PLANNING COMMISSION AGENDA

CHAIRPERSON:
Marvin Hansen

VICE CHAIRPERSON:
Adam Peck

COMMISSIONERS: Mary Beatie, Chris Tavarez, Chris Gomez, Adam Peck, Marvin Hansen

MONDAY, DECEMBER 12, 2022
VISALIA COUNCIL CHAMBERS
LOCATED AT 707 W. ACEQUIA AVENUE, VISALIA, CA
MEETING TIME: 7:00 PM

1. CALL TO ORDER –

2. THE PLEDGE OF ALLEGIANCE –

3. CITIZEN'S COMMENTS – This is the time for citizens to comment on subject matters that are not on the agenda but are within the jurisdiction of the Visalia Planning Commission. You may provide comments to the Planning Commission at this time, but the Planning Commission may only legally discuss those items already on tonight's agenda.

   The Commission requests that a five (5) minute time limit be observed for Citizen Comments. You will be notified when your five minutes have expired.

4. CHANGES OR COMMENTS TO THE AGENDA –

5. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.

   a. Finding of Consistency No. 2022-003: A request by Lovejot Singh and Jason Scott to modify Conditional Use Permit No. 1994-19 to demolish and rebuild an existing convenience store within the D-MU (Downtown Mixed Use) Zone. The project site is located at 540 North Court Street (APN: 094-261-026).

6. PUBLIC HEARING – (Continued from November 14, 2022) Cristobal Carrillo, Associate Planner

   Conditional Use Permit No. 2021-21: A request by Scott A. Mommer Consulting to establish a Fastrip convenience store and gasoline service station with a drive-thru lane in the C-MU (Mixed-Use Commercial) Zone. The project site is located at 2800 S. Mooney Boulevard, on the southeast corner of West Whitendale Avenue and South Mooney Boulevard (APN: 122-320-078).

An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Negative Declaration No. 2021-09 (State Clearinghouse # 2022100244) be adopted.

7. PUBLIC HEARING – Josh Dan, Associate Planner

   Conditional Use Permit No. 2022-29: A request by Lane Engineers on behalf of MB Developers LC, to develop a 1.53-acre parcel with a new 2,338 sq. ft. Chipotle Restaurant with a drive-thru pickup lane for online orders only within the Plaza Business Park Master Planned development located in the Business Research Park (BRP) Zoning District. The project site is located on the east side of Plaza Drive approximately 500 feet north of Crowley Avenue (APN: 081-160-014). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15303, Categorical Exemption No. 2022-61.

8. PUBLIC HEARING – Josh Dan, Associate Planner

   Conditional Use Permit No. 2022-31: A request by RP Investments, LP to establish a planned commercial development by creating parcels with less than the minimum five-acre requirement in the C-MU (Commercial Mixed Use) zone. The project site is part of the Orchard Walk West Shopping Center master planned development and is specifically located on the south side of Sedona Avenue approximately 300 feet west of Dinuba Boulevard (APN: 078-120-053). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15315, Categorical Exemption No. 2022-63.

   Tentative Parcel Map No. 2022-08: A request by RP Investments, LP to subdivide a 4.29-acre parcel within the C-MU (Commercial Mixed Use) Zoning District into two parcels to facilitate the development of future retail buildings. Parcel One will be 2.82-acres while Parcel 2 will be 1.47-acres. The project site is part of the Orchard Walk West Shopping Center master planned development and is specifically located on the south side of Sedona Avenue approximately 300 feet west of Dinuba Boulevard (APN: 078-120-053). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15315, Categorical Exemption No. 2022-63.

9. PUBLIC HEARING – Annalisa Perea, Senior Planner QK, Inc., Planning Consultant to the Planning Division

   Conditional Use Permit No. 2022-15: A request by 7Ten Properties LLC, to establish an outdoor event venue use on a 1.95-acre site improved with an outdoor lawn area, paved surface, and bathroom facilities in the QP (Quasi-Public) Zone. The property will be operated in conjunction with an on-site building that allows for the operation of a variety of indoor venues. The site is located at 4211 W. Goshen Avenue on southwest corner of Goshen Avenue and Chinowth Street. (APN: 085-630-003 and 085-630-001). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant, subject to mitigation, and that Mitigated Negative Declaration No. 2022-30 (State Clearinghouse # 2022110351) be adopted.

10. PUBLIC HEARING – Brandon Smith, Principal Planner

    Temporary Conditional Use Permit No. 2022-32: A request by Visalia Homeless Center to operate a temporary overnight warming center through March 15, 2023, within an existing building located in the C-S (Service Commercial) Zoning Designation. The site is located at 701 E. Race Avenue, on the southwest corner of Race Avenue and Burke Street (APN: 094-100-022). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Categorical Exemption No. 2022-67.

11. CITY PLANNER/ PLANNING COMMISSION DISCUSSION –

    a. The next Planning Commission meeting is January 9, 2023.

    b. Update on City Council direction regarding Agricultural Preservation Ordinance.

    c. Victory Oaks Annexation submitted for LAFCO's January 2023 meeting.

    d. City Hall Offices closed December 23rd & 26th and January 2nd.

The Planning Commission meeting may end no later than 11:00 P.M. Any unfinished business may be continued to a future date and time to be determined by the Commission at this meeting. The Planning Commission routinely visits the project sites listed on the agenda.

For Hearing Impaired – Call (559) 713-4900 (TTY) 48-hours in advance of the scheduled meeting time to request signing services.

Any written materials relating to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the City Office, 315 E. Acequia Visalia, CA 93291, during normal business hours.

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS THURSDAY, DECEMBER 22, 2022, BEFORE 5 PM

According to the City of Visalia Zoning Ordinance Section 17.02.145 and Subdivision Ordinance Section 16.04.040, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal form with applicable fees shall be filed with the City Clerk at 220 N. Santa Fe, Visalia, CA 93291. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON MONDAY, JANUARY 9, 2023

City of Visalia

To: Planning Commission

From: Cristobal Carrillo, Associate Planner
Ph: (559-713-4443)
E-mail: cristobal.carrillo@visalia.city

Date: December 12, 2022

Re: Continued Item No. 7 from the November 14, 2022, Planning Commission Agenda:

Conditional Use Permit No. 2021-21: A request by Scott A. Mommer Consulting to establish a Fastrip convenience store and service station with a drive-thru lane in the C-MU (Mixed-Use Commercial) Zone. The project site is located at 2800 South Mooney Boulevard, on the southeast corner of West Whitendale Avenue and South Mooney Boulevard (APN: 122-320-078).

Summary:

At the November 14, 2022 Planning Commission meeting, Agenda Item No. 7 regarding a conditional use permit for the establishment of a Fastrip convenience store and service station with a drive-thru lane was publicly presented to the Planning Commission. During the public hearing process, staff requested that the item be continued to provide staff with additional time to analyze and address the contents of an Initial Study/Negative Declaration comment letter received by the San Joaquin Valley Air Pollution Control District (SJVAPCD). The Planning Commission granted a continuance to the December 12, 2022 meeting.

SJVAPCD Comment Letter

On November, 10, 2022, staff received a letter from the SJVAPCD commenting on the analysis within Initial Study/Negative Declaration No. 2021-19, for Conditional Use Permit No. 2021-21. The letter is included as Attachment “A”. The SJVAPCD commented on the projects potential to impact air quality and provided recommendations for possible incorporation into the project. Staff and the applicant have provided responses to the recommendations from the SJVAPCD letter which are listed below:

1. Project Related Emissions

   Project air emissions information is used by the SJVAPCD to determine impacts on air quality and sensitive receptors, such as residences. Additional analysis may be required by the SJVAPCD if emissions information indicates potential for a project to produce significant impacts. Per the Guidelines for Assessing and Mitigating Air Quality Impacts (GAMAQI), this could include a recommendation that an Ambient Air Quality Analysis be prepared if a project would produce any criteria air pollutant in excess of 100 daily pounds.

   In order to determine emission impacts, a CalEEMod analysis was conducted on November 10, 2022. This is included as Attachment “C”. The CalEEMod analysis indicates that based on the design and operation of the proposed facility, the

project would not generate 100 daily pounds of any criteria air pollutant. Therefore, no Ambient Air Quality Analysis is required. Furthermore, the project would not result in a significant criteria air pollutant impact.

2. Health Risk Screening/Assessment

   Gasoline dispensing facilities emit a number of toxic air pollutants. To mitigate impacts, the SJVAPCD establishes significance and screening thresholds for exposure to cancer-causing toxic air pollutants as well as non-carcinogens. Exceeding the thresholds will warrant preparation of a Health Risk Assessment.

