 PM	0	88	88	0	0	0	58	0	58	146
05:30 PM	0	72	72	1	0	1	70	0	70	143
05:45 PM	0	77	77	0	0	0	81	0	81	158
Total	0	320	320	1	0	1	273	0	273	594
Grand Total	0	698	698	1	1	2	613	1	614	1314
Apprch %	0	100		50	50		99.8	0.2		
Total %	0	53.1	53.1	0.1	0.1	0.2	46.7	0.1	46.7	
Passenger Vehicles	0	665	665	1	0	1	582	0	582	1248
% Passenger Vehicles	0	95.3	95.3	100	0	50	94.9	0	94.8	95
Large 2 Axle Vehicles	0	12	12	0	0	0	15	0	15	27
% Large 2 Axle Vehicles	0	1.7	1.7	0	0	0	2.4	0	2.4	2.1
3 Axle Vehicles	0	1	1	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0.1	0.1	0	0	0	0.2	0	0.2	0.2
4+ Axle Trucks	0	20	20	0	1	1	15	1	16	37
% 4+ Axle Trucks	0	2.9	2.9	0	100	50	2.4	100	2.6	2.8

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	95	95	0	0	0	83	1	84	179
04:15 PM	0	92	92	0	0	0	90	0	90	182
04:30 PM	0	104	104	0	0	0	79	0	79	183
04:45 PM	0	87	87	0	1	1	88	0	88	176
Total Volume	0	378	378	0	1	1	340	1	341	720
% App. Total	0	100		0	100		99.7	0.3		
PHF	.000	.909	.909	.000	.250	.250	.944	.250	.947	.984

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



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

	04:00 PM			04:45 PM			04:00 PM		
+0 mins.	0	95	95	0	1	1	83	1	84
+15 mins.	0	92	92	0	0	0	90	0	90
+30 mins.	0	104	104	0	0	0	79	0	79
+45 mins.	0	87	87	1	0	1	88	0	88
Total Volume	0	378	378	1	1	2	340	1	341
% App. Total	0	100		50	50		99.7	0.3	
PHF	.000	.909	.909	.250	.250	.500	.944	.250	.947



County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	89	89	0	0	0	80	0	80	169
04:15 PM	0	85	85	0	0	0	86	0	86	171
04:30 PM	0	97	97	0	0	0	70	0	70	167
04:45 PM	0	85	85	0	0	0	83	0	83	168
Total	0	356	356	0	0	0	319	0	319	675
05:00 PM	0	77	77	0	0	0	61	0	61	138
05:15 PM	0	86	86	0	0	0	56	0	56	142
05:30 PM	0	70	70	1	0	1	67	0	67	138
05:45 PM	0	76	76	0	0	0	79	0	79	155
Total	0	309	309	1	0	1	263	0	263	573
Grand Total	0	665	665	1	0	1	582	0	582	1248
Apprch %	0	100		100	0		100	0		
Total %	0	53.3	53.3	0.1	0	0.1	46.6	0	46.6	

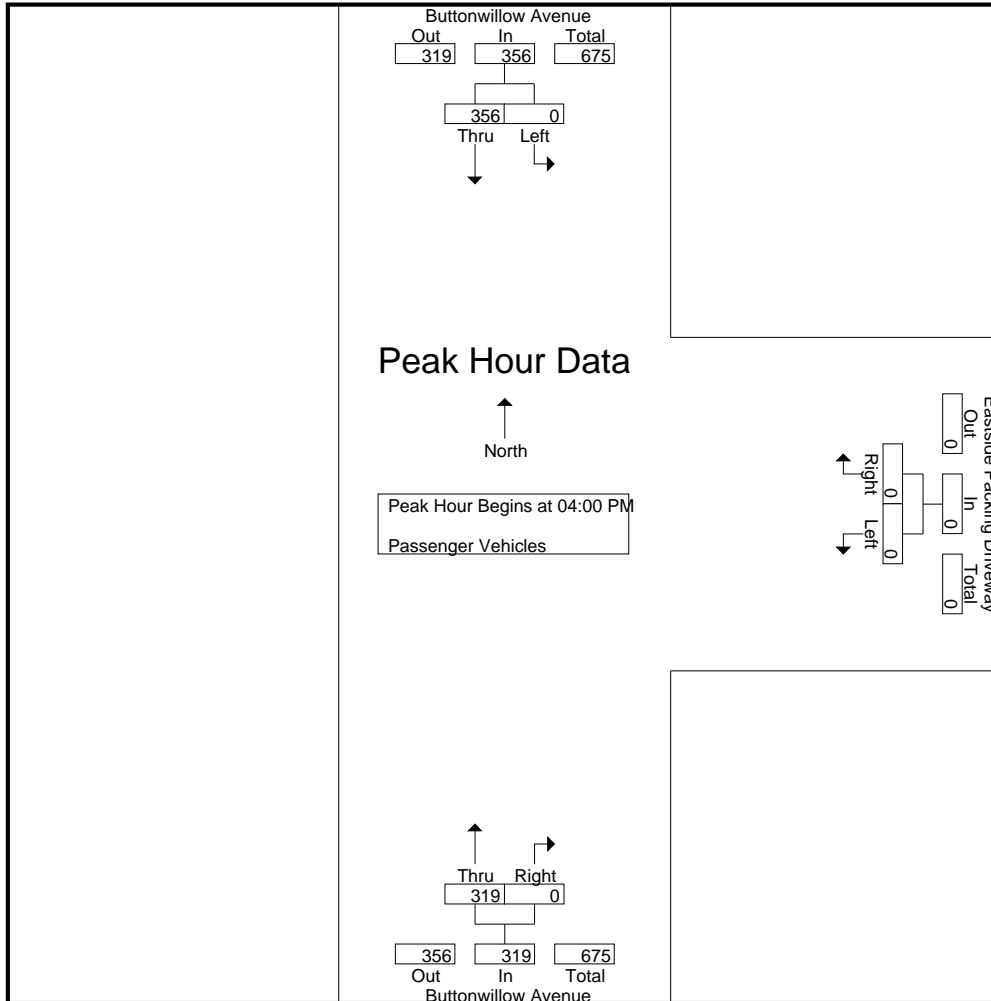
Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	89	89	0	0	0	80	0	80	169
04:15 PM	0	85	85	0	0	0	<b>86</b>	0	<b>86</b>	<b>171</b>
04:30 PM	0	<b>97</b>	<b>97</b>	0	0	0	70	0	70	167
04:45 PM	0	85	85	0	0	0	83	0	83	168
Total Volume	0	356	356	0	0	0	319	0	319	675
% App. Total	0	100		0	0		100	0		
PHF	.000	.918	.918	.000	.000	.000	.927	.000	.927	.987

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	89	89	0	0	0	80	0	80
+15 mins.	0	85	85	0	0	0	86	0	86
+30 mins.	0	97	97	0	0	0	70	0	70
+45 mins.	0	85	85	0	0	0	83	0	83
Total Volume	0	356	356	0	0	0	319	0	319
% App. Total	0	100		0	0		100	0	
PHF	.000	.918	.918	.000	.000	.000	.927	.000	.927

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	4	4	0	0	0	2	0	2	6
04:15 PM	0	2	2	0	0	0	3	0	3	5
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	8	8	0	0	0	11	0	11	19
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	1	1	0	0	0	0	0	0	1
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	4	4	0	0	0	4	0	4	8
Grand Total	0	12	12	0	0	0	15	0	15	27
Apprch %	0	100		0	0		100	0		
Total %	0	44.4	44.4	0	0	0	55.6	0	55.6	

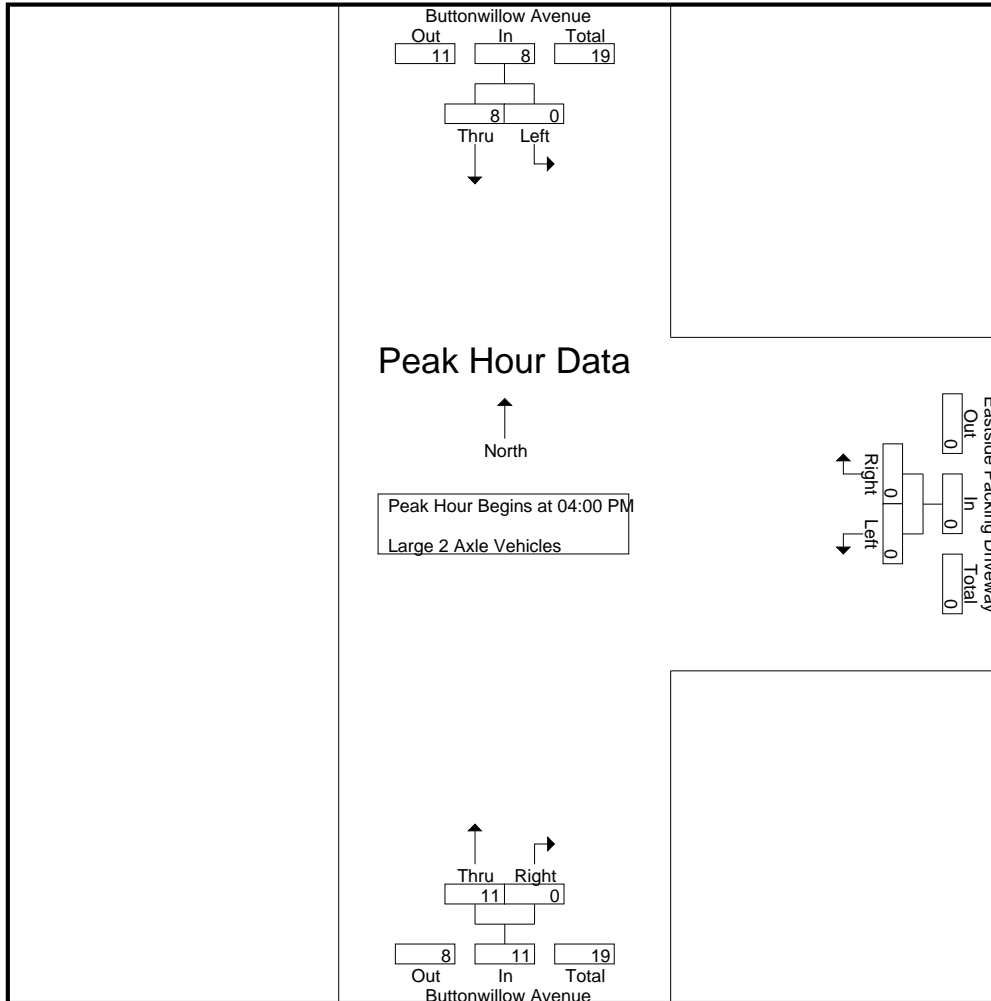
Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	4	4	0	0	0	2	0	2	6
04:15 PM	0	2	2	0	0	0	3	0	3	5
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	8	8	0	0	0	11	0	11	19
% App. Total	0	100		0	0		100	0		
PHF	.000	.500	.500	.000	.000	.000	.688	.000	.688	.792

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	4	4	0	0	0	2	0	2
+15 mins.	0	2	2	0	0	0	3	0	3
+30 mins.	0	2	2	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	8	8	0	0	0	11	0	11
% App. Total	0	100		0	0		100	0	
PHF	.000	.500	.500	.000	.000	.000	.688	.000	.688

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	2	2	0	0	0	1	1	2	4
04:15 PM	0	5	5	0	0	0	1	0	1	6
04:30 PM	0	5	5	0	0	0	5	0	5	10
04:45 PM	0	2	2	0	1	1	3	0	3	6
Total	0	14	14	0	1	1	10	1	11	26
05:00 PM	0	4	4	0	0	0	2	0	2	6
05:15 PM	0	1	1	0	0	0	2	0	2	3
05:30 PM	0	1	1	0	0	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	6	6	0	0	0	5	0	5	11
Grand Total	0	20	20	0	1	1	15	1	16	37
Apprch %	0	100		0	100		93.8	6.2		
Total %	0	54.1	54.1	0	2.7	2.7	40.5	2.7	43.2	

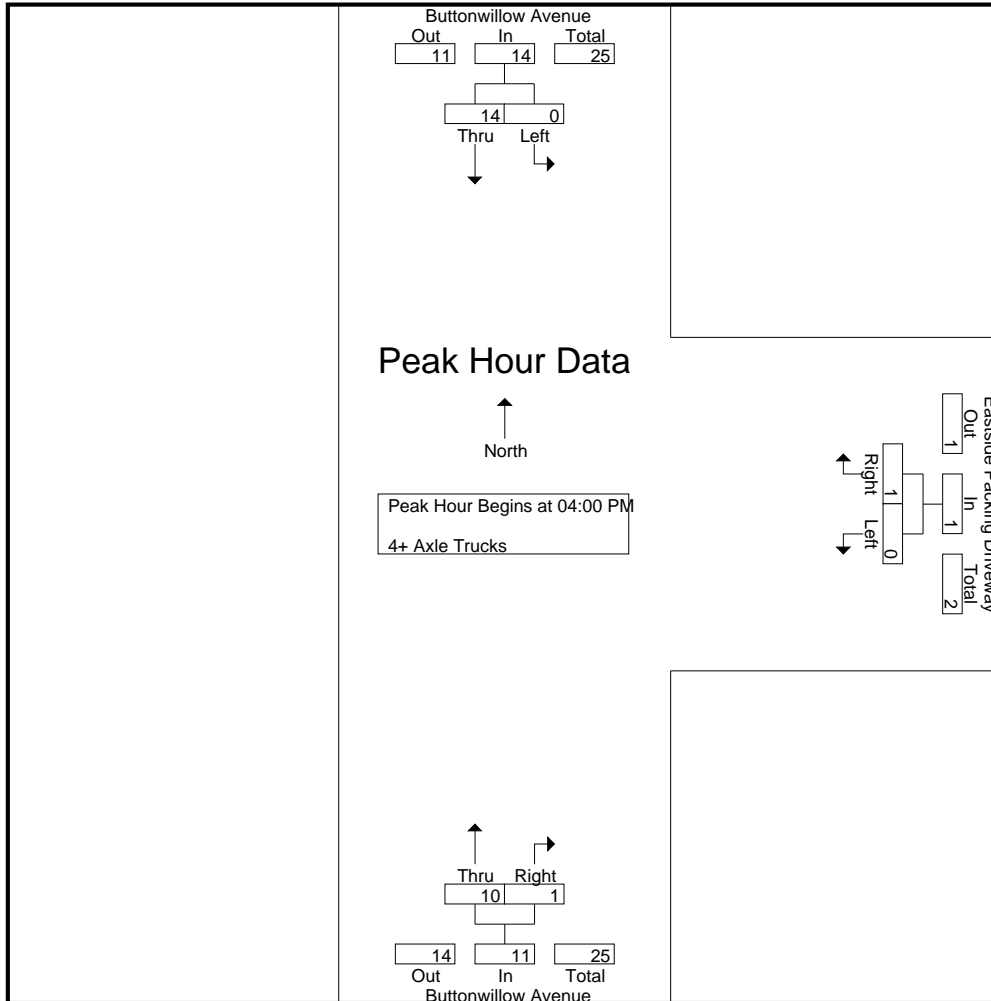
Start Time	Buttonwillow Avenue Southbound			Eastside Packing Driveway Westbound			Buttonwillow Avenue Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	2	2	0	0	0	1	1	2	4
04:15 PM	0	5	5	0	0	0	1	0	1	6
04:30 PM	0	5	5	0	0	0	5	0	5	10
04:45 PM	0	2	2	0	1	1	3	0	3	6
Total Volume	0	14	14	0	1	1	10	1	11	26
% App. Total	0	100		0	100		90.9	9.1		
PHF	.000	.700	.700	.000	.250	.250	.500	.250	.550	.650

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

County of Fresno  
 N/S: Buttonwillow Avenue  
 E/W: Eastside Packing Driveway  
 Weather: Clear

File Name : 06\_CFO\_BW\_EPDW PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	2	2	0	0	0	1	1	2
+15 mins.	0	5	5	0	0	0	1	0	1
+30 mins.	0	5	5	0	0	0	5	0	5
+45 mins.	0	2	2	0	1	1	3	0	3
Total Volume	0	14	14	0	1	1	10	1	11
% App. Total	0	100		0	100		90.9	9.1	
PHF	.000	.700	.700	.000	.250	.250	.500	.250	.550



County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

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

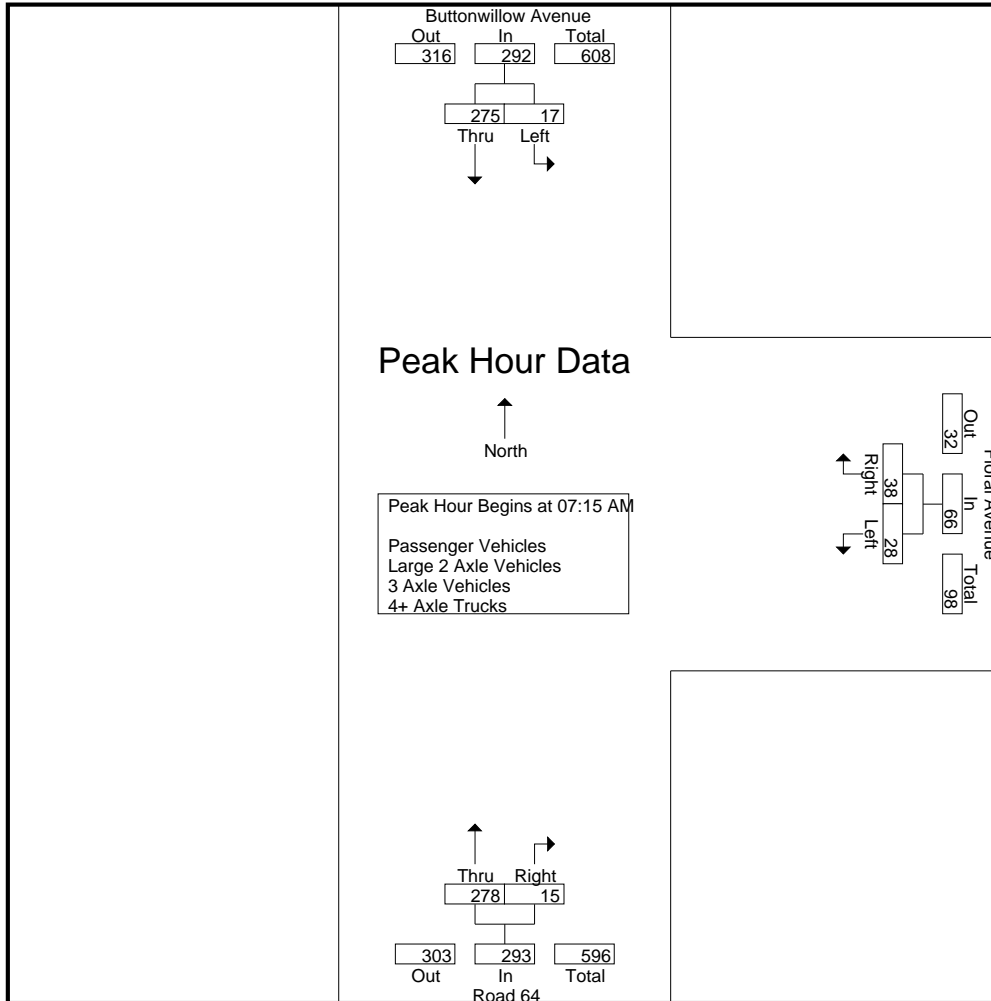
Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	2	48	50	6	6	12	35	2	37	99
07:15 AM	4	49	53	7	7	14	57	1	58	125
07:30 AM	1	77	78	8	9	17	83	3	86	181
07:45 AM	4	68	72	5	15	20	77	6	83	175
Total	11	242	253	26	37	63	252	12	264	580
08:00 AM	8	81	89	8	7	15	61	5	66	170
08:15 AM	9	38	47	7	4	11	46	6	52	110
08:30 AM	3	52	55	4	3	7	34	9	43	105
08:45 AM	3	43	46	3	6	9	53	5	58	113
Total	23	214	237	22	20	42	194	25	219	498
Grand Total	34	456	490	48	57	105	446	37	483	1078
Apprch %	6.9	93.1		45.7	54.3		92.3	7.7		
Total %	3.2	42.3	45.5	4.5	5.3	9.7	41.4	3.4	44.8	
Passenger Vehicles	32	443	475	37	51	88	428	31	459	1022
% Passenger Vehicles	94.1	97.1	96.9	77.1	89.5	83.8	96	83.8	95	94.8
Large 2 Axle Vehicles	2	11	13	2	2	4	11	1	12	29
% Large 2 Axle Vehicles	5.9	2.4	2.7	4.2	3.5	3.8	2.5	2.7	2.5	2.7
3 Axle Vehicles	0	2	2	1	2	3	0	1	1	6
% 3 Axle Vehicles	0	0.4	0.4	2.1	3.5	2.9	0	2.7	0.2	0.6
4+ Axle Trucks	0	0	0	8	2	10	7	4	11	21
% 4+ Axle Trucks	0	0	0	16.7	3.5	9.5	1.6	10.8	2.3	1.9

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	4	49	53	7	7	14	57	1	58	125
07:30 AM	1	77	78	8	9	17	83	3	86	181
07:45 AM	4	68	72	5	15	20	77	6	83	175
08:00 AM	8	81	89	8	7	15	61	5	66	170
Total Volume	17	275	292	28	38	66	278	15	293	651
% App. Total	5.8	94.2		42.4	57.6		94.9	5.1		
PHF	.531	.849	.820	.875	.633	.825	.837	.625	.852	.899

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	49	53	7	7	14	57	1	58
+15 mins.	1	77	78	8	9	17	83	3	86
+30 mins.	4	68	72	5	15	20	77	6	83
+45 mins.	8	81	89	8	7	15	61	5	66
Total Volume	17	275	292	28	38	66	278	15	293
% App. Total	5.8	94.2		42.4	57.6		94.9	5.1	
PHF	.531	.849	.820	.875	.633	.825	.837	.625	.852

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	2	45	47	4	5	9	31	2	33	89
07:15 AM	4	48	52	6	6	12	53	1	54	118
07:30 AM	1	75	76	5	9	14	82	3	85	175
07:45 AM	4	66	70	4	14	18	74	6	80	168
Total	11	234	245	19	34	53	240	12	252	550
08:00 AM	7	79	86	7	5	12	60	4	64	162
08:15 AM	8	38	46	6	4	10	44	4	48	104
08:30 AM	3	50	53	4	3	7	34	7	41	101
08:45 AM	3	42	45	1	5	6	50	4	54	105
Total	21	209	230	18	17	35	188	19	207	472
Grand Total	32	443	475	37	51	88	428	31	459	1022
Apprch %	6.7	93.3		42	58		93.2	6.8		
Total %	3.1	43.3	46.5	3.6	5	8.6	41.9	3	44.9	

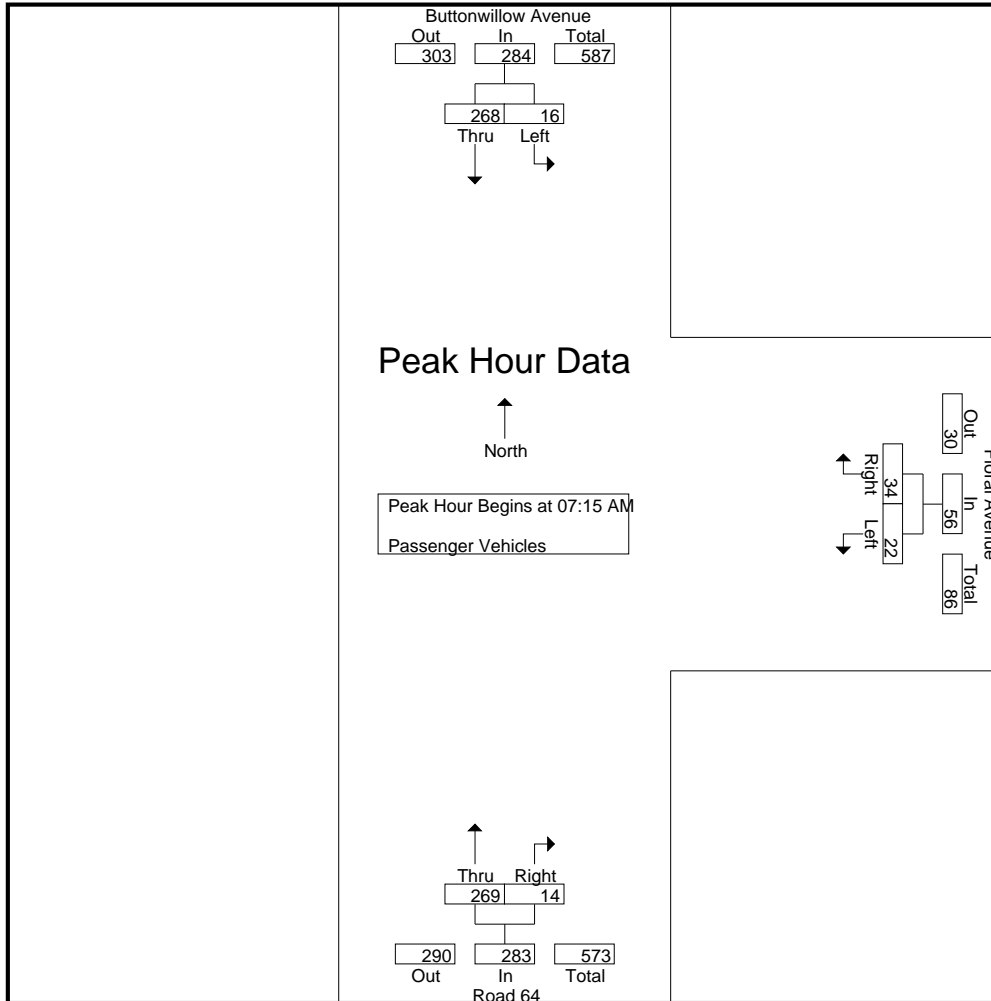
Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	4	48	52	6	6	12	53	1	54	118
07:30 AM	1	75	76	5	9	14	82	3	85	175
07:45 AM	4	66	70	4	14	18	74	6	80	168
08:00 AM	7	79	86	7	5	12	60	4	64	162
Total Volume	16	268	284	22	34	56	269	14	283	623
% App. Total	5.6	94.4		39.3	60.7		95.1	4.9		
PHF	.571	.848	.826	.786	.607	.778	.820	.583	.832	.890

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	4	48	52	6	6	12	53	1	54
+15 mins.	1	75	76	5	9	14	<b>82</b>	3	<b>85</b>
+30 mins.	4	66	70	4	<b>14</b>	<b>18</b>	74	<b>6</b>	80
+45 mins.	<b>7</b>	<b>79</b>	<b>86</b>	<b>7</b>	5	12	60	4	64
Total Volume	16	268	284	22	34	56	269	14	283
% App. Total	5.6	94.4		39.3	60.7		95.1	4.9	
PHF	.571	.848	.826	.786	.607	.778	.820	.583	.832

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	3	3	0	0	0	3	0	3	6
07:15 AM	0	1	1	1	0	1	3	0	3	5
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	2	2	0	0	0	1	0	1	3
Total	0	7	7	2	0	2	7	0	7	16
08:00 AM	1	2	3	0	2	2	0	0	0	5
08:15 AM	1	0	1	0	0	0	1	1	2	3
08:30 AM	0	1	1	0	0	0	0	0	0	1
08:45 AM	0	1	1	0	0	0	3	0	3	4
Total	2	4	6	0	2	2	4	1	5	13
Grand Total	2	11	13	2	2	4	11	1	12	29
Apprch %	15.4	84.6		50	50		91.7	8.3		
Total %	6.9	37.9	44.8	6.9	6.9	13.8	37.9	3.4	41.4	

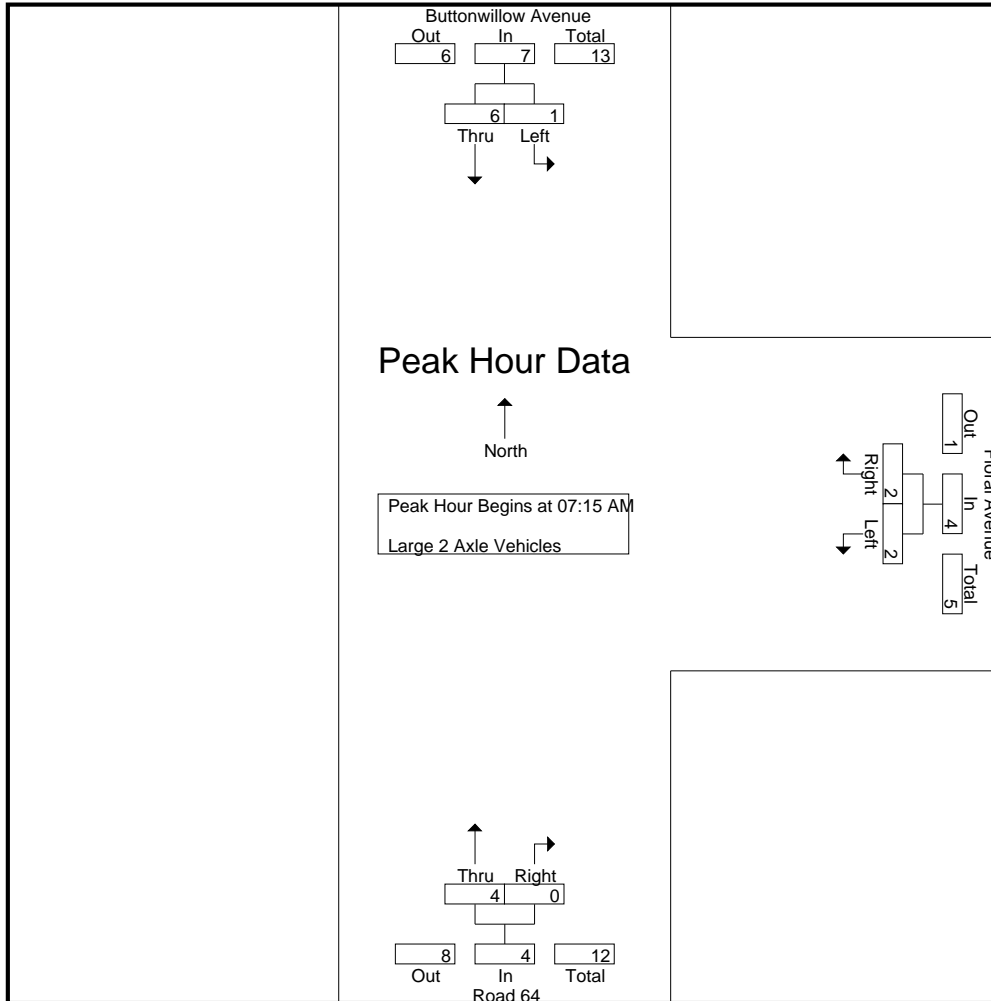
Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	1	1	1	0	1	3	0	3	5
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	2	2	0	0	0	1	0	1	3
08:00 AM	1	2	3	0	2	2	0	0	0	5
Total Volume	1	6	7	2	2	4	4	0	4	15
% App. Total	14.3	85.7		50	50		100	0		
PHF	.250	.750	.583	.500	.250	.500	.333	.000	.333	.750

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	1	1	1	0	1	3	0	3
+15 mins.	0	1	1	1	0	1	0	0	0
+30 mins.	0	2	2	0	0	0	1	0	1
+45 mins.	1	2	3	0	2	2	0	0	0
Total Volume	1	6	7	2	2	4	4	0	4
% App. Total	14.3	85.7		50	50		100	0	
PHF	.250	.750	.583	.500	.250	.500	.333	.000	.333

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	0	1	1	0	0	0	1
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	1	2	3	0	0	0	4
08:00 AM	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	1	1	0	0	0	0	1	1	2
08:45 AM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	0	1	1	2
Grand Total	0	2	2	1	2	3	0	1	1	6
Apprch %	0	100		33.3	66.7		0	100		
Total %	0	33.3	33.3	16.7	33.3	50	0	16.7	16.7	

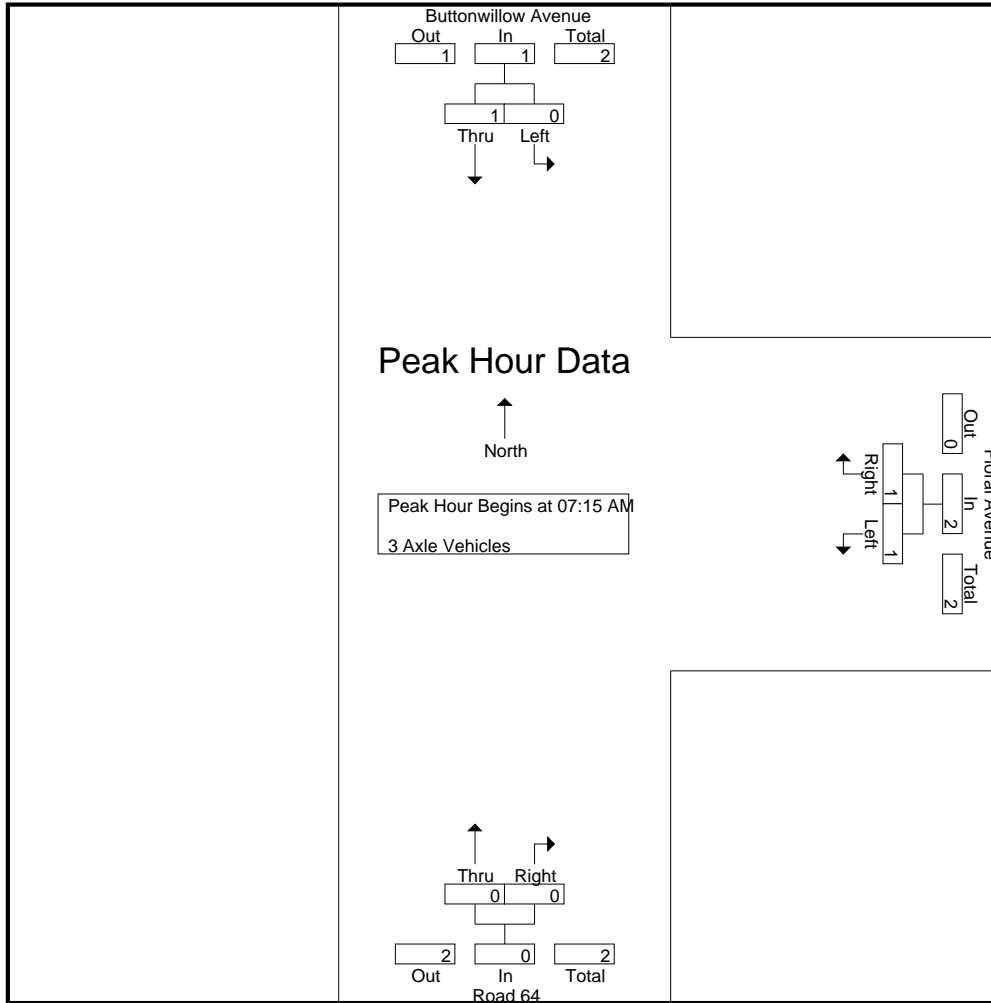
Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	1	1	0	0	0	1
07:30 AM	0	1	1	1	0	1	0	0	0	2
07:45 AM	0	0	0	0	0	0	0	0	0	0
08:00 AM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	1	2	0	0	0	3
% App. Total	0	100		50	50		0	0		
PHF	.000	.250	.250	.250	.250	.500	.000	.000	.000	.375

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	1	1	0	0	0
+15 mins.	0	1	1	1	0	1	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0
Total Volume	0	1	1	1	1	2	0	0	0
% App. Total	0	100		50	50		0	0	
PHF	.000	.250	.250	.250	.250	.500	.000	.000	.000



County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:00 AM	0	0	0	2	0	2	1	0	1	3
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	1	0	1	1	0	1	2
07:45 AM	0	0	0	1	1	2	2	0	2	4
Total	0	0	0	4	1	5	5	0	5	10
08:00 AM	0	0	0	1	0	1	1	1	2	3
08:15 AM	0	0	0	1	0	1	1	1	2	3
08:30 AM	0	0	0	0	0	0	0	1	1	1
08:45 AM	0	0	0	2	1	3	0	1	1	4
Total	0	0	0	4	1	5	2	4	6	11
Grand Total	0	0	0	8	2	10	7	4	11	21
Apprch %	0	0	0	80	20		63.6	36.4		
Total %	0	0	0	38.1	9.5	47.6	33.3	19	52.4	