   The 2022 CARB & CAPCOA Gasoline Service Station Industrywide Risk Assessment Look-up Tool, version 1.0, was used to calculate the potential health risk emanating from the gasoline dispensing facility. The report is included as Attachment "D". The nearest residence and off-site business were measured to be approximately 272 and 88 feet, respectively, from the proposed edge of the fueling canopy. Should gasoline dispensing be limited to 16,393,491 gallons annually, the Project would not require a Health Risk Assessment, nor result in a significant impact to sensitive receptors. Per the applicant, the annual gasoline throughput for the project is approximately 9,000,000 gallons. Based on this information, a Health Risk Assessment is not required.

3. Ambient Air Quality Analysis

   Similar to Item No. 1 above (Project Related Emissions), project air emissions information is used by the SJVAPCD to determine impacts on air quality and sensitive receptors, such as residences. A CalEEMod analysis was conducted on November 10, 2022 to determine emission impacts. The CalEEMod analysis indicates that based on the design and operation of the proposed facility, the project would not generate 100 daily pounds of any criteria air pollutant. Therefore, no Ambient Air Quality Analysis is required. Furthermore, the project would not result in a significant criteria air pollutant impact.

4. Voluntary Emission Reduction Agreement

   As noted in the SJVAPCD letter, criteria pollutant emissions may result in emissions exceeding the District's significance thresholds, potentially resulting in a significant impact on air quality. When a project is expected to have a significant impact, the SJVAPCD recommends a project related Initial Study/Negative Declaration include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA). A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects.

   Per the CalEEMod analysis and annual gasoline output information provided, it has been determined that SJVAPCD thresholds have not been exceeded and that significant impacts to sensitive receptors will not be produced by the project. As such, a VERA is not required. The applicant may choose to enter into a VERA voluntarily.

5. SJVAPCD Comment Nos. 5 through 8

   For Comment Nos. 5 through 7, the comments relate to the implementation of renewable energy sources and clean air equipment into the project. These are recommendations provided by the SJVAPCD, which Fastrip may choose to voluntarily incorporate into the project. Responses to these recommendations have been provided by the applicant and are included in Attachment "B". Per the applicant, the project will incorporate photovoltaic solar as part of the gas station canopy structure, and will install electric vehicle charges as required by the current California Green Code standards. Gardening services will be outsourced to local contractors in compliance with state and local regulations.

   Items noted in Comment No. 8 are requirements from the SJVAPCD, which will be enforced through its own permit processes. Per Attachment "B", the applicant states that they are already undergoing the SJVAPCD permit process and will comply with all applicable requirements.

Per the above, staff concludes that no additional analysis is required to be submitted by the applicant to address the comments of the SJVAPCD.

Drive-Thru Lane

The applicant has provided additional materials to illuminate the drive-thru lane operations. The items are as follows:

1. A rendering of the proposed drive-thru order menu to be used for the Fastrip (Attachment "E"). The menu board identifies items to be sold through the Fastrip drive-thru, namely pizza, sandwiches, burritos, and assorted beverages.
2. A revised operational statement providing additional information on the types of products to be sold through the drive-thru, and describing actions to be taken by staff in the event of drive-thru queuing overflow (see Attachment "F"). The statement confirms that the drive-thru will be solely for the sale of hot quick service food items typically found in convenience stores. The operational statement also states that if drive-thru overflow occurs, an employee will be deployed to guide traffic to prevent impacts to onsite circulation.
3. A traffic que plan depicting how drive-thru queuing would be addressed in the event of overflow (Attachment "G"). The plan shows that there is sufficient space available onsite to direct any drive-thru overflow northward. This, along with onsite staff directing traffic, will thereby prevent potential vehicle queuing onto South Mooney Boulevard in the rare event of a drive-thru lane overflow.

Items submitted do not affect the previous conclusion of staff as noted in the November 14, 2022 Planning Commission staff report. Drive-thru queuing analysis provided indicates that queuing will likely not exceed 2-3 vehicles at any given time. Furthermore, Condition of Approval No. 7 has been included, requiring additional Site Plan Review and potential amendment to the Conditional Use Permit should a different use and/or fast-food use be proposed for the Fastrip drive-thru. This condition also requires that a revised traffic study and/or drive-thru queuing analysis be provided as part of the review process.

Recommendation

Staff recommends approval of Conditional Use Permit No. 2021-21, based upon the findings and conditions in revised Planning Commission Resolution No. 2021-08.

Attachments

- Attachment “A” – San Joaquin Valley Air Pollution Control District (SJVAPCD) Comment Letter, November 10, 2022
- Attachment “B” – Fastrip Response to SJVAPCD Letter, November 22, 2022
- Attachment “C” – CalEEMod Analysis, Fastrip, November 10, 2022
- Attachment “D” – 2022 CARB & CAPCOA Gasoline Service Station Industrywide Risk Assessment Look-up Tool, November 10, 2022.
- Attachment “E” – Drive-Thru Order Menu Exhibit
- Attachment “F” – Revised Operational Statement
- Attachment “G” – Traffic Que Plan
- Attachment “H” – Revised Planning Commission Resolution No. 2021-08
- Attachment “I” – Conditional Use Permit No. 2021-21 Planning Commission Staff Report, November 14, 2022

ATTACHMENT "A"

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

November 10, 2022

Cristobal Carrillo
City of Visalia
Department of Planning
315 E. Acequia Street
Visalia, CA 93291

Project: Initial Study and Negative Declaration No. 2021-21

District CEQA Reference No: 20221441

Dear Cristobal Carrillo:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Initial Study/Negative Declaration (IS/ND) referenced above from the City of Visalia (City). Per the IS/ND, the project consists of constructing a 4,940 square-foot Fastrip convenience store with a drive-thru and a service station containing 24 fueling positions on a 3.74 acre parcel (Project). The Project is located at 2800 South Mooney Boulevard in Visalia, CA.

The District offers the following comments regarding the Project:

1) Project Related Emissions

The documents submitted to the District does not provide sufficient information to allow the District to assess the Project's potential impact on air quality. As such, the environmental review should include a Project summary detailing, at a minimum, estimates of potential mobile and stationary emission sources, and proximity to sensitive receptors and existing emission sources. The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions.

1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
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Central Region (Main Office)
1990 E. Gettysburg Avenue
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Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
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www.valleyair.org www.healthyairliving.com

1b) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://www.valleyair.org/transportation/GAMAQI.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of design elements such as measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: http://www.valleyair.org/transportation/Mitigation-Measures.pdf.

1c) Recommended Model for Quantifying Air Emissions

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:
http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww3.arb.ca.gov/ch/handbook.pdf.

3) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: www.valleyair.org/cega.

4) Voluntary Emission Reduction Agreement

Criteria pollutant emissions may result in emissions exceeding the District's significance thresholds, potentially resulting in a significant impact on air quality. When a project is expected to have a significant impact, the District recommends the IS/ND also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural

irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

5) Clean Lawn and Garden Equipment in the Community

Since the Project consists of commercial development, gas-powered commercial lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm and http://valleyair.org/grants/cgym-commercial.htm.

6) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project.

7) Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

8) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (661) 392-5665.

8a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project will be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and will require District

permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (661) 392-5665.

8b) District Rule 9510 - Indirect Source Review (ISR)

Per District Rule 9510 section 4.4.3, a development project on a facility whose primary functions are subject to District Rule 2201 or District Rule 2010 are exempt from the requirements of the rule. The District has reviewed the information provided and has determined that the primary functions of this Project are subject to District Rule 2201 (New and Modified Stationary Source Review Rule) or District Rule 2010 (Permits Required). As a result, District Rule 9510 requirements and related fees do not apply to the Project referenced above.

8c) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

8d) District Rule 4601 (Architectural Coatings)

The Project may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: http://www.valleyair.org/rules/currntrules/r4601.pdf

8e) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project

proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

8f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

9) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Patrick Chimienti by e-mail at Patrick.Chimienti@valleyair.org or by phone at (559) 230-6139.

Sincerely,

Brian Clements
Director of Permit Services

For: Mark Montelongo
Program Manager

ATTACHMENT "B"

Fastrip Oil Company, LP

3101 State Road, Bakersfield, CA 93308
PO Box 82515, Bakersfield, CA 93380
Phone: 661-393-7000 | Fax: 661-393-8738

November 22nd, 2022

City of Visalia
Community Development Dept., Planning Division
315 E. Acequia Ave
Visalia, CA 93291

RE: CONDITIONAL USE PERMIT NO 2021-21: Initial Project Study and Negative Declaration No. 2021-21 response from San Joaquin Valley Air Pollution Control District dated November 10th, 2022: Fastrip Oil Company response to Sections 5-8.

Dear Mr. Carrillo,

Please consider our responses to the SJVAPCD's letter dated November 10th, 2022.

Section 5: Gardening services are outsourced to local contractors that comply with state and local regulations.

Section 6: Photovoltaic solar is a planned part of the design of the project's petroleum canopy and buidling. The Fastrip Food Store chain of stores has added approximately 500 kilowatts of solar power at various locations with approximately 2,000,000 kwhr generated since 2020.

Section 7: Electric Vehicle charges will be incorporated into the project as required by the current California Green Code standards.

Section 8: The majority of these rules are decades old and compliance has been integrated in standard building design, permitting, and construction practices common in the state of California.

8a) – Rule 2010 requires and Authority to Construct (ATC) permit for new stationary sources. Fastrip Oil Company has submitted an ATC application to SJVAPCD on November 15th, 2022

8a) – Requirements of Rule 2201 are evaluated and stipulated on the Permit To Operate by the SJVAPCD via the ATC application process. There are not actionable items for the applicant of a motor vehicle fueling station, although this rule may require equipment and process design from other stationary source applicants.

8b) – Rule 9510 seeks to reduce PM10 (particulate matter less than 10 microns) and NOx emissions for development projects close to residential property. Contractor supplied diesel powered grading and excavation equipment for dirt work will utilize SJVAPCD permitted or compliant diesel engines.

8c) – Rule 4002 restates the EPA Federal Code of Regulations on emissions of bulk industrial chemicals such as beryllium, vinyl chlorides, arsenic, benzene, and asbestos. These types of industrial operations are not applicable to this project.

8d) – Rule 4601 regulates architectural coatings such as paint, adhesives, water sealants, roofing materials etcetera for VOC emissions. All materials for the project will be selected for CARB compliance.

8e) – District Regulation VIII and specifically Rule 8021 seek to minimize PM10 from grading and excavation operations. Grading and land preparation operations will utilize dust control measures through water application to comply with the rule 20% opacity metric. The project will use licensed and experience grading contractors familiar with SJVAPCD requirements for dust emissions controls.

8f) – Rules 4102 4641 prohibit the emission of any generally nuisance air contaminants. The California Air Resources Board and the District's rules for motor vehicle fueling stations require engineering controls for fugitive emissions and those requirements are enumerated on an ATC when issued. Additionally, the project will insure construction contractor activities do not emit nuisance emissions and asphaltic paving materials comply with district rules for formulation.

Best Regards,

Chris David
Facility Manager
Fastrip Oil Company
Jaco Oil Company
chrisd@jaco.com
Desk: 661-633-7534

ATTACHMENT "C"

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Conditional Use Permit No. 2021-01

Tulare County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Convenience Market with Gas Pumps	4.94	1000sqft	0.11	4,940.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	348.64	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2024 Forecasted Factirs

Land Use -

Trips and VMT - Trip lengths per MPO

Architectural Coating - Rule 4901

Vehicle Trips - Trip rates revised per Traffic Study

Area Coating - Rule 4601

Area Mitigation - 4601

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblProjectCharacteristics	CO2IntensityFactor	390.98	348.64
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblVehicleTrips	CC_TL	7.30	7.17
tblVehicleTrips	CC_TTP	80.20	30.44
tblVehicleTrips	CNW_TL	7.30	4.95
tblVehicleTrips	CNW_TTP	19.00	46.49
tblVehicleTrips	CW_TL	9.50	11.01
tblVehicleTrips	CW_TTP	0.80	23.07
tblVehicleTrips	ST_TR	624.20	837.58
tblVehicleTrips	SU_TR	624.20	837.58
tblVehicleTrips	WD_TR	624.20	837.58

2.0 Emissions Summary

Conditional Use Permit No. 2021-01 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0502	0.3827	0.4264	7.0000e-004	7.0500e-003	0.0188	0.0259	3.0000e-003	0.0174	0.0204	0.0000	61.8151	61.8151	0.0185	1.7000e-004	62.3273
Maximum	**0.0502**	**0.3827**	**0.4264**	**7.0000e-004**	**7.0500e-003**	**0.0188**	**0.0259**	**3.0000e-003**	**0.0174**	**0.0204**	**0.0000**	**61.8151**	**61.8151**	**0.0185**	**1.7000e-004**	**62.3273**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0502	0.3827	0.4264	7.0000e-004	7.0500e-003	0.0188	0.0259	3.0000e-003	0.0174	0.0204	0.0000	61.8150	61.8150	0.0185	1.7000e-004	62.3273
Maximum	**0.0502**	**0.3827**	**0.4264**	**7.0000e-004**	**7.0500e-003**	**0.0188**	**0.0259**	**3.0000e-003**	**0.0174**	**0.0204**	**0.0000**	**61.8150**	**61.8150**	**0.0185**	**1.7000e-004**	**62.3273**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Conditional Use Permit No. 2021-01 - Tulare County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	1-1-2023	3-31-2023	0.2280	0.2280
2	4-1-2023	6-30-2023	0.2032	0.2032
		Highest	0.2280	0.2280

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0204	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	9.0000e-005
Energy	2.8000e-004	2.5700e-003	2.1600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	8.9842	8.9842	6.4000e-004	1.2000e-004	9.0366
Mobile	1.4018	1.1824	7.0522	9.1300e-003	0.7965	9.5300e-003	0.8060	0.2132	8.9100e-003	0.2221	0.0000	844.0093	844.0093	0.1162	0.0774	869.9740
Waste						0.0000	0.0000		0.0000	0.0000	3.0144	0.0000	3.0144	0.1782	0.0000	7.4681
Water						0.0000	0.0000		0.0000	0.0000	0.1161	0.4373	0.5533	0.0120	2.9000e-004	0.9379
Total	**1.4225**	**1.1850**	**7.0544**	**9.1500e-003**	**0.7965**	**9.7300e-003**	**0.8062**	**0.2132**	**9.1100e-003**	**0.2223**	**3.1305**	**853.4309**	**856.5614**	**0.3069**	**0.0778**	**887.4166**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0204	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	9.0000e-005
Energy	2.8000e-004	2.5700e-003	2.1600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	8.9842	8.9842	6.4000e-004	1.2000e-004	9.0366
Mobile	1.4018	1.1824	7.0522	9.1300e-003	0.7965	9.5300e-003	0.8060	0.2132	8.9100e-003	0.2221	0.0000	844.0093	844.0093	0.1162	0.0774	869.9740
Waste						0.0000	0.0000		0.0000	0.0000	3.0144	0.0000	3.0144	0.1782	0.0000	7.4681
Water						0.0000	0.0000		0.0000	0.0000	0.1161	0.4373	0.5533	0.0120	2.9000e-004	0.9379
Total	**1.4225**	**1.1850**	**7.0544**	**9.1500e-003**	**0.7965**	**9.7300e-003**	**0.8062**	**0.2132**	**9.1100e-003**	**0.2223**	**3.1305**	**853.4309**	**856.5614**	**0.3069**	**0.0778**	**887.4166**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2023	1/13/2023	5	10	
2	Site Preparation	Site Preparation	1/14/2023	1/16/2023	5	1	
3	Grading	Grading	1/17/2023	1/18/2023	5	2	