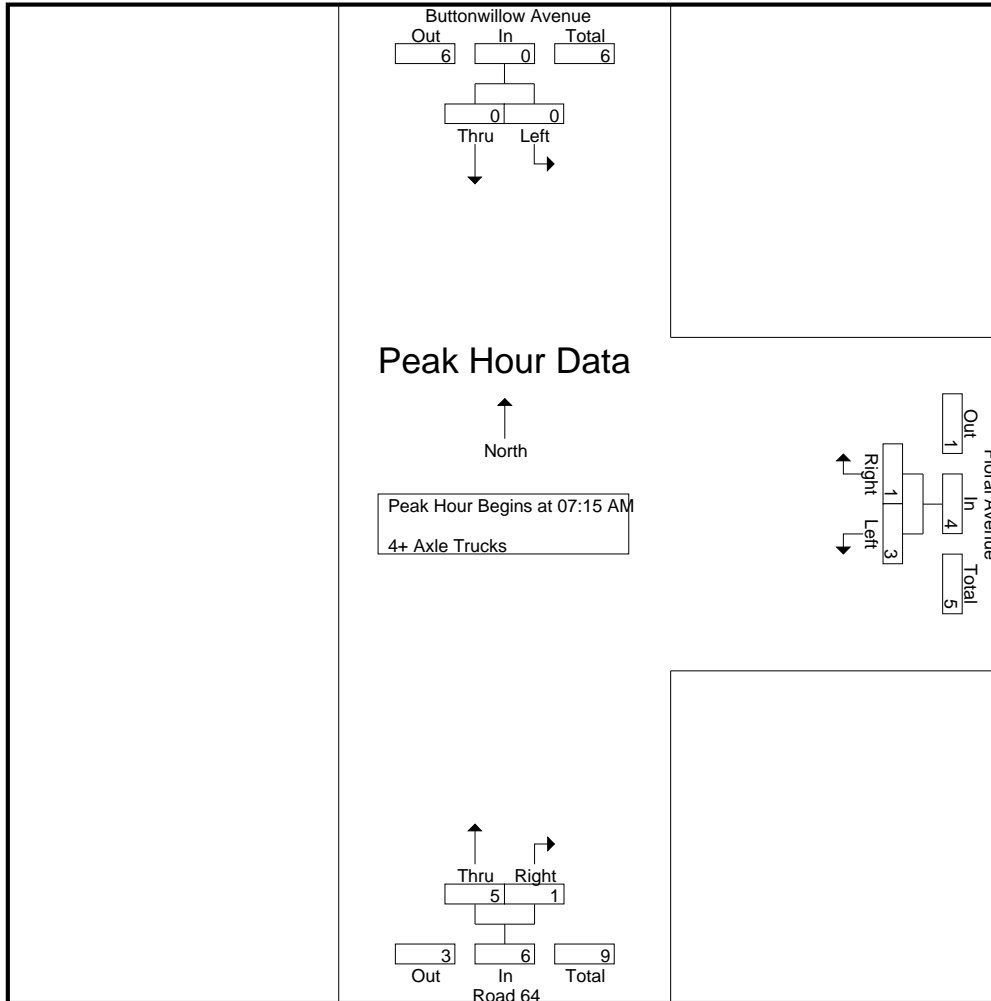
Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
07:15 AM	0	0	0	0	0	0	1	0	1	1
07:30 AM	0	0	0	1	0	1	1	0	1	2
07:45 AM	0	0	0	1	1	2	2	0	2	4
08:00 AM	0	0	0	1	0	1	1	1	2	3
Total Volume	0	0	0	3	1	4	5	1	6	10
% App. Total	0	0	0	75	25		83.3	16.7		
PHF	.000	.000	.000	.750	.250	.500	.625	.250	.750	.625

Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:15 AM to 08:00 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM			07:15 AM			07:15 AM		
+0 mins.	0	0	0	0	0	0	1	0	1
+15 mins.	0	0	0	1	0	1	1	0	1
+30 mins.	0	0	0	1	1	2	2	0	2
+45 mins.	0	0	0	1	0	1	1	1	2
Total Volume	0	0	0	3	1	4	5	1	6
% App. Total	0	0	0	75	25	500	83.3	16.7	750
PHF	.000	.000	.000	.750	.250	.500	.625	.250	.750

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

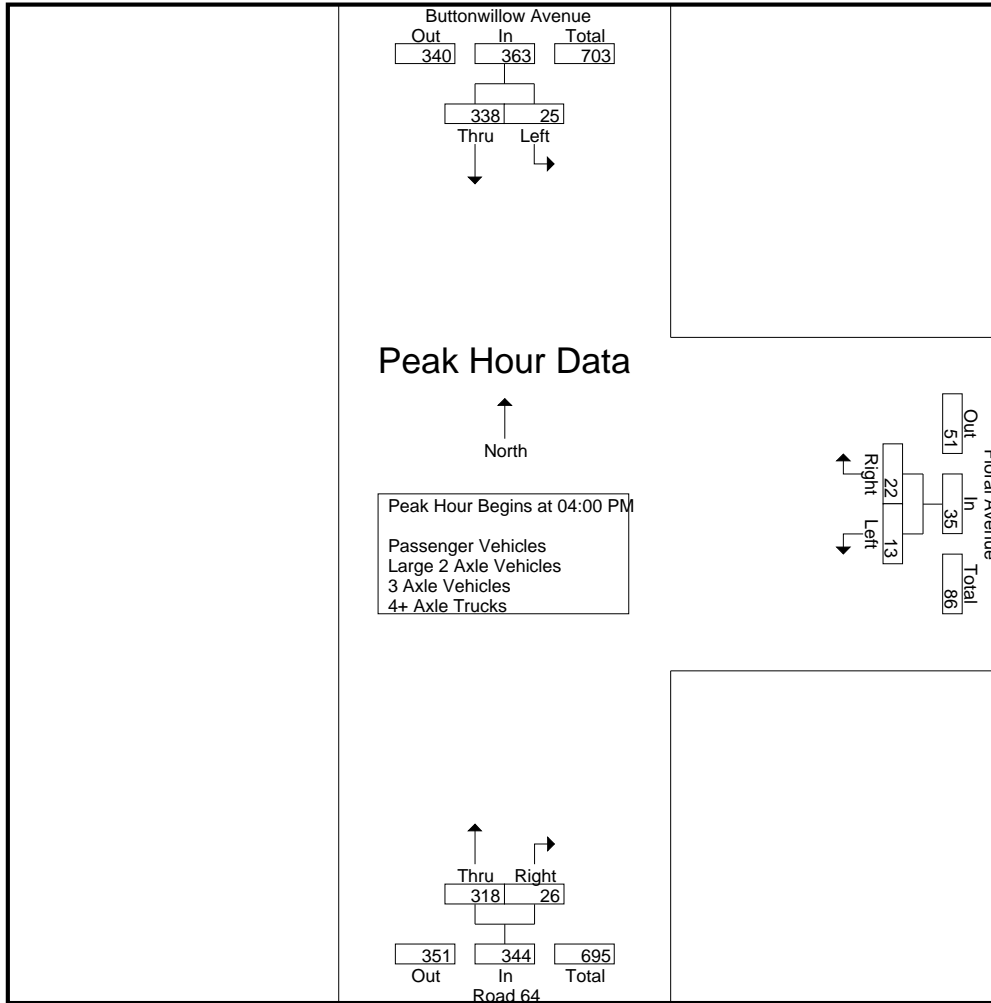
File Name : 07\_CFO\_BW\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

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

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	89	92	1	6	7	85	4	89	188
04:15 PM	8	78	86	5	4	9	75	9	84	179
04:30 PM	10	92	102	4	4	8	77	6	83	193
04:45 PM	4	79	83	3	8	11	81	7	88	182
Total	25	338	363	13	22	35	318	26	344	742
05:00 PM	2	82	84	3	3	6	63	3	66	156
05:15 PM	4	81	85	3	5	8	50	3	53	146
05:30 PM	8	66	74	3	4	7	70	4	74	155
05:45 PM	3	73	76	3	4	7	75	4	79	162
Total	17	302	319	12	16	28	258	14	272	619
Grand Total	42	640	682	25	38	63	576	40	616	1361
Apprch %	6.2	93.8		39.7	60.3		93.5	6.5		
Total %	3.1	47	50.1	1.8	2.8	4.6	42.3	2.9	45.3	
Passenger Vehicles	41	626	667	21	38	59	543	35	578	1304
% Passenger Vehicles	97.6	97.8	97.8	84	100	93.7	94.3	87.5	93.8	95.8
Large 2 Axle Vehicles	0	13	13	1	0	1	15	1	16	30
% Large 2 Axle Vehicles	0	2	1.9	4	0	1.6	2.6	2.5	2.6	2.2
3 Axle Vehicles	0	1	1	0	0	0	1	0	1	2
% 3 Axle Vehicles	0	0.2	0.1	0	0	0	0.2	0	0.2	0.1
4+ Axle Trucks	1	0	1	3	0	3	17	4	21	25
% 4+ Axle Trucks	2.4	0	0.1	12	0	4.8	3	10	3.4	1.8

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	89	92	1	6	7	85	4	89	188
04:15 PM	8	78	86	5	4	9	75	9	84	179
04:30 PM	10	92	102	4	4	8	77	6	83	193
04:45 PM	4	79	83	3	8	11	81	7	88	182
Total Volume	25	338	363	13	22	35	318	26	344	742
% App. Total	6.9	93.1		37.1	62.9		92.4	7.6		
PHF	.625	.918	.890	.650	.688	.795	.935	.722	.966	.961

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



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	89	92	1	6	7	85	4	89
+15 mins.	8	78	86	5	4	9	75	9	84
+30 mins.	10	92	102	4	4	8	77	6	83
+45 mins.	4	79	83	3	8	11	81	7	88
Total Volume	25	338	363	13	22	35	318	26	344
% App. Total	6.9	93.1		37.1	62.9		92.4	7.6	
PHF	.625	.918	.890	.650	.688	.795	.935	.722	.966

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Passenger Vehicles

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	85	88	0	6	6	81	4	85	179
04:15 PM	8	75	83	5	4	9	71	8	79	171
04:30 PM	9	90	99	4	4	8	68	5	73	180
04:45 PM	4	79	83	3	8	11	76	6	82	176
Total	24	329	353	12	22	34	296	23	319	706
05:00 PM	2	80	82	3	3	6	60	3	63	151
05:15 PM	4	80	84	2	5	7	48	2	50	141
05:30 PM	8	65	73	1	4	5	66	3	69	147
05:45 PM	3	72	75	3	4	7	73	4	77	159
Total	17	297	314	9	16	25	247	12	259	598
Grand Total	41	626	667	21	38	59	543	35	578	1304
Apprch %	6.1	93.9		35.6	64.4		93.9	6.1		
Total %	3.1	48	51.2	1.6	2.9	4.5	41.6	2.7	44.3	

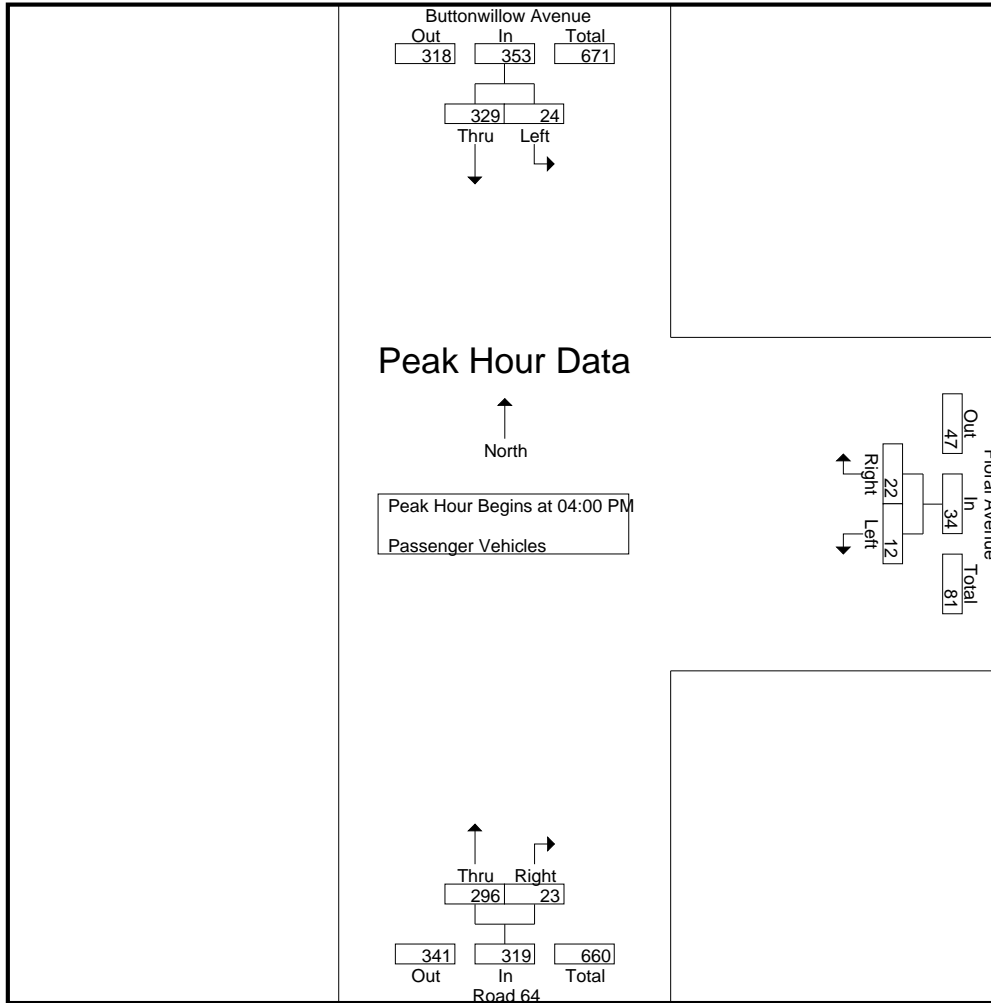
Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	3	85	88	0	6	6	<b>81</b>	4	<b>85</b>	179
04:15 PM	8	75	83	<b>5</b>	4	9	71	<b>8</b>	79	171
04:30 PM	<b>9</b>	<b>90</b>	<b>99</b>	4	4	8	68	5	73	<b>180</b>
04:45 PM	4	79	83	3	<b>8</b>	<b>11</b>	76	6	82	176
Total Volume	24	329	353	12	22	34	296	23	319	706
% App. Total	6.8	93.2		35.3	64.7		92.8	7.2		
PHF	.667	.914	.891	.600	.688	.773	.914	.719	.938	.981

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	3	85	88	0	6	6	<b>81</b>	4	<b>85</b>
+15 mins.	8	75	83	5	4	9	71	8	79
+30 mins.	9	90	99	4	4	8	68	5	73
+45 mins.	4	79	83	3	8	11	76	6	82
Total Volume	24	329	353	12	22	34	296	23	319
% App. Total	6.8	93.2		35.3	64.7		92.8	7.2	
PHF	.667	.914	.891	.600	.688	.773	.914	.719	.938

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	4	4	0	0	0	2	0	2	6
04:15 PM	0	3	3	0	0	0	3	0	3	6
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total	0	9	9	0	0	0	11	0	11	20
05:00 PM	0	1	1	0	0	0	1	0	1	2
05:15 PM	0	1	1	1	0	1	0	0	0	2
05:30 PM	0	1	1	0	0	0	1	1	2	3
05:45 PM	0	1	1	0	0	0	2	0	2	3
Total	0	4	4	1	0	1	4	1	5	10
Grand Total	0	13	13	1	0	1	15	1	16	30
Apprch %	0	100		100	0		93.8	6.2		
Total %	0	43.3	43.3	3.3	0	3.3	50	3.3	53.3	

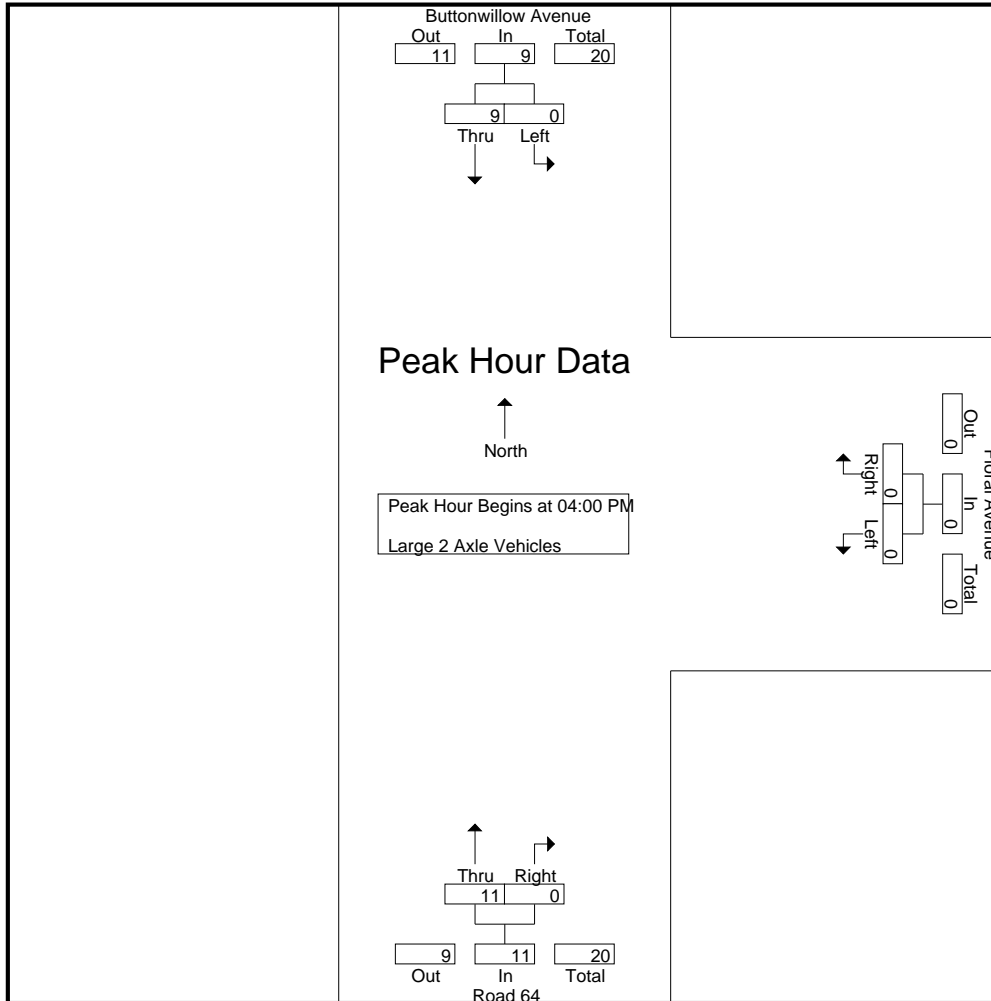
Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	4	4	0	0	0	2	0	2	6
04:15 PM	0	3	3	0	0	0	3	0	3	6
04:30 PM	0	2	2	0	0	0	4	0	4	6
04:45 PM	0	0	0	0	0	0	2	0	2	2
Total Volume	0	9	9	0	0	0	11	0	11	20
% App. Total	0	100		0	0		100	0		
PHF	.000	.563	.563	.000	.000	.000	.688	.000	.688	.833

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	4	4	0	0	0	2	0	2
+15 mins.	0	3	3	0	0	0	3	0	3
+30 mins.	0	2	2	0	0	0	4	0	4
+45 mins.	0	0	0	0	0	0	2	0	2
Total Volume	0	9	9	0	0	0	11	0	11
% App. Total	0	100		0	0		100	0	
PHF	.000	.563	.563	.000	.000	.000	.688	.000	.688



County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	1	1	0	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	1	0	1	1
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	0	0	1	0	1	2
Grand Total	0	1	1	0	0	0	1	0	1	2
Apprch %	0	100		0	0		100	0		
Total %	0	50	50	0	0	0	50	0	50	

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0		0	0		0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

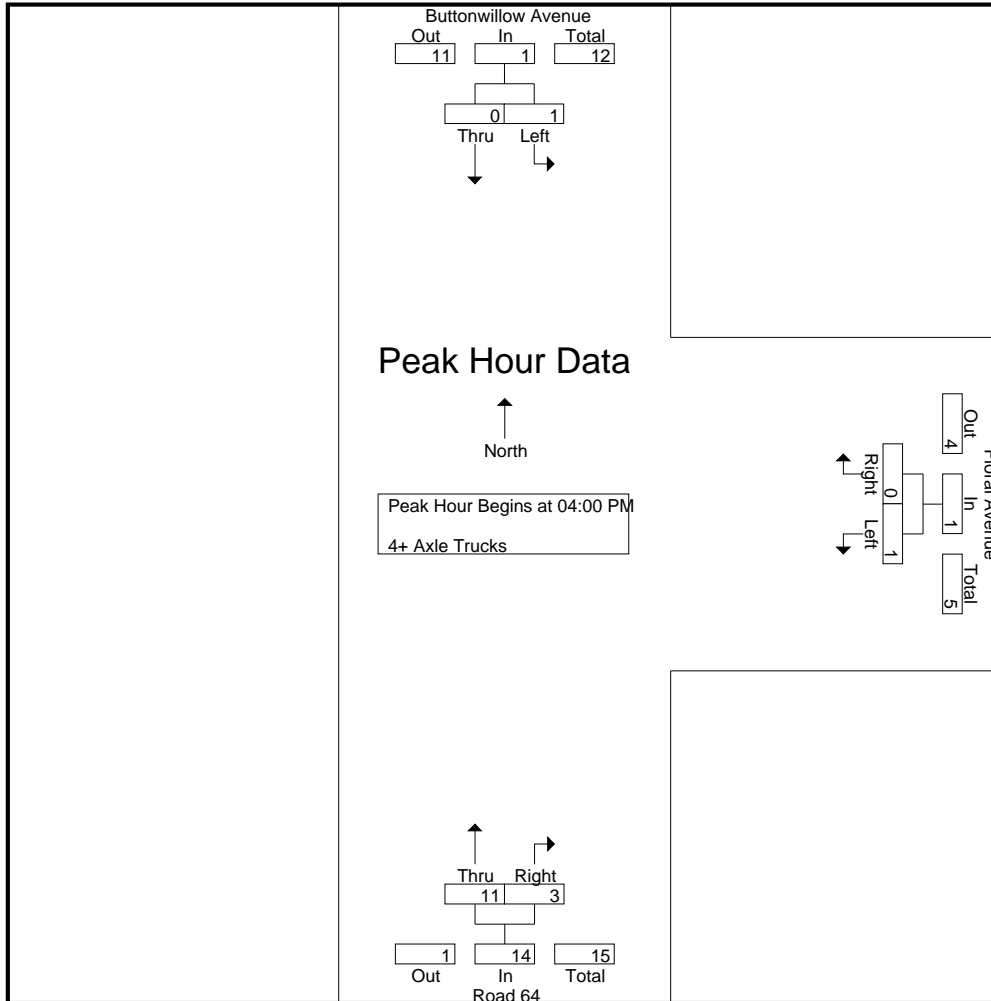
Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	1	0	1	2	0	2	3
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	1	0	1	0	0	0	5	1	6	7
04:45 PM	0	0	0	0	0	0	3	1	4	4
Total	1	0	1	1	0	1	11	3	14	16
05:00 PM	0	0	0	0	0	0	2	0	2	2
05:15 PM	0	0	0	0	0	0	2	1	3	3
05:30 PM	0	0	0	2	0	2	2	0	2	4
05:45 PM	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	2	0	2	6	1	7	9
Grand Total	1	0	1	3	0	3	17	4	21	25
Apprch %	100	0		100	0		81	19		
Total %	4	0	4	12	0	12	68	16	84	

Start Time	Buttonwillow Avenue Southbound			Floral Avenue Westbound			Road 64 Northbound			Int. Total
	Left	Thru	App. Total	Left	Right	App. Total	Thru	Right	App. Total	
04:00 PM	0	0	0	1	0	1	2	0	2	3
04:15 PM	0	0	0	0	0	0	1	1	2	2
04:30 PM	1	0	1	0	0	0	5	1	6	7
04:45 PM	0	0	0	0	0	0	3	1	4	4
Total Volume	1	0	1	1	0	1	11	3	14	16
% App. Total	100	0		100	0		78.6	21.4		
PHF	.250	.000	.250	.250	.000	.250	.550	.750	.583	.571

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

County of Fresno  
 N/S: Buttonwillow Avenue/Road 64  
 E/W: Floral Avenue  
 Weather: Clear

File Name : 07\_CFO\_BW\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	04:00 PM			04:00 PM			04:00 PM		
+0 mins.	0	0	0	1	0	1	2	0	2
+15 mins.	0	0	0	0	0	0	1	1	2
+30 mins.	1	0	1	0	0	0	5	1	6
+45 mins.	0	0	0	0	0	0	3	1	4
Total Volume	1	0	1	1	0	1	11	3	14
% App. Total	100	0		100	0		78.6	21.4	
PHF	.250	.000	.250	.250	.000	.250	.550	.750	.583

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

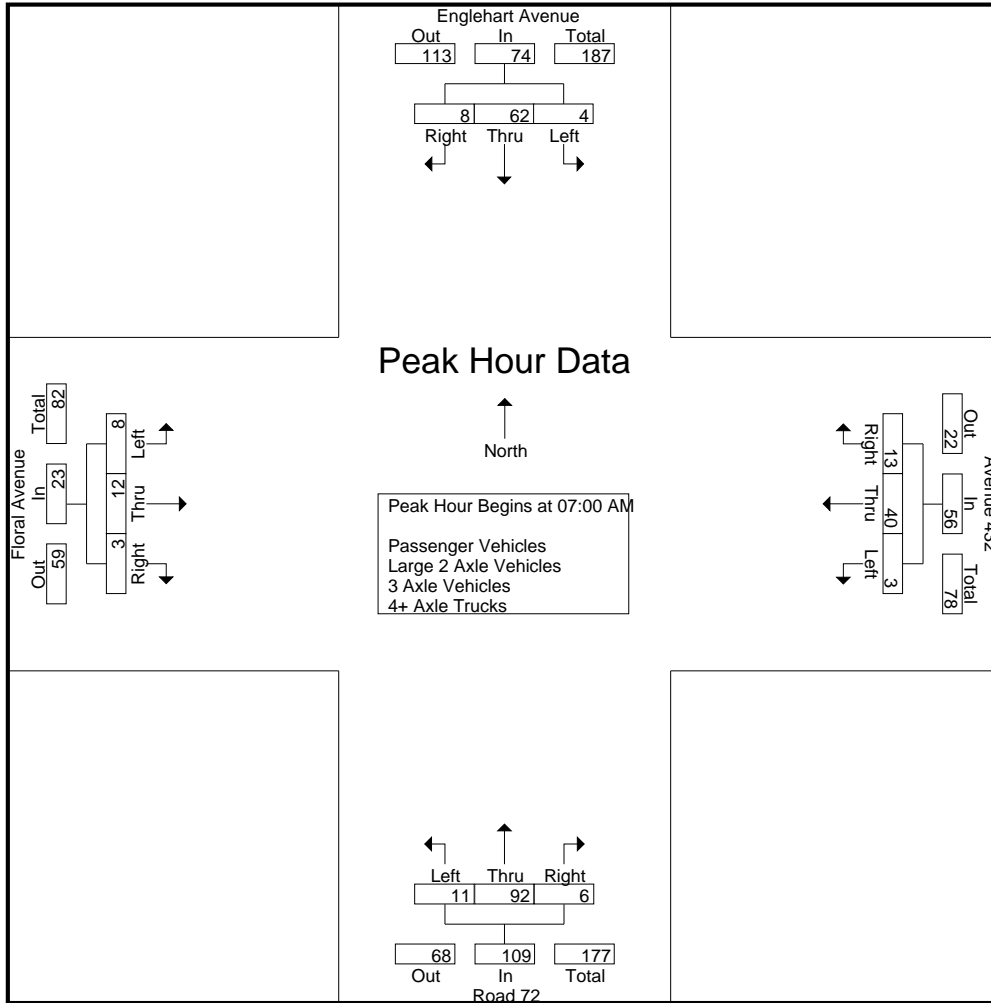
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	12	2	14	2	6	4	12	3	12	2	17	3	2	1	6	49
07:15 AM	1	11	3	15	1	10	7	18	1	33	1	35	2	4	0	6	74
07:30 AM	2	10	3	15	0	10	2	12	2	28	1	31	2	0	1	3	61
07:45 AM	1	29	0	30	0	14	0	14	5	19	2	26	1	6	1	8	78
<b>Total</b>	<b>4</b>	<b>62</b>	<b>8</b>	<b>74</b>	<b>3</b>	<b>40</b>	<b>13</b>	<b>56</b>	<b>11</b>	<b>92</b>	<b>6</b>	<b>109</b>	<b>8</b>	<b>12</b>	<b>3</b>	<b>23</b>	<b>262</b>
08:00 AM	3	14	1	18	2	5	2	9	1	10	0	11	1	4	2	7	45
08:15 AM	0	9	1	10	0	3	0	3	0	5	0	5	1	8	1	10	28
08:30 AM	4	9	1	14	0	4	2	6	3	24	2	29	1	8	0	9	58
08:45 AM	4	10	0	14	0	4	1	5	0	16	2	18	0	6	0	6	43
<b>Total</b>	<b>11</b>	<b>42</b>	<b>3</b>	<b>56</b>	<b>2</b>	<b>16</b>	<b>5</b>	<b>23</b>	<b>4</b>	<b>55</b>	<b>4</b>	<b>63</b>	<b>3</b>	<b>26</b>	<b>3</b>	<b>32</b>	<b>174</b>
<b>Grand Total</b>	<b>15</b>	<b>104</b>	<b>11</b>	<b>130</b>	<b>5</b>	<b>56</b>	<b>18</b>	<b>79</b>	<b>15</b>	<b>147</b>	<b>10</b>	<b>172</b>	<b>11</b>	<b>38</b>	<b>6</b>	<b>55</b>	<b>436</b>
Apprch %	11.5	80	8.5		6.3	70.9	22.8		8.7	85.5	5.8		20	69.1	10.9		
Total %	3.4	23.9	2.5	29.8	1.1	12.8	4.1	18.1	3.4	33.7	2.3	39.4	2.5	8.7	1.4	12.6	
Passenger Vehicles	15	103	11	129	5	49	16	70	14	145	9	168	10	34	6	50	417
% Passenger Vehicles	100	99	100	99.2	100	87.5	88.9	88.6	93.3	98.6	90	97.7	90.9	89.5	100	90.9	95.6
Large 2 Axle Vehicles	0	1	0	1	0	5	1	6	1	1	0	2	1	3	0	4	13
% Large 2 Axle Vehicles	0	1	0	0.8	0	8.9	5.6	7.6	6.7	0.7	0	1.2	9.1	7.9	0	7.3	3
3 Axle Vehicles	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% 3 Axle Vehicles	0	0	0	0	0	3.6	0	2.5	0	0	0	0	0	0	0	0	0.5
4+ Axle Trucks	0	0	0	0	0	0	1	1	0	1	1	2	0	1	0	1	4
% 4+ Axle Trucks	0	0	0	0	0	0	5.6	1.3	0	0.7	10	1.2	0	2.6	0	1.8	0.9

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	12	2	14	<b>2</b>	6	4	12	3	12	<b>2</b>	17	<b>3</b>	2	1	6	49
07:15 AM	1	11	<b>3</b>	15	1	10	<b>7</b>	<b>18</b>	1	<b>33</b>	1	<b>35</b>	2	4	0	6	74
07:30 AM	<b>2</b>	10	3	15	0	10	2	12	2	28	1	31	2	0	1	3	61
07:45 AM	1	<b>29</b>	0	<b>30</b>	0	<b>14</b>	0	14	<b>5</b>	19	2	26	1	<b>6</b>	1	<b>8</b>	<b>78</b>
Total Volume	4	62	8	74	3	40	13	56	11	92	6	109	8	12	3	23	262
% App. Total	5.4	83.8	10.8		5.4	71.4	23.2		10.1	84.4	5.5		34.8	52.2	13		
PHF	.500	.534	.667	.617	.375	.714	.464	.778	.550	.697	.750	.779	.667	.500	.750	.719	.840

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:15 AM				07:00 AM				07:00 AM				07:45 AM			
+0 mins.	1	11	3	15	2	6	4	12	3	12	2	17	1	6	1	8
+15 mins.	2	10	3	15	1	10	7	18	1	33	1	35	1	4	2	7
+30 mins.	1	29	0	30	0	10	2	12	2	28	1	31	1	8	1	10
+45 mins.	3	14	1	18	0	14	0	14	5	19	2	26	1	8	0	9
Total Volume	7	64	7	78	3	40	13	56	11	92	6	109	4	26	4	34
% App. Total	9	82.1	9		5.4	71.4	23.2		10.1	84.4	5.5		11.8	76.5	11.8	
PHF	.583	.552	.583	.650	.375	.714	.464	.778	.550	.697	.750	.779	1.000	.813	.500	.850

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

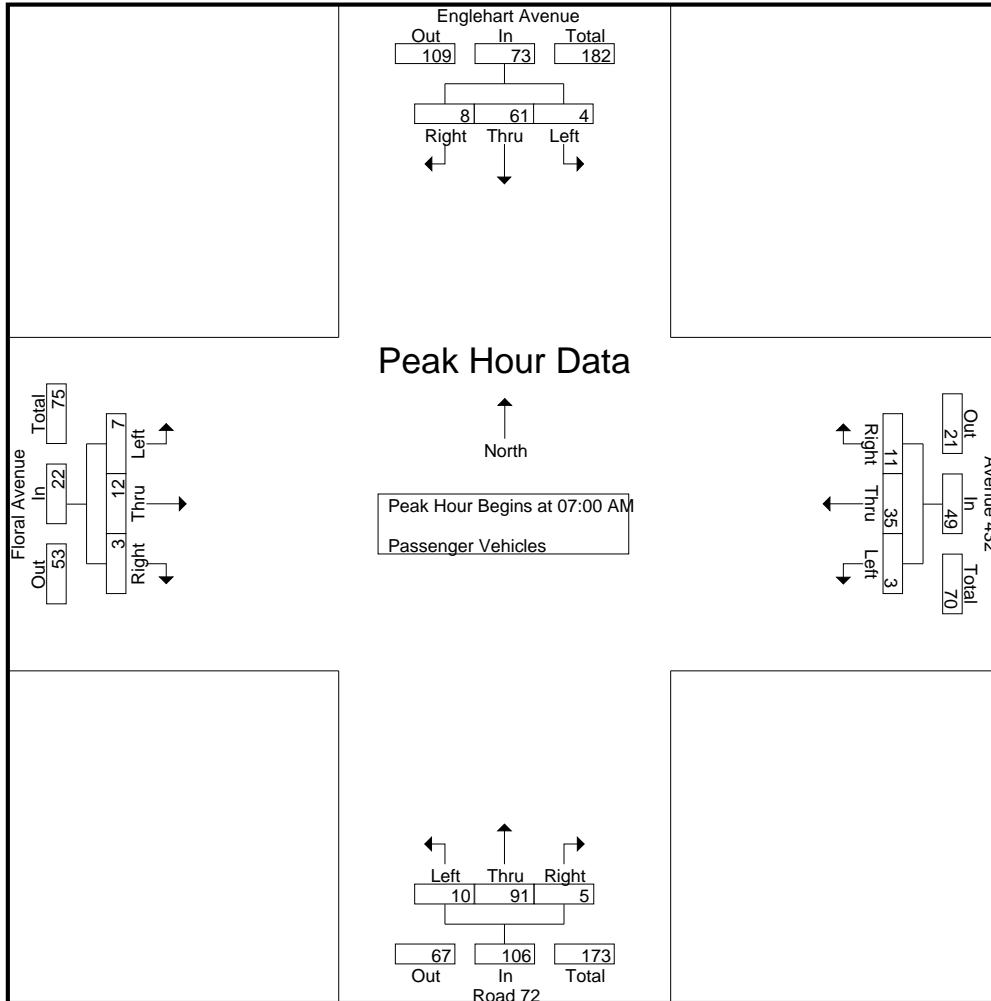
Groups Printed- Passenger Vehicles

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	12	2	14	2	5	3	10	2	12	2	16	3	2	1	6	46
07:15 AM	1	11	3	15	1	8	6	15	1	32	1	34	1	4	0	5	69
07:30 AM	2	10	3	15	0	8	2	10	2	28	1	31	2	0	1	3	59
07:45 AM	1	28	0	29	0	14	0	14	5	19	1	25	1	6	1	8	76
Total	4	61	8	73	3	35	11	49	10	91	5	106	7	12	3	22	250
08:00 AM	3	14	1	18	2	3	2	7	1	10	0	11	1	3	2	6	42
08:15 AM	0	9	1	10	0	3	0	3	0	5	0	5	1	6	1	8	26
08:30 AM	4	9	1	14	0	4	2	6	3	23	2	28	1	8	0	9	57
08:45 AM	4	10	0	14	0	4	1	5	0	16	2	18	0	5	0	5	42
Total	11	42	3	56	2	14	5	21	4	54	4	62	3	22	3	28	167
Grand Total	15	103	11	129	5	49	16	70	14	145	9	168	10	34	6	50	417
Apprch %	11.6	79.8	8.5		7.1	70	22.9		8.3	86.3	5.4		20	68	12		
Total %	3.6	24.7	2.6	30.9	1.2	11.8	3.8	16.8	3.4	34.8	2.2	40.3	2.4	8.2	1.4	12	

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	12	2	14	2	5	3	10	2	12	2	16	3	2	1	6	46
07:15 AM	1	11	3	15	1	8	6	15	1	32	1	34	1	4	0	5	69
07:30 AM	2	10	3	15	0	8	2	10	2	28	1	31	2	0	1	3	59
07:45 AM	1	28	0	29	0	14	0	14	5	19	1	25	1	6	1	8	76
Total Volume	4	61	8	73	3	35	11	49	10	91	5	106	7	12	3	22	250
% App. Total	5.5	83.6	11		6.1	71.4	22.4		9.4	85.8	4.7		31.8	54.5	13.6		
PHF	.500	.545	.667	.629	.375	.625	.458	.817	.500	.711	.625	.779	.583	.500	.750	.688	.822

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



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

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	12	2	14	<b>2</b>	5	3	10	2	12	<b>2</b>	16	<b>3</b>	2	<b>1</b>	6
+15 mins.	1	11	<b>3</b>	15	1	8	<b>6</b>	<b>15</b>	1	<b>32</b>	1	<b>34</b>	1	4	0	5
+30 mins.	<b>2</b>	10	3	15	0	8	2	10	2	28	1	31	2	0	1	3
+45 mins.	1	<b>28</b>	0	<b>29</b>	0	<b>14</b>	0	14	<b>5</b>	19	1	25	1	<b>6</b>	1	<b>8</b>
Total Volume	4	61	8	73	3	35	11	49	10	91	5	106	7	12	3	22
% App. Total	5.5	83.6	11		6.1	71.4	22.4		9.4	85.8	4.7		31.8	54.5	13.6	
PHF	.500	.545	.667	.629	.375	.625	.458	.817	.500	.711	.625	.779	.583	.500	.750	.688



County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	1	0	1	0	3	1	4	1	0	0	1	1	0	0	1	7
08:00 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	1	0	1	3
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
08:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	1	0	1	0	3	0	3	6
Grand Total	0	1	0	1	0	5	1	6	1	1	0	2	1	3	0	4	13
Apprch %	0	100	0		0	83.3	16.7		50	50	0		25	75	0		
Total %	0	7.7	0	7.7	0	38.5	7.7	46.2	7.7	7.7	0	15.4	7.7	23.1	0	30.8	

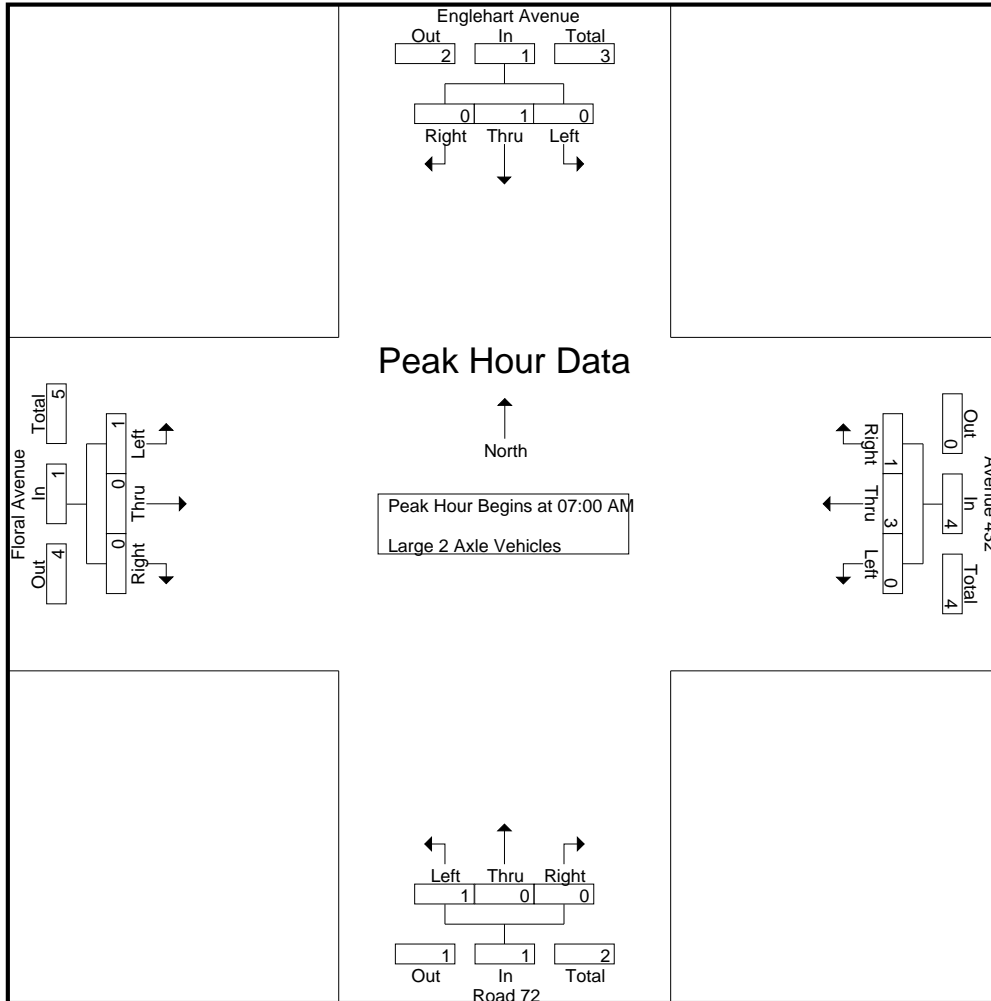
Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0	3
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1	2
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Total Volume	0	1	0	1	0	3	1	4	1	0	0	1	1	0	0	1	7
% App. Total	0	100	0		0	75	25		100	0	0		100	0	0		
PHF	.000	.250	.000	.250	.000	.750	.250	.500	.250	.000	.000	.250	.250	.000	.000	.250	.583

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

Peak Hour for Entire Intersection Begins at 07:00 AM

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	1	1	2	1	0	0	1	0	0	0	0
+15 mins.	0	0	0	0	0	1	0	1	0	0	0	0	1	0	0	1
+30 mins.	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
+45 mins.	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	1	0	1	0	3	1	4	1	0	0	1	1	0	0	1
% App. Total	0	100	0	0	0	75	25	100	100	0	0	100	100	0	0	100
PHF	.000	.250	.000	.250	.000	.750	.250	.500	.250	.000	.000	.250	.250	.000	.000	.250

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Groups Printed- 3 Axle Vehicles

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
Apprch %	0	0	0		0	100	0		0	0	0		0	0	0		
Total %	0	0	0		0	100	0	100	0	0	0		0	0	0		

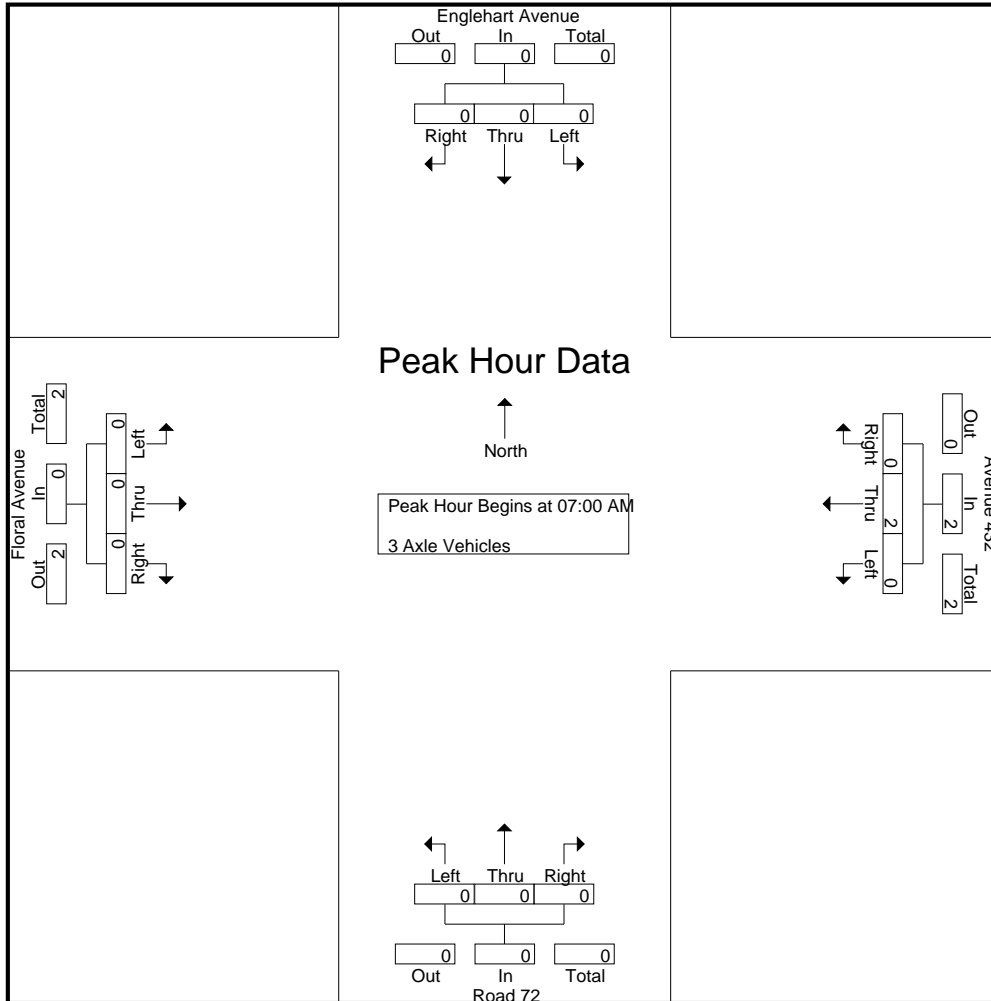
Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	2
% App. Total	0	0	0		0	100	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.000	.000	.000	.500

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

Peak Hour for Entire Intersection Begins at 07:00 AM

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Grand Total	0	0	0	0	0	0	1	1	0	1	1	2	0	1	0	1	4
Apprch %	0	0	0		0	0	100		0	50	50		0	100	0		
Total %	0	0	0		0	0	25	25	0	25	25	50	0	25	0	25	

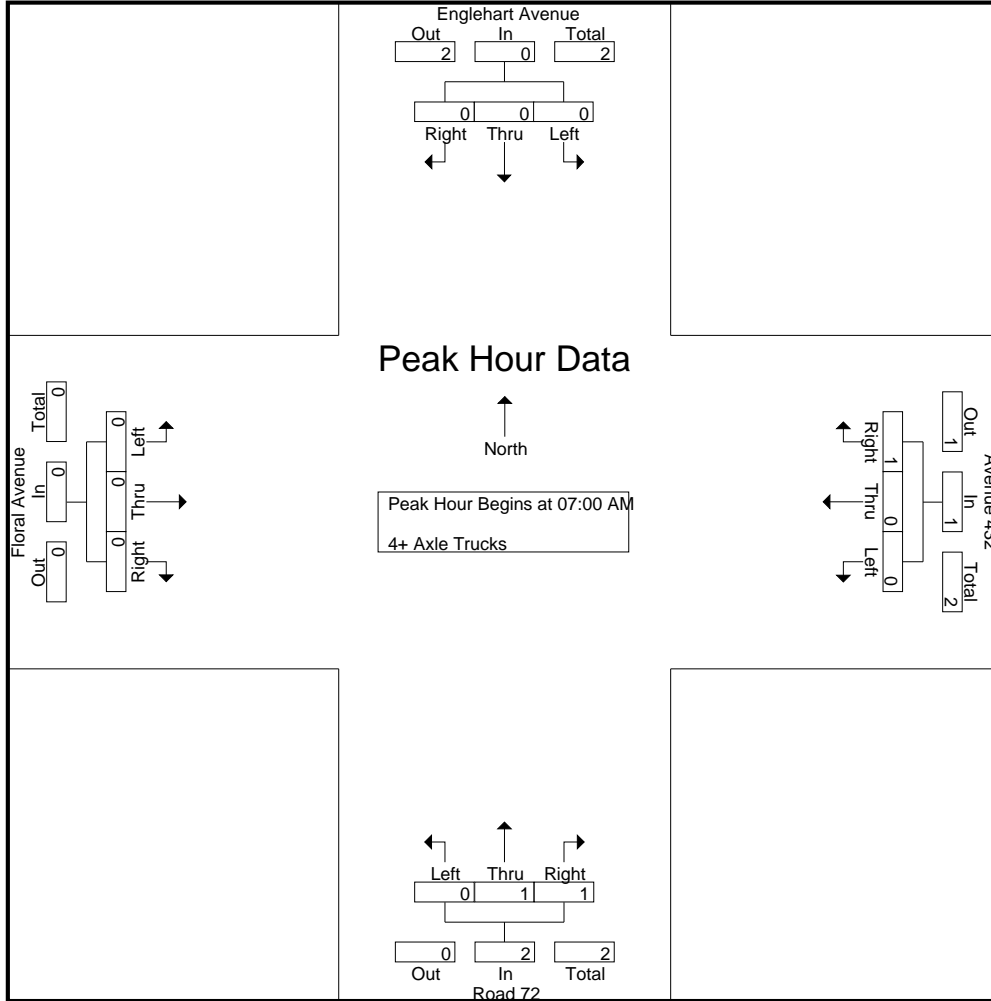
Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0	2
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
Total Volume	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0	3
% App. Total	0	0	0		0	0	100		0	50	50		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000	.375

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

Peak Hour for Entire Intersection Begins at 07:00 AM

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo AM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	07:00 AM				07:00 AM				07:00 AM				07:00 AM			
+0 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+15 mins.	0	0	0	0	0	0	1	1	0	1	0	1	0	0	0	0
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
+45 mins.	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Total Volume	0	0	0	0	0	0	1	1	0	1	1	2	0	0	0	0
% App. Total	0	0	0	0	0	0	100		0	50	50		0	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.250	.250	.000	.250	.250	.500	.000	.000	.000	.000

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

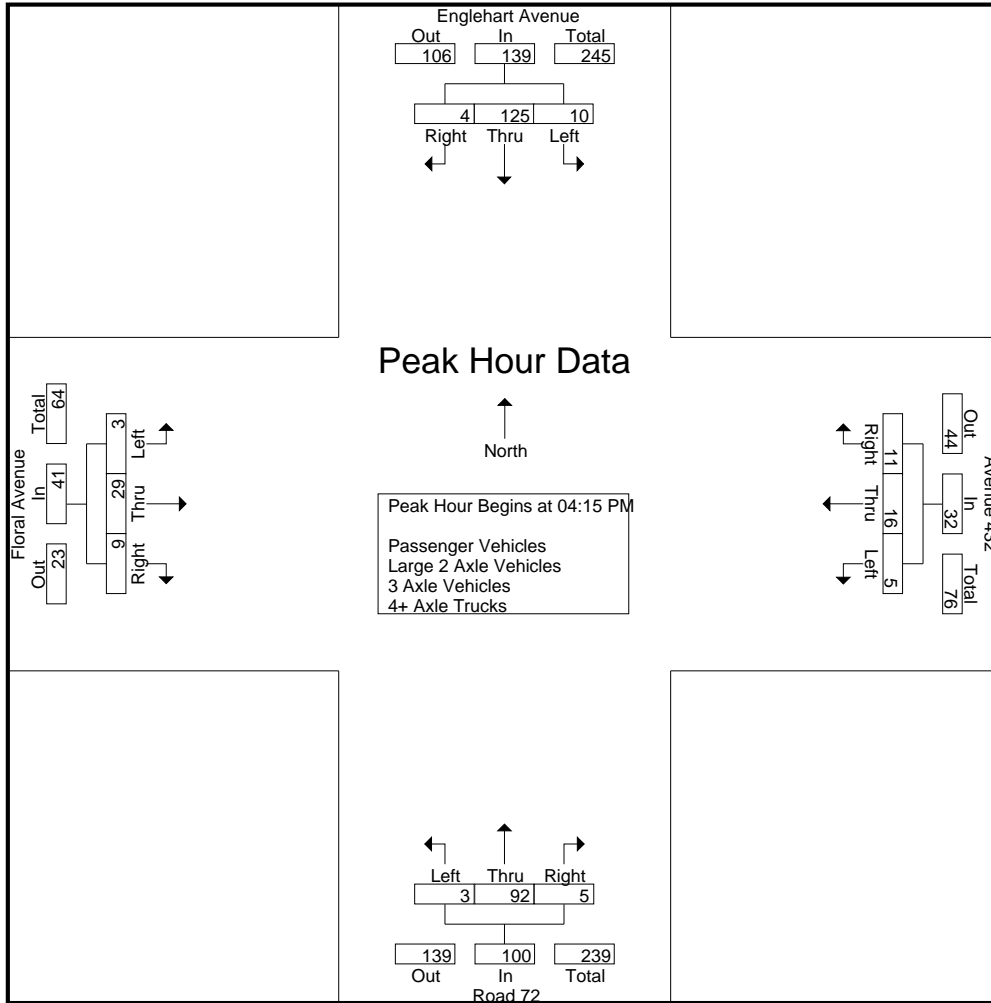
Groups Printed- Passenger Vehicles - Large 2 Axle Vehicles - 3 Axle Vehicles - 4+ Axle Trucks

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	5	23	0	28	0	3	2	5	0	22	1	23	0	6	1	7	63
04:15 PM	2	29	2	33	0	4	7	11	0	18	1	19	2	10	0	12	75
04:30 PM	2	28	0	30	1	6	4	11	0	19	1	20	0	8	4	12	73
04:45 PM	4	35	0	39	4	4	0	8	3	24	2	29	0	8	3	11	87
<b>Total</b>	<b>13</b>	<b>115</b>	<b>2</b>	<b>130</b>	<b>5</b>	<b>17</b>	<b>13</b>	<b>35</b>	<b>3</b>	<b>83</b>	<b>5</b>	<b>91</b>	<b>2</b>	<b>32</b>	<b>8</b>	<b>42</b>	<b>298</b>
05:00 PM	2	33	2	37	0	2	0	2	0	31	1	32	1	3	2	6	77
05:15 PM	6	29	1	36	2	5	0	7	0	19	1	20	1	4	3	8	71
05:30 PM	3	25	0	28	0	2	4	6	3	21	0	24	0	5	6	11	69
05:45 PM	2	21	1	24	1	3	4	8	2	30	3	35	0	5	4	9	76
<b>Total</b>	<b>13</b>	<b>108</b>	<b>4</b>	<b>125</b>	<b>3</b>	<b>12</b>	<b>8</b>	<b>23</b>	<b>5</b>	<b>101</b>	<b>5</b>	<b>111</b>	<b>2</b>	<b>17</b>	<b>15</b>	<b>34</b>	<b>293</b>
<b>Grand Total</b>	<b>26</b>	<b>223</b>	<b>6</b>	<b>255</b>	<b>8</b>	<b>29</b>	<b>21</b>	<b>58</b>	<b>8</b>	<b>184</b>	<b>10</b>	<b>202</b>	<b>4</b>	<b>49</b>	<b>23</b>	<b>76</b>	<b>591</b>
Apprch %	10.2	87.5	2.4		13.8	50	36.2		4	91.1	5		5.3	64.5	30.3		
Total %	4.4	37.7	1	43.1	1.4	4.9	3.6	9.8	1.4	31.1	1.7	34.2	0.7	8.3	3.9	12.9	
Passenger Vehicles	24	223	6	253	8	27	16	51	8	183	10	201	4	41	23	68	573
% Passenger Vehicles	92.3	100	100	99.2	100	93.1	76.2	87.9	100	99.5	100	99.5	100	83.7	100	89.5	97
Large 2 Axle Vehicles	0	0	0	0	0	1	2	3	0	1	0	1	0	3	0	3	7
% Large 2 Axle Vehicles	0	0	0	0	0	3.4	9.5	5.2	0	0.5	0	0.5	0	6.1	0	3.9	1.2
3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% 3 Axle Vehicles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4+ Axle Trucks	2	0	0	2	0	1	3	4	0	0	0	0	0	5	0	5	11
% 4+ Axle Trucks	7.7	0	0	0.8	0	3.4	14.3	6.9	0	0	0	0	0	10.2	0	6.6	1.9

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	29	2	33	0	4	7	11	0	18	1	19	2	10	0	12	75
04:30 PM	2	28	0	30	1	6	4	11	0	19	1	20	0	8	4	12	73
04:45 PM	4	35	0	39	4	4	0	8	3	24	2	29	0	8	3	11	87
05:00 PM	2	33	2	37	0	2	0	2	0	31	1	32	1	3	2	6	77
Total Volume	10	125	4	139	5	16	11	32	3	92	5	100	3	29	9	41	312
% App. Total	7.2	89.9	2.9		15.6	50	34.4		3	92	5		7.3	70.7	22		
PHF	.625	.893	.500	.891	.313	.667	.393	.727	.250	.742	.625	.781	.375	.725	.563	.854	.897

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
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Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:30 PM				04:00 PM				05:00 PM				04:00 PM			
+0 mins.	2	28	0	30	0	3	2	5	0	31	1	32	0	6	1	7
+15 mins.	4	35	0	39	0	4	7	11	0	19	1	20	2	10	0	12
+30 mins.	2	33	2	37	1	6	4	11	3	21	0	24	0	8	4	12
+45 mins.	6	29	1	36	4	4	0	8	2	30	3	35	0	8	3	11
Total Volume	14	125	3	142	5	17	13	35	5	101	5	111	2	32	8	42
% App. Total	9.9	88	2.1		14.3	48.6	37.1		4.5	91	4.5		4.8	76.2	19	
PHF	.583	.893	.375	.910	.313	.708	.464	.795	.417	.815	.417	.793	.250	.800	.500	.875



County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

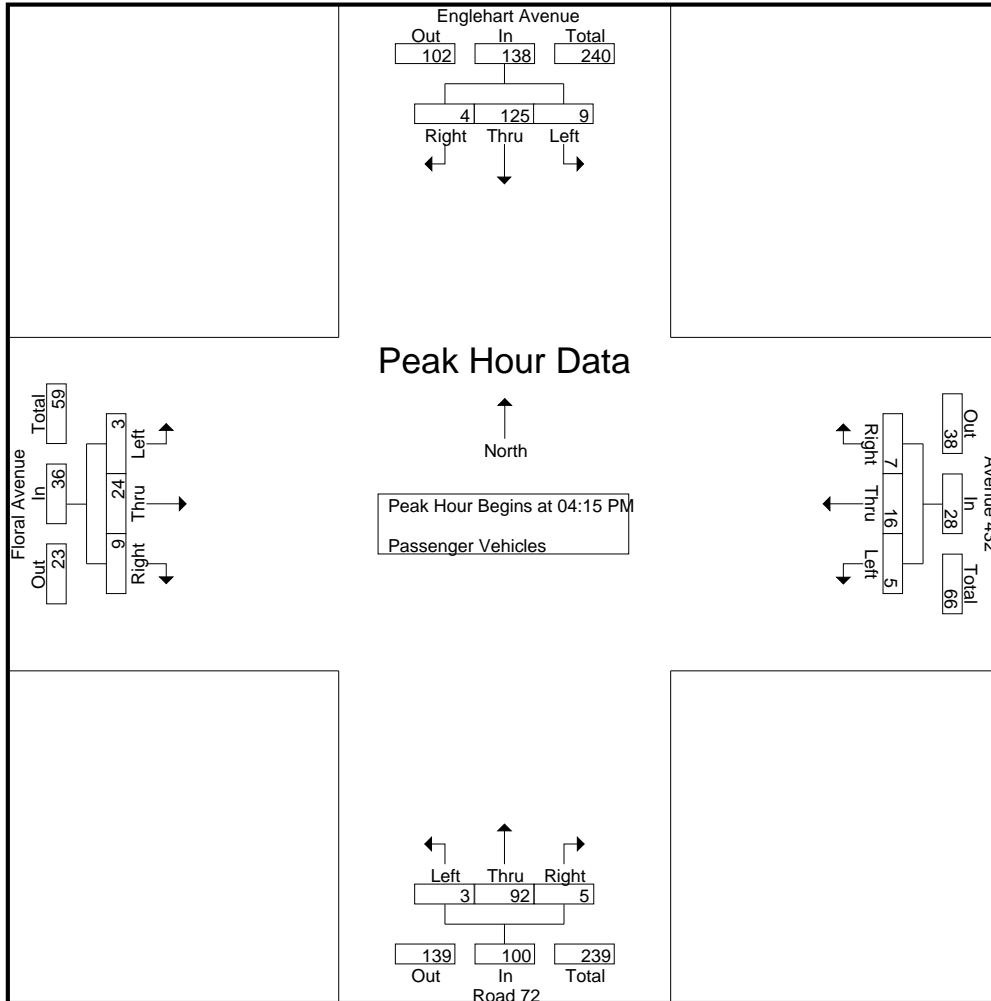
Groups Printed- Passenger Vehicles

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	4	23	0	27	0	3	2	5	0	22	1	23	0	6	1	7	62
04:15 PM	2	29	2	33	0	4	5	9	0	18	1	19	2	9	0	11	72
04:30 PM	1	28	0	29	1	6	2	9	0	19	1	20	0	5	4	9	67
04:45 PM	4	35	0	39	4	4	0	8	3	24	2	29	0	7	3	10	86
Total	11	115	2	128	5	17	9	31	3	83	5	91	2	27	8	37	287
05:00 PM	2	33	2	37	0	2	0	2	0	31	1	32	1	3	2	6	77
05:15 PM	6	29	1	36	2	4	0	6	0	19	1	20	1	3	3	7	69
05:30 PM	3	25	0	28	0	1	3	4	3	20	0	23	0	4	6	10	65
05:45 PM	2	21	1	24	1	3	4	8	2	30	3	35	0	4	4	8	75
Total	13	108	4	125	3	10	7	20	5	100	5	110	2	14	15	31	286
Grand Total	24	223	6	253	8	27	16	51	8	183	10	201	4	41	23	68	573
Apprch %	9.5	88.1	2.4		15.7	52.9	31.4		4	91	5		5.9	60.3	33.8		
Total %	4.2	38.9	1	44.2	1.4	4.7	2.8	8.9	1.4	31.9	1.7	35.1	0.7	7.2	4	11.9	

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	2	29	2	33	0	4	5	9	0	18	1	19	2	9	0	11	72
04:30 PM	1	28	0	29	1	6	2	9	0	19	1	20	0	5	4	9	67
04:45 PM	4	35	0	39	4	4	0	8	3	24	2	29	0	7	3	10	86
05:00 PM	2	33	2	37	0	2	0	2	0	31	1	32	1	3	2	6	77
Total Volume	9	125	4	138	5	16	7	28	3	92	5	100	3	24	9	36	302
% App. Total	6.5	90.6	2.9		17.9	57.1	25		3	92	5		8.3	66.7	25		
PHF	.563	.893	.500	.885	.313	.667	.350	.778	.250	.742	.625	.781	.375	.667	.563	.818	.878

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	2	29	2	33	0	4	5	9	0	18	1	19	2	9	0	11
+15 mins.	1	28	0	29	1	6	2	9	0	19	1	20	0	5	4	9
+30 mins.	4	35	0	39	4	4	0	8	3	24	2	29	0	7	3	10
+45 mins.	2	33	2	37	0	2	0	2	0	31	1	32	1	3	2	6
Total Volume	9	125	4	138	5	16	7	28	3	92	5	100	3	24	9	36
% App. Total	6.5	90.6	2.9		17.9	57.1	25		3	92	5		8.3	66.7	25	
PHF	.563	.893	.500	.885	.313	.667	.350	.778	.250	.742	.625	.781	.375	.667	.563	.818

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- Large 2 Axle Vehicles

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
05:30 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	1	0	1	0	2	0	2	4
Grand Total	0	0	0	0	0	1	2	3	0	1	0	1	0	3	0	3	7
Apprch %	0	0	0		0	33.3	66.7		0	100	0		0	100	0		
Total %	0	0	0	0	0	14.3	28.6	42.9	0	14.3	0	14.3	0	42.9	0	42.9	

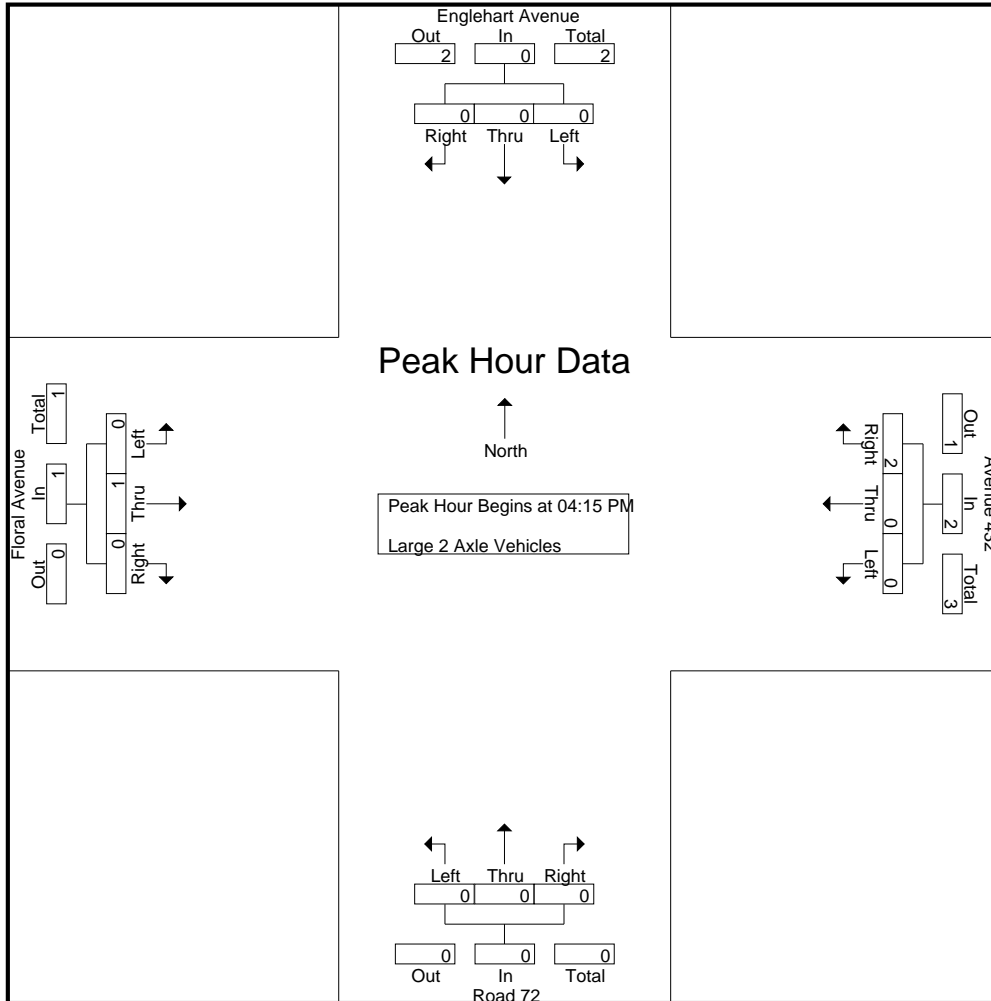
Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	1
04:30 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1	2
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	2	2	0	0	0	0	0	1	0	1	3
% App. Total	0	0	0		0	0	100		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.000	.500	.500	.000	.000	.000	.000	.000	.250	.000	.250	.375

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 3 Axle Vehicles

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Apprch %	0	0	0		0	0	0		0	0	0		0	0	0		
Total %																	

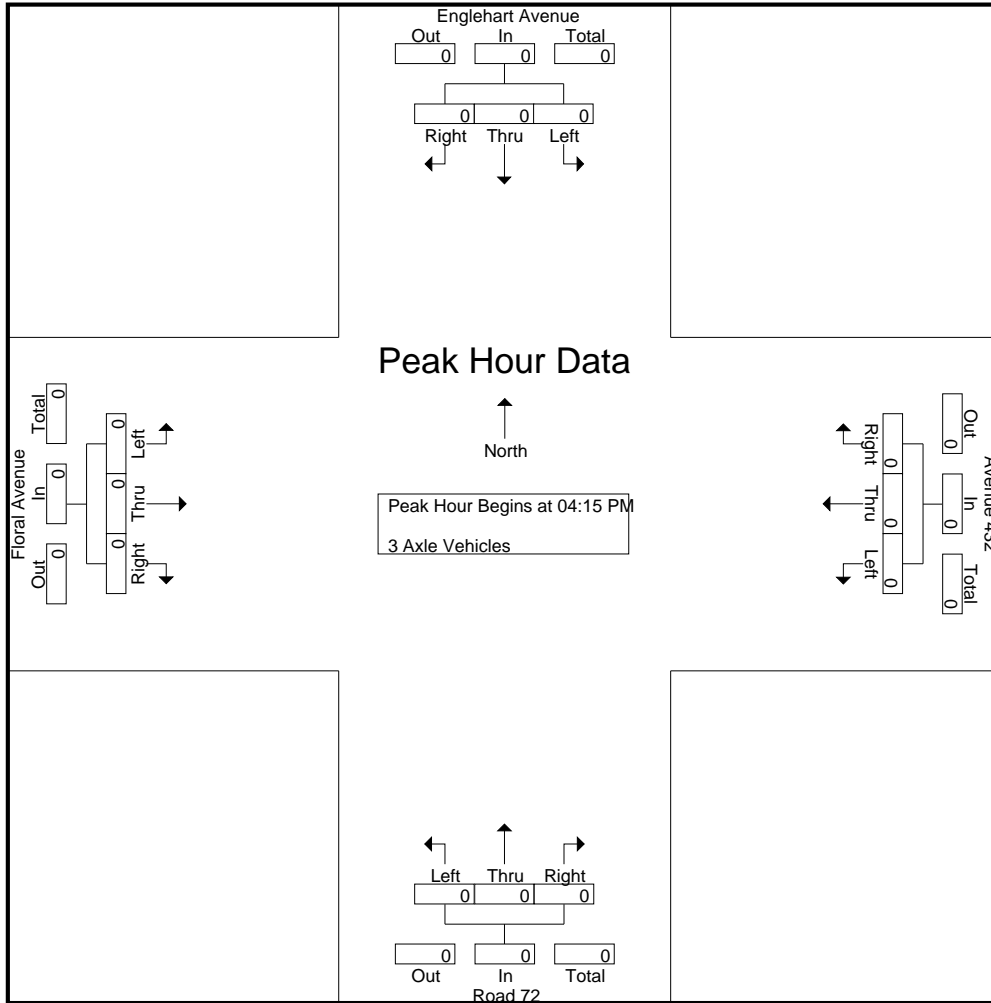
Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% App. Total	0	0	0		0	0	0		0	0	0		0	0	0		
PHF	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

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

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 1

Groups Printed- 4+ Axle Trucks

Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2
04:30 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	2	0	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	2	0	0	2	0	0	2	2	0	0	0	0	0	4	0	0	4	8
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	1	1	2	0	0	0	0	0	0	0	0	0	2
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	1	1	2	0	0	0	0	0	1	0	0	1	3
Grand Total	2	0	0	2	0	1	3	4	0	0	0	0	0	5	0	0	5	11
Apprch %	100	0	0		0	25	75		0	0	0		0	100	0			
Total %	18.2	0	0	18.2	0	9.1	27.3	36.4	0	0	0	0	0	45.5	0	45.5		

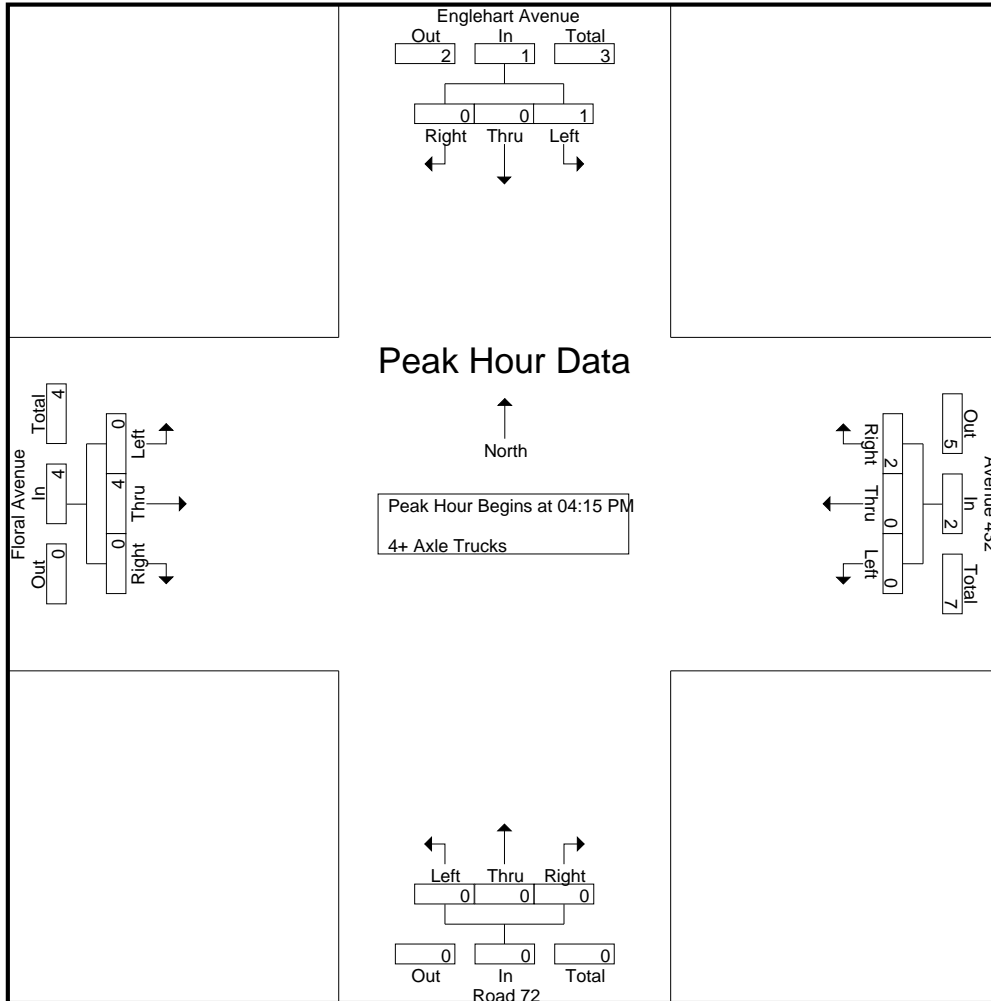
Start Time	Englehart Avenue Southbound				Avenue 432 Westbound				Road 72 Northbound				Floral Avenue Eastbound				Int. Total	
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total		
04:15 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	0	1	2
04:30 PM	1	0	0	1	0	0	1	1	0	0	0	0	0	2	0	0	2	4
04:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	2	2	0	0	0	0	0	4	0	0	4	7
% App. Total	100	0	0		0	0	100		0	0	0		0	100	0			
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500	.438	

Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:15 PM

County of Fresno  
 N/S: Englehart Avenue/Road 72  
 E/W: Floral Avenue/Avenue 432  
 Weather: Clear

File Name : 08\_CFO\_Eng\_Flo PM  
 Site Code : 00323989  
 Start Date : 10/19/2023  
 Page No : 2



Peak Hour Analysis From 04:15 PM to 05:00 PM - Peak 1 of 1  
 Peak Hour for Each Approach Begins at:

	04:15 PM				04:15 PM				04:15 PM				04:15 PM			
+0 mins.	0	0	0	0	0	0	1	1	0	0	0	0	0	1	0	1
+15 mins.	1	0	0	1	0	0	1	1	0	0	0	0	0	2	0	2
+30 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
+45 mins.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Volume	1	0	0	1	0	0	2	2	0	0	0	0	0	4	0	4
% App. Total	100	0	0	100	0	0	100	100	0	0	0	0	0	100	0	100
PHF	.250	.000	.000	.250	.000	.000	.500	.500	.000	.000	.000	.000	.000	.500	.000	.500



## **APPENDIX C**

# **VOLUME DEVELOPMENT WORKSHEETS**

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>1 Buttonwillow Avenue/Dinuba Avenue</b>						
NBL	154	3	157	106	13	119
NBT	153	7	160	217	25	242
NBR	46	0	46	50	0	50
SBL	55	0	55	101	0	101
SBT	178	25	203	187	9	196
SBR	138	0	138	119	0	119
EBL	78	0	78	131	0	131
EBT	273	0	273	316	0	316
EBR	128	14	142	207	4	211
WBL	65	0	65	58	0	58
WBT	406	0	406	218	0	218
WBR	84	0	84	82	0	82
North Leg						
Approach	371	25	396	407	9	416
Departure	315	7	322	430	25	455
Total	686	32	718	837	34	871
South Leg						
Approach	353	10	363	373	38	411
Departure	371	39	410	452	13	465
Total	724	49	773	825	51	876
East Leg						
Approach	555	0	555	358	0	358
Departure	374	0	374	467	0	467
Total	929	0	929	825	0	825
West Leg						
Approach	479	14	493	654	4	658
Departure	698	3	701	443	13	456
Total	1,177	17	1,194	1,097	17	1,114
Total Approaches						
Approach	1,758	49	1,807	1,792	51	1,843
Departure	1,758	49	1,807	1,792	51	1,843
Total	3,516	98	3,614	3,584	102	3,686