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4	Building Construction	Building Construction	1/19/2023	6/7/2023	5	100	
5	Paving	Paving	6/8/2023	6/14/2023	5	5	
6	Architectural Coating	Architectural Coating	6/15/2023	6/21/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,410; Non-Residential Outdoor: 2,470; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	2.00	1.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2300e-003	0.0289	0.0370	6.0000e-005		1.4100e-003	1.4100e-003		1.3500e-003	1.3500e-003	0.0000	5.2091	5.2091	9.5000e-004	0.0000	5.2328
Total	**3.2300e-003**	**0.0289**	**0.0370**	**6.0000e-005**		**1.4100e-003**	**1.4100e-003**		**1.3500e-003**	**1.3500e-003**	**0.0000**	**5.2091**	**5.2091**	**9.5000e-004**	**0.0000**	**5.2328**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0500e-003	0.0000	2.8000e-004	0.0000	2.9000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2281	0.2281	1.0000e-005	1.0000e-005	0.2307
Total	**1.5000e-004**	**1.0000e-004**	**1.0500e-003**	**0.0000**	**2.8000e-004**	**0.0000**	**2.9000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2281**	**0.2281**	**1.0000e-005**	**1.0000e-005**	**0.2307**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.2300e-003	0.0289	0.0370	6.0000e-005		1.4100e-003	1.4100e-003		1.3500e-003	1.3500e-003	0.0000	5.2091	5.2091	9.5000e-004	0.0000	5.2328
Total	**3.2300e-003**	**0.0289**	**0.0370**	**6.0000e-005**		**1.4100e-003**	**1.4100e-003**		**1.3500e-003**	**1.3500e-003**	**0.0000**	**5.2091**	**5.2091**	**9.5000e-004**	**0.0000**	**5.2328**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5000e-004	1.0000e-004	1.0500e-003	0.0000	2.8000e-004	0.0000	2.9000e-004	8.0000e-005	0.0000	8.0000e-005	0.0000	0.2281	0.2281	1.0000e-005	1.0000e-005	0.2307
Total	**1.5000e-004**	**1.0000e-004**	**1.0500e-003**	**0.0000**	**2.8000e-004**	**0.0000**	**2.9000e-004**	**8.0000e-005**	**0.0000**	**8.0000e-005**	**0.0000**	**0.2281**	**0.2281**	**1.0000e-005**	**1.0000e-005**	**0.2307**

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	3.0900e-003	1.9600e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309
Total	**2.7000e-004**	**3.0900e-003**	**1.9600e-003**	**0.0000**	**2.7000e-004**	**1.1000e-004**	**3.8000e-004**	**3.0000e-005**	**1.0000e-004**	**1.3000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4309**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0114	0.0114	0.0000	0.0000	0.0115
Total	**1.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0114**	**0.0114**	**0.0000**	**0.0000**	**0.0115**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.7000e-004	3.0900e-003	1.9600e-003	0.0000		1.1000e-004	1.1000e-004		1.0000e-004	1.0000e-004	0.0000	0.4275	0.4275	1.4000e-004	0.0000	0.4309
Total	**2.7000e-004**	**3.0900e-003**	**1.9600e-003**	**0.0000**	**2.7000e-004**	**1.1000e-004**	**3.8000e-004**	**3.0000e-005**	**1.0000e-004**	**1.3000e-004**	**0.0000**	**0.4275**	**0.4275**	**1.4000e-004**	**0.0000**	**0.4309**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	0.0000	5.0000e-005	0.0000	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0114	0.0114	0.0000	0.0000	0.0115
Total	**1.0000e-005**	**0.0000**	**5.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0114**	**0.0114**	**0.0000**	**0.0000**	**0.0115**

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3000e-004	0.0102	5.5500e-003	1.0000e-005		4.2000e-004	4.2000e-004		3.9000e-004	3.9000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481
Total	**9.3000e-004**	**0.0102**	**5.5500e-003**	**1.0000e-005**	**5.3100e-003**	**4.2000e-004**	**5.7300e-003**	**2.5700e-003**	**3.9000e-004**	**2.9600e-003**	**0.0000**	**1.2381**	**1.2381**	**4.0000e-004**	**0.0000**	**1.2481**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0365	0.0365	0.0000	0.0000	0.0369
Total	**2.0000e-005**	**2.0000e-005**	**1.7000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0365**	**0.0365**	**0.0000**	**0.0000**	**0.0369**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					5.3100e-003	0.0000	5.3100e-003	2.5700e-003	0.0000	2.5700e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.3000e-004	0.0102	5.5500e-003	1.0000e-005		4.2000e-004	4.2000e-004		3.9000e-004	3.9000e-004	0.0000	1.2381	1.2381	4.0000e-004	0.0000	1.2481
Total	**9.3000e-004**	**0.0102**	**5.5500e-003**	**1.0000e-005**	**5.3100e-003**	**4.2000e-004**	**5.7300e-003**	**2.5700e-003**	**3.9000e-004**	**2.9600e-003**	**0.0000**	**1.2381**	**1.2381**	**4.0000e-004**	**0.0000**	**1.2481**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-005	2.0000e-005	1.7000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0365	0.0365	0.0000	0.0000	0.0369
Total	**2.0000e-005**	**2.0000e-005**	**1.7000e-004**	**0.0000**	**5.0000e-005**	**0.0000**	**5.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0365**	**0.0365**	**0.0000**	**0.0000**	**0.0369**

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093
Total	**0.0316**	**0.3209**	**0.3549**	**5.7000e-004**		**0.0160**	**0.0160**		**0.0147**	**0.0147**	**0.0000**	**50.1042**	**50.1042**	**0.0162**	**0.0000**	**50.5093**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	2.1400e-003	6.7000e-004	1.0000e-005	3.1000e-004	1.0000e-005	3.2000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	0.9107	0.9107	0.0000	1.4000e-004	0.9517
Worker	2.9000e-004	1.9000e-004	2.0900e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4561	0.4561	2.0000e-005	2.0000e-005	0.4615
Total	**3.4000e-004**	**2.3300e-003**	**2.7600e-003**	**1.0000e-005**	**8.8000e-004**	**1.0000e-005**	**8.9000e-004**	**2.4000e-004**	**1.0000e-005**	**2.5000e-004**	**0.0000**	**1.3669**	**1.3669**	**2.0000e-005**	**1.6000e-004**	**1.4131**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0316	0.3209	0.3549	5.7000e-004		0.0160	0.0160		0.0147	0.0147	0.0000	50.1042	50.1042	0.0162	0.0000	50.5093
Total	**0.0316**	**0.3209**	**0.3549**	**5.7000e-004**		**0.0160**	**0.0160**		**0.0147**	**0.0147**	**0.0000**	**50.1042**	**50.1042**	**0.0162**	**0.0000**	**50.5093**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.0000e-005	2.1400e-003	6.7000e-004	1.0000e-005	3.1000e-004	1.0000e-005	3.2000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	0.9107	0.9107	0.0000	1.4000e-004	0.9517
Worker	2.9000e-004	1.9000e-004	2.0900e-003	0.0000	5.7000e-004	0.0000	5.7000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.4561	0.4561	2.0000e-005	2.0000e-005	0.4615
Total	**3.4000e-004**	**2.3300e-003**	**2.7600e-003**	**1.0000e-005**	**8.8000e-004**	**1.0000e-005**	**8.9000e-004**	**2.4000e-004**	**1.0000e-005**	**2.5000e-004**	**0.0000**	**1.3669**	**1.3669**	**2.0000e-005**	**1.6000e-004**	**1.4131**

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.5300e-003**	**0.0138**	**0.0176**	**3.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**2.3498**	**2.3498**	**6.8000e-004**	**0.0000**	**2.3669**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	9.4000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2053	0.2053	1.0000e-005	1.0000e-005	0.2077
Total	**1.3000e-004**	**9.0000e-005**	**9.4000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2053**	**0.2053**	**1.0000e-005**	**1.0000e-005**	**0.2077**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	1.5300e-003	0.0138	0.0176	3.0000e-005		6.6000e-004	6.6000e-004		6.2000e-004	6.2000e-004	0.0000	2.3498	2.3498	6.8000e-004	0.0000	2.3669
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**1.5300e-003**	**0.0138**	**0.0176**	**3.0000e-005**		**6.6000e-004**	**6.6000e-004**		**6.2000e-004**	**6.2000e-004**	**0.0000**	**2.3498**	**2.3498**	**6.8000e-004**	**0.0000**	**2.3669**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.3000e-004	9.0000e-005	9.4000e-004	0.0000	2.6000e-004	0.0000	2.6000e-004	7.0000e-005	0.0000	7.0000e-005	0.0000	0.2053	0.2053	1.0000e-005	1.0000e-005	0.2077
Total	**1.3000e-004**	**9.0000e-005**	**9.4000e-004**	**0.0000**	**2.6000e-004**	**0.0000**	**2.6000e-004**	**7.0000e-005**	**0.0000**	**7.0000e-005**	**0.0000**	**0.2053**	**0.2053**	**1.0000e-005**	**1.0000e-005**	**0.2077**