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>2 Buttonwillow Avenue/Huntsman Avenue</b>						
NBL	0	0	0	0	0	0
NBT	327	0	327	372	0	372
NBR	4	16	20	3	6	9
SBL	24	39	63	11	13	24
SBT	299	0	299	411	0	411
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	3	5	8	2	16	18
WBT	0	0	0	0	0	0
WBR	10	10	20	5	38	43
North Leg						
Approach	323	39	362	422	13	435
Departure	337	10	347	377	38	415
Total	660	49	709	799	51	850
South Leg						
Approach	331	16	347	375	6	381
Departure	302	5	307	413	16	429
Total	633	21	654	788	22	810
East Leg						
Approach	13	15	28	7	54	61
Departure	28	55	83	14	19	33
Total	41	70	111	21	73	94
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	667	70	737	804	73	877
Departure	667	70	737	804	73	877
Total	1,334	140	1,474	1,608	146	1,754

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>3 Englehart Avenue/Dinuba Avenue</b>						
NBL	44	0	44	51	0	51
NBT	59	2	61	48	6	54
NBR	12	2	14	8	6	14
SBL	4	0	4	9	0	9
SBT	38	7	45	73	2	75
SBR	28	0	28	19	0	19
EBL	16	0	16	16	0	16
EBT	228	0	228	311	0	311
EBR	36	0	36	49	0	49
WBL	22	7	29	12	2	14
WBT	291	0	291	233	0	233
WBR	2	0	2	5	0	5
North Leg						
Approach	70	7	77	101	2	103
Departure	77	2	79	69	6	75
Total	147	9	156	170	8	178
South Leg						
Approach	115	4	119	107	12	119
Departure	96	14	110	134	4	138
Total	211	18	229	241	16	257
East Leg						
Approach	315	7	322	250	2	252
Departure	244	2	246	328	6	334
Total	559	9	568	578	8	586
West Leg						
Approach	280	0	280	376	0	376
Departure	363	0	363	303	0	303
Total	643	0	643	679	0	679
Total Approaches						
Approach	780	18	798	834	16	850
Departure	780	18	798	834	16	850
Total	1,560	36	1,596	1,668	32	1,700

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>4 Englehart Avenue/Huntsman Avenue</b>						
NBL	8	12	20	7	4	11
NBT	109	0	109	108	0	108
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	84	0	84	128	0	128
SBR	12	12	24	4	4	8
EBL	5	3	8	5	12	17
EBT	0	0	0	0	0	0
EBR	1	3	4	11	12	23
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	96	12	108	132	4	136
Departure	114	3	117	113	12	125
Total	210	15	225	245	16	261
South Leg						
Approach	117	12	129	115	4	119
Departure	85	3	88	139	12	151
Total	202	15	217	254	16	270
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	6	6	12	16	24	40
Departure	20	24	44	11	8	19
Total	26	30	56	27	32	59
Total Approaches						
Approach	219	30	249	263	32	295
Departure	219	30	249	263	32	295
Total	438	60	498	526	64	590

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>5 Project Driveway 1/Huntsman Avenue</b>						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	12	12	0	43	43
EBL	0	44	44	0	15	15
EBT	11	10	11	19	4	23
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	15	3	18	17	10	27
WBR	0	0	0	0	0	0
North Leg						
Approach	0	12	12	0	43	43
Departure	0	44	44	0	15	15
Total	0	56	56	0	58	58
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	15	3	18	17	10	27
Departure	11	10	11	19	4	23
Total	26	13	29	36	14	50
West Leg						
Approach	11	54	55	19	19	38
Departure	15	15	30	17	53	70
Total	26	69	85	36	72	108
Total Approaches						
Approach	26	69	85	36	72	108
Departure	26	69	85	36	72	108
Total	52	138	170	72	144	216

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>6 Project Driveway 2/Huntsman Avenue</b>						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	6	6	0	25	25
SBT	0	0	0	0	0	0
SBR	0	3	3	0	10	10
EBL	0	10	10	0	4	4
EBT	11	0	11	19	0	19
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	15	0	15	17	0	17
WBR	0	25	25	0	9	9
North Leg						
Approach	0	9	9	0	35	35
Departure	0	35	35	0	13	13
Total	0	44	44	0	48	48
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	15	25	40	17	9	26
Departure	11	6	17	19	25	44
Total	26	31	57	36	34	70
West Leg						
Approach	11	10	21	19	4	23
Departure	15	3	18	17	10	27
Total	26	13	39	36	14	50
Total Approaches						
Approach	26	44	70	36	48	84
Departure	26	44	70	36	48	84
Total	52	88	140	72	96	168

**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>7 Apple Avenue/Huntsman Avenue</b>						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	5	0	5	9	0	9
SBT	0	0	0	0	0	0
SBR	5	0	5	1	0	1
EBL	28	0	28	4	0	4
EBT	6	44	50	10	15	25
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	5	12	17	6	43	49
WBR	10	0	10	11	0	11
North Leg						
Approach	10	0	10	10	0	10
Departure	38	0	38	15	0	15
Total	48	0	48	25	0	25
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	15	12	27	17	43	60
Departure	11	44	55	19	15	34
Total	26	56	82	36	58	94
West Leg						
Approach	34	44	78	14	15	29
Departure	10	12	22	7	43	50
Total	44	56	100	21	58	79
Total Approaches						
Approach	59	56	115	41	58	99
Departure	59	56	115	41	58	99
Total	118	112	230	82	116	198



**Table C-1 - Existing Peak Hour PCE Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>8 Buttonwillow Avenue/Eastside Packing Driveway</b>						
NBL	0	0	0	0	0	0
NBT	327	16	343	370	6	376
NBR	8	0	8	3	0	3
SBL	1	0	1	0	0	0
SBT	299	5	304	374	16	390
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	1	0	1	0	0	0
WBT	0	0	0	0	0	0
WBR	3	0	3	3	0	3
<b>North Leg</b>						
Approach	300	5	305	374	16	390
Departure	330	16	346	373	6	379
Total	630	21	651	747	22	769
<b>South Leg</b>						
Approach	335	16	351	373	6	379
Departure	300	5	305	374	16	390
Total	635	21	656	747	22	769
<b>East Leg</b>						
Approach	4	0	4	3	0	3
Departure	9	0	9	3	0	3
Total	13	0	13	6	0	6
<b>West Leg</b>						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
<b>Total Approaches</b>						
Approach	639	21	660	750	22	772
Departure	639	21	660	750	22	772
Total	1,278	42	1,320	1,500	44	1,544

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>9 Buttonwillow Avenue/Floral Avenue</b>						
NBL	0	0	0	0	0	0
NBT	292	16	308	351	6	357
NBR	17	0	17	32	0	32
SBL	18	0	18	27	0	27
SBT	282	5	287	347	16	363
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	37	0	37	15	0	15
WBT	0	0	0	0	0	0
WBR	43	0	43	22	0	22
North Leg						
Approach	300	5	305	374	16	390
Departure	335	16	351	373	6	379
Total	635	21	656	747	22	769
South Leg						
Approach	309	16	325	383	6	389
Departure	319	5	324	362	16	378
Total	628	21	649	745	22	767
East Leg						
Approach	80	0	80	37	0	37
Departure	35	0	35	59	0	59
Total	115	0	115	96	0	96
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	689	21	710	794	22	816
Departure	689	21	710	794	22	816
Total	1,378	42	1,420	1,588	44	1,632

Table C-1 - Existing Peak Hour PCE Volume Summary

	AM Peak Hour			PM Peak Hour		
	Existing Without Project	Net Project Trips	Existing Plus Project	Existing Without Project	Net Project Trips	Existing Plus Project
<b>10 Englehart Avenue/Floral Avenue</b>						
NBL	12	0	12	3	0	3
NBT	94	12	106	92	4	96
NBR	8	0	8	5	0	5
SBL	4	0	4	12	0	12
SBT	63	3	66	125	12	137
SBR	8	0	8	4	0	4
EBL	9	0	9	3	0	3
EBT	12	0	12	38	0	38
EBR	3	0	3	9	0	9
WBL	3	0	3	5	0	5
WBT	45	0	45	16	0	16
WBR	16	0	16	17	0	17
North Leg						
Approach	75	3	78	141	12	153
Departure	119	12	131	112	4	116
Total	194	15	209	253	16	269
South Leg						
Approach	114	12	126	100	4	104
Departure	69	3	72	139	12	151
Total	183	15	198	239	16	255
East Leg						
Approach	64	0	64	38	0	38
Departure	24	0	24	55	0	55
Total	88	0	88	93	0	93
West Leg						
Approach	24	0	24	50	0	50
Departure	65	0	65	23	0	23
Total	89	0	89	73	0	73
Total Approaches						
Approach	277	15	292	329	16	345
Departure	277	15	292	329	16	345
Total	554	30	584	658	32	690

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					
	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	
<b>1</b>	<b>Buttonwillow Avenue/Dinuba Avenue</b>					<b>1</b>	<b>Buttonwillow Avenue/Dinuba Avenue</b>				
NBL	154	0	154	3	157	NBL	106	0	106	13	119
NBT	153	0	153	7	160	NBT	217	0	217	25	242
NBR	46	1	47	0	47	NBR	50	3	53	0	53
SBL	55	9	64	0	64	SBL	101	9	110	0	110
SBT	178	2	180	25	205	SBT	187	2	189	9	198
SBR	138	12	150	0	150	SBR	119	9	128	0	128
EBL	78	0	78	0	78	EBL	131	0	131	0	131
EBT	273	4	277	0	277	EBT	316	10	326	0	326
EBR	128	0	128	14	142	EBR	207	0	207	4	211
WBL	65	2	67	0	67	WBL	58	2	60	0	60
WBT	406	8	414	0	414	WBT	218	6	224	0	224
WBR	84	8	92	0	92	WBR	82	6	88	0	88
North Leg						North Leg					
Approach	371	23	394	25	419	Approach	407	20	427	9	436
Departure	315	8	323	7	330	Departure	430	6	436	25	461
Total	686	31	717	32	749	Total	837	26	863	34	897
South Leg						South Leg					
Approach	353	1	354	10	364	Approach	373	3	376	38	414
Departure	371	4	375	39	414	Departure	452	4	456	13	469
Total	724	5	729	49	778	Total	825	7	832	51	883
East Leg						East Leg					
Approach	555	18	573	0	573	Approach	358	14	372	0	372
Departure	374	14	388	0	388	Departure	467	22	489	0	489
Total	929	32	961	0	961	Total	825	36	861	0	861
West Leg						West Leg					
Approach	479	4	483	14	497	Approach	654	10	664	4	668
Departure	698	20	718	3	721	Departure	443	15	458	13	471
Total	1,177	24	1,201	17	1,218	Total	1,097	25	1,122	17	1,139
Total Approaches						Total Approaches					
Approach	1,758	46	1,804	49	1,853	Approach	1,792	47	1,839	51	1,890
Departure	1,758	46	1,804	49	1,853	Departure	1,792	47	1,839	51	1,890
Total	3,516	92	3,608	98	3,706	Total	3,584	94	3,678	102	3,780

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					
	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	
<b>2</b>	<b>Buttonwillow Avenue/Huntsman Avenue</b>					<b>2</b>	<b>Buttonwillow Avenue/Huntsman Avenue</b>				
NBL	0	0	0	0	0	NBL	0	0	0	0	
NBT	327	1	328	0	328	NBT	372	2	374	0	
NBR	4	0	4	16	20	NBR	3	0	3	6	
SBL	24	1	25	39	64	SBL	11	0	11	13	
SBT	299	2	301	0	301	SBT	411	1	412	0	
SBR	0	0	0	0	0	SBR	0	0	0	0	
EBL	0	0	0	0	0	EBL	0	0	0	0	
EBT	0	0	0	0	0	EBT	0	0	0	0	
EBR	0	0	0	0	0	EBR	0	0	0	0	
WBL	3	0	3	5	8	WBL	2	0	2	16	
WBT	0	0	0	0	0	WBT	0	0	0	0	
WBR	10	0	10	10	20	WBR	5	0	5	38	
North Leg						North Leg					
Approach	323	3	326	39	365	Approach	422	1	423	13	
Departure	337	1	338	10	348	Departure	377	2	379	38	
Total	660	4	664	49	713	Total	799	3	802	51	
South Leg						South Leg					
Approach	331	1	332	16	348	Approach	375	2	377	6	
Departure	302	2	304	5	309	Departure	413	1	414	16	
Total	633	3	636	21	657	Total	788	3	791	22	
East Leg						East Leg					
Approach	13	0	13	15	28	Approach	7	0	7	54	
Departure	28	1	29	55	84	Departure	14	0	14	19	
Total	41	1	42	70	112	Total	21	0	21	73	
West Leg						West Leg					
Approach	0	0	0	0	0	Approach	0	0	0	0	
Departure	0	0	0	0	0	Departure	0	0	0	0	
Total	0	0	0	0	0	Total	0	0	0	0	
Total Approaches						Total Approaches					
Approach	667	4	671	70	741	Approach	804	3	807	73	
Departure	667	4	671	70	741	Departure	804	3	807	73	
Total	1,334	8	1,342	140	1,482	Total	1,608	6	1,614	146	

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					
	Existing	Cumulative	Near Term	Net	Near Term	Existing	Cumulative	Near Term	Net	Near Term	
	(2023) PCE	Project Trips	Without Project	Project Trips	Plus Project	(2023) PCE	Project Trips	Without Project	Project Trips	Plus Project	
<b>3</b>	<b>Englehart Avenue/Dinuba Avenue</b>					<b>3</b>	<b>Englehart Avenue/Dinuba Avenue</b>				
NBL	44	1	45	0	45	NBL	51	3	54	0	54
NBT	59	0	59	2	61	NBT	48	0	48	6	54
NBR	12	0	12	2	14	NBR	8	0	8	6	14
SBL	4	0	4	0	4	SBL	9	0	9	0	9
SBT	38	0	38	7	45	SBT	73	0	73	2	75
SBR	28	0	28	0	28	SBR	19	1	20	0	20
EBL	16	1	17	0	17	EBL	16	1	17	0	17
EBT	228	1	229	0	229	EBT	311	1	312	0	312
EBR	36	2	38	0	38	EBR	49	2	51	0	51
WBL	22	0	22	7	29	WBL	12	0	12	2	14
WBT	291	0	291	0	291	WBT	233	1	234	0	234
WBR	2	0	2	0	2	WBR	5	0	5	0	5
<b>North Leg</b>						<b>North Leg</b>					
Approach	70	0	70	7	77	Approach	101	1	102	2	104
Departure	77	1	78	2	80	Departure	69	1	70	6	76
Total	147	1	148	9	157	Total	170	2	172	8	180
<b>South Leg</b>						<b>South Leg</b>					
Approach	115	1	116	4	120	Approach	107	3	110	12	122
Departure	96	2	98	14	112	Departure	134	2	136	4	140
Total	211	3	214	18	232	Total	241	5	246	16	262
<b>East Leg</b>						<b>East Leg</b>					
Approach	315	0	315	7	322	Approach	250	1	251	2	253
Departure	244	1	245	2	247	Departure	328	1	329	6	335
Total	559	1	560	9	569	Total	578	2	580	8	588
<b>West Leg</b>						<b>West Leg</b>					
Approach	280	4	284	0	284	Approach	376	4	380	0	380
Departure	363	1	364	0	364	Departure	303	5	308	0	308
Total	643	5	648	0	648	Total	679	9	688	0	688
<b>Total Approaches</b>						<b>Total Approaches</b>					
Approach	780	5	785	18	803	Approach	834	9	843	16	859
Departure	780	5	785	18	803	Departure	834	9	843	16	859
Total	1,560	10	1,570	36	1,606	Total	1,668	18	1,686	32	1,718

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					
	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	
<b>4</b>	<b>Englehart Avenue/Huntsman Avenue</b>					<b>4</b>	<b>Englehart Avenue/Huntsman Avenue</b>				
NBL	8	0	8	12	20	NBL	7	0	7	4	11
NBT	109	1	110	0	110	NBT	108	3	111	0	111
NBR	0	0	0	0	0	NBR	0	0	0	0	0
SBL	0	0	0	0	0	SBL	0	0	0	0	0
SBT	84	2	86	0	86	SBT	128	2	130	0	130
SBR	12	0	12	12	24	SBR	4	0	4	4	8
EBL	5	0	5	3	8	EBL	5	0	5	12	17
EBT	0	0	0	0	0	EBT	0	0	0	0	0
EBR	1	0	1	3	4	EBR	11	0	11	12	23
WBL	0	0	0	0	0	WBL	0	0	0	0	0
WBT	0	0	0	0	0	WBT	0	0	0	0	0
WBR	0	0	0	0	0	WBR	0	0	0	0	0
<b>North Leg</b>						<b>North Leg</b>					
Approach	96	2	98	12	110	Approach	132	2	134	4	138
Departure	114	1	115	3	118	Departure	113	3	116	12	128
Total	210	3	213	15	228	Total	245	5	250	16	266
<b>South Leg</b>						<b>South Leg</b>					
Approach	117	1	118	12	130	Approach	115	3	118	4	122
Departure	85	2	87	3	90	Departure	139	2	141	12	153
Total	202	3	205	15	220	Total	254	5	259	16	275
<b>East Leg</b>						<b>East Leg</b>					
Approach	0	0	0	0	0	Approach	0	0	0	0	0
Departure	0	0	0	0	0	Departure	0	0	0	0	0
Total	0	0	0	0	0	Total	0	0	0	0	0
<b>West Leg</b>						<b>West Leg</b>					
Approach	6	0	6	6	12	Approach	16	0	16	24	40
Departure	20	0	20	24	44	Departure	11	0	11	8	19
Total	26	0	26	30	56	Total	27	0	27	32	59
<b>Total Approaches</b>						<b>Total Approaches</b>					
Approach	219	3	222	30	252	Approach	263	5	268	32	300
Departure	219	3	222	30	252	Departure	263	5	268	32	300
Total	438	6	444	60	504	Total	526	10	536	64	600

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					
	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	
<b>5</b>	<b>Project Driveway 1/Huntsman Avenue</b>					<b>5</b>	<b>Project Driveway 1/Huntsman Avenue</b>				
NBL	0	0	0	0	0	NBL	0	0	0	0	
NBT	0	0	0	0	0	NBT	0	0	0	0	
NBR	0	0	0	0	0	NBR	0	0	0	0	
SBL	0	0	0	0	0	SBL	0	0	0	0	
SBT	0	0	0	0	0	SBT	0	0	0	0	
SBR	0	0	0	12	12	SBR	0	0	0	43	
EBL	0	0	0	44	44	EBL	0	0	0	15	
EBT	11	0	11	10	21	EBT	19	0	19	4	
EBR	0	0	0	0	0	EBR	0	0	0	0	
WBL	0	0	0	0	0	WBL	0	0	0	0	
WBT	15	0	15	3	18	WBT	17	0	17	10	
WBR	0	0	0	0	0	WBR	0	0	0	0	
<b>North Leg</b>						<b>North Leg</b>					
Approach	0	0	0	12	12	Approach	0	0	0	43	
Departure	0	0	0	44	44	Departure	0	0	0	15	
Total	0	0	0	56	56	Total	0	0	0	58	
<b>South Leg</b>						<b>South Leg</b>					
Approach	0	0	0	0	0	Approach	0	0	0	0	
Departure	0	0	0	0	0	Departure	0	0	0	0	
Total	0	0	0	0	0	Total	0	0	0	0	
<b>East Leg</b>						<b>East Leg</b>					
Approach	15	0	15	3	18	Approach	17	0	17	10	
Departure	11	0	11	10	21	Departure	19	0	19	4	
Total	26	0	26	13	39	Total	36	0	36	14	
<b>West Leg</b>						<b>West Leg</b>					
Approach	11	0	11	54	65	Approach	19	0	19	19	
Departure	15	0	15	15	30	Departure	17	0	17	53	
Total	26	0	26	69	95	Total	36	0	36	72	
<b>Total Approaches</b>						<b>Total Approaches</b>					
Approach	26	0	26	69	95	Approach	36	0	36	72	
Departure	26	0	26	69	95	Departure	36	0	36	72	
Total	52	0	52	138	190	Total	72	0	72	144	



Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					
	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	
<b>6</b>	<b>Project Driveway 2/Huntsman Avenue</b>					<b>6</b>	<b>Project Driveway 2/Huntsman Avenue</b>				
NBL	0	0	0	0	0	NBL	0	0	0	0	
NBT	0	0	0	0	0	NBT	0	0	0	0	
NBR	0	0	0	0	0	NBR	0	0	0	0	
SBL	0	0	0	6	6	SBL	0	0	0	25	
SBT	0	0	0	0	0	SBT	0	0	0	0	
SBR	0	0	0	3	3	SBR	0	0	0	10	
EBL	0	0	0	10	10	EBL	0	0	0	4	
EBT	11	0	11	0	11	EBT	19	0	19	0	
EBR	0	0	0	0	0	EBR	0	0	0	0	
WBL	0	0	0	0	0	WBL	0	0	0	0	
WBT	15	0	15	0	15	WBT	17	0	17	0	
WBR	0	0	0	25	25	WBR	0	0	0	9	
<b>North Leg</b>						<b>North Leg</b>					
Approach	0	0	0	9	9	Approach	0	0	0	35	
Departure	0	0	0	35	35	Departure	0	0	0	13	
Total	0	0	0	44	44	Total	0	0	0	48	
<b>South Leg</b>						<b>South Leg</b>					
Approach	0	0	0	0	0	Approach	0	0	0	0	
Departure	0	0	0	0	0	Departure	0	0	0	0	
Total	0	0	0	0	0	Total	0	0	0	0	
<b>East Leg</b>						<b>East Leg</b>					
Approach	15	0	15	25	40	Approach	17	0	17	9	
Departure	11	0	11	6	17	Departure	19	0	19	25	
Total	26	0	26	31	57	Total	36	0	36	34	
<b>West Leg</b>						<b>West Leg</b>					
Approach	11	0	11	10	21	Approach	19	0	19	4	
Departure	15	0	15	3	18	Departure	17	0	17	10	
Total	26	0	26	13	39	Total	36	0	36	14	
<b>Total Approaches</b>						<b>Total Approaches</b>					
Approach	26	0	26	44	70	Approach	36	0	36	48	
Departure	26	0	26	44	70	Departure	36	0	36	48	
Total	52	0	52	88	140	Total	72	0	72	96	

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					
	Existing (2023)	Cumulative Project	Near Term Without Project	Net Project	Near Term Plus Project	Existing (2023)	Cumulative Project	Near Term Without Project	Net Project	Near Term Plus Project	
	PCE	Trips	Project	Trips	Project	PCE	Trips	Project	Trips	Project	
<b>7</b>	<b>Apple Avenue/Huntsman Avenue</b>					<b>7</b>	<b>Apple Avenue/Huntsman Avenue</b>				
NBL	0	0	0	0	0	NBL	0	0	0	0	0
NBT	0	0	0	0	0	NBT	0	0	0	0	0
NBR	0	0	0	0	0	NBR	0	0	0	0	0
SBL	5	0	5	0	5	SBL	9	0	9	0	9
SBT	0	0	0	0	0	SBT	0	0	0	0	0
SBR	5	0	5	0	5	SBR	1	0	1	0	1
EBL	28	0	28	0	28	EBL	4	0	4	0	4
EBT	6	0	6	44	50	EBT	10	0	10	15	25
EBR	0	0	0	0	0	EBR	0	0	0	0	0
WBL	0	0	0	0	0	WBL	0	0	0	0	0
WBT	5	0	5	12	17	WBT	6	0	6	43	49
WBR	10	0	10	0	10	WBR	11	0	11	0	11
North Leg						North Leg					
Approach	10	0	10	0	10	Approach	10	0	10	0	10
Departure	38	0	38	0	38	Departure	15	0	15	0	15
Total	48	0	48	0	48	Total	25	0	25	0	25
South Leg						South Leg					
Approach	0	0	0	0	0	Approach	0	0	0	0	0
Departure	0	0	0	0	0	Departure	0	0	0	0	0
Total	0	0	0	0	0	Total	0	0	0	0	0
East Leg						East Leg					
Approach	15	0	15	12	27	Approach	17	0	17	43	60
Departure	11	0	11	44	55	Departure	19	0	19	15	34
Total	26	0	26	56	82	Total	36	0	36	58	94
West Leg						West Leg					
Approach	34	0	34	44	78	Approach	14	0	14	15	29
Departure	10	0	10	12	22	Departure	7	0	7	43	50
Total	44	0	44	56	100	Total	21	0	21	58	79
Total Approaches						Total Approaches					
Approach	59	0	59	56	115	Approach	41	0	41	58	99
Departure	59	0	59	56	115	Departure	41	0	41	58	99
Total	118	0	118	112	230	Total	82	0	82	116	198

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					
	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project	
	<b>8 Buttonwillow Avenue/Eastside Packing Driveway</b>						<b>8 Buttonwillow Avenue/Eastside Packing Driveway</b>				
NBL	0	0	0	0	0	NBL	0	0	0	0	0
NBT	327	1	328	16	344	NBT	370	2	372	6	378
NBR	8	0	8	0	8	NBR	3	0	3	0	3
SBL	1	0	1	0	1	SBL	0	0	0	0	0
SBT	299	2	301	5	306	SBT	374	1	375	16	391
SBR	0	0	0	0	0	SBR	0	0	0	0	0
EBL	0	0	0	0	0	EBL	0	0	0	0	0
EBT	0	0	0	0	0	EBT	0	0	0	0	0
EBR	0	0	0	0	0	EBR	0	0	0	0	0
WBL	1	0	1	0	1	WBL	0	0	0	0	0
WBT	0	0	0	0	0	WBT	0	0	0	0	0
WBR	3	0	3	0	3	WBR	3	0	3	0	3
<b>North Leg</b>						<b>North Leg</b>					
Approach	300	2	302	5	307	Approach	374	1	375	16	391
Departure	330	1	331	16	347	Departure	373	2	375	6	381
Total	630	3	633	21	654	Total	747	3	750	22	772
<b>South Leg</b>						<b>South Leg</b>					
Approach	335	1	336	16	352	Approach	373	2	375	6	381
Departure	300	2	302	5	307	Departure	374	1	375	16	391
Total	635	3	638	21	659	Total	747	3	750	22	772
<b>East Leg</b>						<b>East Leg</b>					
Approach	4	0	4	0	4	Approach	3	0	3	0	3
Departure	9	0	9	0	9	Departure	3	0	3	0	3
Total	13	0	13	0	13	Total	6	0	6	0	6
<b>West Leg</b>						<b>West Leg</b>					
Approach	0	0	0	0	0	Approach	0	0	0	0	0
Departure	0	0	0	0	0	Departure	0	0	0	0	0
Total	0	0	0	0	0	Total	0	0	0	0	0
<b>Total Approaches</b>						<b>Total Approaches</b>					
Approach	639	3	642	21	663	Approach	750	3	753	22	775
Departure	639	3	642	21	663	Departure	750	3	753	22	775
Total	1,278	6	1,284	42	1,326	Total	1,500	6	1,506	44	1,550

Table C-2 - Near Term (2026) Peak Hour Volume Summary

	AM Peak Hour					PM Peak Hour					
	Existing	Cumulative	Near Term	Net	Near Term	Existing	Cumulative	Near Term	Net	Near Term	
	(2023)	Project	Without	Project	Plus	(2023)	Project	Without	Project	Plus	
	PCE	Trips	Project	Trips	Project	PCE	Trips	Project	Trips	Project	
<b>9</b>	<b>Buttonwillow Avenue/Floral Avenue</b>					<b>9</b>	<b>Buttonwillow Avenue/Floral Avenue</b>				
NBL	0	0	0	0	0	NBL	0	0	0	0	0
NBT	292	0	292	16	308	NBT	351	1	352	6	358
NBR	17	0	17	0	17	NBR	32	0	32	0	32
SBL	18	1	19	0	19	SBL	27	1	28	0	28
SBT	282	1	283	5	288	SBT	347	1	348	16	364
SBR	0	0	0	0	0	SBR	0	0	0	0	0
EBL	0	0	0	0	0	EBL	0	0	0	0	0
EBT	0	0	0	0	0	EBT	0	0	0	0	0
EBR	0	0	0	0	0	EBR	0	0	0	0	0
WBL	37	0	37	0	37	WBL	15	0	15	0	15
WBT	0	0	0	0	0	WBT	0	0	0	0	0
WBR	43	0	43	0	43	WBR	22	1	23	0	23
North Leg						North Leg					
Approach	300	2	302	5	307	Approach	374	2	376	16	392
Departure	335	0	335	16	351	Departure	373	2	375	6	381
Total	635	2	637	21	658	Total	747	4	751	22	773
South Leg						South Leg					
Approach	309	0	309	16	325	Approach	383	1	384	6	390
Departure	319	1	320	5	325	Departure	362	1	363	16	379
Total	628	1	629	21	650	Total	745	2	747	22	769
East Leg						East Leg					
Approach	80	0	80	0	80	Approach	37	1	38	0	38
Departure	35	1	36	0	36	Departure	59	1	60	0	60
Total	115	1	116	0	116	Total	96	2	98	0	98
West Leg						West Leg					
Approach	0	0	0	0	0	Approach	0	0	0	0	0
Departure	0	0	0	0	0	Departure	0	0	0	0	0
Total	0	0	0	0	0	Total	0	0	0	0	0
Total Approaches						Total Approaches					
Approach	689	2	691	21	712	Approach	794	4	798	22	820
Departure	689	2	691	21	712	Departure	794	4	798	22	820
Total	1,378	4	1,382	42	1,424	Total	1,588	8	1,596	44	1,640

Table C-2 - Near Term (2026) Peak Hour Volume Summary

		AM Peak Hour					PM Peak Hour						
		Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project			Existing (2023) PCE	Cumulative Project Trips	Near Term Without Project	Net Project Trips	Near Term Plus Project
<b>10</b>	<b>Englehart Avenue/Floral Avenue</b>						<b>10</b>	<b>Englehart Avenue/Floral Avenue</b>					
NBL		12	0	12	0	12	NBL		3	0	3	0	3
NBT		94	0	94	12	106	NBT		92	1	93	4	97
NBR		8	0	8	0	8	NBR		5	0	5	0	5
SBL		4	1	5	0	5	SBL		12	1	13	0	13
SBT		63	1	64	3	67	SBT		125	1	126	12	138
SBR		8	0	8	0	8	SBR		4	0	4	0	4
EBL		9	0	9	0	9	EBL		3	0	3	0	3
EBT		12	0	12	0	12	EBT		38	0	38	0	38
EBR		3	0	3	0	3	EBR		9	0	9	0	9
WBL		3	0	3	0	3	WBL		5	0	5	0	5
WBT		45	0	45	0	45	WBT		16	0	16	0	16
WBR		16	0	16	0	16	WBR		17	1	18	0	18
North Leg						North Leg							
	Approach	75	2	77	3	80		Approach	141	2	143	12	155
	Departure	119	0	119	12	131		Departure	112	2	114	4	118
	Total	194	2	196	15	211		Total	253	4	257	16	273
South Leg						South Leg							
	Approach	114	0	114	12	126		Approach	100	1	101	4	105
	Departure	69	1	70	3	73		Departure	139	1	140	12	152
	Total	183	1	184	15	199		Total	239	2	241	16	257
East Leg						East Leg							
	Approach	64	0	64	0	64		Approach	38	1	39	0	39
	Departure	24	1	25	0	25		Departure	55	1	56	0	56
	Total	88	1	89	0	89		Total	93	2	95	0	95
West Leg						West Leg							
	Approach	24	0	24	0	24		Approach	50	0	50	0	50
	Departure	65	0	65	0	65		Departure	23	0	23	0	23
	Total	89	0	89	0	89		Total	73	0	73	0	73
Total Approaches						Total Approaches							
	Approach	277	2	279	15	294		Approach	329	4	333	16	349
	Departure	277	2	279	15	294		Departure	329	4	333	16	349
	Total	554	4	558	30	588		Total	658	8	666	32	698

**Table C-3 -Cumulative (2046) Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>1 Buttonwillow Avenue/Dinuba Avenue</b>						
NBL	170	3	173	130	13	143
NBT	160	7	167	256	25	281
NBR	49	0	49	56	0	56
SBL	67	0	67	116	0	116
SBT	216	25	241	200	9	209
SBR	157	0	157	132	0	132
EBL	83	0	83	145	0	145
EBT	279	0	279	330	0	330
EBR	152	14	166	230	4	234
WBL	72	0	72	60	0	60
WBT	422	0	422	234	0	234
WBR	97	0	97	92	0	92
North Leg						
Approach	440	25	465	448	9	457
Departure	340	7	347	493	25	518
Total	780	32	812	941	34	975
South Leg						
Approach	379	10	389	442	38	480
Departure	440	39	479	490	13	503
Total	819	49	868	932	51	983
East Leg						
Approach	591	0	591	386	0	386
Departure	395	0	395	502	0	502
Total	986	0	986	888	0	888
West Leg						
Approach	514	14	528	705	4	709
Departure	749	3	752	496	13	509
Total	1,263	17	1,280	1,201	17	1,218
Total Approaches						
Approach	1,924	49	1,973	1,981	51	2,032
Departure	1,924	49	1,973	1,981	51	2,032
Total	3,848	98	3,946	3,962	102	4,064

**Table C-3 -Cumulative (2046) Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>2 Buttonwillow Avenue/Huntsman Avenue</b>						
NBL	0	0	0	0	0	0
NBT	344	0	344	387	0	387
NBR	26	16	42	21	6	27
SBL	111	39	150	62	13	75
SBT	316	0	316	433	0	433
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	21	5	26	28	16	44
WBT	0	0	0	0	0	0
WBR	48	10	58	62	38	100
North Leg						
Approach	427	39	466	495	13	508
Departure	392	10	402	449	38	487
Total	819	49	868	944	51	995
South Leg						
Approach	370	16	386	408	6	414
Departure	337	5	342	461	16	477
Total	707	21	728	869	22	891
East Leg						
Approach	69	15	84	90	54	144
Departure	137	55	192	83	19	102
Total	206	70	276	173	73	246
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	866	70	936	993	73	1,066
Departure	866	70	936	993	73	1,066
Total	1,732	140	1,872	1,986	146	2,132

**Table C-3 -Cumulative (2046) Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>3 Englehart Avenue/Dinuba Avenue</b>						
NBL	47	0	47	57	0	57
NBT	62	2	64	65	6	71
NBR	13	2	15	8	6	14
SBL	6	0	6	9	0	9
SBT	65	7	72	77	2	79
SBR	45	0	45	20	0	20
EBL	18	0	18	30	0	30
EBT	231	0	231	328	0	328
EBR	45	0	45	54	0	54
WBL	24	7	31	13	2	15
WBT	300	0	300	244	0	244
WBR	2	0	2	6	0	6
North Leg						
Approach	116	7	123	106	2	108
Departure	82	2	84	101	6	107
Total	198	9	207	207	8	215
South Leg						
Approach	122	4	126	130	12	142
Departure	134	14	148	144	4	148
Total	256	18	274	274	16	290
East Leg						
Approach	326	7	333	263	2	265
Departure	250	2	252	345	6	351
Total	576	9	585	608	8	616
West Leg						
Approach	294	0	294	412	0	412
Departure	392	0	392	321	0	321
Total	686	0	686	733	0	733
Total Approaches						
Approach	858	18	876	911	16	927
Departure	858	18	876	911	16	927
Total	1,716	36	1,752	1,822	32	1,854



**Table C-3 -Cumulative (2046) Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>4 Englehart Avenue/Huntsman Avenue</b>						
NBL	8	12	20	7	4	11
NBT	116	0	116	117	0	117
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	90	0	90	137	0	137
SBR	51	12	63	7	4	11
EBL	5	3	8	35	12	47
EBT	0	0	0	0	0	0
EBR	1	3	4	11	12	23
WBL	0	0	0	0	0	0
WBT	0	0	0	0	0	0
WBR	0	0	0	0	0	0
North Leg						
Approach	141	12	153	144	4	148
Departure	121	3	124	152	12	164
Total	262	15	277	296	16	312
South Leg						
Approach	124	12	136	124	4	128
Departure	91	3	94	148	12	160
Total	215	15	230	272	16	288
East Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
West Leg						
Approach	6	6	12	46	24	70
Departure	59	24	83	14	8	22
Total	65	30	95	60	32	92
Total Approaches						
Approach	271	30	301	314	32	346
Departure	271	30	301	314	32	346
Total	542	60	602	628	64	692

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>5 Project Driveway 1/Huntsman Avenue</b>						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	0	0	0	0	0
SBT	0	0	0	0	0	0
SBR	0	12	12	0	43	43
EBL	0	44	44	0	15	15
EBT	12	10	22	48	4	52
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	53	3	56	18	10	28
WBR	0	0	0	0	0	0
North Leg						
Approach	0	12	12	0	43	43
Departure	0	44	44	0	15	15
Total	0	56	56	0	58	58
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	53	3	56	18	10	28
Departure	12	10	22	48	4	52
Total	65	13	78	66	14	80
West Leg						
Approach	12	54	66	48	19	67
Departure	53	15	68	18	53	71
Total	65	69	134	66	72	138
Total Approaches						
Approach	65	69	134	66	72	138
Departure	65	69	134	66	72	138
Total	130	138	268	132	144	276

Table C-3 -Cumulative (2046) Peak Hour Volume Summary

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>6 Project Driveway 2/Huntsman Avenue</b>						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	0	6	6	0	25	25
SBT	0	0	0	0	0	0
SBR	0	3	3	0	10	10
EBL	0	10	10	0	4	4
EBT	12	0	12	48	0	48
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	53	0	53	18	0	18
WBR	0	25	25	0	9	9
North Leg						
Approach	0	9	9	0	35	35
Departure	0	35	35	0	13	13
Total	0	44	44	0	48	48
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	53	25	78	18	9	27
Departure	12	6	18	48	25	73
Total	65	31	96	66	34	100
West Leg						
Approach	12	10	22	48	4	52
Departure	53	3	56	18	10	28
Total	65	13	78	66	14	80
Total Approaches						
Approach	65	44	109	66	48	114
Departure	65	44	109	66	48	114
Total	130	88	218	132	96	228

**Table C-3 -Cumulative (2046) Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>7 Apple Avenue/Huntsman Avenue</b>						
NBL	0	0	0	0	0	0
NBT	0	0	0	0	0	0
NBR	0	0	0	0	0	0
SBL	5	0	5	10	0	10
SBT	0	0	0	0	0	0
SBR	9	0	9	1	0	1
EBL	29	0	29	5	0	5
EBT	6	44	50	38	15	53
EBR	0	0	0	0	0	0
WBL	0	0	0	0	0	0
WBT	40	12	52	6	43	49
WBR	14	0	14	12	0	12
North Leg						
Approach	14	0	14	11	0	11
Departure	43	0	43	17	0	17
Total	57	0	57	28	0	28
South Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
East Leg						
Approach	54	12	66	18	43	61
Departure	11	44	55	48	15	63
Total	65	56	121	66	58	124
West Leg						
Approach	35	44	79	43	15	58
Departure	49	12	61	7	43	50
Total	84	56	140	50	58	108
Total Approaches						
Approach	103	56	159	72	58	130
Departure	103	56	159	72	58	130
Total	206	112	318	144	116	260

**Table C-3 -Cumulative (2046) Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>8 Buttonwillow Avenue/Eastside Packing Driveway</b>						
NBL	0	0	0	0	0	0
NBT	341	16	357	407	6	413
NBR	8	0	8	4	0	4
SBL	1	0	1	0	0	0
SBT	310	5	315	388	16	404
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	1	0	1	0	0	0
WBT	0	0	0	0	0	0
WBR	3	0	3	3	0	3
North Leg						
Approach	311	5	316	388	16	404
Departure	344	16	360	410	6	416
Total	655	21	676	798	22	820
South Leg						
Approach	349	16	365	411	6	417
Departure	311	5	316	388	16	404
Total	660	21	681	799	22	821
East Leg						
Approach	4	0	4	3	0	3
Departure	9	0	9	4	0	4
Total	13	0	13	7	0	7
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	664	21	685	802	22	824
Departure	664	21	685	802	22	824
Total	1,328	42	1,370	1,604	44	1,648

**Table C-3 -Cumulative (2046) Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>9 Buttonwillow Avenue/Floral Avenue</b>						
NBL	0	0	0	0	0	0
NBT	301	16	317	379	6	385
NBR	18	0	18	34	0	34
SBL	20	0	20	35	0	35
SBT	289	5	294	352	16	368
SBR	0	0	0	0	0	0
EBL	0	0	0	0	0	0
EBT	0	0	0	0	0	0
EBR	0	0	0	0	0	0
WBL	39	0	39	16	0	16
WBT	0	0	0	0	0	0
WBR	49	0	49	29	0	29
North Leg						
Approach	309	5	314	387	16	403
Departure	350	16	366	408	6	414
Total	659	21	680	795	22	817
South Leg						
Approach	319	16	335	413	6	419
Departure	328	5	333	368	16	384
Total	647	21	668	781	22	803
East Leg						
Approach	88	0	88	45	0	45
Departure	38	0	38	69	0	69
Total	126	0	126	114	0	114
West Leg						
Approach	0	0	0	0	0	0
Departure	0	0	0	0	0	0
Total	0	0	0	0	0	0
Total Approaches						
Approach	716	21	737	845	22	867
Departure	716	21	737	845	22	867
Total	1,432	42	1,474	1,690	44	1,734

**Table C-3 -Cumulative (2046) Peak Hour Volume Summary**

	AM Peak Hour			PM Peak Hour		
	Build-Out Without Project	Net Project Trips	Build-Out With Project	Build-Out Without Project	Net Project Trips	Build-Out With Project
<b>10 Englehart Avenue/Floral Avenue</b>						
NBL	28	0	28	10	0	10
NBT	99	12	111	98	4	102
NBR	8	0	8	5	0	5
SBL	5	0	5	14	0	14
SBT	67	3	70	132	12	144
SBR	8	0	8	4	0	4
EBL	9	0	9	3	0	3
EBT	13	0	13	40	0	40
EBR	6	0	6	34	0	34
WBL	3	0	3	5	0	5
WBT	47	0	47	17	0	17
WBR	17	0	17	19	0	19
North Leg						
Approach	80	3	83	150	12	162
Departure	125	12	137	120	4	124
Total	205	15	220	270	16	286
South Leg						
Approach	135	12	147	113	4	117
Departure	76	3	79	171	12	183
Total	211	15	226	284	16	300
East Leg						
Approach	67	0	67	41	0	41
Departure	26	0	26	59	0	59
Total	93	0	93	100	0	100
West Leg						
Approach	28	0	28	77	0	77
Departure	83	0	83	31	0	31
Total	111	0	111	108	0	108
Total Approaches						
Approach	310	15	325	381	16	397
Departure	310	15	325	381	16	397
Total	620	30	650	762	32	794

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## APPENDIX D

# LEVEL OF SERVICE WORKSHEETS



# INTERSECTION SUMMARY

Site: 1 [Existing AM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	28.8	28.8 mph
Travel Distance (Total)	veh-mi/h	1198.5	1438.2 pers-mi/h
Travel Time (Total)	veh-h/h	41.7	50.0 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.72	
Travel Time Index		6.88	
Congestion Coefficient		1.39	
Demand Flows (Total)	veh/h	1911	2293 pers/h
Arrival Flows (Total)	veh/h	1911	
Percent Heavy Vehicles (Demand)	%	4.8	
Percent Heavy Vehicles (Arrivals)	%	4.8	
Degree of Saturation		0.713	
Practical Spare Capacity	%	19.1	
Effective Intersection Capacity	veh/h	2679	
Control Delay (Total)	veh-h/h	7.90	9.48 pers-h/h
Control Delay (Average)	sec	14.9	14.9 sec
Control Delay (Worst Lane by MC)	sec	18.9	
Control Delay (Worst Movement by MC)	sec	32.7	32.7 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	14.9	
Idling Time (Average)	sec	8.1	
Intersection Level of Service (LOS)		LOS B	
95% Back of Queue - Veh (Worst Lane)	veh	9.0	
95% Back of Queue - Dist (Worst Lane)	ft	230.0	
Ave. Que Storage Ratio (Worst Lane)		0.06	
Effective Stops (Total)	veh/h	1488	1785 pers/h
Effective Stop Rate		0.78	0.78
Proportion Queued		0.78	0.78
Performance Index		99.8	99.8
Cost (Total)	\$/h	1071.95	1071.95 \$/h
Fuel Consumption (Total)	gal/h	57.2	
Carbon Dioxide (Total)	kg/h	514.3	
Hydrocarbons (Total)	kg/h	0.045	
Carbon Monoxide (Total)	kg/h	0.60	
NOx (Total)	kg/h	1.103	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	917,217	1,100,661 pers/y
Delay (Total)	veh-h/y	3,793	4,551 pers-h/y
Effective Stops (Total)	veh/y	714,071	856,885 pers/y
Travel Distance (Total)	veh-mi/y	575,278	690,334 pers-mi/y
Travel Time (Total)	veh-h/y	19,993	23,991 pers-h/y
Cost (Total)	\$/y	514,535	514,535 \$/y
Fuel Consumption (Total)	gal/y	27,441	
Carbon Dioxide (Total)	kg/y	246,874	
Hydrocarbons (Total)	kg/y	22	
Carbon Monoxide (Total)	kg/y	287	
NOx (Total)	kg/y	530	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Existing PM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	28.8	28.8 mph
Travel Distance (Total)	veh-mi/h	1182.8	1419.4 pers-mi/h
Travel Time (Total)	veh-h/h	41.0	49.2 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.72	
Travel Time Index		6.89	
Congestion Coefficient		1.39	
Demand Flows (Total)	veh/h	1886	2264 pers/h
Arrival Flows (Total)	veh/h	1886	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.779	
Practical Spare Capacity	%	9.1	
Effective Intersection Capacity	veh/h	2421	
Control Delay (Total)	veh-h/h	7.69	9.23 pers-h/h
Control Delay (Average)	sec	14.7	14.7 sec
Control Delay (Worst Lane by MC)	sec	20.1	
Control Delay (Worst Movement by MC)	sec	30.3	30.3 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	14.7	
Idling Time (Average)	sec	7.7	
Intersection Level of Service (LOS)		LOS B	
95% Back of Queue - Veh (Worst Lane)	veh	13.1	
95% Back of Queue - Dist (Worst Lane)	ft	338.8	
Ave. Que Storage Ratio (Worst Lane)		0.09	
Effective Stops (Total)	veh/h	1499	1799 pers/h
Effective Stop Rate		0.79	0.79
Proportion Queued		0.79	0.79
Performance Index		100.9	100.9
Cost (Total)	\$/h	1038.77	1038.77 \$/h
Fuel Consumption (Total)	gal/h	54.0	
Carbon Dioxide (Total)	kg/h	484.7	
Hydrocarbons (Total)	kg/h	0.043	
Carbon Monoxide (Total)	kg/h	0.58	
NOx (Total)	kg/h	0.858	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	905,432	1,086,518 pers/y
Delay (Total)	veh-h/y	3,691	4,429 pers-h/y
Effective Stops (Total)	veh/y	719,509	863,411 pers/y
Travel Distance (Total)	veh-mi/y	567,761	681,313 pers-mi/y
Travel Time (Total)	veh-h/y	19,699	23,639 pers-h/y
Cost (Total)	\$/y	498,608	498,608 \$/y
Fuel Consumption (Total)	gal/y	25,930	
Carbon Dioxide (Total)	kg/y	232,660	
Hydrocarbons (Total)	kg/y	21	
Carbon Monoxide (Total)	kg/y	277	
NOx (Total)	kg/y	412	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Existing AM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	28.4	28.4 mph
Travel Distance (Total)	veh-mi/h	1231.8	1478.1 pers-mi/h
Travel Time (Total)	veh-h/h	43.4	52.1 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.71	
Travel Time Index		6.77	
Congestion Coefficient		1.41	
Demand Flows (Total)	veh/h	1964	2357 pers/h
Arrival Flows (Total)	veh/h	1964	
Percent Heavy Vehicles (Demand)	%	4.9	
Percent Heavy Vehicles (Arrivals)	%	4.9	
Degree of Saturation		0.722	
Practical Spare Capacity	%	17.7	
Effective Intersection Capacity	veh/h	2720	
Control Delay (Total)	veh-h/h	8.73	10.48 pers-h/h
Control Delay (Average)	sec	16.0	16.0 sec
Control Delay (Worst Lane by MC)	sec	21.2	
Control Delay (Worst Movement by MC)	sec	35.5	35.5 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	16.0	
Idling Time (Average)	sec	8.7	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	9.2	
95% Back of Queue - Dist (Worst Lane)	ft	234.8	
Ave. Queue Storage Ratio (Worst Lane)		0.06	
Effective Stops (Total)	veh/h	1624	1948 pers/h
Effective Stop Rate		0.83	0.83
Proportion Queued		0.80	0.80
Performance Index		107.3	107.3
Cost (Total)	\$/h	1115.64	1115.64 \$/h
Fuel Consumption (Total)	gal/h	59.4	
Carbon Dioxide (Total)	kg/h	534.3	
Hydrocarbons (Total)	kg/h	0.047	
Carbon Monoxide (Total)	kg/h	0.62	
NOx (Total)	kg/h	1.163	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	942,783	1,131,339 pers/y
Delay (Total)	veh-h/y	4,190	5,028 pers-h/y
Effective Stops (Total)	veh/y	779,371	935,246 pers/y
Travel Distance (Total)	veh-mi/y	591,249	709,500 pers-mi/y
Travel Time (Total)	veh-h/y	20,835	25,002 pers-h/y
Cost (Total)	\$/y	535,505	535,505 \$/y
Fuel Consumption (Total)	gal/y	28,503	
Carbon Dioxide (Total)	kg/y	256,479	
Hydrocarbons (Total)	kg/y	23	
Carbon Monoxide (Total)	kg/y	297	
NOx (Total)	kg/y	558	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Existing PM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	28.5	28.5 mph
Travel Distance (Total)	veh-mi/h	1216.6	1460.0 pers-mi/h
Travel Time (Total)	veh-h/h	42.7	51.3 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.71	
Travel Time Index		6.80	
Congestion Coefficient		1.41	
Demand Flows (Total)	veh/h	1940	2328 pers/h
Arrival Flows (Total)	veh/h	1940	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.793	
Practical Spare Capacity	%	7.2	
Effective Intersection Capacity	veh/h	2447	
Control Delay (Total)	veh-h/h	8.44	10.12 pers-h/h
Control Delay (Average)	sec	15.7	15.7 sec
Control Delay (Worst Lane by MC)	sec	21.2	
Control Delay (Worst Movement by MC)	sec	31.5	31.5 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	15.7	
Idling Time (Average)	sec	8.2	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	13.7	
95% Back of Queue - Dist (Worst Lane)	ft	354.1	
Ave. Queue Storage Ratio (Worst Lane)		0.09	
Effective Stops (Total)	veh/h	1633	1959 pers/h
Effective Stop Rate		0.84	0.84
Proportion Queued		0.82	0.82
Performance Index		108.0	108.0
Cost (Total)	\$/h	1079.22	1079.22 \$/h
Fuel Consumption (Total)	gal/h	55.9	
Carbon Dioxide (Total)	kg/h	501.7	
Hydrocarbons (Total)	kg/h	0.045	
Carbon Monoxide (Total)	kg/h	0.60	
NOx (Total)	kg/h	0.888	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	931,200	1,117,440 pers/y
Delay (Total)	veh-h/y	4,049	4,859 pers-h/y
Effective Stops (Total)	veh/y	783,730	940,477 pers/y
Travel Distance (Total)	veh-mi/y	583,985	700,783 pers-mi/y
Travel Time (Total)	veh-h/y	20,516	24,619 pers-h/y
Cost (Total)	\$/y	518,025	518,025 \$/y
Fuel Consumption (Total)	gal/y	26,838	
Carbon Dioxide (Total)	kg/y	240,809	
Hydrocarbons (Total)	kg/y	22	
Carbon Monoxide (Total)	kg/y	286	
NOx (Total)	kg/y	426	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Near Term AM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	28.3	28.3 mph
Travel Distance (Total)	veh-mi/h	1229.7	1475.7 pers-mi/h
Travel Time (Total)	veh-h/h	43.4	52.1 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.71	
Travel Time Index		6.76	
Congestion Coefficient		1.41	
Demand Flows (Total)	veh/h	1961	2353 pers/h
Arrival Flows (Total)	veh/h	1961	
Percent Heavy Vehicles (Demand)	%	4.8	
Percent Heavy Vehicles (Arrivals)	%	4.8	
Degree of Saturation		0.737	
Practical Spare Capacity	%	15.4	
Effective Intersection Capacity	veh/h	2662	
Control Delay (Total)	veh-h/h	8.75	10.50 pers-h/h
Control Delay (Average)	sec	16.1	16.1 sec
Control Delay (Worst Lane by MC)	sec	21.4	
Control Delay (Worst Movement by MC)	sec	35.9	35.9 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	16.1	
Idling Time (Average)	sec	8.7	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	10.0	
95% Back of Queue - Dist (Worst Lane)	ft	254.2	
Ave. Que Storage Ratio (Worst Lane)		0.06	
Effective Stops (Total)	veh/h	1619	1942 pers/h
Effective Stop Rate		0.83	0.83
Proportion Queued		0.80	0.80
Performance Index		107.4	107.4
Cost (Total)	\$/h	1112.61	1112.61 \$/h
Fuel Consumption (Total)	gal/h	59.0	
Carbon Dioxide (Total)	kg/h	531.0	
Hydrocarbons (Total)	kg/h	0.047	
Carbon Monoxide (Total)	kg/h	0.62	
NOx (Total)	kg/h	1.134	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglöch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	941,217	1,129,461 pers/y
Delay (Total)	veh-h/y	4,201	5,041 pers-h/y
Effective Stops (Total)	veh/y	776,914	932,297 pers/y
Travel Distance (Total)	veh-mi/y	590,272	708,327 pers-mi/y
Travel Time (Total)	veh-h/y	20,825	24,990 pers-h/y
Cost (Total)	\$/y	534,051	534,051 \$/y
Fuel Consumption (Total)	gal/y	28,331	
Carbon Dioxide (Total)	kg/y	254,859	
Hydrocarbons (Total)	kg/y	22	
Carbon Monoxide (Total)	kg/y	296	
NOx (Total)	kg/y	544	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Near Term PM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	28.5	28.5 mph
Travel Distance (Total)	veh-mi/h	1213.8	1456.5 pers-mi/h
Travel Time (Total)	veh-h/h	42.6	51.2 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.71	
Travel Time Index		6.80	
Congestion Coefficient		1.41	
Demand Flows (Total)	veh/h	1936	2323 pers/h
Arrival Flows (Total)	veh/h	1936	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.803	
Practical Spare Capacity	%	5.9	
Effective Intersection Capacity	veh/h	2412	
Control Delay (Total)	veh-h/h	8.42	10.10 pers-h/h
Control Delay (Average)	sec	15.7	15.7 sec
Control Delay (Worst Lane by MC)	sec	21.9	
Control Delay (Worst Movement by MC)	sec	32.4	32.4 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	15.7	
Idling Time (Average)	sec	8.2	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	14.2	
95% Back of Queue - Dist (Worst Lane)	ft	368.4	
Ave. Que Storage Ratio (Worst Lane)		0.09	
Effective Stops (Total)	veh/h	1624	1949 pers/h
Effective Stop Rate		0.84	0.84
Proportion Queued		0.82	0.82
Performance Index		108.0	108.0
Cost (Total)	\$/h	1076.19	1076.19 \$/h
Fuel Consumption (Total)	gal/h	55.7	
Carbon Dioxide (Total)	kg/h	499.9	
Hydrocarbons (Total)	kg/h	0.045	
Carbon Monoxide (Total)	kg/h	0.60	
NOx (Total)	kg/h	0.880	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	929,179	1,115,015 pers/y
Delay (Total)	veh-h/y	4,041	4,849 pers-h/y
Effective Stops (Total)	veh/y	779,457	935,349 pers/y
Travel Distance (Total)	veh-mi/y	582,617	699,140 pers-mi/y
Travel Time (Total)	veh-h/y	20,469	24,563 pers-h/y
Cost (Total)	\$/y	516,573	516,573 \$/y
Fuel Consumption (Total)	gal/y	26,743	
Carbon Dioxide (Total)	kg/y	239,930	
Hydrocarbons (Total)	kg/y	22	
Carbon Monoxide (Total)	kg/y	286	
NOx (Total)	kg/y	422	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Near Term AM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	27.9	27.9 mph
Travel Distance (Total)	veh-mi/h	1263.0	1515.6 pers-mi/h
Travel Time (Total)	veh-h/h	45.3	54.4 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.70	
Travel Time Index		6.63	
Congestion Coefficient		1.43	
Demand Flows (Total)	veh/h	2014	2417 pers/h
Arrival Flows (Total)	veh/h	2014	
Percent Heavy Vehicles (Demand)	%	4.9	
Percent Heavy Vehicles (Arrivals)	%	4.9	
Degree of Saturation		0.746	
Practical Spare Capacity	%	14.0	
Effective Intersection Capacity	veh/h	2701	
Control Delay (Total)	veh-h/h	9.73	11.68 pers-h/h
Control Delay (Average)	sec	17.4	17.4 sec
Control Delay (Worst Lane by MC)	sec	24.4	
Control Delay (Worst Movement by MC)	sec	39.3	39.3 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	17.4	
Idling Time (Average)	sec	9.5	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	10.2	
95% Back of Queue - Dist (Worst Lane)	ft	259.7	
Ave. Que Storage Ratio (Worst Lane)		0.07	
Effective Stops (Total)	veh/h	1766	2119 pers/h
Effective Stop Rate		0.88	0.88
Proportion Queued		0.83	0.83
Performance Index		115.7	115.7
Cost (Total)	\$/h	1159.16	1159.16 \$/h
Fuel Consumption (Total)	gal/h	61.3	
Carbon Dioxide (Total)	kg/h	551.6	
Hydrocarbons (Total)	kg/h	0.049	
Carbon Monoxide (Total)	kg/h	0.64	
NOx (Total)	kg/h	1.195	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglöch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	966,783	1,160,139 pers/y
Delay (Total)	veh-h/y	4,672	5,606 pers-h/y
Effective Stops (Total)	veh/y	847,471	1,016,965 pers/y
Travel Distance (Total)	veh-mi/y	606,244	727,493 pers-mi/y
Travel Time (Total)	veh-h/y	21,741	26,089 pers-h/y
Cost (Total)	\$/y	556,398	556,398 \$/y
Fuel Consumption (Total)	gal/y	29,427	
Carbon Dioxide (Total)	kg/y	264,761	
Hydrocarbons (Total)	kg/y	23	
Carbon Monoxide (Total)	kg/y	307	
NOx (Total)	kg/y	573	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Near Term PM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	28.1	28.1 mph
Travel Distance (Total)	veh-mi/h	1247.6	1497.1 pers-mi/h
Travel Time (Total)	veh-h/h	44.4	53.3 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.70	
Travel Time Index		6.69	
Congestion Coefficient		1.42	
Demand Flows (Total)	veh/h	1989	2387 pers/h
Arrival Flows (Total)	veh/h	1989	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.817	
Practical Spare Capacity	%	4.1	
Effective Intersection Capacity	veh/h	2437	
Control Delay (Total)	veh-h/h	9.26	11.11 pers-h/h
Control Delay (Average)	sec	16.8	16.8 sec
Control Delay (Worst Lane by MC)	sec	23.2	
Control Delay (Worst Movement by MC)	sec	33.9	33.9 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	16.8	
Idling Time (Average)	sec	8.7	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	14.9	
95% Back of Queue - Dist (Worst Lane)	ft	385.7	
Ave. Queue Storage Ratio (Worst Lane)		0.10	
Effective Stops (Total)	veh/h	1766	2119 pers/h
Effective Stop Rate		0.89	0.89
Proportion Queued		0.84	0.84
Performance Index		115.6	115.6
Cost (Total)	\$/h	1118.39	1118.39 \$/h
Fuel Consumption (Total)	gal/h	57.7	
Carbon Dioxide (Total)	kg/h	517.2	
Hydrocarbons (Total)	kg/h	0.047	
Carbon Monoxide (Total)	kg/h	0.61	
NOx (Total)	kg/h	0.910	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	954,947	1,145,937 pers/y
Delay (Total)	veh-h/y	4,444	5,332 pers-h/y
Effective Stops (Total)	veh/y	847,512	1,017,014 pers/y
Travel Distance (Total)	veh-mi/y	598,841	718,610 pers-mi/y
Travel Time (Total)	veh-h/y	21,330	25,596 pers-h/y
Cost (Total)	\$/y	536,826	536,826 \$/y
Fuel Consumption (Total)	gal/y	27,672	
Carbon Dioxide (Total)	kg/y	248,265	
Hydrocarbons (Total)	kg/y	22	
Carbon Monoxide (Total)	kg/y	295	
NOx (Total)	kg/y	437	

1 Hours per Year: 480 (Site)



# INTERSECTION SUMMARY

Site: 1 [Cumulative AM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	27.0	27.0 mph
Travel Distance (Total)	veh-mi/h	1311.5	1573.8 pers-mi/h
Travel Time (Total)	veh-h/h	48.7	58.4 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.67	
Travel Time Index		6.38	
Congestion Coefficient		1.48	
Demand Flows (Total)	veh/h	2091	2510 pers/h
Arrival Flows (Total)	veh/h	2091	
Percent Heavy Vehicles (Demand)	%	4.9	
Percent Heavy Vehicles (Arrivals)	%	4.9	
Degree of Saturation		0.808	
Practical Spare Capacity	%	5.2	
Effective Intersection Capacity	veh/h	2588	
Control Delay (Total)	veh-h/h	11.71	14.05 pers-h/h
Control Delay (Average)	sec	20.2	20.2 sec
Control Delay (Worst Lane by MC)	sec	30.1	
Control Delay (Worst Movement by MC)	sec	46.1	46.1 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	20.2	
Idling Time (Average)	sec	11.2	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	11.7	
95% Back of Queue - Dist (Worst Lane)	ft	299.8	
Ave. Que Storage Ratio (Worst Lane)		0.08	
Effective Stops (Total)	veh/h	2020	2424 pers/h
Effective Stop Rate		0.97	0.97
Proportion Queued		0.87	0.87
Performance Index		131.0	131.0
Cost (Total)	\$/h	1236.71	1236.71 \$/h
Fuel Consumption (Total)	gal/h	64.7	
Carbon Dioxide (Total)	kg/h	582.3	
Hydrocarbons (Total)	kg/h	0.052	
Carbon Monoxide (Total)	kg/h	0.67	
NOx (Total)	kg/h	1.265	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	1,003,826	1,204,591 pers/y
Delay (Total)	veh-h/y	5,619	6,743 pers-h/y
Effective Stops (Total)	veh/y	969,560	1,163,472 pers/y
Travel Distance (Total)	veh-mi/y	629,515	755,418 pers-mi/y
Travel Time (Total)	veh-h/y	23,356	28,028 pers-h/y
Cost (Total)	\$/y	593,619	593,619 \$/y
Fuel Consumption (Total)	gal/y	31,067	
Carbon Dioxide (Total)	kg/y	279,522	
Hydrocarbons (Total)	kg/y	25	
Carbon Monoxide (Total)	kg/y	322	
NOx (Total)	kg/y	607	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Cumulative PM without Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	27.0	27.0 mph
Travel Distance (Total)	veh-mi/h	1307.7	1569.3 pers-mi/h
Travel Time (Total)	veh-h/h	48.4	58.0 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.68	
Travel Time Index		6.40	
Congestion Coefficient		1.48	
Demand Flows (Total)	veh/h	2085	2502 pers/h
Arrival Flows (Total)	veh/h	2085	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.871	
Practical Spare Capacity	%	-2.4	
Effective Intersection Capacity	veh/h	2395	
Control Delay (Total)	veh-h/h	11.47	13.77 pers-h/h
Control Delay (Average)	sec	19.8	19.8 sec
Control Delay (Worst Lane by MC)	sec	28.4	
Control Delay (Worst Movement by MC)	sec	39.6	39.6 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	19.8	
Idling Time (Average)	sec	10.5	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	18.9	
95% Back of Queue - Dist (Worst Lane)	ft	490.9	
Ave. Que Storage Ratio (Worst Lane)		0.12	
Effective Stops (Total)	veh/h	2095	2514 pers/h
Effective Stop Rate		1.00	1.00
Proportion Queued		0.87	0.87
Performance Index		135.7	135.7
Cost (Total)	\$/h	1208.10	1208.10 \$/h
Fuel Consumption (Total)	gal/h	61.5	
Carbon Dioxide (Total)	kg/h	552.0	
Hydrocarbons (Total)	kg/h	0.050	
Carbon Monoxide (Total)	kg/h	0.65	
NOx (Total)	kg/h	0.976	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	1,000,926	1,201,112 pers/y
Delay (Total)	veh-h/y	5,507	6,608 pers-h/y
Effective Stops (Total)	veh/y	1,005,698	1,206,838 pers/y
Travel Distance (Total)	veh-mi/y	627,713	753,256 pers-mi/y
Travel Time (Total)	veh-h/y	23,218	27,862 pers-h/y
Cost (Total)	\$/y	579,887	579,887 \$/y
Fuel Consumption (Total)	gal/y	29,531	
Carbon Dioxide (Total)	kg/y	264,947	
Hydrocarbons (Total)	kg/y	24	
Carbon Monoxide (Total)	kg/y	313	
NOx (Total)	kg/y	468	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Cumulative AM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	26.3	26.3 mph
Travel Distance (Total)	veh-mi/h	1344.8	1613.7 pers-mi/h
Travel Time (Total)	veh-h/h	51.2	61.5 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.66	
Travel Time Index		6.18	
Congestion Coefficient		1.52	
Demand Flows (Total)	veh/h	2145	2573 pers/h
Arrival Flows (Total)	veh/h	2145	
Percent Heavy Vehicles (Demand)	%	5.0	
Percent Heavy Vehicles (Arrivals)	%	5.0	
Degree of Saturation		0.857	
Practical Spare Capacity	%	-0.8	
Effective Intersection Capacity	veh/h	2502	
Control Delay (Total)	veh-h/h	13.35	16.02 pers-h/h
Control Delay (Average)	sec	22.4	22.4 sec
Control Delay (Worst Lane by MC)	sec	35.6	
Control Delay (Worst Movement by MC)	sec	52.1	52.1 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	22.4	
Idling Time (Average)	sec	12.6	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	12.0	
95% Back of Queue - Dist (Worst Lane)	ft	306.9	
Ave. Que Storage Ratio (Worst Lane)		0.08	
Effective Stops (Total)	veh/h	2214	2656 pers/h
Effective Stop Rate		1.03	1.03
Proportion Queued		0.89	0.89
Performance Index		142.7	142.7
Cost (Total)	\$/h	1295.65	1295.65 \$/h
Fuel Consumption (Total)	gal/h	67.3	
Carbon Dioxide (Total)	kg/h	605.7	
Hydrocarbons (Total)	kg/h	0.054	
Carbon Monoxide (Total)	kg/h	0.70	
NOx (Total)	kg/h	1.331	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	1,029,391	1,235,270 pers/y
Delay (Total)	veh-h/y	6,406	7,687 pers-h/y
Effective Stops (Total)	veh/y	1,062,548	1,275,057 pers/y
Travel Distance (Total)	veh-mi/y	645,486	774,583 pers-mi/y
Travel Time (Total)	veh-h/y	24,588	29,505 pers-h/y
Cost (Total)	\$/y	621,910	621,910 \$/y
Fuel Consumption (Total)	gal/y	32,307	
Carbon Dioxide (Total)	kg/y	290,721	
Hydrocarbons (Total)	kg/y	26	
Carbon Monoxide (Total)	kg/y	334	
NOx (Total)	kg/y	639	

1 Hours per Year: 480 (Site)

# INTERSECTION SUMMARY

Site: 1 [Cumulative PM Plus Project (Site Folder: General)]

Output produced by SIDRA INTERSECTION Version: 9.1.3.210

Buttonwillow Avenue/Dinuba Avenue  
 Site Category: (None)  
 Roundabout

Intersection Performance - Hourly Values			
Performance Measure	Vehicles:	All MCs	Persons
Travel Speed (Average)	mph	26.5	26.5 mph
Travel Distance (Total)	veh-mi/h	1341.5	1609.8 pers-mi/h
Travel Time (Total)	veh-h/h	50.7	60.8 pers-h/h
Desired Speed	mph	40.0	
Speed Efficiency		0.66	
Travel Time Index		6.24	
Congestion Coefficient		1.51	
Demand Flows (Total)	veh/h	2139	2567 pers/h
Arrival Flows (Total)	veh/h	2139	
Percent Heavy Vehicles (Demand)	%	3.6	
Percent Heavy Vehicles (Arrivals)	%	3.6	
Degree of Saturation		0.885	
Practical Spare Capacity	%	-4.0	
Effective Intersection Capacity	veh/h	2416	
Control Delay (Total)	veh-h/h	12.82	15.38 pers-h/h
Control Delay (Average)	sec	21.6	21.6 sec
Control Delay (Worst Lane by MC)	sec	30.4	
Control Delay (Worst Movement by MC)	sec	41.8	41.8 sec
Geometric Delay (Average)	sec	0.0	
Stop-Line Delay (Average)	sec	21.6	
Idling Time (Average)	sec	11.6	
Intersection Level of Service (LOS)		LOS C	
95% Back of Queue - Veh (Worst Lane)	veh	19.9	
95% Back of Queue - Dist (Worst Lane)	ft	517.0	
Ave. Que Storage Ratio (Worst Lane)		0.13	
Effective Stops (Total)	veh/h	2277	2733 pers/h
Effective Stop Rate		1.06	1.06
Proportion Queued		0.88	0.88
Performance Index		146.2	146.2
Cost (Total)	\$/h	1259.52	1259.52 \$/h
Fuel Consumption (Total)	gal/h	63.7	
Carbon Dioxide (Total)	kg/h	571.1	
Hydrocarbons (Total)	kg/h	0.052	
Carbon Monoxide (Total)	kg/h	0.67	
NOx (Total)	kg/h	1.008	

Site Level of Service (LOS) Method: Delay & v/c (HCM 6). Site LOS Method is specified in the Parameter Settings dialog (Options tab).

Roundabout LOS Method: Same as Sign Control.

Intersection LOS value for Vehicles is based on average delay for all vehicle movements.

Roundabout Capacity Model: US HCM 6.

Delay Model: HCM Delay Formula (Stopline Delay: Geometric Delay is not included).

Queue Model: SIDRA queue estimation methods are used for Back of Queue and Queue at Start of Gap.

Arrival Flows used in performance calculations are adjusted to include any Initial Queued Demand effects.

In Network analysis, Arrival Flows will be reduced if Upstream Capacity Constraint exists.

Gap-Acceptance Capacity Formula: Sieglösch M1 implied by US HCM 6 Roundabout Capacity Model.