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0115					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**0.0119**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0115					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.8000e-004	3.2600e-003	4.5300e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	0.6383	0.6383	4.0000e-005	0.0000	0.6393
Total	**0.0119**	**3.2600e-003**	**4.5300e-003**	**1.0000e-005**		**1.8000e-004**	**1.8000e-004**		**1.8000e-004**	**1.8000e-004**	**0.0000**	**0.6383**	**0.6383**	**4.0000e-005**	**0.0000**	**0.6393**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.4018	1.1824	7.0522	9.1300e-003	0.7965	9.5300e-003	0.8060	0.2132	8.9100e-003	0.2221	0.0000	844.0093	844.0093	0.1162	0.0774	869.9740
Unmitigated	1.4018	1.1824	7.0522	9.1300e-003	0.7965	9.5300e-003	0.8060	0.2132	8.9100e-003	0.2221	0.0000	844.0093	844.0093	0.1162	0.0774	869.9740

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	4,137.65	4,137.65	4137.65	2,133,330	2,133,330
Total	4,137.65	4,137.65	4,137.65	2,133,330	2,133,330

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	11.01	7.17	4.95	23.07	30.44	46.49	14	21	65

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.1872	6.1872	5.9000e-004	7.0000e-005	6.2230
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	6.1872	6.1872	5.9000e-004	7.0000e-005	6.2230
NaturalGas Mitigated	2.8000e-004	2.5700e-003	2.1600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.7970	2.7970	5.0000e-005	5.0000e-005	2.8136
NaturalGas Unmitigated	2.8000e-004	2.5700e-003	2.1600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.7970	2.7970	5.0000e-005	5.0000e-005	2.8136

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	52413.4	2.8000e-004	2.5700e-003	2.1600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.7970	2.7970	5.0000e-005	5.0000e-005	2.8136
Total		**2.8000e-004**	**2.5700e-003**	**2.1600e-003**	**2.0000e-005**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**2.7970**	**2.7970**	**5.0000e-005**	**5.0000e-005**	**2.8136**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Convenience Market with Gas Pumps	52413.4	2.8000e-004	2.5700e-003	2.1600e-003	2.0000e-005		2.0000e-004	2.0000e-004		2.0000e-004	2.0000e-004	0.0000	2.7970	2.7970	5.0000e-005	5.0000e-005	2.8136
Total		**2.8000e-004**	**2.5700e-003**	**2.1600e-003**	**2.0000e-005**		**2.0000e-004**	**2.0000e-004**		**2.0000e-004**	**2.0000e-004**	**0.0000**	**2.7970**	**2.7970**	**5.0000e-005**	**5.0000e-005**	**2.8136**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market with Gas Pumps	39124.8	6.1872	5.9000e-004	7.0000e-005	6.2230
Total		**6.1872**	**5.9000e-004**	**7.0000e-005**	**6.2230**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Convenience Market with Gas Pumps	39124.8	6.1872	5.9000e-004	7.0000e-005	6.2230
Total		**6.1872**	**5.9000e-004**	**7.0000e-005**	**6.2230**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0204	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	9.0000e-005
Unmitigated	0.0204	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	9.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.1400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0193					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	9.0000e-005
Total	**0.0204**	**0.0000**	**5.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.0000**	**9.0000e-005**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	1.1400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0193					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	5.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.0000e-005	9.0000e-005	0.0000	0.0000	9.0000e-005
Total	**0.0204**	**0.0000**	**5.0000e-005**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**9.0000e-005**	**9.0000e-005**	**0.0000**	**0.0000**	**9.0000e-005**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.5533	0.0120	2.9000e-004	0.9379
Unmitigated	0.5533	0.0120	2.9000e-004	0.9379

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market with Gas Pumps	0.365918 / 0.224272	0.5533	0.0120	2.9000e-004	0.9379
Total		**0.5533**	**0.0120**	**2.9000e-004**	**0.9379**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Convenience Market with Gas Pumps	0.365918 / 0.224272	0.5533	0.0120	2.9000e-004	0.9379
Total		**0.5533**	**0.0120**	**2.9000e-004**	**0.9379**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	3.0144	0.1782	0.0000	7.4681
Unmitigated	3.0144	0.1782	0.0000	7.4681

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Convenience Market with Gas Pumps	14.85	3.0144	0.1782	0.0000	7.4681
Total		**3.0144**	**0.1782**	**0.0000**	**7.4681**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Convenience Market with Gas Pumps	14.85	3.0144	0.1782	0.0000	7.4681
Total		**3.0144**	**0.1782**	**0.0000**	**7.4681**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Conditional Use Permit No. 2021-01 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Conditional Use Permit No. 2021-01

Tulare County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Convenience Market with Gas Pumps	4.94	1000sqft	0.11	4,940.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	348.64	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2024 Forecasted Factirs

Land Use -

Trips and VMT - Trip lengths per MPO

Architectural Coating - Rule 4901

Vehicle Trips - Trip rates revised per Traffic Study

Area Coating - Rule 4601

Area Mitigation - 4601

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblProjectCharacteristics	CO2IntensityFactor	390.98	348.64
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblVehicleTrips	CC_TL	7.30	7.17
tblVehicleTrips	CC_TTP	80.20	30.44
tblVehicleTrips	CNW_TL	7.30	4.95
tblVehicleTrips	CNW_TTP	19.00	46.49
tblVehicleTrips	CW_TL	9.50	11.01
tblVehicleTrips	CW_TTP	0.80	23.07
tblVehicleTrips	ST_TR	624.20	837.58
tblVehicleTrips	SU_TR	624.20	837.58
tblVehicleTrips	WD_TR	624.20	837.58

2.0 Emissions Summary

Conditional Use Permit No. 2021-01 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	4.7710	10.1931	7.6319	0.0145	5.3588	0.4203	5.7792	2.5810	0.3867	2.9677	0.0000	1,408.5222	1,408.5222	0.4430	3.3600e-003	1,420.0069
Maximum	**4.7710**	**10.1931**	**7.6319**	**0.0145**	**5.3588**	**0.4203**	**5.7792**	**2.5810**	**0.3867**	**2.9677**	**0.0000**	**1,408.5222**	**1,408.5222**	**0.4430**	**3.3600e-003**	**1,420.0069**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	4.7710	10.1931	7.6319	0.0145	5.3588	0.4203	5.7792	2.5810	0.3867	2.9677	0.0000	1,408.5222	1,408.5222	0.4430	3.3600e-003	1,420.0069
Maximum	**4.7710**	**10.1931**	**7.6319**	**0.0145**	**5.3588**	**0.4203**	**5.7792**	**2.5810**	**0.3867**	**2.9677**	**0.0000**	**1,408.5222**	**1,408.5222**	**0.4430**	**3.3600e-003**	**1,420.0069**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1120	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Energy	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
Mobile	10.1713	6.1529	37.6538	0.0530	4.5118	0.0524	4.5641	1.2045	0.0489	1.2535		5,401.0541	5,401.0541	0.6251	0.4540	5,551.9640
Total	**10.2849**	**6.1670**	**37.6661**	**0.0531**	**4.5118**	**0.0534**	**4.5652**	**1.2045**	**0.0500**	**1.2545**		**5,417.9491**	**5,417.9491**	**0.6254**	**0.4543**	**5,568.9595**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1120	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Energy	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
Mobile	10.1713	6.1529	37.6538	0.0530	4.5118	0.0524	4.5641	1.2045	0.0489	1.2535		5,401.0541	5,401.0541	0.6251	0.4540	5,551.9640
Total	**10.2849**	**6.1670**	**37.6661**	**0.0531**	**4.5118**	**0.0534**	**4.5652**	**1.2045**	**0.0500**	**1.2545**		**5,417.9491**	**5,417.9491**	**0.6254**	**0.4543**	**5,568.9595**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2023	1/13/2023	5	10	
2	Site Preparation	Site Preparation	1/14/2023	1/16/2023	5	1	
3	Grading	Grading	1/17/2023	1/18/2023	5	2	
4	Building Construction	Building Construction	1/19/2023	6/7/2023	5	100	
5	Paving	Paving	6/8/2023	6/14/2023	5	5	
6	Architectural Coating	Architectural Coating	6/15/2023	6/21/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,410; Non-Residential Outdoor: 2,470; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	2.00	1.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**		**0.2821**	**0.2821**		**0.2698**	**0.2698**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0352	0.0179	0.2393	5.4000e-004	0.0586	3.1000e-004	0.0589	0.0156	2.8000e-004	0.0158		54.6886	54.6886	2.0100e-003	1.7200e-003	55.2509
Total	**0.0352**	**0.0179**	**0.2393**	**5.4000e-004**	**0.0586**	**3.1000e-004**	**0.0589**	**0.0156**	**2.8000e-004**	**0.0158**		**54.6886**	**54.6886**	**2.0100e-003**	**1.7200e-003**	**55.2509**

Conditional Use Permit No. 2021-01 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**		**0.2821**	**0.2821**		**0.2698**	**0.2698**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0352	0.0179	0.2393	5.4000e-004	0.0586	3.1000e-004	0.0589	0.0156	2.8000e-004	0.0158		54.6886	54.6886	2.0100e-003	1.7200e-003	55.2509
Total	**0.0352**	**0.0179**	**0.2393**	**5.4000e-004**	**0.0586**	**3.1000e-004**	**0.0589**	**0.0156**	**2.8000e-004**	**0.0158**		**54.6886**	**54.6886**	**2.0100e-003**	**1.7200e-003**	**55.2509**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.5303**	**0.2266**	**0.7568**	**0.0573**	**0.2084**	**0.2657**		**942.4317**	**942.4317**	**0.3048**		**950.0517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0176	8.9200e-003	0.1196	2.7000e-004	0.0293	1.5000e-004	0.0295	7.7700e-003	1.4000e-004	7.9200e-003		27.3443	27.3443	1.0000e-003	8.6000e-004	27.6255
Total	**0.0176**	**8.9200e-003**	**0.1196**	**2.7000e-004**	**0.0293**	**1.5000e-004**	**0.0295**	**7.7700e-003**	**1.4000e-004**	**7.9200e-003**		**27.3443**	**27.3443**	**1.0000e-003**	**8.6000e-004**	**27.6255**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.5303**	**0.2266**	**0.7568**	**0.0573**	**0.2084**	**0.2657**	**0.0000**	**942.4317**	**942.4317**	**0.3048**		**950.0517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0176	8.9200e-003	0.1196	2.7000e-004	0.0293	1.5000e-004	0.0295	7.7700e-003	1.4000e-004	7.9200e-003		27.3443	27.3443	1.0000e-003	8.6000e-004	27.6255
Total	**0.0176**	**8.9200e-003**	**0.1196**	**2.7000e-004**	**0.0293**	**1.5000e-004**	**0.0295**	**7.7700e-003**	**1.4000e-004**	**7.9200e-003**		**27.3443**	**27.3443**	**1.0000e-003**	**8.6000e-004**	**27.6255**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**5.3119**	**0.4201**	**5.7320**	**2.5686**	**0.3865**	**2.9550**		**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0281	0.0143	0.1914	4.3000e-004	0.0469	2.5000e-004	0.0471	0.0124	2.3000e-004	0.0127		43.7509	43.7509	1.6000e-003	1.3700e-003	44.2007
Total	**0.0281**	**0.0143**	**0.1914**	**4.3000e-004**	**0.0469**	**2.5000e-004**	**0.0471**	**0.0124**	**2.3000e-004**	**0.0127**		**43.7509**	**43.7509**	**1.6000e-003**	**1.3700e-003**	**44.2007**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**5.3119**	**0.4201**	**5.7320**	**2.5686**	**0.3865**	**2.9550**	**0.0000**	**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0281	0.0143	0.1914	4.3000e-004	0.0469	2.5000e-004	0.0471	0.0124	2.3000e-004	0.0127		43.7509	43.7509	1.6000e-003	1.3700e-003	44.2007
Total	**0.0281**	**0.0143**	**0.1914**	**4.3000e-004**	**0.0469**	**2.5000e-004**	**0.0471**	**0.0124**	**2.3000e-004**	**0.0127**		**43.7509**	**43.7509**	**1.6000e-003**	**1.3700e-003**	**44.2007**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1400e-003	0.0409	0.0131	1.9000e-004	6.3200e-003	2.7000e-004	6.5800e-003	1.8200e-003	2.6000e-004	2.0800e-003		20.0615	20.0615	1.0000e-004	3.0200e-003	20.9629
Worker	7.0300e-003	3.5700e-003	0.0479	1.1000e-004	0.0117	6.0000e-005	0.0118	3.1100e-003	6.0000e-005	3.1700e-003		10.9377	10.9377	4.0000e-004	3.4000e-004	11.0502
Total	**8.1700e-003**	**0.0445**	**0.0610**	**3.0000e-004**	**0.0180**	**3.3000e-004**	**0.0184**	**4.9300e-003**	**3.2000e-004**	**5.2500e-003**		**30.9992**	**30.9992**	**5.0000e-004**	**3.3600e-003**	**32.0130**

Conditional Use Permit No. 2021-01 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.1400e-003	0.0409	0.0131	1.9000e-004	6.3200e-003	2.7000e-004	6.5800e-003	1.8200e-003	2.6000e-004	2.0800e-003		20.0615	20.0615	1.0000e-004	3.0200e-003	20.9629
Worker	7.0300e-003	3.5700e-003	0.0479	1.1000e-004	0.0117	6.0000e-005	0.0118	3.1100e-003	6.0000e-005	3.1700e-003		10.9377	10.9377	4.0000e-004	3.4000e-004	11.0502
Total	**8.1700e-003**	**0.0445**	**0.0610**	**3.0000e-004**	**0.0180**	**3.3000e-004**	**0.0184**	**4.9300e-003**	**3.2000e-004**	**5.2500e-003**		**30.9992**	**30.9992**	**5.0000e-004**	**3.3600e-003**	**32.0130**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0633	0.0321	0.4306	9.7000e-004	0.1055	5.6000e-004	0.1060	0.0280	5.1000e-004	0.0285		98.4395	98.4395	3.6100e-003	3.0900e-003	99.4517
Total	**0.0633**	**0.0321**	**0.4306**	**9.7000e-004**	**0.1055**	**5.6000e-004**	**0.1060**	**0.0280**	**5.1000e-004**	**0.0285**		**98.4395**	**98.4395**	**3.6100e-003**	**3.0900e-003**	**99.4517**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0633	0.0321	0.4306	9.7000e-004	0.1055	5.6000e-004	0.1060	0.0280	5.1000e-004	0.0285		98.4395	98.4395	3.6100e-003	3.0900e-003	99.4517
Total	**0.0633**	**0.0321**	**0.4306**	**9.7000e-004**	**0.1055**	**5.6000e-004**	**0.1060**	**0.0280**	**5.1000e-004**	**0.0285**		**98.4395**	**98.4395**	**3.6100e-003**	**3.0900e-003**	**99.4517**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.5794					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**4.7710**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.5794					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**4.7710**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Conditional Use Permit No. 2021-01 - Tulare County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	10.1713	6.1529	37.6538	0.0530	4.5118	0.0524	4.5641	1.2045	0.0489	1.2535		5,401.0541	5,401.0541	0.6251	0.4540	5,551.9640
Unmitigated	10.1713	6.1529	37.6538	0.0530	4.5118	0.0524	4.5641	1.2045	0.0489	1.2535		5,401.0541	5,401.0541	0.6251	0.4540	5,551.9640

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	4,137.65	4,137.65	4137.65	2,133,330	2,133,330
Total	4,137.65	4,137.65	4,137.65	2,133,330	2,133,330

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	11.01	7.17	4.95	23.07	30.44	46.49	14	21	65

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
NaturalGas Unmitigated	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	143.598	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
Total		**1.5500e-003**	**0.0141**	**0.0118**	**8.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**		**16.8939**	**16.8939**	**3.2000e-004**	**3.1000e-004**	**16.9943**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	0.143598	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
Total		**1.5500e-003**	**0.0141**	**0.0118**	**8.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**		**16.8939**	**16.8939**	**3.2000e-004**	**3.1000e-004**	**16.9943**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1120	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Unmitigated	0.1120	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1057					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Total	**0.1120**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0800e-003**	**1.0800e-003**	**0.0000**		**1.1500e-003**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1057					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Total	**0.1120**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0800e-003**	**1.0800e-003**	**0.0000**		**1.1500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Conditional Use Permit No. 2021-01

Tulare County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Convenience Market with Gas Pumps	4.94	1000sqft	0.11	4,940.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	51
Climate Zone	3			**Operational Year**	2024
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	348.64	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics - 2024 Forecasted Factirs

Land Use -

Trips and VMT - Trip lengths per MPO

Architectural Coating - Rule 4901

Vehicle Trips - Trip rates revised per Traffic Study

Area Coating - Rule 4601

Area Mitigation - 4601

Mobile Land Use Mitigation -

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	150.00	50.00
tblArchitecturalCoating	EF_Nonresidential_Interior	150.00	50.00