Site Model Variability Index (Average value of largest changes in Lane Degrees of Saturation from the third to the last Main (Timing-Capacity) Iterations): 0.0 %

Number of Iterations: 3 (Maximum: 10)

Largest change in Lane Degrees of Saturation for the last three Flow-Capacity Iterations: 100.0% 0.0% 0.0%

Intersection Performance - Annual Values			
Performance Measure	Vehicles:	All MCs	Persons
Demand Flows (Total)	veh/y	1,026,695	1,232,034 pers/y
Delay (Total)	veh-h/y	6,151	7,382 pers-h/y
Effective Stops (Total)	veh/y	1,093,029	1,311,634 pers/y
Travel Distance (Total)	veh-mi/y	643,938	772,725 pers-mi/y
Travel Time (Total)	veh-h/y	24,321	29,185 pers-h/y
Cost (Total)	\$/y	604,571	604,571 \$/y
Fuel Consumption (Total)	gal/y	30,557	
Carbon Dioxide (Total)	kg/y	274,137	
Hydrocarbons (Total)	kg/y	25	
Carbon Monoxide (Total)	kg/y	323	
NOx (Total)	kg/y	484	

1 Hours per Year: 480 (Site)

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	3	10	327	4	24	299
Future Vol, veh/h	3	10	327	4	24	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	3	11	355	4	26	325

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	735	358	0	0	360	0
Stage 1	358	-	-	-	-	-
Stage 2	377	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	325	691	-	-	939	-
Stage 1	613	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	314	691	-	-	939	-
Mov Cap-2 Maneuver	314	-	-	-	-	-
Stage 1	613	-	-	-	-	-
Stage 2	579	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.83	0	0.66
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	541	939
HCM Lane V/C Ratio	-	-	0.026	0.028
HCM Control Delay (s/veh)	-	-	11.8	8.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection												
Int Delay, s/veh	4.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	228	36	22	291	2	44	59	12	4	38	28
Future Vol, veh/h	16	228	36	22	291	2	44	59	12	4	38	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	17	248	39	24	316	2	48	64	13	4	41	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	287	0	0	687	668	267	680	687	317
Stage 1	-	-	-	-	-	-	302	302	-	365	365	-
Stage 2	-	-	-	-	-	-	385	366	-	315	322	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1135	-	-	357	381	755	368	372	728
Stage 1	-	-	-	-	-	-	701	668	-	658	627	-
Stage 2	-	-	-	-	-	-	632	626	-	701	655	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1253	-	-	1135	-	-	291	365	755	288	357	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	291	365	-	288	357	-
Stage 1	-	-	-	-	-	-	689	657	-	647	611	-
Stage 2	-	-	-	-	-	-	550	610	-	611	644	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.45			0.58			20.88			14.87		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	350	1253	-	-	1135	-	-	440
HCM Lane V/C Ratio	0.357	0.014	-	-	0.021	-	-	0.173
HCM Control Delay (s/veh)	20.9	7.9	0	-	8.2	0	-	14.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.6	0	-	-	0.1	-	-	0.6

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	1	8	109	84	12
Future Vol, veh/h	5	1	8	109	84	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	5	1	9	118	91	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	234	98	104	0	0
Stage 1	98	-	-	-	-
Stage 2	136	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	759	964	1500	-	-
Stage 1	931	-	-	-	-
Stage 2	896	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	754	964	1500	-	-
Mov Cap-2 Maneuver	754	-	-	-	-
Stage 1	925	-	-	-	-
Stage 2	896	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.64	0.51	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1500	-	783	-	-
HCM Lane V/C Ratio	0.006	-	0.008	-	-
HCM Control Delay (s/veh)	7.4	0	9.6	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	28	6	5	10	5	5
Future Vol, veh/h	28	6	5	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	30	7	5	11	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	16	0	-	0	78 11
Stage 1	-	-	-	-	11 -
Stage 2	-	-	-	-	67 -
Critical Hdwy	4.97	-	-	-	6.4 6.87
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.983	-	-	-	3.5 3.903
Pot Cap-1 Maneuver	1188	-	-	-	929 909
Stage 1	-	-	-	-	1017 -
Stage 2	-	-	-	-	960 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1188	-	-	-	906 909
Mov Cap-2 Maneuver	-	-	-	-	906 -
Stage 1	-	-	-	-	991 -
Stage 2	-	-	-	-	960 -

Approach	EB	WB	SB
HCM Control Delay, s/v	6.68	0	9.02
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	907
HCM Lane V/C Ratio	0.026	-	-	-	0.012
HCM Control Delay (s/veh)	8.1	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0



Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	1	3	327	8	1	299
Future Vol, veh/h	1	3	327	8	1	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	355	9	1	325

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	687	360	0	0	364	0
Stage 1	360	-	-	-	-	-
Stage 2	327	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	416	511	-	-	1206	-
Stage 1	711	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	415	511	-	-	1206	-
Mov Cap-2 Maneuver	415	-	-	-	-	-
Stage 1	711	-	-	-	-	-
Stage 2	734	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.52		0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	483	1206
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s/veh)	-	-	12.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	37	43	292	17	18	282
Future Vol, veh/h	37	43	292	17	18	282
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	40	47	317	18	20	307

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	672	327	0	0	336	0
Stage 1	327	-	-	-	-	-
Stage 2	346	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	393	694	-	-	1201	-
Stage 1	690	-	-	-	-	-
Stage 2	676	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	385	694	-	-	1201	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	663	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.58	0	0.48
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	506	1201
HCM Lane V/C Ratio	-	-	0.172	0.016
HCM Control Delay (s/veh)	-	-	13.6	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0

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	9	12	3	3	45	16	12	94	8	4	63	8
Future Vol, veh/h	9	12	3	3	45	16	12	94	8	4	63	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	13	3	3	49	17	13	102	9	4	68	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	234	218	73	216	218	107	77	0	0	111	0	0
Stage 1	82	82	-	133	133	-	-	-	-	-	-	-
Stage 2	153	137	-	84	86	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	698	683	0	744	661	0	1478	-	-	1492	-	-
Stage 1	900	831	0	876	766	0	-	-	-	-	-	-
Stage 2	824	787	0	929	803	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	638	675	-	721	653	-	1478	-	-	1492	-	-
Mov Cap-2 Maneuver	638	675	-	721	653	-	-	-	-	-	-	-
Stage 1	892	829	-	867	759	-	-	-	-	-	-	-
Stage 2	764	780	-	912	800	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v					0.78			0.4		
HCM LOS	-		-							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1478	-	-	-	-	1492	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-	0.003	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	2	5	372	3	11	411
Future Vol, veh/h	2	5	372	3	11	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	2	5	388	3	11	428

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	840	389	0	0	391	0
Stage 1	389	-	-	-	-	-
Stage 2	451	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	338	664	-	-	1126	-
Stage 1	689	-	-	-	-	-
Stage 2	646	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	334	664	-	-	1126	-
Mov Cap-2 Maneuver	334	-	-	-	-	-
Stage 1	689	-	-	-	-	-
Stage 2	637	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.06		0	0.21
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	517	1126
HCM Lane V/C Ratio	-	-	0.014	0.01
HCM Control Delay (s/veh)	-	-	12.1	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

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	16	311	49	12	233	5	51	48	8	9	73	19
Future Vol, veh/h	16	311	49	12	233	5	51	48	8	9	73	19
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	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	17	338	53	13	253	5	55	52	9	10	79	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	391	0	0	718	684	365	681	708	256
Stage 1	-	-	-	-	-	-	399	399	-	282	282	-
Stage 2	-	-	-	-	-	-	319	285	-	399	426	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1277	-	-	1178	-	-	347	371	685	367	361	788
Stage 1	-	-	-	-	-	-	631	602	-	729	680	-
Stage 2	-	-	-	-	-	-	697	676	-	631	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1178	-	-	255	360	685	302	350	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	255	360	-	302	350	-
Stage 1	-	-	-	-	-	-	620	591	-	716	671	-
Stage 2	-	-	-	-	-	-	590	667	-	558	577	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.33			0.39			23.43			18.06		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	310	1277	-	-	1178	-	-	385
HCM Lane V/C Ratio	0.375	0.014	-	-	0.011	-	-	0.285
HCM Control Delay (s/veh)	23.4	7.9	0	-	8.1	0	-	18.1
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0	-	-	1.2

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	5	11	7	108	128	4
Future Vol, veh/h	5	11	7	108	128	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	5	12	7	115	136	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	268	138	140	0	0
Stage 1	138	-	-	-	-
Stage 2	130	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-
Pot Cap-1 Maneuver	725	915	1356	-	-
Stage 1	893	-	-	-	-
Stage 2	901	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	721	915	1356	-	-
Mov Cap-2 Maneuver	721	-	-	-	-
Stage 1	888	-	-	-	-
Stage 2	901	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.35	0.47	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1356	-	844	-	-
HCM Lane V/C Ratio	0.005	-	0.02	-	-
HCM Control Delay (s/veh)	7.7	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	4	10	6	11	9	1
Future Vol, veh/h	4	10	6	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	11	7	12	10	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	18	0	-	0	32
Stage 1	-	-	-	-	13
Stage 2	-	-	-	-	20
Critical Hdwy	5.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	3.1	-	-	-	3.5
Pot Cap-1 Maneuver	1140	-	-	-	987
Stage 1	-	-	-	-	1016
Stage 2	-	-	-	-	1008
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1140	-	-	-	983
Mov Cap-2 Maneuver	-	-	-	-	983
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	1008

Approach	EB	WB	SB
HCM Control Delay, s/v	2.33	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1140	-	-	-	991
HCM Lane V/C Ratio	0.004	-	-	-	0.011
HCM Control Delay (s/veh)	8.2	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	0	3	370	3	0	374
Future Vol, veh/h	0	3	370	3	0	374
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	378	3	0	382

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	761	379	0	0	381	0
Stage 1	379	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	376	497	-	-	1189	-
Stage 1	696	-	-	-	-	-
Stage 2	695	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	376	497	-	-	1189	-
Mov Cap-2 Maneuver	376	-	-	-	-	-
Stage 1	696	-	-	-	-	-
Stage 2	695	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.29		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1189
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s/veh)	-	-	12.3	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	15	22	351	32	27	347
Future Vol, veh/h	15	22	351	32	27	347
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	23	366	33	28	361

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	800	382	0	0	399
Stage 1	382	-	-	-	-
Stage 2	418	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236
Pot Cap-1 Maneuver	346	669	-	-	1149
Stage 1	677	-	-	-	-
Stage 2	652	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	335	669	-	-	1149
Mov Cap-2 Maneuver	335	-	-	-	-
Stage 1	677	-	-	-	-
Stage 2	632	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.21	0	0.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	477	1149
HCM Lane V/C Ratio	-	-	0.081	0.024
HCM Control Delay (s/veh)	-	-	13.2	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	38	9	5	16	17	3	92	5	12	125	4
Future Vol, veh/h	3	38	9	5	16	17	3	92	5	12	125	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	18	3	100	5	13	136	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	279	276	138	292	276	103	140	0	0	105	0	0
Stage 1	164	164	-	109	109	-	-	-	-	-	-	-
Stage 2	115	112	-	183	166	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	677	607	0	664	635	0	1455	-	-	1437	-	-
Stage 1	843	735	0	901	809	0	-	-	-	-	-	-
Stage 2	894	775	0	824	765	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	650	599	-	612	628	-	1455	-	-	1437	-	-
Mov Cap-2 Maneuver	650	599	-	612	628	-	-	-	-	-	-	-
Stage 1	841	728	-	899	807	-	-	-	-	-	-	-
Stage 2	873	773	-	769	757	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					0.22		0.64	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1455	-	-	-	-	1437	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.009	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	8	20	327	20	63	299
Future Vol, veh/h	8	20	327	20	63	299
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	9	22	355	22	68	325

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	828	366	0	0	377	0
Stage 1	366	-	-	-	-	-
Stage 2	462	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	284	683	-	-	924	-
Stage 1	607	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	258	683	-	-	924	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	607	-	-	-	-	-
Stage 2	496	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.29	0	1.6
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	465	924
HCM Lane V/C Ratio	-	-	0.066	0.074
HCM Control Delay (s/veh)	-	-	13.3	9.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	16	228	36	29	291	2	44	61	14	4	45	28
Future Vol, veh/h	16	228	36	29	291	2	44	61	14	4	45	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	17	248	39	32	316	2	48	66	15	4	49	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	287	0	0	706	684	267	696	702	317
Stage 1	-	-	-	-	-	-	302	302	-	380	380	-
Stage 2	-	-	-	-	-	-	404	382	-	316	322	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1135	-	-	347	374	755	359	365	728
Stage 1	-	-	-	-	-	-	701	668	-	646	617	-
Stage 2	-	-	-	-	-	-	617	616	-	700	655	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1253	-	-	1135	-	-	273	355	755	274	347	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	273	355	-	274	347	-
Stage 1	-	-	-	-	-	-	689	657	-	635	596	-
Stage 2	-	-	-	-	-	-	525	596	-	606	644	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.45			0.74			22.05			15.66		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	339	1253	-	-	1135	-	-	421
HCM Lane V/C Ratio	0.382	0.014	-	-	0.028	-	-	0.199
HCM Control Delay (s/veh)	22.1	7.9	0	-	8.3	0	-	15.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.7	0	-	-	0.1	-	-	0.7

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	8	4	20	109	84	24
Future Vol, veh/h	8	4	20	109	84	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	9	4	22	118	91	26

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	266	104	117	0	-	0
Stage 1	104	-	-	-	-	-
Stage 2	162	-	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	727	956	1484	-	-	-
Stage 1	925	-	-	-	-	-
Stage 2	872	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	716	956	1484	-	-	-
Mov Cap-2 Maneuver	716	-	-	-	-	-
Stage 1	910	-	-	-	-	-
Stage 2	872	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.69	1.16	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1484	-	781	-	-
HCM Lane V/C Ratio	0.015	-	0.017	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	44	11	18	0	0	12
Future Vol, veh/h	44	11	18	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	12	20	0	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	20	0	-	0	127 20
Stage 1	-	-	-	-	20 -
Stage 2	-	-	-	-	108 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1597	-	-	-	867 1058
Stage 1	-	-	-	-	1003 -
Stage 2	-	-	-	-	917 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1597	-	-	-	841 1058
Mov Cap-2 Maneuver	-	-	-	-	841 -
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	917 -

Approach	EB	WB	SB
HCM Control Delay, s/v	5.86	0	8.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1058
HCM Lane V/C Ratio	0.03	-	-	-	0.012
HCM Control Delay (s/veh)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	10	11	15	25	6	3
Future Vol, veh/h	10	11	15	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	12	16	27	7	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	43	0	-	0	64 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	34 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1565	-	-	-	942 1045
Stage 1	-	-	-	-	993 -
Stage 2	-	-	-	-	989 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1565	-	-	-	936 1045
Mov Cap-2 Maneuver	-	-	-	-	936 -
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	989 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.48	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	969
HCM Lane V/C Ratio	0.007	-	-	-	0.01
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	28	50	17	10	5	5
Future Vol, veh/h	28	50	17	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	30	54	18	11	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	139 24
Stage 1	-	-	-	-	24 -
Stage 2	-	-	-	-	115 -
Critical Hdwy	4.97	-	-	-	6.4 6.87
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.983	-	-	-	3.5 3.903
Pot Cap-1 Maneuver	1173	-	-	-	859 893
Stage 1	-	-	-	-	1004 -
Stage 2	-	-	-	-	915 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1173	-	-	-	836 893
Mov Cap-2 Maneuver	-	-	-	-	836 -
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	915 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.93	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1173	-	-	-	863
HCM Lane V/C Ratio	0.026	-	-	-	0.013
HCM Control Delay (s/veh)	8.2	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0



Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	1	3	343	8	1	304
Future Vol, veh/h	1	3	343	8	1	304
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	373	9	1	330

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	710	377	0	0	382	0
Stage 1	377	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	403	498	-	-	1188	-
Stage 1	698	-	-	-	-	-
Stage 2	731	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	403	498	-	-	1188	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	730	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.72	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	470	1188
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s/veh)	-	-	12.7	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	37	43	308	17	18	287
Future Vol, veh/h	37	43	308	17	18	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	40	47	335	18	20	312

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	695	344	0	0	353
Stage 1	344	-	-	-	-
Stage 2	351	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16
Critical Hdwy Stg 1	5.61	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254
Pot Cap-1 Maneuver	381	679	-	-	1184
Stage 1	677	-	-	-	-
Stage 2	672	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	373	679	-	-	1184
Mov Cap-2 Maneuver	373	-	-	-	-
Stage 1	677	-	-	-	-
Stage 2	659	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.88	0	0.48
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	492	1184
HCM Lane V/C Ratio	-	-	0.177	0.017
HCM Control Delay (s/veh)	-	-	13.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	12	3	3	45	16	12	106	8	4	66	8
Future Vol, veh/h	9	12	3	3	45	16	12	106	8	4	66	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	13	3	3	49	17	13	115	9	4	72	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	251	235	76	233	235	120	80	0	0	124	0	0
Stage 1	85	85	-	146	146	-	-	-	-	-	-	-
Stage 2	166	150	-	87	89	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	681	669	0	726	647	0	1474	-	-	1475	-	-
Stage 1	897	828	0	862	756	0	-	-	-	-	-	-
Stage 2	811	777	0	926	800	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	621	661	-	703	639	-	1474	-	-	1475	-	-
Mov Cap-2 Maneuver	621	661	-	703	639	-	-	-	-	-	-	-
Stage 1	888	826	-	854	749	-	-	-	-	-	-	-
Stage 2	751	770	-	908	798	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					0.71		0.38	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1474	-	-	-	-	1475	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-	0.003	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	18	43	372	9	24	411
Future Vol, veh/h	18	43	372	9	24	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	19	45	388	9	25	428

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	870	392	0	0	397	0
Stage 1	392	-	-	-	-	-
Stage 2	478	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	324	661	-	-	1120	-
Stage 1	687	-	-	-	-	-
Stage 2	628	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	315	661	-	-	1120	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.26	0	0.46
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1120
HCM Lane V/C Ratio	-	-	0.127	0.022
HCM Control Delay (s/veh)	-	-	13.3	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

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	16	311	49	14	233	5	51	54	14	9	75	19
Future Vol, veh/h	16	311	49	14	233	5	51	54	14	9	75	19
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	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	17	338	53	15	253	5	55	59	15	10	82	21

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	259	0	0	391	0	0	724	689	365	689	713	256
Stage 1	-	-	-	-	-	-	399	399	-	286	286	-
Stage 2	-	-	-	-	-	-	324	289	-	402	426	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1277	-	-	1178	-	-	344	369	685	363	359	788
Stage 1	-	-	-	-	-	-	631	602	-	725	677	-
Stage 2	-	-	-	-	-	-	692	673	-	629	588	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1277	-	-	1178	-	-	250	357	685	288	347	788
Mov Cap-2 Maneuver	-	-	-	-	-	-	250	357	-	288	347	-
Stage 1	-	-	-	-	-	-	620	591	-	713	666	-
Stage 2	-	-	-	-	-	-	583	663	-	544	577	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.33			0.45			24.02			18.41		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	316	1277	-	-	1178	-	-	379
HCM Lane V/C Ratio	0.409	0.014	-	-	0.013	-	-	0.295
HCM Control Delay (s/veh)	24	7.9	0	-	8.1	0	-	18.4
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.9	0	-	-	0	-	-	1.2

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	17	23	11	108	128	8
Future Vol, veh/h	17	23	11	108	128	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	18	24	12	115	136	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	279	140	145	0	0
Stage 1	140	-	-	-	-
Stage 2	138	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-
Pot Cap-1 Maneuver	715	913	1351	-	-
Stage 1	891	-	-	-	-
Stage 2	893	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	709	913	1351	-	-
Mov Cap-2 Maneuver	709	-	-	-	-
Stage 1	883	-	-	-	-
Stage 2	893	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.67	0.71	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1351	-	813	-	-
HCM Lane V/C Ratio	0.009	-	0.052	-	-
HCM Control Delay (s/veh)	7.7	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	4.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	23	17	0	0	43
Future Vol, veh/h	15	23	17	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	18	0	0	47

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	18	0	-	0	76
Stage 1	-	-	-	-	18
Stage 2	-	-	-	-	58
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1598	-	-	-	927
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	965
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1598	-	-	-	918
Mov Cap-2 Maneuver	-	-	-	-	918
Stage 1	-	-	-	-	994
Stage 2	-	-	-	-	965

Approach	EB	WB	SB
HCM Control Delay, s/v	2.87	0	8.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	1060
HCM Lane V/C Ratio	0.01	-	-	-	0.044
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	19	17	9	25	10
Future Vol, veh/h	4	19	17	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	18	10	27	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	28	0	-	0	53
Stage 1	-	-	-	-	23
Stage 2	-	-	-	-	29
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1585	-	-	-	956
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	993
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1585	-	-	-	953
Mov Cap-2 Maneuver	-	-	-	-	953
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	993

Approach	EB	WB	SB
HCM Control Delay, s/v	1.27	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.039
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1



Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	25	49	11	9	1
Future Vol, veh/h	4	25	49	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	27	53	12	10	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	65	0	-	0	95 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	36 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1089	-	-	-	909 1012
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	992 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1089	-	-	-	906 1012
Mov Cap-2 Maneuver	-	-	-	-	906 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	992 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.15	0	8.98
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	-	915
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s/veh)	8.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	0	3	376	3	0	390
Future Vol, veh/h	0	3	376	3	0	390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	384	3	0	398

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	783	385	0	0	387	0
Stage 1	385	-	-	-	-	-
Stage 2	398	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	365	493	-	-	1183	-
Stage 1	692	-	-	-	-	-
Stage 2	683	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	365	493	-	-	1183	-
Mov Cap-2 Maneuver	365	-	-	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	683	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.36		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	493	1183
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s/veh)	-	-	12.4	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	15	22	357	32	27	363
Future Vol, veh/h	15	22	357	32	27	363
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	23	372	33	28	378

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	823	389	0	0	405
Stage 1	389	-	-	-	-
Stage 2	434	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236
Pot Cap-1 Maneuver	335	664	-	-	1143
Stage 1	672	-	-	-	-
Stage 2	640	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	325	664	-	-	1143
Mov Cap-2 Maneuver	325	-	-	-	-
Stage 1	672	-	-	-	-
Stage 2	620	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.41	0	0.57
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	467	1143
HCM Lane V/C Ratio	-	-	0.083	0.025
HCM Control Delay (s/veh)	-	-	13.4	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	38	9	5	16	17	3	96	5	12	137	4
Future Vol, veh/h	3	38	9	5	16	17	3	96	5	12	137	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	18	3	104	5	13	149	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	297	293	151	309	293	107	153	0	0	110	0	0
Stage 1	177	177	-	114	114	-	-	-	-	-	-	-
Stage 2	120	116	-	196	179	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	659	593	0	647	621	0	1440	-	-	1432	-	-
Stage 1	829	725	0	896	805	0	-	-	-	-	-	-
Stage 2	890	771	0	811	755	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	633	586	-	595	614	-	1440	-	-	1432	-	-
Mov Cap-2 Maneuver	633	586	-	595	614	-	-	-	-	-	-	-
Stage 1	827	718	-	894	803	-	-	-	-	-	-	-
Stage 2	868	769	-	757	747	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					0.22		0.59	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1440	-	-	-	-	1432	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.009	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	3	10	328	4	25	301
Future Vol, veh/h	3	10	328	4	25	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	3	11	357	4	27	327

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	740	359	0	0	361	0
Stage 1	359	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	322	690	-	-	938	-
Stage 1	612	-	-	-	-	-
Stage 2	597	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	311	690	-	-	938	-
Mov Cap-2 Maneuver	311	-	-	-	-	-
Stage 1	612	-	-	-	-	-
Stage 2	576	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	11.87	0	0.69
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	538	938
HCM Lane V/C Ratio	-	-	0.026	0.029
HCM Control Delay (s/veh)	-	-	11.9	9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

Intersection												
Int Delay, s/veh	4.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	229	38	22	291	2	45	59	12	4	38	28
Future Vol, veh/h	17	229	38	22	291	2	45	59	12	4	38	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	18	249	41	24	316	2	49	64	13	4	41	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	290	0	0	691	673	270	683	692	317
Stage 1	-	-	-	-	-	-	307	307	-	365	365	-
Stage 2	-	-	-	-	-	-	385	366	-	318	327	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1132	-	-	355	379	753	366	370	728
Stage 1	-	-	-	-	-	-	697	665	-	658	627	-
Stage 2	-	-	-	-	-	-	632	626	-	698	651	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1253	-	-	1132	-	-	289	363	753	285	354	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	289	363	-	285	354	-
Stage 1	-	-	-	-	-	-	685	653	-	646	611	-
Stage 2	-	-	-	-	-	-	550	610	-	607	640	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.47			0.58			21.18			14.95		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	347	1253	-	-	1132	-	-	438
HCM Lane V/C Ratio	0.363	0.015	-	-	0.021	-	-	0.174
HCM Control Delay (s/veh)	21.2	7.9	0	-	8.2	0	-	14.9
HCM Lane LOS	C	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	1.6	0	-	-	0.1	-	-	0.6

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	5	1	8	110	86	12
Future Vol, veh/h	5	1	8	110	86	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	5	1	9	120	93	13

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	237	100	107	0	0
Stage 1	100	-	-	-	-
Stage 2	137	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	756	961	1497	-	-
Stage 1	929	-	-	-	-
Stage 2	895	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	751	961	1497	-	-
Mov Cap-2 Maneuver	751	-	-	-	-
Stage 1	923	-	-	-	-
Stage 2	895	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.66	0.5	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1497	-	779	-	-
HCM Lane V/C Ratio	0.006	-	0.008	-	-
HCM Control Delay (s/veh)	7.4	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	11	15	0	0	0
Future Vol, veh/h	0	11	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	16	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	16	0	-	0	28 16
Stage 1	-	-	-	-	16 -
Stage 2	-	-	-	-	12 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1601	-	-	-	987 1063
Stage 1	-	-	-	-	1006 -
Stage 2	-	-	-	-	1011 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1601	-	-	-	987 1063
Mov Cap-2 Maneuver	-	-	-	-	987 -
Stage 1	-	-	-	-	1006 -
Stage 2	-	-	-	-	1011 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	11	15	0	0	0
Future Vol, veh/h	0	11	15	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	12	16	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	16	0	-	0	28
Stage 1	-	-	-	-	16
Stage 2	-	-	-	-	12
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1601	-	-	-	987
Stage 1	-	-	-	-	1006
Stage 2	-	-	-	-	1011
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1601	-	-	-	987
Mov Cap-2 Maneuver	-	-	-	-	987
Stage 1	-	-	-	-	1006
Stage 2	-	-	-	-	1011

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1601	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	5.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	28	6	5	10	5	5
Future Vol, veh/h	28	6	5	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	30	7	5	11	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	16	0	-	0	78 11
Stage 1	-	-	-	-	11 -
Stage 2	-	-	-	-	67 -
Critical Hdwy	4.97	-	-	-	6.4 6.87
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.983	-	-	-	3.5 3.903
Pot Cap-1 Maneuver	1188	-	-	-	929 909
Stage 1	-	-	-	-	1017 -
Stage 2	-	-	-	-	960 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1188	-	-	-	906 909
Mov Cap-2 Maneuver	-	-	-	-	906 -
Stage 1	-	-	-	-	991 -
Stage 2	-	-	-	-	960 -

Approach	EB	WB	SB
HCM Control Delay, s/v	6.68	0	9.02
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1188	-	-	-	907
HCM Lane V/C Ratio	0.026	-	-	-	0.012
HCM Control Delay (s/veh)	8.1	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	1	3	328	8	1	301
Future Vol, veh/h	1	3	328	8	1	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	357	9	1	327

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	690	361	0	0	365	0
Stage 1	361	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	414	510	-	-	1204	-
Stage 1	710	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	413	510	-	-	1204	-
Mov Cap-2 Maneuver	413	-	-	-	-	-
Stage 1	710	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.54		0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	482	1204
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s/veh)	-	-	12.5	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	37	43	292	17	19	283
Future Vol, veh/h	37	43	292	17	19	283
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	40	47	317	18	21	308

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	676	327	0	0	336	0
Stage 1	327	-	-	-	-	-
Stage 2	349	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	391	694	-	-	1201	-
Stage 1	690	-	-	-	-	-
Stage 2	674	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	383	694	-	-	1201	-
Mov Cap-2 Maneuver	383	-	-	-	-	-
Stage 1	690	-	-	-	-	-
Stage 2	660	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.61	0	0.51
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	505	1201	-
HCM Lane V/C Ratio	-	-	0.172	0.017	-
HCM Control Delay (s/veh)	-	-	13.6	8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

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	9	12	3	3	45	16	12	94	8	5	64	8
Future Vol, veh/h	9	12	3	3	45	16	12	94	8	5	64	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	13	3	3	49	17	13	102	9	5	70	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	238	222	74	220	222	107	78	0	0	111	0	0
Stage 1	85	85	-	133	133	-	-	-	-	-	-	-
Stage 2	153	137	-	87	89	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	694	680	0	741	658	0	1477	-	-	1492	-	-
Stage 1	897	828	0	876	766	0	-	-	-	-	-	-
Stage 2	824	787	0	926	800	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	634	671	-	717	649	-	1477	-	-	1492	-	-
Mov Cap-2 Maneuver	634	671	-	717	649	-	-	-	-	-	-	-
Stage 1	888	825	-	867	759	-	-	-	-	-	-	-
Stage 2	764	780	-	908	797	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v					0.79			0.48		
HCM LOS	-		-							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1477	-	-	-	-	1492	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	2	5	374	3	11	412
Future Vol, veh/h	2	5	374	3	11	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	2	5	390	3	11	429

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	843	391	0	0	393
Stage 1	391	-	-	-	-
Stage 2	452	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29
Pot Cap-1 Maneuver	337	662	-	-	1124
Stage 1	688	-	-	-	-
Stage 2	645	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	332	662	-	-	1124
Mov Cap-2 Maneuver	332	-	-	-	-
Stage 1	688	-	-	-	-
Stage 2	637	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.08		0	0.21
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	516	1124
HCM Lane V/C Ratio	-	-	0.014	0.01
HCM Control Delay (s/veh)	-	-	12.1	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

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	17	312	51	12	234	5	54	48	8	9	73	20
Future Vol, veh/h	17	312	51	12	234	5	54	48	8	9	73	20
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	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	18	339	55	13	254	5	59	52	9	10	79	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	395	0	0	724	690	367	685	715	257
Stage 1	-	-	-	-	-	-	404	404	-	283	283	-
Stage 2	-	-	-	-	-	-	320	286	-	402	432	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1276	-	-	1175	-	-	344	368	683	365	358	786
Stage 1	-	-	-	-	-	-	627	599	-	728	679	-
Stage 2	-	-	-	-	-	-	696	675	-	629	584	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1276	-	-	1175	-	-	251	357	683	299	346	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	251	357	-	299	346	-
Stage 1	-	-	-	-	-	-	616	588	-	715	670	-
Stage 2	-	-	-	-	-	-	589	666	-	555	573	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.35			0.39			24.25			18.18		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	305	1276	-	-	1175	-	-	383
HCM Lane V/C Ratio	0.393	0.014	-	-	0.011	-	-	0.289
HCM Control Delay (s/veh)	24.3	7.9	0	-	8.1	0	-	18.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0	-	-	1.2

Intersection						
Int Delay, s/veh	0.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	5	11	7	111	130	4
Future Vol, veh/h	5	11	7	111	130	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	5	12	7	118	138	4

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	273	140	143	0	0
Stage 1	140	-	-	-	-
Stage 2	133	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-
Pot Cap-1 Maneuver	720	913	1353	-	-
Stage 1	891	-	-	-	-
Stage 2	898	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	716	913	1353	-	-
Mov Cap-2 Maneuver	716	-	-	-	-
Stage 1	886	-	-	-	-
Stage 2	898	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.37	0.46	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1353	-	841	-	-
HCM Lane V/C Ratio	0.006	-	0.02	-	-
HCM Control Delay (s/veh)	7.7	0	9.4	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-



Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	19	17	0	0	0
Future Vol, veh/h	0	19	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	18	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	18	0	-	0	39 18
Stage 1	-	-	-	-	18 -
Stage 2	-	-	-	-	21 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1598	-	-	-	973 1060
Stage 1	-	-	-	-	1004 -
Stage 2	-	-	-	-	1002 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1598	-	-	-	973 1060
Mov Cap-2 Maneuver	-	-	-	-	973 -
Stage 1	-	-	-	-	1004 -
Stage 2	-	-	-	-	1002 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	19	17	0	0	0
Future Vol, veh/h	0	19	17	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	18	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	18	0	-	0	39
Stage 1	-	-	-	-	18
Stage 2	-	-	-	-	21
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1598	-	-	-	973
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	1002
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1598	-	-	-	973
Mov Cap-2 Maneuver	-	-	-	-	973
Stage 1	-	-	-	-	1004
Stage 2	-	-	-	-	1002

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	2.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	4	10	6	11	9	1
Future Vol, veh/h	4	10	6	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	11	7	12	10	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	18	0	-	0	32
Stage 1	-	-	-	-	13
Stage 2	-	-	-	-	20
Critical Hdwy	5.1	-	-	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	3.1	-	-	-	3.5
Pot Cap-1 Maneuver	1140	-	-	-	987
Stage 1	-	-	-	-	1016
Stage 2	-	-	-	-	1008
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1140	-	-	-	983
Mov Cap-2 Maneuver	-	-	-	-	983
Stage 1	-	-	-	-	1012
Stage 2	-	-	-	-	1008

Approach	EB	WB	SB
HCM Control Delay, s/v	2.33	0	8.67
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1140	-	-	-	991
HCM Lane V/C Ratio	0.004	-	-	-	0.011
HCM Control Delay (s/veh)	8.2	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	0	3	372	3	0	375
Future Vol, veh/h	0	3	372	3	0	375
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	380	3	0	383

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	764	381	0	0	383	0
Stage 1	381	-	-	-	-	-
Stage 2	383	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	375	495	-	-	1187	-
Stage 1	695	-	-	-	-	-
Stage 2	694	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	375	495	-	-	1187	-
Mov Cap-2 Maneuver	375	-	-	-	-	-
Stage 1	695	-	-	-	-	-
Stage 2	694	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.31		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	495	1187
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s/veh)	-	-	12.3	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	15	23	352	32	28	348
Future Vol, veh/h	15	23	352	32	28	348
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	24	367	33	29	363

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	804	383	0	0	400
Stage 1	383	-	-	-	-
Stage 2	421	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236
Pot Cap-1 Maneuver	344	669	-	-	1148
Stage 1	676	-	-	-	-
Stage 2	650	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	333	669	-	-	1148
Mov Cap-2 Maneuver	333	-	-	-	-
Stage 1	676	-	-	-	-
Stage 2	629	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.2	0	0.61
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	1148
HCM Lane V/C Ratio	-	-	0.083	0.025
HCM Control Delay (s/veh)	-	-	13.2	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	38	9	5	16	18	3	93	5	13	126	4
Future Vol, veh/h	3	38	9	5	16	18	3	93	5	13	126	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	20	3	101	5	14	137	4

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	284	280	139	296	280	104	141	0	0	107	0	0
Stage 1	167	167	-	110	110	-	-	-	-	-	-	-
Stage 2	116	113	-	186	170	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	673	603	0	660	632	0	1454	-	-	1436	-	-
Stage 1	839	732	0	900	808	0	-	-	-	-	-	-
Stage 2	893	774	0	821	762	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	646	596	-	607	624	-	1454	-	-	1436	-	-
Mov Cap-2 Maneuver	646	596	-	607	624	-	-	-	-	-	-	-
Stage 1	837	724	-	898	806	-	-	-	-	-	-	-
Stage 2	872	772	-	766	754	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					0.22		0.68	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1454	-	-	-	-	1436	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.01	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	8	20	328	20	64	301
Future Vol, veh/h	8	20	328	20	64	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	9	22	357	22	70	327

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	834	367	0	0	378	0
Stage 1	367	-	-	-	-	-
Stage 2	466	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	281	682	-	-	923	-
Stage 1	606	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	255	682	-	-	923	-
Mov Cap-2 Maneuver	255	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	492	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.34	0	1.62
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	462	923
HCM Lane V/C Ratio	-	-	0.066	0.075
HCM Control Delay (s/veh)	-	-	13.3	9.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.2	0.2

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	229	38	29	291	2	45	61	14	4	45	28
Future Vol, veh/h	17	229	38	29	291	2	45	61	14	4	45	28
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	18	249	41	32	316	2	49	66	15	4	49	30

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	318	0	0	290	0	0	710	688	270	699	708	317
Stage 1	-	-	-	-	-	-	307	307	-	380	380	-
Stage 2	-	-	-	-	-	-	404	382	-	319	327	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1253	-	-	1132	-	-	344	372	753	357	362	728
Stage 1	-	-	-	-	-	-	697	665	-	646	617	-
Stage 2	-	-	-	-	-	-	617	616	-	697	651	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1253	-	-	1132	-	-	271	353	753	272	344	728
Mov Cap-2 Maneuver	-	-	-	-	-	-	271	353	-	272	344	-
Stage 1	-	-	-	-	-	-	685	653	-	634	596	-
Stage 2	-	-	-	-	-	-	525	596	-	603	640	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.47			0.74			22.41			15.75		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	335	1253	-	-	1132	-	-	418
HCM Lane V/C Ratio	0.389	0.015	-	-	0.028	-	-	0.2
HCM Control Delay (s/veh)	22.4	7.9	0	-	8.3	0	-	15.7
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	1.8	0	-	-	0.1	-	-	0.7



Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	8	4	20	110	86	24
Future Vol, veh/h	8	4	20	110	86	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	9	4	22	120	93	26

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	270	107	120	0	0
Stage 1	107	-	-	-	-
Stage 2	163	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	724	953	1481	-	-
Stage 1	923	-	-	-	-
Stage 2	871	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	713	953	1481	-	-
Mov Cap-2 Maneuver	713	-	-	-	-
Stage 1	908	-	-	-	-
Stage 2	871	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.71	1.15	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1481	-	778	-	-
HCM Lane V/C Ratio	0.015	-	0.017	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	4.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	44	21	18	0	0	12
Future Vol, veh/h	44	21	18	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	23	20	0	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	20	0	-	0	138 20
Stage 1	-	-	-	-	20 -
Stage 2	-	-	-	-	118 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1597	-	-	-	855 1058
Stage 1	-	-	-	-	1003 -
Stage 2	-	-	-	-	907 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1597	-	-	-	829 1058
Mov Cap-2 Maneuver	-	-	-	-	829 -
Stage 1	-	-	-	-	973 -
Stage 2	-	-	-	-	907 -

Approach	EB	WB	SB
HCM Control Delay, s/v	4.96	0	8.44
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	1058
HCM Lane V/C Ratio	0.03	-	-	-	0.012
HCM Control Delay (s/veh)	7.3	0	-	-	8.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	10	11	15	25	6	3
Future Vol, veh/h	10	11	15	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	12	16	27	7	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	43	0	-	0	64 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	34 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1565	-	-	-	942 1045
Stage 1	-	-	-	-	993 -
Stage 2	-	-	-	-	989 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1565	-	-	-	936 1045
Mov Cap-2 Maneuver	-	-	-	-	936 -
Stage 1	-	-	-	-	986 -
Stage 2	-	-	-	-	989 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.48	0	8.75
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1565	-	-	-	969
HCM Lane V/C Ratio	0.007	-	-	-	0.01
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	2.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	28	50	17	10	5	5
Future Vol, veh/h	28	50	17	10	5	5
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	30	54	18	11	5	5

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	139 24
Stage 1	-	-	-	-	24 -
Stage 2	-	-	-	-	115 -
Critical Hdwy	4.97	-	-	-	6.4 6.87
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.983	-	-	-	3.5 3.903
Pot Cap-1 Maneuver	1173	-	-	-	859 893
Stage 1	-	-	-	-	1004 -
Stage 2	-	-	-	-	915 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1173	-	-	-	836 893
Mov Cap-2 Maneuver	-	-	-	-	836 -
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	915 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.93	0	9.22
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1173	-	-	-	863
HCM Lane V/C Ratio	0.026	-	-	-	0.013
HCM Control Delay (s/veh)	8.2	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	1	3	344	8	1	306
Future Vol, veh/h	1	3	344	8	1	306
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	374	9	1	333

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	713	378	0	0	383	0
Stage 1	378	-	-	-	-	-
Stage 2	335	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	401	498	-	-	1187	-
Stage 1	697	-	-	-	-	-
Stage 2	729	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	401	498	-	-	1187	-
Mov Cap-2 Maneuver	401	-	-	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	728	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.74		0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	469	1187
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s/veh)	-	-	12.7	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	37	43	308	17	19	288
Future Vol, veh/h	37	43	308	17	19	288
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	40	47	335	18	21	313

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	698	344	0	0	353	0
Stage 1	344	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	379	679	-	-	1184	-
Stage 1	677	-	-	-	-	-
Stage 2	670	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	371	679	-	-	1184	-
Mov Cap-2 Maneuver	371	-	-	-	-	-
Stage 1	677	-	-	-	-	-
Stage 2	656	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.91	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1184
HCM Lane V/C Ratio	-	-	0.177	0.017
HCM Control Delay (s/veh)	-	-	13.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

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	9	12	3	3	45	16	12	106	8	5	67	8
Future Vol, veh/h	9	12	3	3	45	16	12	106	8	5	67	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	13	3	3	49	17	13	115	9	5	73	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	254	238	77	236	238	120	82	0	0	124	0	0
Stage 1	88	88	-	146	146	-	-	-	-	-	-	-
Stage 2	166	150	-	90	92	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	677	666	0	723	644	0	1473	-	-	1475	-	-
Stage 1	893	826	0	862	756	0	-	-	-	-	-	-
Stage 2	811	777	0	922	797	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	617	658	-	699	636	-	1473	-	-	1475	-	-
Mov Cap-2 Maneuver	617	658	-	699	636	-	-	-	-	-	-	-
Stage 1	884	823	-	854	749	-	-	-	-	-	-	-
Stage 2	751	770	-	904	794	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					0.71		0.47	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1473	-	-	-	-	1475	-	-
HCM Lane V/C Ratio	0.009	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		P			4
Traffic Vol, veh/h	18	43	374	9	24	412
Future Vol, veh/h	18	43	374	9	24	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	19	45	390	9	25	429

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	873	394	0	0	399
Stage 1	394	-	-	-	-
Stage 2	479	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29
Pot Cap-1 Maneuver	323	659	-	-	1118
Stage 1	685	-	-	-	-
Stage 2	627	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	314	659	-	-	1118
Mov Cap-2 Maneuver	314	-	-	-	-
Stage 1	685	-	-	-	-
Stage 2	609	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.29	0	0.46
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1118
HCM Lane V/C Ratio	-	-	0.128	0.022
HCM Control Delay (s/veh)	-	-	13.3	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1