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

tblAreaCoating	Area_EF_Nonresidential_Exterior	150	50
tblAreaCoating	Area_EF_Nonresidential_Interior	150	50
tblProjectCharacteristics	CO2IntensityFactor	390.98	348.64
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	VendorTripLength	7.30	6.80
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblTripsAndVMT	WorkerTripLength	10.80	7.70
tblVehicleTrips	CC_TL	7.30	7.17
tblVehicleTrips	CC_TTP	80.20	30.44
tblVehicleTrips	CNW_TL	7.30	4.95
tblVehicleTrips	CNW_TTP	19.00	46.49
tblVehicleTrips	CW_TL	9.50	11.01
tblVehicleTrips	CW_TTP	0.80	23.07
tblVehicleTrips	ST_TR	624.20	837.58
tblVehicleTrips	SU_TR	624.20	837.58
tblVehicleTrips	WD_TR	624.20	837.58

2.0 Emissions Summary

Conditional Use Permit No. 2021-01 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	4.7710	10.1956	7.6009	0.0145	5.3588	0.4203	5.7792	2.5810	0.3867	2.9677	0.0000	1,403.5686	1,403.5686	0.4432	3.4400e-003	1,415.1052
Maximum	**4.7710**	**10.1956**	**7.6009**	**0.0145**	**5.3588**	**0.4203**	**5.7792**	**2.5810**	**0.3867**	**2.9677**	**0.0000**	**1,403.5686**	**1,403.5686**	**0.4432**	**3.4400e-003**	**1,415.1052**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	4.7710	10.1956	7.6009	0.0145	5.3588	0.4203	5.7792	2.5810	0.3867	2.9677	0.0000	1,403.5686	1,403.5686	0.4432	3.4400e-003	1,415.1052
Maximum	**4.7710**	**10.1956**	**7.6009**	**0.0145**	**5.3588**	**0.4203**	**5.7792**	**2.5810**	**0.3867**	**2.9677**	**0.0000**	**1,403.5686**	**1,403.5686**	**0.4432**	**3.4400e-003**	**1,415.1052**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Conditional Use Permit No. 2021-01 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1120	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Energy	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
Mobile	6.9420	6.9064	43.1977	0.0492	4.5118	0.0525	4.5643	1.2045	0.0491	1.2536		5,011.6106	5,011.6106	0.7920	0.4925	5,178.1632
Total	**7.0556**	**6.9205**	**43.2100**	**0.0492**	**4.5118**	**0.0536**	**4.5653**	**1.2045**	**0.0501**	**1.2547**		**5,028.5056**	**5,028.5056**	**0.7924**	**0.4928**	**5,195.1587**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.1120	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Energy	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
Mobile	6.9420	6.9064	43.1977	0.0492	4.5118	0.0525	4.5643	1.2045	0.0491	1.2536		5,011.6106	5,011.6106	0.7920	0.4925	5,178.1632
Total	**7.0556**	**6.9205**	**43.2100**	**0.0492**	**4.5118**	**0.0536**	**4.5653**	**1.2045**	**0.0501**	**1.2547**		**5,028.5056**	**5,028.5056**	**0.7924**	**0.4928**	**5,195.1587**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2023	1/13/2023	5	10	
2	Site Preparation	Site Preparation	1/14/2023	1/16/2023	5	1	
3	Grading	Grading	1/17/2023	1/18/2023	5	2	
4	Building Construction	Building Construction	1/19/2023	6/7/2023	5	100	
5	Paving	Paving	6/8/2023	6/14/2023	5	5	
6	Architectural Coating	Architectural Coating	6/15/2023	6/21/2023	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 1.5

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 7,410; Non-Residential Outdoor: 2,470; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

Grading	Graders	1	6.00	187	0.41
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	6.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Grading	3	8.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	2.00	1.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	7.70	6.80	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698		1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**		**0.2821**	**0.2821**		**0.2698**	**0.2698**		**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0294	0.0209	0.2083	4.8000e-004	0.0586	3.1000e-004	0.0589	0.0156	2.8000e-004	0.0158		48.4966	48.4966	2.3100e-003	1.9100e-003	49.1237
Total	**0.0294**	**0.0209**	**0.2083**	**4.8000e-004**	**0.0586**	**3.1000e-004**	**0.0589**	**0.0156**	**2.8000e-004**	**0.0158**		**48.4966**	**48.4966**	**2.3100e-003**	**1.9100e-003**	**49.1237**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.2 Demolition - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6463	5.7787	7.3926	0.0120		0.2821	0.2821		0.2698	0.2698	0.0000	1,148.4055	1,148.4055	0.2089		1,153.6290
Total	**0.6463**	**5.7787**	**7.3926**	**0.0120**		**0.2821**	**0.2821**		**0.2698**	**0.2698**	**0.0000**	**1,148.4055**	**1,148.4055**	**0.2089**		**1,153.6290**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0294	0.0209	0.2083	4.8000e-004	0.0586	3.1000e-004	0.0589	0.0156	2.8000e-004	0.0158		48.4966	48.4966	2.3100e-003	1.9100e-003	49.1237
Total	**0.0294**	**0.0209**	**0.2083**	**4.8000e-004**	**0.0586**	**3.1000e-004**	**0.0589**	**0.0156**	**2.8000e-004**	**0.0158**		**48.4966**	**48.4966**	**2.3100e-003**	**1.9100e-003**	**49.1237**