Intersection												
Int Delay, s/veh	6.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Future Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
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	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	18	339	55	15	254	5	59	59	15	10	82	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	260	0	0	395	0	0	729	694	367	693	719	257
Stage 1	-	-	-	-	-	-	404	404	-	287	287	-
Stage 2	-	-	-	-	-	-	326	290	-	405	432	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1276	-	-	1175	-	-	341	366	683	360	356	786
Stage 1	-	-	-	-	-	-	627	599	-	724	676	-
Stage 2	-	-	-	-	-	-	691	672	-	626	584	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	1175	-	-	246	354	683	286	344	786
Mov Cap-2 Maneuver	-	-	-	-	-	-	246	354	-	286	344	-
Stage 1	-	-	-	-	-	-	616	588	-	711	666	-
Stage 2	-	-	-	-	-	-	581	662	-	541	573	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.35			0.45			24.92			18.54		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	311	1276	-	-	1175	-	-	378
HCM Lane V/C Ratio	0.426	0.014	-	-	0.013	-	-	0.299
HCM Control Delay (s/veh)	24.9	7.9	0	-	8.1	0	-	18.5
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2	0	-	-	0	-	-	1.2

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	17	23	11	111	130	8
Future Vol, veh/h	17	23	11	111	130	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	18	24	12	118	138	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	284	143	147	0	0
Stage 1	143	-	-	-	-
Stage 2	141	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-
Pot Cap-1 Maneuver	710	910	1348	-	-
Stage 1	889	-	-	-	-
Stage 2	890	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	704	910	1348	-	-
Mov Cap-2 Maneuver	704	-	-	-	-
Stage 1	881	-	-	-	-
Stage 2	890	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.69	0.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	809	-	-
HCM Lane V/C Ratio	0.009	-	0.053	-	-
HCM Control Delay (s/veh)	7.7	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	4.8					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	23	19	27	0	0	43
Future Vol, veh/h	23	19	27	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	25	21	29	0	0	47

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	100 29
Stage 1	-	-	-	-	29 -
Stage 2	-	-	-	-	71 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1584	-	-	-	899 1045
Stage 1	-	-	-	-	993 -
Stage 2	-	-	-	-	952 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1584	-	-	-	884 1045
Mov Cap-2 Maneuver	-	-	-	-	884 -
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	952 -

Approach	EB	WB	SB
HCM Control Delay, s/v	4	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	1045
HCM Lane V/C Ratio	0.016	-	-	-	0.045
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	19	17	9	25	10
Future Vol, veh/h	4	19	17	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	18	10	27	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	28	0	-	0	53
Stage 1	-	-	-	-	23
Stage 2	-	-	-	-	29
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1585	-	-	-	956
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	993
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1585	-	-	-	953
Mov Cap-2 Maneuver	-	-	-	-	953
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	993

Approach	EB	WB	SB
HCM Control Delay, s/v	1.27	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.039
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	25	49	11	9	1
Future Vol, veh/h	4	25	49	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	27	53	12	10	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	65	0	-	0	95 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	36 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1089	-	-	-	909 1012
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	992 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1089	-	-	-	906 1012
Mov Cap-2 Maneuver	-	-	-	-	906 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	992 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.15	0	8.98
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	-	915
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s/veh)	8.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	0	3	378	3	0	391
Future Vol, veh/h	0	3	378	3	0	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	386	3	0	399

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	786	387	0	0	389
Stage 1	387	-	-	-	-
Stage 2	399	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2
Pot Cap-1 Maneuver	364	491	-	-	1181
Stage 1	690	-	-	-	-
Stage 2	682	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	364	491	-	-	1181
Mov Cap-2 Maneuver	364	-	-	-	-
Stage 1	690	-	-	-	-
Stage 2	682	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.38		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1181
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s/veh)	-	-	12.4	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	15	23	358	32	28	364
Future Vol, veh/h	15	23	358	32	28	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	24	373	33	29	379

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	827	390	0	0	406
Stage 1	390	-	-	-	-
Stage 2	438	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236
Pot Cap-1 Maneuver	333	663	-	-	1142
Stage 1	672	-	-	-	-
Stage 2	638	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	323	663	-	-	1142
Mov Cap-2 Maneuver	323	-	-	-	-
Stage 1	672	-	-	-	-
Stage 2	618	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.4	0	0.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	468	1142
HCM Lane V/C Ratio	-	-	0.085	0.026
HCM Control Delay (s/veh)	-	-	13.4	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Future Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	20	3	105	5	14	150	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	301	298	152	314	297	108	154	0	0	111	0	0
Stage 1	180	180	-	115	115	-	-	-	-	-	-	-
Stage 2	121	117	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	655	590	0	643	618	0	1438	-	-	1431	-	-
Stage 1	826	723	0	895	805	0	-	-	-	-	-	-
Stage 2	889	770	0	808	752	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	628	582	-	590	610	-	1438	-	-	1431	-	-
Mov Cap-2 Maneuver	628	582	-	590	610	-	-	-	-	-	-	-
Stage 1	824	715	-	893	803	-	-	-	-	-	-	-
Stage 2	867	769	-	753	744	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					0.21		0.63	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	-	-	1431	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.01	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-



Intersection						
Int Delay, s/veh	1.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	18	43	374	9	24	412
Future Vol, veh/h	18	43	374	9	24	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	20	47	407	10	26	448

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	911	411	0	0	416	0
Stage 1	411	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	251	645	-	-	890	-
Stage 1	577	-	-	-	-	-
Stage 2	522	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	242	645	-	-	890	-
Mov Cap-2 Maneuver	242	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.84	0	0.5
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	432	890
HCM Lane V/C Ratio	-	-	0.153	0.029
HCM Control Delay (s/veh)	-	-	14.8	9.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.5	0.1

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Future Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	18	339	55	15	254	5	59	59	15	10	82	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	14.7	13.2	10.8	10.3
HCM LOS	B	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	4%	6%	9%
Vol Thru, %	44%	82%	92%	72%
Vol Right, %	11%	13%	2%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	380	253	104
LT Vol	54	17	14	9
Through Vol	54	312	234	75
RT Vol	14	51	5	20
Lane Flow Rate	133	413	275	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.223	0.576	0.438	0.185
Departure Headway (Hd)	6.047	5.02	5.732	5.896
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	591	719	627	607
Service Time	4.101	3.059	3.775	3.952
HCM Lane V/C Ratio	0.225	0.574	0.439	0.186
HCM Control Delay, s/veh	10.8	14.7	13.2	10.3
HCM Lane LOS	B	B	B	B
HCM 95th-tile Q	0.8	3.7	2.2	0.7

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	17	23	11	111	130	8
Future Vol, veh/h	17	23	11	111	130	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	18	25	12	121	141	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	290	146	150	0	0
Stage 1	146	-	-	-	-
Stage 2	145	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	705	907	1444	-	-
Stage 1	887	-	-	-	-
Stage 2	888	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	698	907	1444	-	-
Mov Cap-2 Maneuver	698	-	-	-	-
Stage 1	879	-	-	-	-
Stage 2	888	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.73	0.68	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1444	-	805	-	-
HCM Lane V/C Ratio	0.008	-	0.054	-	-
HCM Control Delay (s/veh)	7.5	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	5.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	19	17	0	0	43
Future Vol, veh/h	15	19	17	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	21	18	0	0	47

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	18	0	-	0	72 18
Stage 1	-	-	-	-	18 -
Stage 2	-	-	-	-	53 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1598	-	-	-	932 1060
Stage 1	-	-	-	-	1004 -
Stage 2	-	-	-	-	969 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1598	-	-	-	923 1060
Mov Cap-2 Maneuver	-	-	-	-	923 -
Stage 1	-	-	-	-	994 -
Stage 2	-	-	-	-	969 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.21	0	8.55
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1598	-	-	-	1060
HCM Lane V/C Ratio	0.01	-	-	-	0.044
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	19	17	9	25	10
Future Vol, veh/h	4	19	17	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	18	10	27	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	28	0	-	0	53
Stage 1	-	-	-	-	23
Stage 2	-	-	-	-	29
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1585	-	-	-	956
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	993
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1585	-	-	-	953
Mov Cap-2 Maneuver	-	-	-	-	953
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	993

Approach	EB	WB	SB
HCM Control Delay, s/v	1.27	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.039
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	25	49	11	9	1
Future Vol, veh/h	4	25	49	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	4	27	53	12	10	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	65	0	-	0	95 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	36 -
Critical Hdwy	4.97	-	-	-	6.4 6.87
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.983	-	-	-	3.5 3.903
Pot Cap-1 Maneuver	1133	-	-	-	909 851
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	992 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1133	-	-	-	906 851
Mov Cap-2 Maneuver	-	-	-	-	906 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	992 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.13	0	9.05
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1133	-	-	-	900
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s/veh)	8.2	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	0	3	378	3	0	391
Future Vol, veh/h	0	3	378	3	0	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	0	3	411	3	0	425

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	838	413	0	0	414	0
Stage 1	413	-	-	-	-	-
Stage 2	425	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	339	473	-	-	1156	-
Stage 1	673	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	339	473	-	-	1156	-
Mov Cap-2 Maneuver	339	-	-	-	-	-
Stage 1	673	-	-	-	-	-
Stage 2	664	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.66	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	473	1156
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s/veh)	-	-	12.7	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	15	23	358	32	28	364
Future Vol, veh/h	15	23	358	32	28	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	16	25	389	35	30	396

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	863	407	0	0	424
Stage 1	407	-	-	-	-
Stage 2	457	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16
Critical Hdwy Stg 1	5.61	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254
Pot Cap-1 Maneuver	301	625	-	-	1114
Stage 1	633	-	-	-	-
Stage 2	600	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	291	625	-	-	1114
Mov Cap-2 Maneuver	291	-	-	-	-
Stage 1	633	-	-	-	-
Stage 2	579	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.26	0	0.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	430	1114
HCM Lane V/C Ratio	-	-	0.096	0.027
HCM Control Delay (s/veh)	-	-	14.3	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1



Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Future Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	3	41	10	5	17	20	3	105	5	14	150	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	301	298	152	314	297	108	154	0	0	111	0	0
Stage 1	180	180	-	115	115	-	-	-	-	-	-	-
Stage 2	121	117	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	630	617	0	643	597	0	1384	-	-	1492	-	-
Stage 1	796	754	0	895	780	0	-	-	-	-	-	-
Stage 2	858	802	0	808	728	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	604	609	-	592	589	-	1384	-	-	1492	-	-
Mov Cap-2 Maneuver	604	609	-	592	589	-	-	-	-	-	-	-
Stage 1	794	746	-	893	778	-	-	-	-	-	-	-
Stage 2	836	800	-	755	721	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v					0.22			0.62		
HCM LOS	-		-							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1384	-	-	-	-	1492	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.009	-	-
HCM Control Delay (s/veh)	7.6	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	18	43	374	9	24	412
Future Vol, veh/h	18	43	374	9	24	412
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	19	45	390	9	25	429

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	873	394	0	0	399
Stage 1	394	-	-	-	-
Stage 2	479	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29
Pot Cap-1 Maneuver	323	659	-	-	1118
Stage 1	685	-	-	-	-
Stage 2	627	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	314	659	-	-	1118
Mov Cap-2 Maneuver	314	-	-	-	-
Stage 1	685	-	-	-	-
Stage 2	609	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.29	0	0.46
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	497	1118
HCM Lane V/C Ratio	-	-	0.128	0.022
HCM Control Delay (s/veh)	-	-	13.3	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Intersection	
Intersection Delay, s/veh	12.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
Future Vol, veh/h	17	312	51	14	234	5	54	54	14	9	75	20
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, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	18	339	55	15	254	5	59	59	15	10	82	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	15.1	11.7	10.6	10.2
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	4%	6%	9%
Vol Thru, %	44%	82%	92%	72%
Vol Right, %	11%	13%	2%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	122	380	253	104
LT Vol	54	17	14	9
Through Vol	54	312	234	75
RT Vol	14	51	5	20
Lane Flow Rate	133	413	275	113
Geometry Grp	1	1	1	1
Degree of Util (X)	0.218	0.584	0.4	0.183
Departure Headway (Hd)	5.911	5.091	5.231	5.841
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	606	710	687	613
Service Time	3.959	3.125	3.268	3.891
HCM Lane V/C Ratio	0.219	0.582	0.4	0.184
HCM Control Delay, s/veh	10.6	15.1	11.7	10.2
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	0.8	3.8	1.9	0.7

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	17	23	11	111	130	8
Future Vol, veh/h	17	23	11	111	130	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	18	24	12	118	138	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	284	143	147	0	0
Stage 1	143	-	-	-	-
Stage 2	141	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-
Pot Cap-1 Maneuver	710	910	1348	-	-
Stage 1	889	-	-	-	-
Stage 2	890	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	704	910	1348	-	-
Mov Cap-2 Maneuver	704	-	-	-	-
Stage 1	881	-	-	-	-
Stage 2	890	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.69	0.69	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1348	-	809	-	-
HCM Lane V/C Ratio	0.009	-	0.053	-	-
HCM Control Delay (s/veh)	7.7	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	4.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	15	23	27	0	0	43
Future Vol, veh/h	15	23	27	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	25	29	0	0	47

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	87 29
Stage 1	-	-	-	-	29 -
Stage 2	-	-	-	-	58 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1584	-	-	-	914 1045
Stage 1	-	-	-	-	993 -
Stage 2	-	-	-	-	965 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1584	-	-	-	905 1045
Mov Cap-2 Maneuver	-	-	-	-	905 -
Stage 1	-	-	-	-	983 -
Stage 2	-	-	-	-	965 -

Approach	EB	WB	SB
HCM Control Delay, s/v	2.88	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	1045
HCM Lane V/C Ratio	0.01	-	-	-	0.045
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	19	17	9	25	10
Future Vol, veh/h	4	19	17	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	21	18	10	27	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	28	0	-	0	53
Stage 1	-	-	-	-	23
Stage 2	-	-	-	-	29
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1585	-	-	-	956
Stage 1	-	-	-	-	999
Stage 2	-	-	-	-	993
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1585	-	-	-	953
Mov Cap-2 Maneuver	-	-	-	-	953
Stage 1	-	-	-	-	996
Stage 2	-	-	-	-	993

Approach	EB	WB	SB
HCM Control Delay, s/v	1.27	0	8.82
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1585	-	-	-	980
HCM Lane V/C Ratio	0.003	-	-	-	0.039
HCM Control Delay (s/veh)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	4	25	49	11	9	1
Future Vol, veh/h	4	25	49	11	9	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	4	27	53	12	10	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	65	0	-	0	95 59
Stage 1	-	-	-	-	59 -
Stage 2	-	-	-	-	36 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1089	-	-	-	909 1012
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	992 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1089	-	-	-	906 1012
Mov Cap-2 Maneuver	-	-	-	-	906 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	992 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.15	0	8.98
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1089	-	-	-	915
HCM Lane V/C Ratio	0.004	-	-	-	0.012
HCM Control Delay (s/veh)	8.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	0	3	378	3	0	391
Future Vol, veh/h	0	3	378	3	0	391
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	386	3	0	399

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	786	387	0	0	389
Stage 1	387	-	-	-	-
Stage 2	399	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2
Pot Cap-1 Maneuver	364	491	-	-	1181
Stage 1	690	-	-	-	-
Stage 2	682	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	364	491	-	-	1181
Mov Cap-2 Maneuver	364	-	-	-	-
Stage 1	690	-	-	-	-
Stage 2	682	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.38		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1181
HCM Lane V/C Ratio	-	-	0.006	-
HCM Control Delay (s/veh)	-	-	12.4	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0



Intersection						
Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	15	23	358	32	28	364
Future Vol, veh/h	15	23	358	32	28	364
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	16	24	373	33	29	379

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	827	390	0	0	406
Stage 1	390	-	-	-	-
Stage 2	438	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236
Pot Cap-1 Maneuver	333	663	-	-	1142
Stage 1	672	-	-	-	-
Stage 2	638	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	323	663	-	-	1142
Mov Cap-2 Maneuver	323	-	-	-	-
Stage 1	672	-	-	-	-
Stage 2	618	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.4	0	0.59
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	468	1142
HCM Lane V/C Ratio	-	-	0.085	0.026
HCM Control Delay (s/veh)	-	-	13.4	8.2
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

Intersection												
Int Delay, s/veh	0.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Future Vol, veh/h	3	38	9	5	16	18	3	97	5	13	138	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	41	10	5	17	20	3	105	5	14	150	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	301	298	152	314	297	108	154	0	0	111	0	0
Stage 1	180	180	-	115	115	-	-	-	-	-	-	-
Stage 2	121	117	-	199	183	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	655	590	0	643	618	0	1438	-	-	1431	-	-
Stage 1	826	723	0	895	805	0	-	-	-	-	-	-
Stage 2	889	770	0	808	752	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	628	582	-	590	610	-	1438	-	-	1431	-	-
Mov Cap-2 Maneuver	628	582	-	590	610	-	-	-	-	-	-	-
Stage 1	824	715	-	893	803	-	-	-	-	-	-	-
Stage 2	867	769	-	753	744	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					0.21		0.63	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1438	-	-	-	-	1431	-	-
HCM Lane V/C Ratio	0.002	-	-	-	-	0.01	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	2.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	21	48	344	26	111	316
Future Vol, veh/h	21	48	344	26	111	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	23	52	374	28	121	343

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	973	388	0	0	402	0
Stage 1	388	-	-	-	-	-
Stage 2	585	-	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7	-
Critical Hdwy Stg 1	5.9	-	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74	-
Pot Cap-1 Maneuver	230	665	-	-	902	-
Stage 1	593	-	-	-	-	-
Stage 2	474	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	192	665	-	-	902	-
Mov Cap-2 Maneuver	192	-	-	-	-	-
Stage 1	593	-	-	-	-	-
Stage 2	395	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	16.8	0	2.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	380	902
HCM Lane V/C Ratio	-	-	0.198	0.134
HCM Control Delay (s/veh)	-	-	16.8	9.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.7	0.5

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	231	45	24	300	2	47	62	13	6	65	45
Future Vol, veh/h	18	231	45	24	300	2	47	62	13	6	65	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	20	251	49	26	326	2	51	67	14	7	71	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	300	0	0	728	695	276	703	718	327
Stage 1	-	-	-	-	-	-	315	315	-	379	379	-
Stage 2	-	-	-	-	-	-	414	380	-	324	339	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1243	-	-	1122	-	-	335	368	747	355	357	719
Stage 1	-	-	-	-	-	-	690	659	-	647	618	-
Stage 2	-	-	-	-	-	-	610	617	-	693	643	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1243	-	-	1122	-	-	238	351	747	270	340	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	238	351	-	270	340	-
Stage 1	-	-	-	-	-	-	677	647	-	634	600	-
Stage 2	-	-	-	-	-	-	487	600	-	597	631	-

Approach	EB	WB	NB	SB
HCM Control Delay, s/v	0.49	0.61	24.84	17.18
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	312	1243	-	-	1122	-	-	421
HCM Lane V/C Ratio	0.426	0.016	-	-	0.023	-	-	0.3
HCM Control Delay (s/veh)	24.8	7.9	0	-	8.3	0	-	17.2
HCM Lane LOS	C	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2	0	-	-	0.1	-	-	1.2

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	1	8	116	90	51
Future Vol, veh/h	5	1	8	116	90	51
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	5	1	9	126	98	55

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	269	126	153	0	0
Stage 1	126	-	-	-	-
Stage 2	143	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	725	930	1440	-	-
Stage 1	905	-	-	-	-
Stage 2	889	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	720	930	1440	-	-
Mov Cap-2 Maneuver	720	-	-	-	-
Stage 1	899	-	-	-	-
Stage 2	889	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.85	0.48	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1440	-	748	-	-
HCM Lane V/C Ratio	0.006	-	0.009	-	-
HCM Control Delay (s/veh)	7.5	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	12	53	0	0	0
Future Vol, veh/h	0	12	53	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	58	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	58	0	-	0	71 58
Stage 1	-	-	-	-	58 -
Stage 2	-	-	-	-	13 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1547	-	-	-	934 1009
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	1010 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1547	-	-	-	934 1009
Mov Cap-2 Maneuver	-	-	-	-	934 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	1010 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	12	53	0	0	0
Future Vol, veh/h	0	12	53	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	13	58	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	58	0	-	0	71 58
Stage 1	-	-	-	-	58 -
Stage 2	-	-	-	-	13 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1547	-	-	-	934 1009
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	1010 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1547	-	-	-	934 1009
Mov Cap-2 Maneuver	-	-	-	-	934 -
Stage 1	-	-	-	-	965 -
Stage 2	-	-	-	-	1010 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1547	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	29	6	40	14	5	9
Future Vol, veh/h	29	6	40	14	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	32	7	43	15	5	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	59	0	-	0	121 51
Stage 1	-	-	-	-	51 -
Stage 2	-	-	-	-	70 -
Critical Hdwy	4.97	-	-	-	6.4 6.87
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.983	-	-	-	3.5 3.903
Pot Cap-1 Maneuver	1140	-	-	-	880 860
Stage 1	-	-	-	-	977 -
Stage 2	-	-	-	-	958 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1140	-	-	-	855 860
Mov Cap-2 Maneuver	-	-	-	-	855 -
Stage 1	-	-	-	-	949 -
Stage 2	-	-	-	-	958 -

Approach	EB	WB	SB
HCM Control Delay, s/v	6.83	0	9.27
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1140	-	-	-	858
HCM Lane V/C Ratio	0.028	-	-	-	0.018
HCM Control Delay (s/veh)	8.2	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1



Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	1	3	341	8	1	310
Future Vol, veh/h	1	3	341	8	1	310
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	371	9	1	337

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	714	375	0	0	379	0
Stage 1	375	-	-	-	-	-
Stage 2	339	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	401	500	-	-	1190	-
Stage 1	699	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	400	500	-	-	1190	-
Mov Cap-2 Maneuver	400	-	-	-	-	-
Stage 1	699	-	-	-	-	-
Stage 2	725	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	12.72	0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	471	1190
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s/veh)	-	-	12.7	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	49	301	18	20	289
Future Vol, veh/h	39	49	301	18	20	289
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	42	53	327	20	22	314

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	695	337	0	0	347	0
Stage 1	337	-	-	-	-	-
Stage 2	358	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	381	685	-	-	1190	-
Stage 1	683	-	-	-	-	-
Stage 2	668	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	373	685	-	-	1190	-
Mov Cap-2 Maneuver	373	-	-	-	-	-
Stage 1	683	-	-	-	-	-
Stage 2	653	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.91	0	0.52
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	499	1190
HCM Lane V/C Ratio	-	-	0.192	0.018
HCM Control Delay (s/veh)	-	-	13.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	13	6	3	47	17	28	99	8	5	67	8
Future Vol, veh/h	9	13	6	3	47	17	28	99	8	5	67	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	14	7	3	51	18	30	108	9	5	73	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	282	265	77	264	265	112	82	0	0	116	0	0
Stage 1	88	88	-	173	173	-	-	-	-	-	-	-
Stage 2	194	177	-	91	92	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	649	644	0	693	622	0	1473	-	-	1485	-	-
Stage 1	893	826	0	834	735	0	-	-	-	-	-	-
Stage 2	783	756	0	921	797	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	580	627	-	661	606	-	1473	-	-	1485	-	-
Mov Cap-2 Maneuver	580	627	-	661	606	-	-	-	-	-	-	-
Stage 1	873	823	-	815	719	-	-	-	-	-	-	-
Stage 2	711	740	-	902	794	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					1.55		0.46	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1473	-	-	-	-	1485	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.4	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	28	62	387	21	62	433
Future Vol, veh/h	28	62	387	21	62	433
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	29	65	403	22	65	451

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	994	414	0	0	425
Stage 1	414	-	-	-	-
Stage 2	580	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29
Pot Cap-1 Maneuver	274	643	-	-	1093
Stage 1	671	-	-	-	-
Stage 2	564	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	252	643	-	-	1093
Mov Cap-2 Maneuver	252	-	-	-	-
Stage 1	671	-	-	-	-
Stage 2	519	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v15.57		0	1.06
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	434	1093
HCM Lane V/C Ratio	-	-	0.216	0.059
HCM Control Delay (s/veh)	-	-	15.6	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.8	0.2

Intersection												
Int Delay, s/veh	7.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	328	54	13	244	6	57	65	8	9	77	20
Future Vol, veh/h	30	328	54	13	244	6	57	65	8	9	77	20
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	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	33	357	59	14	265	7	62	71	9	10	84	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	415	0	0	786	751	386	754	777	268
Stage 1	-	-	-	-	-	-	451	451	-	297	297	-
Stage 2	-	-	-	-	-	-	335	300	-	457	480	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1263	-	-	1155	-	-	312	340	666	328	329	775
Stage 1	-	-	-	-	-	-	592	571	-	716	670	-
Stage 2	-	-	-	-	-	-	683	666	-	587	556	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1263	-	-	1155	-	-	214	323	666	244	313	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	214	323	-	244	313	-
Stage 1	-	-	-	-	-	-	572	552	-	692	660	-
Stage 2	-	-	-	-	-	-	571	656	-	488	537	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.58			0.4			31.81			20.67		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	271	1263	-	-	1155	-	-	344
HCM Lane V/C Ratio	0.521	0.026	-	-	0.012	-	-	0.335
HCM Control Delay (s/veh)	31.8	7.9	0	-	8.2	0	-	20.7
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.8	0.1	-	-	0	-	-	1.4

Intersection						
Int Delay, s/veh	1.7					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	35	11	7	117	137	7
Future Vol, veh/h	35	11	7	117	137	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	37	12	7	124	146	7

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	289	149	153	0	0
Stage 1	149	-	-	-	-
Stage 2	139	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-
Pot Cap-1 Maneuver	706	902	1341	-	-
Stage 1	883	-	-	-	-
Stage 2	892	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	702	902	1341	-	-
Mov Cap-2 Maneuver	702	-	-	-	-
Stage 1	878	-	-	-	-
Stage 2	892	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.2	0.43	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1341	-	741	-	-
HCM Lane V/C Ratio	0.006	-	0.066	-	-
HCM Control Delay (s/veh)	7.7	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	48	18	0	0	0
Future Vol, veh/h	0	48	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	20	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	20	0	-	0	72
Stage 1	-	-	-	-	20
Stage 2	-	-	-	-	52
Critical Hdwy	4.12	-	-	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	2.218	-	-	-	3.518
Pot Cap-1 Maneuver	1597	-	-	-	932
Stage 1	-	-	-	-	1003
Stage 2	-	-	-	-	970
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1597	-	-	-	932
Mov Cap-2 Maneuver	-	-	-	-	932
Stage 1	-	-	-	-	1003
Stage 2	-	-	-	-	970

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	0	48	18	0	0	0
Future Vol, veh/h	0	48	18	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	52	20	0	0	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	20	0	-	0	72 20
Stage 1	-	-	-	-	20 -
Stage 2	-	-	-	-	52 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1597	-	-	-	932 1058
Stage 1	-	-	-	-	1003 -
Stage 2	-	-	-	-	970 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1597	-	-	-	932 1058
Mov Cap-2 Maneuver	-	-	-	-	932 -
Stage 1	-	-	-	-	1003 -
Stage 2	-	-	-	-	970 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1597	-	-	-	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s/veh)	0	-	-	-	0
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	-



Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	38	6	12	10	1
Future Vol, veh/h	5	38	6	12	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	82	82	82	82	82	82
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	6	46	7	15	12	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	22	0	-	0	73 15
Stage 1	-	-	-	-	15 -
Stage 2	-	-	-	-	59 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1136	-	-	-	936 1071
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	969 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1136	-	-	-	930 1071
Mov Cap-2 Maneuver	-	-	-	-	930 -
Stage 1	-	-	-	-	1008 -
Stage 2	-	-	-	-	969 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.95	0	8.88
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1136	-	-	-	942
HCM Lane V/C Ratio	0.005	-	-	-	0.014
HCM Control Delay (s/veh)	8.2	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	0	3	407	4	0	388
Future Vol, veh/h	0	3	407	4	0	388
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	415	4	0	396

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	813	417	0	0	419	0
Stage 1	417	-	-	-	-	-
Stage 2	396	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	351	470	-	-	1151	-
Stage 1	669	-	-	-	-	-
Stage 2	684	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	351	470	-	-	1151	-
Mov Cap-2 Maneuver	351	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	684	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.71		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	470	1151
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s/veh)	-	-	12.7	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	16	29	379	34	35	352
Future Vol, veh/h	16	29	379	34	35	352
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	17	30	395	35	36	367

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	852	413	0	0	430	0
Stage 1	413	-	-	-	-	-
Stage 2	440	-	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14	-
Critical Hdwy Stg 1	5.48	-	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236	-
Pot Cap-1 Maneuver	322	644	-	-	1119	-
Stage 1	655	-	-	-	-	-
Stage 2	637	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	309	644	-	-	1119	-
Mov Cap-2 Maneuver	309	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	611	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.61	0	0.75
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	465	1119	-
HCM Lane V/C Ratio	-	-	0.101	0.033	-
HCM Control Delay (s/veh)	-	-	13.6	8.3	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection												
Int Delay, s/veh	0.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	40	34	5	17	19	10	98	5	14	132	4
Future Vol, veh/h	3	40	34	5	17	19	10	98	5	14	132	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	43	37	5	18	21	11	107	5	15	143	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	314	310	146	327	309	109	148	0	0	112	0	0
Stage 1	176	176	-	131	131	-	-	-	-	-	-	-
Stage 2	137	134	-	196	178	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	643	581	0	630	608	0	1446	-	-	1429	-	-
Stage 1	830	726	0	877	792	0	-	-	-	-	-	-
Stage 2	870	758	0	811	756	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	611	569	-	572	597	-	1446	-	-	1429	-	-
Mov Cap-2 Maneuver	611	569	-	572	597	-	-	-	-	-	-	-
Stage 1	824	717	-	870	785	-	-	-	-	-	-	-
Stage 2	843	752	-	753	747	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					0.66		0.7	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1446	-	-	-	-	1429	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-	0.011	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	26	58	344	42	150	316
Future Vol, veh/h	26	58	344	42	150	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	28	63	374	46	163	343

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1066	397	0	0	420
Stage 1	397	-	-	-	-
Stage 2	670	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74
Pot Cap-1 Maneuver	200	657	-	-	887
Stage 1	587	-	-	-	-
Stage 2	429	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	155	657	-	-	887
Mov Cap-2 Maneuver	155	-	-	-	-
Stage 1	587	-	-	-	-
Stage 2	332	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v20.16		0	3.21
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	328	887
HCM Lane V/C Ratio	-	-	0.278	0.184
HCM Control Delay (s/veh)	-	-	20.2	10
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.1	0.7

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	231	45	31	300	2	47	64	15	6	72	45
Future Vol, veh/h	18	231	45	31	300	2	47	64	15	6	72	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	20	251	49	34	326	2	51	70	16	7	78	49

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	328	0	0	300	0	0	747	710	276	720	734	327
Stage 1	-	-	-	-	-	-	315	315	-	395	395	-
Stage 2	-	-	-	-	-	-	433	396	-	325	339	-
Critical Hdwy	4.1	-	-	4.39	-	-	7.15	6.5	6.29	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.15	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.461	-	-	3.545	4	3.381	3.5	4	3.3
Pot Cap-1 Maneuver	1243	-	-	1122	-	-	325	361	747	346	350	719
Stage 1	-	-	-	-	-	-	690	659	-	635	608	-
Stage 2	-	-	-	-	-	-	596	608	-	692	643	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1243	-	-	1122	-	-	221	341	747	257	331	719
Mov Cap-2 Maneuver	-	-	-	-	-	-	221	341	-	257	331	-
Stage 1	-	-	-	-	-	-	677	647	-	623	586	-
Stage 2	-	-	-	-	-	-	463	585	-	592	631	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.49			0.77			26.69			18.2		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	300	1243	-	-	1122	-	-	405
HCM Lane V/C Ratio	0.456	0.016	-	-	0.03	-	-	0.33
HCM Control Delay (s/veh)	26.7	7.9	0	-	8.3	0	-	18.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	2.3	0	-	-	0.1	-	-	1.4

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	20	116	90	63
Future Vol, veh/h	8	4	20	116	90	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	9	4	22	126	98	68

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	302	132	166	0	0
Stage 1	132	-	-	-	-
Stage 2	170	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	694	923	1424	-	-
Stage 1	899	-	-	-	-
Stage 2	865	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	683	923	1424	-	-
Mov Cap-2 Maneuver	683	-	-	-	-
Stage 1	884	-	-	-	-
Stage 2	865	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.9	1.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	748	-	-
HCM Lane V/C Ratio	0.015	-	0.017	-	-
HCM Control Delay (s/veh)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	44	22	56	0	0	12
Future Vol, veh/h	44	22	56	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	24	61	0	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	61	0	-	0	180 61
Stage 1	-	-	-	-	61 -
Stage 2	-	-	-	-	120 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1542	-	-	-	809 1004
Stage 1	-	-	-	-	962 -
Stage 2	-	-	-	-	906 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1542	-	-	-	784 1004
Mov Cap-2 Maneuver	-	-	-	-	784 -
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	906 -

Approach	EB	WB	SB
HCM Control Delay, s/v	4.94	0	8.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	1004
HCM Lane V/C Ratio	0.031	-	-	-	0.013
HCM Control Delay (s/veh)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0



Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	10	12	53	25	6	3
Future Vol, veh/h	10	12	53	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	13	58	27	7	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	85	0	-	0	106 71
Stage 1	-	-	-	-	71 -
Stage 2	-	-	-	-	35 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1512	-	-	-	892 991
Stage 1	-	-	-	-	952 -
Stage 2	-	-	-	-	988 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1512	-	-	-	885 991
Mov Cap-2 Maneuver	-	-	-	-	885 -
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	988 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.36	0	8.96
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	918
HCM Lane V/C Ratio	0.007	-	-	-	0.011
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	29	50	52	14	5	9
Future Vol, veh/h	29	50	52	14	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	32	54	57	15	5	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	182 64
Stage 1	-	-	-	-	64 -
Stage 2	-	-	-	-	117 -
Critical Hdwy	4.97	-	-	-	6.4 6.87
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.983	-	-	-	3.5 3.903
Pot Cap-1 Maneuver	1126	-	-	-	813 845
Stage 1	-	-	-	-	964 -
Stage 2	-	-	-	-	913 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1126	-	-	-	789 845
Mov Cap-2 Maneuver	-	-	-	-	789 -
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	913 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.04	0	9.45
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1126	-	-	-	824
HCM Lane V/C Ratio	0.028	-	-	-	0.018
HCM Control Delay (s/veh)	8.3	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	1	3	357	8	1	315
Future Vol, veh/h	1	3	357	8	1	315
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	388	9	1	342

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	737	392	0	0	397	0
Stage 1	392	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	389	487	-	-	1173	-
Stage 1	687	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	388	487	-	-	1173	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.93		0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	458	1173
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s/veh)	-	-	12.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	39	49	317	18	20	294
Future Vol, veh/h	39	49	317	18	20	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	42	53	345	20	22	320

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	717	354	0	0	364	0
Stage 1	354	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16	-
Critical Hdwy Stg 1	5.61	-	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254	-
Pot Cap-1 Maneuver	369	670	-	-	1173	-
Stage 1	670	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	361	670	-	-	1173	-
Mov Cap-2 Maneuver	361	-	-	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	649	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.22	0	0.52
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	1173
HCM Lane V/C Ratio	-	-	0.197	0.019
HCM Control Delay (s/veh)	-	-	14.2	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	13	6	3	47	17	28	111	8	5	70	8
Future Vol, veh/h	9	13	6	3	47	17	28	111	8	5	70	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	14	7	3	51	18	30	121	9	5	76	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	298	282	80	280	282	125	85	0	0	129	0	0
Stage 1	91	91	-	186	186	-	-	-	-	-	-	-
Stage 2	207	190	-	94	96	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	633	630	0	676	609	0	1469	-	-	1469	-	-
Stage 1	889	823	0	821	726	0	-	-	-	-	-	-
Stage 2	770	747	0	918	795	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	564	614	-	644	593	-	1469	-	-	1469	-	-
Mov Cap-2 Maneuver	564	614	-	644	593	-	-	-	-	-	-	-
Stage 1	870	820	-	802	710	-	-	-	-	-	-	-
Stage 2	699	730	-	898	792	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					1.43		0.45	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	-	-	1469	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	44	100	387	27	75	433
Future Vol, veh/h	44	100	387	27	75	433
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	46	104	403	28	78	451

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1024	417	0	0	431	0
Stage 1	417	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	263	640	-	-	1087	-
Stage 1	669	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	640	-	-	1087	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v18.17		0	1.27
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	422	1087
HCM Lane V/C Ratio	-	-	0.356	0.072
HCM Control Delay (s/veh)	-	-	18.2	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.6	0.2

Intersection												
Int Delay, s/veh	8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	328	54	15	244	6	57	71	14	9	79	20
Future Vol, veh/h	30	328	54	15	244	6	57	71	14	9	79	20
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	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	33	357	59	16	265	7	62	77	15	10	86	22

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	272	0	0	415	0	0	792	755	386	761	782	268
Stage 1	-	-	-	-	-	-	451	451	-	301	301	-
Stage 2	-	-	-	-	-	-	341	304	-	460	480	-
Critical Hdwy	4.17	-	-	4.1	-	-	7.1	6.52	6.2	7.1	6.51	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.52	-	6.1	5.51	-
Follow-up Hdwy	2.263	-	-	2.2	-	-	3.5	4.018	3.3	3.5	4.009	3.3
Pot Cap-1 Maneuver	1263	-	-	1155	-	-	309	338	666	324	327	775
Stage 1	-	-	-	-	-	-	592	571	-	712	667	-
Stage 2	-	-	-	-	-	-	678	663	-	585	556	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1263	-	-	1155	-	-	210	321	666	231	311	775
Mov Cap-2 Maneuver	-	-	-	-	-	-	210	321	-	231	311	-
Stage 1	-	-	-	-	-	-	572	552	-	688	656	-
Stage 2	-	-	-	-	-	-	563	652	-	475	537	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s/v	0.58			0.46			33.37			21.16		
HCM LOS							D			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	276	1263	-	-	1155	-	-	339
HCM Lane V/C Ratio	0.559	0.026	-	-	0.014	-	-	0.347
HCM Control Delay (s/veh)	33.4	7.9	0	-	8.2	0	-	21.2
HCM Lane LOS	D	A	A	-	A	A	-	C
HCM 95th %tile Q(veh)	3.1	0.1	-	-	0	-	-	1.5

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	47	23	11	117	137	11
Future Vol, veh/h	47	23	11	117	137	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	50	24	12	124	146	12

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	299	152	157	0	0
Stage 1	152	-	-	-	-
Stage 2	148	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-
Pot Cap-1 Maneuver	696	900	1336	-	-
Stage 1	881	-	-	-	-
Stage 2	885	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	690	900	1336	-	-
Mov Cap-2 Maneuver	690	-	-	-	-
Stage 1	873	-	-	-	-
Stage 2	885	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.35		0.66	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	747	-	-
HCM Lane V/C Ratio	0.009	-	0.1	-	-
HCM Control Delay (s/veh)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-



Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	52	28	0	0	43
Future Vol, veh/h	15	52	28	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	57	30	0	0	47

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	30	0	-	0	120 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	89 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1582	-	-	-	876 1044
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	934 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1582	-	-	-	867 1044
Mov Cap-2 Maneuver	-	-	-	-	867 -
Stage 1	-	-	-	-	982 -
Stage 2	-	-	-	-	934 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.63	0	8.61
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	1044
HCM Lane V/C Ratio	0.01	-	-	-	0.045
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	48	18	9	25	10
Future Vol, veh/h	4	48	18	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	20	10	27	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	85 24
Stage 1	-	-	-	-	24 -
Stage 2	-	-	-	-	61 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1584	-	-	-	916 1052
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	962 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1584	-	-	-	913 1052
Mov Cap-2 Maneuver	-	-	-	-	913 -
Stage 1	-	-	-	-	995 -
Stage 2	-	-	-	-	962 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.56	0	8.95
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	949
HCM Lane V/C Ratio	0.003	-	-	-	0.04
HCM Control Delay (s/veh)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	53	49	12	10	1
Future Vol, veh/h	5	53	49	12	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	5	58	53	13	11	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	66	0	-	0	128 60
Stage 1	-	-	-	-	60 -
Stage 2	-	-	-	-	68 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1088	-	-	-	871 1011
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	959 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1088	-	-	-	866 1011
Mov Cap-2 Maneuver	-	-	-	-	866 -
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	959 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.72	0	9.16
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1088	-	-	-	878
HCM Lane V/C Ratio	0.005	-	-	-	0.014
HCM Control Delay (s/veh)	8.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	0	3	413	4	0	404
Future Vol, veh/h	0	3	413	4	0	404
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	421	4	0	412

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	836	423	0	0	426	0
Stage 1	423	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	340	466	-	-	1145	-
Stage 1	665	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	466	-	-	1145	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.78		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	466	1145
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s/veh)	-	-	12.8	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	16	29	385	34	35	368
Future Vol, veh/h	16	29	385	34	35	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	17	30	401	35	36	383

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	875	419	0	0	436
Stage 1	419	-	-	-	-
Stage 2	456	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236
Pot Cap-1 Maneuver	312	639	-	-	1113
Stage 1	651	-	-	-	-
Stage 2	626	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	299	639	-	-	1113
Mov Cap-2 Maneuver	299	-	-	-	-
Stage 1	651	-	-	-	-
Stage 2	600	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.82	0	0.72
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	455	1113
HCM Lane V/C Ratio	-	-	0.103	0.033
HCM Control Delay (s/veh)	-	-	13.8	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

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	3	40	34	5	17	19	10	102	5	14	144	4
Future Vol, veh/h	3	40	34	5	17	19	10	102	5	14	144	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	43	37	5	18	21	11	111	5	15	157	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	331	327	159	344	327	114	161	0	0	116	0	0
Stage 1	189	189	-	135	135	-	-	-	-	-	-	-
Stage 2	142	138	-	209	191	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	626	568	0	614	595	0	1430	-	-	1424	-	-
Stage 1	817	716	0	873	788	0	-	-	-	-	-	-
Stage 2	866	754	0	798	746	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	595	556	-	556	583	-	1430	-	-	1424	-	-
Mov Cap-2 Maneuver	595	556	-	556	583	-	-	-	-	-	-	-
Stage 1	811	708	-	866	782	-	-	-	-	-	-	-
Stage 2	839	748	-	740	737	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v					0.64			0.65		
HCM LOS	-		-							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1430	-	-	-	-	1424	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-	0.011	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.6	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	26	58	344	42	150	316
Future Vol, veh/h	26	58	344	42	150	316
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	50	0	4	0	60	3
Mvmt Flow	28	63	374	46	163	343

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1066	397	0	0	420
Stage 1	397	-	-	-	-
Stage 2	670	-	-	-	-
Critical Hdwy	6.9	6.2	-	-	4.7
Critical Hdwy Stg 1	5.9	-	-	-	-
Critical Hdwy Stg 2	5.9	-	-	-	-
Follow-up Hdwy	3.95	3.3	-	-	2.74
Pot Cap-1 Maneuver	200	657	-	-	887
Stage 1	587	-	-	-	-
Stage 2	429	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	155	657	-	-	887
Mov Cap-2 Maneuver	155	-	-	-	-
Stage 1	587	-	-	-	-
Stage 2	332	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v20.16		0	3.21
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	328	887
HCM Lane V/C Ratio	-	-	0.278	0.184
HCM Control Delay (s/veh)	-	-	20.2	10
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.1	0.7

Intersection	
Intersection Delay, s/veh	13.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	18	231	45	31	300	2	47	64	15	6	72	45
Future Vol, veh/h	18	231	45	31	300	2	47	64	15	6	72	45
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	2	3	29	2	0	5	0	9	0	0	0
Mvmt Flow	20	251	49	34	326	2	51	70	16	7	78	49
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	12.8	16.3	11	10.5
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	37%	6%	9%	5%
Vol Thru, %	51%	79%	90%	59%
Vol Right, %	12%	15%	1%	37%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	126	294	333	123
LT Vol	47	18	31	6
Through Vol	64	231	300	72
RT Vol	15	45	2	45
Lane Flow Rate	137	320	362	134
Geometry Grp	1	1	1	1
Degree of Util (X)	0.233	0.465	0.575	0.217
Departure Headway (Hd)	6.112	5.234	5.714	5.832
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	585	687	630	612
Service Time	4.179	3.286	3.763	3.899
HCM Lane V/C Ratio	0.234	0.466	0.575	0.219
HCM Control Delay, s/veh	11	12.8	16.3	10.5
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	0.9	2.5	3.7	0.8



Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	8	4	20	116	90	63
Future Vol, veh/h	8	4	20	116	90	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	0	0	3	1	71
Mvmt Flow	9	4	22	126	98	68

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	302	132	166	0	0
Stage 1	132	-	-	-	-
Stage 2	170	-	-	-	-
Critical Hdwy	6.4	6.2	4.1	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-
Pot Cap-1 Maneuver	694	923	1424	-	-
Stage 1	899	-	-	-	-
Stage 2	865	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	683	923	1424	-	-
Mov Cap-2 Maneuver	683	-	-	-	-
Stage 1	884	-	-	-	-
Stage 2	865	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.9	1.11	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1424	-	748	-	-
HCM Lane V/C Ratio	0.015	-	0.017	-	-
HCM Control Delay (s/veh)	7.6	0	9.9	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	3.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	44	22	56	0	0	12
Future Vol, veh/h	44	22	56	0	0	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	48	24	61	0	0	13

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	61	0	-	0	180 61
Stage 1	-	-	-	-	61 -
Stage 2	-	-	-	-	120 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1542	-	-	-	809 1004
Stage 1	-	-	-	-	962 -
Stage 2	-	-	-	-	906 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1542	-	-	-	784 1004
Mov Cap-2 Maneuver	-	-	-	-	784 -
Stage 1	-	-	-	-	932 -
Stage 2	-	-	-	-	906 -

Approach	EB	WB	SB
HCM Control Delay, s/v	4.94	0	8.63
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1542	-	-	-	1004
HCM Lane V/C Ratio	0.031	-	-	-	0.013
HCM Control Delay (s/veh)	7.4	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0

Intersection						
Int Delay, s/veh	1.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	10	12	53	25	6	3
Future Vol, veh/h	10	12	53	25	6	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	13	58	27	7	3

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	85	0	-	0	106 71
Stage 1	-	-	-	-	71 -
Stage 2	-	-	-	-	35 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1512	-	-	-	892 991
Stage 1	-	-	-	-	952 -
Stage 2	-	-	-	-	988 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1512	-	-	-	885 991
Mov Cap-2 Maneuver	-	-	-	-	885 -
Stage 1	-	-	-	-	945 -
Stage 2	-	-	-	-	988 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.36	0	8.96
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1512	-	-	-	918
HCM Lane V/C Ratio	0.007	-	-	-	0.011
HCM Control Delay (s/veh)	7.4	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	29	50	52	14	5	9
Future Vol, veh/h	29	50	52	14	5	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	87	0	0	100	0	67
Mvmt Flow	32	54	57	15	5	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	72	0	-	0	182 64
Stage 1	-	-	-	-	64 -
Stage 2	-	-	-	-	117 -
Critical Hdwy	4.97	-	-	-	6.4 6.87
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.983	-	-	-	3.5 3.903
Pot Cap-1 Maneuver	1126	-	-	-	813 845
Stage 1	-	-	-	-	964 -
Stage 2	-	-	-	-	913 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1126	-	-	-	789 845
Mov Cap-2 Maneuver	-	-	-	-	789 -
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	913 -

Approach	EB	WB	SB
HCM Control Delay, s/v	3.04	0	9.45
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1126	-	-	-	824
HCM Lane V/C Ratio	0.028	-	-	-	0.018
HCM Control Delay (s/veh)	8.3	0	-	-	9.5
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	1	3	357	8	1	315
Future Vol, veh/h	1	3	357	8	1	315
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	100	4	50	0	5
Mvmt Flow	1	3	388	9	1	342

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	737	392	0	0	397	0
Stage 1	392	-	-	-	-	-
Stage 2	345	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	389	487	-	-	1173	-
Stage 1	687	-	-	-	-	-
Stage 2	722	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	388	487	-	-	1173	-
Mov Cap-2 Maneuver	388	-	-	-	-	-
Stage 1	687	-	-	-	-	-
Stage 2	721	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.93		0	0.03
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	458	1173
HCM Lane V/C Ratio	-	-	0.009	0.001
HCM Control Delay (s/veh)	-	-	12.9	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	39	49	317	18	20	294
Future Vol, veh/h	39	49	317	18	20	294
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	21	11	3	7	6	3
Mvmt Flow	42	53	345	20	22	320

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	717	354	0	0	364
Stage 1	354	-	-	-	-
Stage 2	363	-	-	-	-
Critical Hdwy	6.61	6.31	-	-	4.16
Critical Hdwy Stg 1	5.61	-	-	-	-
Critical Hdwy Stg 2	5.61	-	-	-	-
Follow-up Hdwy	3.689	3.399	-	-	2.254
Pot Cap-1 Maneuver	369	670	-	-	1173
Stage 1	670	-	-	-	-
Stage 2	664	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	361	670	-	-	1173
Mov Cap-2 Maneuver	361	-	-	-	-
Stage 1	670	-	-	-	-
Stage 2	649	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	14.22	0	0.52
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	486	1173
HCM Lane V/C Ratio	-	-	0.197	0.019
HCM Control Delay (s/veh)	-	-	14.2	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.7	0.1

Intersection												
Int Delay, s/veh	0.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	13	6	3	47	17	28	111	8	5	70	8
Future Vol, veh/h	9	13	6	3	47	17	28	111	8	5	70	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	13	0	0	0	13	15	9	1	17	0	2	0
Mvmt Flow	10	14	7	3	51	18	30	121	9	5	76	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	298	282	80	280	282	125	85	0	0	129	0	0
Stage 1	91	91	-	186	186	-	-	-	-	-	-	-
Stage 2	207	190	-	94	96	-	-	-	-	-	-	-
Critical Hdwy	7.23	6.5	-	7.1	6.63	-	4.19	-	-	4.1	-	-
Critical Hdwy Stg 1	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.23	5.5	-	6.1	5.63	-	-	-	-	-	-	-
Follow-up Hdwy	3.617	4	-	3.5	4.117	-	2.281	-	-	2.2	-	-
Pot Cap-1 Maneuver	633	630	0	676	609	0	1469	-	-	1469	-	-
Stage 1	889	823	0	821	726	0	-	-	-	-	-	-
Stage 2	770	747	0	918	795	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	564	614	-	644	593	-	1469	-	-	1469	-	-
Mov Cap-2 Maneuver	564	614	-	644	593	-	-	-	-	-	-	-
Stage 1	870	820	-	802	710	-	-	-	-	-	-	-
Stage 2	699	730	-	898	792	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s/v					1.43		0.45	
HCM LOS	-		-					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1469	-	-	-	-	1469	-	-
HCM Lane V/C Ratio	0.021	-	-	-	-	0.004	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.5	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	-	-	0	-	-

Intersection						
Int Delay, s/veh	3.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	44	100	387	27	75	433
Future Vol, veh/h	44	100	387	27	75	433
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	6	50	10	6
Mvmt Flow	46	104	403	28	78	451

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1024	417	0	0	431	0
Stage 1	417	-	-	-	-	-
Stage 2	607	-	-	-	-	-
Critical Hdwy	6.4	6.2	-	-	4.2	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.29	-
Pot Cap-1 Maneuver	263	640	-	-	1087	-
Stage 1	669	-	-	-	-	-
Stage 2	548	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	238	640	-	-	1087	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	495	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v18.17		0	1.27
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	422	1087
HCM Lane V/C Ratio	-	-	0.356	0.072
HCM Control Delay (s/veh)	-	-	18.2	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	1.6	0.2



Intersection	
Intersection Delay, s/veh	14.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	30	328	54	15	244	6	57	71	14	9	79	20
Future Vol, veh/h	30	328	54	15	244	6	57	71	14	9	79	20
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, %	7	3	0	0	2	0	0	2	0	0	1	0
Mvmt Flow	33	357	59	16	265	7	62	77	15	10	86	22
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	17.6	12.6	11.3	10.7
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	40%	7%	6%	8%
Vol Thru, %	50%	80%	92%	73%
Vol Right, %	10%	13%	2%	19%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	142	412	265	108
LT Vol	57	30	15	9
Through Vol	71	328	244	79
RT Vol	14	54	6	20
Lane Flow Rate	154	448	288	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.261	0.652	0.433	0.198
Departure Headway (Hd)	6.099	5.243	5.415	6.077
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	587	690	663	587
Service Time	4.165	3.288	3.467	4.147
HCM Lane V/C Ratio	0.262	0.649	0.434	0.199
HCM Control Delay, s/veh	11.3	17.6	12.6	10.7
HCM Lane LOS	B	C	B	B
HCM 95th-tile Q	1	4.8	2.2	0.7

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		T
Traffic Vol, veh/h	47	23	11	117	137	11
Future Vol, veh/h	47	23	11	117	137	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	17	3	1	0
Mvmt Flow	50	24	12	124	146	12

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	299	152	157	0	0
Stage 1	152	-	-	-	-
Stage 2	148	-	-	-	-
Critical Hdwy	6.4	6.2	4.27	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.353	-	-
Pot Cap-1 Maneuver	696	900	1336	-	-
Stage 1	881	-	-	-	-
Stage 2	885	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	690	900	1336	-	-
Mov Cap-2 Maneuver	690	-	-	-	-
Stage 1	873	-	-	-	-
Stage 2	885	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v10.35		0.66	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1336	-	747	-	-
HCM Lane V/C Ratio	0.009	-	0.1	-	-
HCM Control Delay (s/veh)	7.7	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection						
Int Delay, s/veh	3.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	15	52	28	0	0	43
Future Vol, veh/h	15	52	28	0	0	43
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	57	30	0	0	47

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	30	0	-	0	120 30
Stage 1	-	-	-	-	30 -
Stage 2	-	-	-	-	89 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1582	-	-	-	876 1044
Stage 1	-	-	-	-	992 -
Stage 2	-	-	-	-	934 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1582	-	-	-	867 1044
Mov Cap-2 Maneuver	-	-	-	-	867 -
Stage 1	-	-	-	-	982 -
Stage 2	-	-	-	-	934 -

Approach	EB	WB	SB
HCM Control Delay, s/v	1.63	0	8.61
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1582	-	-	-	1044
HCM Lane V/C Ratio	0.01	-	-	-	0.045
HCM Control Delay (s/veh)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	4	48	18	9	25	10
Future Vol, veh/h	4	48	18	9	25	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	52	20	10	27	11

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	29	0	-	0	85 24
Stage 1	-	-	-	-	24 -
Stage 2	-	-	-	-	61 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1584	-	-	-	916 1052
Stage 1	-	-	-	-	998 -
Stage 2	-	-	-	-	962 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1584	-	-	-	913 1052
Mov Cap-2 Maneuver	-	-	-	-	913 -
Stage 1	-	-	-	-	995 -
Stage 2	-	-	-	-	962 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.56	0	8.95
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1584	-	-	-	949
HCM Lane V/C Ratio	0.003	-	-	-	0.04
HCM Control Delay (s/veh)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection						
Int Delay, s/veh	1.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	5	53	49	12	10	1
Future Vol, veh/h	5	53	49	12	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	100	0	0	38	0	0
Mvmt Flow	5	58	53	13	11	1

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	66	0	-	0	128 60
Stage 1	-	-	-	-	60 -
Stage 2	-	-	-	-	68 -
Critical Hdwy	5.1	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	3.1	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	1088	-	-	-	871 1011
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	959 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1088	-	-	-	866 1011
Mov Cap-2 Maneuver	-	-	-	-	866 -
Stage 1	-	-	-	-	963 -
Stage 2	-	-	-	-	959 -

Approach	EB	WB	SB
HCM Control Delay, s/v	0.72	0	9.16
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1088	-	-	-	878
HCM Lane V/C Ratio	0.005	-	-	-	0.014
HCM Control Delay (s/veh)	8.3	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		TT			TT
Traffic Vol, veh/h	0	3	413	4	0	404
Future Vol, veh/h	0	3	413	4	0	404
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	0	100	6	100	0	6
Mvmt Flow	0	3	421	4	0	412

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	836	423	0	0	426	0
Stage 1	423	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.4	7.2	-	-	4.1	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	4.2	-	-	2.2	-
Pot Cap-1 Maneuver	340	466	-	-	1145	-
Stage 1	665	-	-	-	-	-
Stage 2	673	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	340	466	-	-	1145	-
Mov Cap-2 Maneuver	340	-	-	-	-	-
Stage 1	665	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v12.78		0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	466	1145
HCM Lane V/C Ratio	-	-	0.007	-
HCM Control Delay (s/veh)	-	-	12.8	0
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	1.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		T			T
Traffic Vol, veh/h	16	29	385	34	35	368
Future Vol, veh/h	16	29	385	34	35	368
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	8	0	7	12	4	3
Mvmt Flow	17	30	401	35	36	383

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	875	419	0	0	436
Stage 1	419	-	-	-	-
Stage 2	456	-	-	-	-
Critical Hdwy	6.48	6.2	-	-	4.14
Critical Hdwy Stg 1	5.48	-	-	-	-
Critical Hdwy Stg 2	5.48	-	-	-	-
Follow-up Hdwy	3.572	3.3	-	-	2.236
Pot Cap-1 Maneuver	312	639	-	-	1113
Stage 1	651	-	-	-	-
Stage 2	626	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	299	639	-	-	1113
Mov Cap-2 Maneuver	299	-	-	-	-
Stage 1	651	-	-	-	-
Stage 2	600	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s/v	13.82	0	0.72
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	455	1113
HCM Lane V/C Ratio	-	-	0.103	0.033
HCM Control Delay (s/veh)	-	-	13.8	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0.1

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	3	40	34	5	17	19	10	102	5	14	144	4
Future Vol, veh/h	3	40	34	5	17	19	10	102	5	14	144	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Free	-	-	Free	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	17	0	0	0	36	0	0	0	10	0	0
Mvmt Flow	3	43	37	5	18	21	11	111	5	15	157	4

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	331	327	159	344	327	114	161	0	0	116	0	0
Stage 1	189	189	-	135	135	-	-	-	-	-	-	-
Stage 2	142	138	-	209	191	-	-	-	-	-	-	-
Critical Hdwy	7.1	6.67	-	7.1	6.5	-	4.1	-	-	4.2	-	-
Critical Hdwy Stg 1	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.1	5.67	-	6.1	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4.153	-	3.5	4	-	2.2	-	-	2.29	-	-
Pot Cap-1 Maneuver	626	568	0	614	595	0	1430	-	-	1424	-	-
Stage 1	817	716	0	873	788	0	-	-	-	-	-	-
Stage 2	866	754	0	798	746	0	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	595	556	-	556	583	-	1430	-	-	1424	-	-
Mov Cap-2 Maneuver	595	556	-	556	583	-	-	-	-	-	-	-
Stage 1	811	708	-	866	782	-	-	-	-	-	-	-
Stage 2	839	748	-	740	737	-	-	-	-	-	-	-

Approach	EB		WB		NB			SB		
HCM Control Delay, s/v					0.64			0.65		
HCM LOS	-		-							

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1430	-	-	-	-	1424	-	-
HCM Lane V/C Ratio	0.008	-	-	-	-	0.011	-	-
HCM Control Delay (s/veh)	7.5	0	-	-	-	7.6	0	-
HCM Lane LOS	A	A	-	-	-	A	A	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	-	-



# APPENDIX E

## DETAILED QUEUING WORKSHEETS

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	141	346	138	143
Average Queue (ft)	67	128	59	68
95th Queue (ft)	133	278	113	122
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	35	144
Average Queue (ft)	7	5
95th Queue (ft)	22	30
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	28	50	75	54
Average Queue (ft)	1	5	44	29
95th Queue (ft)	10	25	70	54
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	4
95th Queue (ft)	21
Link Distance (ft)	1673
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	47
Average Queue (ft)	11
95th Queue (ft)	36
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	52
Average Queue (ft)	3
95th Queue (ft)	19
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	78	28
Average Queue (ft)	38	5
95th Queue (ft)	66	22
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB	NB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	54	89	31
Average Queue (ft)	23	27	1
95th Queue (ft)	47	60	11
Link Distance (ft)	5130	332	1100
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	350	160	77	100
Average Queue (ft)	240	59	52	53
95th Queue (ft)	420	145	87	102
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	17	30
Average Queue (ft)	4	11
95th Queue (ft)	15	34
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	26	55	31
Average Queue (ft)	5	45	25
95th Queue (ft)	22	60	45
Link Distance (ft)	5181	2577	1511
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	1673
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Huntsman Avenue

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	68	73
Average Queue (ft)	25	20
95th Queue (ft)	67	68
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	79	31
Average Queue (ft)	37	25
95th Queue (ft)	82	45
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	79	80	55	153
Average Queue (ft)	40	60	40	67
95th Queue (ft)	72	89	59	148
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	54
Average Queue (ft)	17	25
95th Queue (ft)	39	62
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	WB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	49	54	54
Average Queue (ft)	16	35	36
95th Queue (ft)	50	51	51
Link Distance (ft)	861	2577	1511
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			



Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	30	31
Average Queue (ft)	6	6
95th Queue (ft)	26	27
Link Distance (ft)	1667	2585
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	415
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	412
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	11
95th Queue (ft)	47
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	79	28
Average Queue (ft)	37	6
95th Queue (ft)	89	24
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	32	31
Average Queue (ft)	12	6
95th Queue (ft)	37	27
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	293	192	77	75
Average Queue (ft)	266	86	43	52
95th Queue (ft)	327	178	85	84
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	17	28
Average Queue (ft)	13	6
95th Queue (ft)	24	24
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	NB	SB
Directions Served	LTR	LTR
Maximum Queue (ft)	74	54
Average Queue (ft)	65	33
95th Queue (ft)	82	53
Link Distance (ft)	2577	1511
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	1668
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	44
Link Distance (ft)	553
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	28
95th Queue (ft)	31
Link Distance (ft)	562
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	18
95th Queue (ft)	43
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	54
Average Queue (ft)	12	11
95th Queue (ft)	35	47
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	50	31
Average Queue (ft)	35	18
95th Queue (ft)	47	43
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	167	138	208	136
Average Queue (ft)	101	81	127	83
95th Queue (ft)	180	162	231	134
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	36	26
Average Queue (ft)	17	5
95th Queue (ft)	36	22
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	26	75	72	31
Average Queue (ft)	5	26	53	31
95th Queue (ft)	22	79	74	31
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	23
95th Queue (ft)	55
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	79	28
Average Queue (ft)	43	14
95th Queue (ft)	86	35
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	32	79
Average Queue (ft)	24	38
95th Queue (ft)	45	81
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	325	123	184	79
Average Queue (ft)	173	82	72	44
95th Queue (ft)	332	126	166	94
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	14	30
Average Queue (ft)	3	6
95th Queue (ft)	12	26
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	29	74	56
Average Queue (ft)	6	6	44	27
95th Queue (ft)	25	25	73	57
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	18
95th Queue (ft)	41
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 8: Buttonwillow Avenue

Movement

Directions Served  
 Maximum Queue (ft)  
 Average Queue (ft)  
 95th Queue (ft)  
 Link Distance (ft)  
 Upstream Blk Time (%)  
 Queuing Penalty (veh)  
 Storage Bay Dist (ft)  
 Storage Blk Time (%)  
 Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	68
Average Queue (ft)	36
95th Queue (ft)	74
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	55	31
Average Queue (ft)	36	12
95th Queue (ft)	51	37
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	116	142	74	55
Average Queue (ft)	74	100	56	49
95th Queue (ft)	114	152	80	65
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	41	50
Average Queue (ft)	18	16
95th Queue (ft)	39	50
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	27	52	54	55
Average Queue (ft)	5	10	44	41
95th Queue (ft)	23	45	62	60
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	37
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	31
Average Queue (ft)	6	6
95th Queue (ft)	26	26
Link Distance (ft)	1594	369
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	32
95th Queue (ft)	64
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	29	50
Average Queue (ft)	6	29
95th Queue (ft)	25	55
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	464	251	140	104
Average Queue (ft)	354	88	84	62
95th Queue (ft)	460	226	147	102
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	16	54
Average Queue (ft)	6	17
95th Queue (ft)	19	53
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	50	112	54
Average Queue (ft)	10	52	43
95th Queue (ft)	43	104	63
Link Distance (ft)	5181	2577	1511
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	18
95th Queue (ft)	41
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	45
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	25
95th Queue (ft)	45
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	12
95th Queue (ft)	38
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	79
Average Queue (ft)	16
95th Queue (ft)	68
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	31	53
Average Queue (ft)	23	16
95th Queue (ft)	43	52
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	50	31
Average Queue (ft)	29	18
95th Queue (ft)	55	43
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	582	167	157	181
Average Queue (ft)	374	86	107	99
95th Queue (ft)	547	186	178	169
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	65	49
Average Queue (ft)	25	15
95th Queue (ft)	58	48
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	77	73	56	31
Average Queue (ft)	70	53	50	31
95th Queue (ft)	84	77	65	31
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



**Queuing and Blocking Report**

**Intersection: 4: Englehart Avenue & Huntsman Avenue**

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	12
95th Queue (ft)	36
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 5: Huntsman Avenue & Project Driveway 1**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	43
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 6: Huntsman Avenue & Project Driveway 2**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	28
95th Queue (ft)	57
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Queuing and Blocking Report**

**Intersection: 7: Huntsman Avenue**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	80
Average Queue (ft)	16
95th Queue (ft)	68
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 8: Buttonwillow Avenue**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	11
95th Queue (ft)	47
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 9: Buttonwillow Avenue & Floral Avenue**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	18
95th Queue (ft)	42
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	31
Average Queue (ft)	12	6
95th Queue (ft)	38	26
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	426	77	122	123
Average Queue (ft)	243	62	91	89
95th Queue (ft)	505	81	131	129
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	38	28
Average Queue (ft)	20	6
95th Queue (ft)	35	24
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	94	57	78	55
Average Queue (ft)	73	46	54	36
95th Queue (ft)	102	66	79	51
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	23
95th Queue (ft)	43
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	78
Average Queue (ft)	33
95th Queue (ft)	75
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	24
95th Queue (ft)	45
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	30
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	29	28
Average Queue (ft)	17	6
95th Queue (ft)	40	24
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	50	29
Average Queue (ft)	22	6
95th Queue (ft)	55	25
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	199	722	162	294
Average Queue (ft)	67	308	80	98
95th Queue (ft)	130	676	146	196
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	76	22	170
Average Queue (ft)	26	1	66
95th Queue (ft)	56	8	148
Link Distance (ft)	450	818	2367
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	52	48	118	56
Average Queue (ft)	9	4	55	38
95th Queue (ft)	33	26	91	60
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	31	51
Average Queue (ft)	5	2
95th Queue (ft)	24	17
Link Distance (ft)	1667	2585
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	76
Average Queue (ft)	19
95th Queue (ft)	60
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	50
Average Queue (ft)	9
95th Queue (ft)	35
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	106	22	29
Average Queue (ft)	52	1	3
95th Queue (ft)	94	7	17
Link Distance (ft)	5130	1091	1905
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	50	68	31	30
Average Queue (ft)	18	31	4	1
95th Queue (ft)	43	64	22	10
Link Distance (ft)	5130	332	1100	2585
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	431	160	149	250
Average Queue (ft)	351	103	95	185
95th Queue (ft)	474	159	157	295
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	40	70
Average Queue (ft)	21	30
95th Queue (ft)	37	67
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	NB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	54	75	57
Average Queue (ft)	28	53	40
95th Queue (ft)	68	76	59
Link Distance (ft)	5181	2577	1511
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	29
95th Queue (ft)	57
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	
Directions Served	
Maximum Queue (ft)	
Average Queue (ft)	
95th Queue (ft)	
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	32
Average Queue (ft)	25
95th Queue (ft)	45
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	49
Average Queue (ft)	17
95th Queue (ft)	51
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	51	73
Average Queue (ft)	28	20
95th Queue (ft)	55	67
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	51	31
Average Queue (ft)	43	18
95th Queue (ft)	58	42
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	96	168	119	205
Average Queue (ft)	70	131	79	118
95th Queue (ft)	111	184	115	202
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	41	22	76
Average Queue (ft)	31	4	55
95th Queue (ft)	51	19	81
Link Distance (ft)	450	818	2367
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	29	28	157	55
Average Queue (ft)	6	16	65	44
95th Queue (ft)	25	38	143	63
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	26
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	17
95th Queue (ft)	54
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	11
95th Queue (ft)	47
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	6
95th Queue (ft)	24
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB
Directions Served	LR
Maximum Queue (ft)	110
Average Queue (ft)	56
95th Queue (ft)	104
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	31	33
Average Queue (ft)	6	31
95th Queue (ft)	27	33
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	309	76	184	144
Average Queue (ft)	239	57	94	92
95th Queue (ft)	319	83	173	148
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	43	65
Average Queue (ft)	27	34
95th Queue (ft)	47	60
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	30	53	76	76
Average Queue (ft)	6	11	54	53
95th Queue (ft)	26	45	77	77
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Queuing and Blocking Report

Intersection: 4: Englehart Avenue & Huntsman Avenue

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	29
95th Queue (ft)	57
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 5: Huntsman Avenue & Project Driveway 1

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	31	78
Average Queue (ft)	6	44
95th Queue (ft)	27	75
Link Distance (ft)	1594	369
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 6: Huntsman Avenue & Project Driveway 2

Movement	SB
Directions Served	LR
Maximum Queue (ft)	53
Average Queue (ft)	27
95th Queue (ft)	65
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 7: Huntsman Avenue

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	12
95th Queue (ft)	35
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 8: Buttonwillow Avenue

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 9: Buttonwillow Avenue & Floral Avenue

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	54
Average Queue (ft)	34	17
95th Queue (ft)	51	53
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	102	29	31
Average Queue (ft)	57	6	6
95th Queue (ft)	110	25	26
Link Distance (ft)	5130	332	2585
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report

Intersection: 1: Buttonwillow Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	95	325	78	164
Average Queue (ft)	53	186	62	116
95th Queue (ft)	99	324	92	183
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: Buttonwillow Avenue & Huntsman Avenue

Movement	WB	NB	SB
Directions Served	LR	TR	LT
Maximum Queue (ft)	41	22	134
Average Queue (ft)	31	4	57
95th Queue (ft)	51	19	124
Link Distance (ft)	450	818	2367
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Englehart Avenue & Dinuba Avenue

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	78	93	72	56
Average Queue (ft)	55	64	48	45
95th Queue (ft)	79	90	75	63
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				



**Queuing and Blocking Report**

**Intersection: 4: Englehart Avenue & Huntsman Avenue**

Movement	EB
Directions Served	LR
Maximum Queue (ft)	31
Average Queue (ft)	6
95th Queue (ft)	27
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 5: Huntsman Avenue & Project Driveway 1**

Movement	EB	SB
Directions Served	LT	LR
Maximum Queue (ft)	30	55
Average Queue (ft)	6	17
95th Queue (ft)	26	54
Link Distance (ft)	1594	369
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 6: Huntsman Avenue & Project Driveway 2**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	6
95th Queue (ft)	25
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Queuing and Blocking Report**

**Intersection: 7: Huntsman Avenue**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	55
Average Queue (ft)	11
95th Queue (ft)	47
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 8: Buttonwillow Avenue**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	28
Average Queue (ft)	6
95th Queue (ft)	24
Link Distance (ft)	705
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 9: Buttonwillow Avenue & Floral Avenue**

Movement	WB
Directions Served	LR
Maximum Queue (ft)	110
Average Queue (ft)	51
95th Queue (ft)	101
Link Distance (ft)	5130
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB	SB
Directions Served	LTR	LTR	LTR
Maximum Queue (ft)	31	33	22
Average Queue (ft)	6	31	4
95th Queue (ft)	27	33	19
Link Distance (ft)	5130	332	2585
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 0

**Queuing and Blocking Report**

**Intersection: 1: Buttonwillow Avenue & Dinuba Avenue**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	421	94	148	114
Average Queue (ft)	333	54	91	90
95th Queue (ft)	429	106	170	124
Link Distance (ft)	887	5181	2367	866
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 2: Buttonwillow Avenue & Huntsman Avenue**

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	43	54
Average Queue (ft)	27	27
95th Queue (ft)	47	56
Link Distance (ft)	450	2367
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 3: Englehart Avenue & Dinuba Avenue**

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	98	54	55	55
Average Queue (ft)	82	36	49	40
95th Queue (ft)	110	51	65	58
Link Distance (ft)	5181	861	2577	1511
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Queuing and Blocking Report**

**Intersection: 4: Englehart Avenue & Huntsman Avenue**

Movement	EB
Directions Served	LR
Maximum Queue (ft)	54
Average Queue (ft)	29
95th Queue (ft)	57
Link Distance (ft)	1667
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 5: Huntsman Avenue & Project Driveway 1**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	78
Average Queue (ft)	44
95th Queue (ft)	75
Link Distance (ft)	369
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 6: Huntsman Avenue & Project Driveway 2**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	53
Average Queue (ft)	27
95th Queue (ft)	65
Link Distance (ft)	367
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Queuing and Blocking Report**

**Intersection: 7: Huntsman Avenue**

Movement	SB
Directions Served	LR
Maximum Queue (ft)	29
Average Queue (ft)	12
95th Queue (ft)	35
Link Distance (ft)	627
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 8: Buttonwillow Avenue**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

**Intersection: 9: Buttonwillow Avenue & Floral Avenue**

Movement	WB	SB
Directions Served	LR	LT
Maximum Queue (ft)	54	74
Average Queue (ft)	34	26
95th Queue (ft)	51	78
Link Distance (ft)	5130	1905
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Queuing and Blocking Report

Intersection: 10: Englehart Avenue & Floral Avenue

Movement	EB	WB
Directions Served	LTR	LTR
Maximum Queue (ft)	103	29
Average Queue (ft)	61	6
95th Queue (ft)	108	25
Link Distance (ft)	5130	332
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Network Summary

Network wide Queuing Penalty: 0

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## APPENDIX F

# DETAILED VMT CALCULATION WORKSHEETS



**Appendix F**  
**Detailed VMT Calculation Worksheet**

**Huntsman Industrial VMT Analysis**

12/20/2023

**VMT Calculation for Warehouse**

2019	Huntsman Industrial - Warehouse (Project)
Total project employment (a)	541
Percent External Workers from outside (b) *	11.38%
Project external employment (c=b*a)	62
Total Internal-Internal (II) Work VMT (d) **	5,694
Internal project employment (e=a-c)	479
II VMT per employee (f=d/e)	11.88
XI VMT per employee (g) ***	20.3
Total XI VMT (h=g*c)	1,249
Total project VMT (i=d+h)	6,944
VMT per employee (j=i/a)	12.8

\* : Obtained from "Fresno\_worker\_ixxifractions.dat" from model inputs. Used same percentages/values as the parent TAZ 2595

\*\* : Includes primary work tour VMT and all work sub-tours VMT from the ABM model run

\*\*\* : XI VMT per employee was estimated as an average of all Fresno zones within the CSTDM zone 2511 (parent Fresno TAZ 2595)

**VMT Calculation for Office**

2019	Huntsman Industrial - Office (Project)
Total project employment (a)	15
Percent External Workers from outside (b) *	11.38%
Project external employment (c=b*a)	2
Total Internal-Internal (II) Work VMT (d) **	151
Internal project employment (e=a-c)	13
II VMT per employee (f=d/e)	11.34
XI VMT per employee (g) ***	20.3
Total XI VMT (h=g*c)	35
Total project VMT (i=d+h)	185
VMT per employee (j=i/a)	12.4

\* : Obtained from "Fresno\_worker\_ixxifractions.dat" from model inputs. Used same percentages/values as the parent TAZ 2595

\*\* : Includes primary work tour VMT and all work sub-tours VMT from the ABM model run

\*\*\* : XI VMT per employee was estimated as an average of all Fresno zones within the CSTDM zone 2511 (parent Fresno TAZ 2595)

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