Conditional Use Permit No. 2021-01 - Tulare County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084		942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.5303**	**0.2266**	**0.7568**	**0.0573**	**0.2084**	**0.2657**		**942.4317**	**942.4317**	**0.3048**		**950.0517**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0147	0.0105	0.1041	2.4000e-004	0.0293	1.5000e-004	0.0295	7.7700e-003	1.4000e-004	7.9200e-003		24.2483	24.2483	1.1500e-003	9.6000e-004	24.5618
Total	**0.0147**	**0.0105**	**0.1041**	**2.4000e-004**	**0.0293**	**1.5000e-004**	**0.0295**	**7.7700e-003**	**1.4000e-004**	**7.9200e-003**		**24.2483**	**24.2483**	**1.1500e-003**	**9.6000e-004**	**24.5618**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.3 Site Preparation - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.5348	6.1887	3.9239	9.7300e-003		0.2266	0.2266		0.2084	0.2084	0.0000	942.4317	942.4317	0.3048		950.0517
Total	**0.5348**	**6.1887**	**3.9239**	**9.7300e-003**	**0.5303**	**0.2266**	**0.7568**	**0.0573**	**0.2084**	**0.2657**	**0.0000**	**942.4317**	**942.4317**	**0.3048**		**950.0517**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0147	0.0105	0.1041	2.4000e-004	0.0293	1.5000e-004	0.0295	7.7700e-003	1.4000e-004	7.9200e-003		24.2483	24.2483	1.1500e-003	9.6000e-004	24.5618
Total	**0.0147**	**0.0105**	**0.1041**	**2.4000e-004**	**0.0293**	**1.5000e-004**	**0.0295**	**7.7700e-003**	**1.4000e-004**	**7.9200e-003**		**24.2483**	**24.2483**	**1.1500e-003**	**9.6000e-004**	**24.5618**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865		1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**5.3119**	**0.4201**	**5.7320**	**2.5686**	**0.3865**	**2.9550**		**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0235	0.0167	0.1666	3.8000e-004	0.0469	2.5000e-004	0.0471	0.0124	2.3000e-004	0.0127		38.7973	38.7973	1.8400e-003	1.5300e-003	39.2990
Total	**0.0235**	**0.0167**	**0.1666**	**3.8000e-004**	**0.0469**	**2.5000e-004**	**0.0471**	**0.0124**	**2.3000e-004**	**0.0127**		**38.7973**	**38.7973**	**1.8400e-003**	**1.5300e-003**	**39.2990**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.4 Grading - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					5.3119	0.0000	5.3119	2.5686	0.0000	2.5686			0.0000			0.0000
Off-Road	0.9335	10.1789	5.5516	0.0141		0.4201	0.4201		0.3865	0.3865	0.0000	1,364.7713	1,364.7713	0.4414		1,375.8062
Total	**0.9335**	**10.1789**	**5.5516**	**0.0141**	**5.3119**	**0.4201**	**5.7320**	**2.5686**	**0.3865**	**2.9550**	**0.0000**	**1,364.7713**	**1,364.7713**	**0.4414**		**1,375.8062**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0235	0.0167	0.1666	3.8000e-004	0.0469	2.5000e-004	0.0471	0.0124	2.3000e-004	0.0127		38.7973	38.7973	1.8400e-003	1.5300e-003	39.2990
Total	**0.0235**	**0.0167**	**0.1666**	**3.8000e-004**	**0.0469**	**2.5000e-004**	**0.0471**	**0.0124**	**2.3000e-004**	**0.0127**		**38.7973**	**38.7973**	**1.8400e-003**	**1.5300e-003**	**39.2990**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946		1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**		**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0700e-003	0.0439	0.0136	1.9000e-004	6.3200e-003	2.7000e-004	6.5900e-003	1.8200e-003	2.6000e-004	2.0800e-003		20.1020	20.1020	9.0000e-005	3.0300e-003	21.0059
Worker	5.8800e-003	4.1800e-003	0.0417	1.0000e-004	0.0117	6.0000e-005	0.0118	3.1100e-003	6.0000e-005	3.1700e-003		9.6993	9.6993	4.6000e-004	3.8000e-004	9.8247
Total	**6.9500e-003**	**0.0481**	**0.0553**	**2.9000e-004**	**0.0180**	**3.3000e-004**	**0.0184**	**4.9300e-003**	**3.2000e-004**	**5.2500e-003**		**29.8013**	**29.8013**	**5.5000e-004**	**3.4100e-003**	**30.8307**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.5 Building Construction - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6322	6.4186	7.0970	0.0114		0.3203	0.3203		0.2946	0.2946	0.0000	1,104.6089	1,104.6089	0.3573		1,113.5402
Total	**0.6322**	**6.4186**	**7.0970**	**0.0114**		**0.3203**	**0.3203**		**0.2946**	**0.2946**	**0.0000**	**1,104.6089**	**1,104.6089**	**0.3573**		**1,113.5402**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.0700e-003	0.0439	0.0136	1.9000e-004	6.3200e-003	2.7000e-004	6.5900e-003	1.8200e-003	2.6000e-004	2.0800e-003		20.1020	20.1020	9.0000e-005	3.0300e-003	21.0059
Worker	5.8800e-003	4.1800e-003	0.0417	1.0000e-004	0.0117	6.0000e-005	0.0118	3.1100e-003	6.0000e-005	3.1700e-003		9.6993	9.6993	4.6000e-004	3.8000e-004	9.8247
Total	**6.9500e-003**	**0.0481**	**0.0553**	**2.9000e-004**	**0.0180**	**3.3000e-004**	**0.0184**	**4.9300e-003**	**3.2000e-004**	**5.2500e-003**		**29.8013**	**29.8013**	**5.5000e-004**	**3.4100e-003**	**30.8307**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466		1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**		**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0529	0.0376	0.3749	8.6000e-004	0.1055	5.6000e-004	0.1060	0.0280	5.1000e-004	0.0285		87.2938	87.2938	4.1500e-003	3.4400e-003	88.4226
Total	**0.0529**	**0.0376**	**0.3749**	**8.6000e-004**	**0.1055**	**5.6000e-004**	**0.1060**	**0.0280**	**5.1000e-004**	**0.0285**		**87.2938**	**87.2938**	**4.1500e-003**	**3.4400e-003**	**88.4226**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.6 Paving - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.6112	5.5046	7.0209	0.0113		0.2643	0.2643		0.2466	0.2466	0.0000	1,036.0878	1,036.0878	0.3018		1,043.6331
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.6112**	**5.5046**	**7.0209**	**0.0113**		**0.2643**	**0.2643**		**0.2466**	**0.2466**	**0.0000**	**1,036.0878**	**1,036.0878**	**0.3018**		**1,043.6331**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0529	0.0376	0.3749	8.6000e-004	0.1055	5.6000e-004	0.1060	0.0280	5.1000e-004	0.0285		87.2938	87.2938	4.1500e-003	3.4400e-003	88.4226
Total	**0.0529**	**0.0376**	**0.3749**	**8.6000e-004**	**0.1055**	**5.6000e-004**	**0.1060**	**0.0280**	**5.1000e-004**	**0.0285**		**87.2938**	**87.2938**	**4.1500e-003**	**3.4400e-003**	**88.4226**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.5794					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708		281.4481	281.4481	0.0168		281.8690
Total	**4.7710**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**		**281.4481**	**281.4481**	**0.0168**		**281.8690**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

3.7 Architectural Coating - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	4.5794					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1917	1.3030	1.8111	2.9700e-003		0.0708	0.0708		0.0708	0.0708	0.0000	281.4481	281.4481	0.0168		281.8690
Total	**4.7710**	**1.3030**	**1.8111**	**2.9700e-003**		**0.0708**	**0.0708**		**0.0708**	**0.0708**	**0.0000**	**281.4481**	**281.4481**	**0.0168**		**281.8690**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6.9420	6.9064	43.1977	0.0492	4.5118	0.0525	4.5643	1.2045	0.0491	1.2536		5,011.6106	5,011.6106	0.7920	0.4925	5,178.1632
Unmitigated	6.9420	6.9064	43.1977	0.0492	4.5118	0.0525	4.5643	1.2045	0.0491	1.2536		5,011.6106	5,011.6106	0.7920	0.4925	5,178.1632

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Convenience Market with Gas Pumps	4,137.65	4,137.65	4137.65	2,133,330	2,133,330
Total	4,137.65	4,137.65	4,137.65	2,133,330	2,133,330

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Convenience Market with Gas	11.01	7.17	4.95	23.07	30.44	46.49	14	21	65

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Convenience Market with Gas Pumps	0.509869	0.051139	0.167106	0.174849	0.031609	0.007996	0.012006	0.015707	0.000636	0.000471	0.023554	0.001465	0.003592

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
NaturalGas Unmitigated	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	143.598	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
Total		**1.5500e-003**	**0.0141**	**0.0118**	**8.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**		**16.8939**	**16.8939**	**3.2000e-004**	**3.1000e-004**	**16.9943**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Convenience Market with Gas Pumps	0.143598	1.5500e-003	0.0141	0.0118	8.0000e-005		1.0700e-003	1.0700e-003		1.0700e-003	1.0700e-003		16.8939	16.8939	3.2000e-004	3.1000e-004	16.9943
Total		**1.5500e-003**	**0.0141**	**0.0118**	**8.0000e-005**		**1.0700e-003**	**1.0700e-003**		**1.0700e-003**	**1.0700e-003**		**16.8939**	**16.8939**	**3.2000e-004**	**3.1000e-004**	**16.9943**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.1120	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Unmitigated	0.1120	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1057					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Total	**0.1120**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0800e-003**	**1.0800e-003**	**0.0000**		**1.1500e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	6.2700e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1057					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.0000e-005	0.0000	5.0000e-004	0.0000		0.0000	0.0000		0.0000	0.0000		1.0800e-003	1.0800e-003	0.0000		1.1500e-003
Total	**0.1120**	**0.0000**	**5.0000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**1.0800e-003**	**1.0800e-003**	**0.0000**		**1.1500e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Not Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

ATTACHMENT "D"

2022 CARB & CAPCOA Gasoline Service Station Industrywide Risk Assessment Look-up Tool
Version 1.0 - February 18, 2022

Required Value	User Defined Input	Instructions
Annual Throughput (gallons/year)	16393491.93	Enter your gas station's annual throughput in gallons of gasoline dispensed per year.
Hourly Dispensing Throughput (gallons/hour)	4000	The tool will calculate the maximum hourly vehicle fueling throughput based on annual throughput as defined by Table 10 of the 2020 Gasoline Service Station Industrywide Risk Assessment Technical Guidance Document (Technical Guidance). If a different value is desired please enter it into cell L4.
Hourly Loading Throughput (gallons/hour)	8800	The tool will calculate the maximum hourly loading throughput based on annual throughput as defined by Table 10 of the Technical Guidance. If a different value is desired please enter it into cell L5.
Meteorological Data	Fresno	Select appropriate meteorological data. Met sets provided include 2 rural (Redding and Lancaster) and 4 urban (Fresno, Ontario, San Diego, and San Jose) locations. Use whichever best correlates to your location. If you would like to use site-specific meteorological data please refer to the Variable Met Tool.
Distance to Nearest Resident (meters)	83	Enter the distance to the nearest residential receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Nearest Business (meters)	27	Enter the distance to the nearest worker receptor in meters as measured from the edge of the station canopy. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Distance to Acute Receptor (meters)	83	Enter the distance where acute impacts are expected in meters as measured from the edge of the station canopy. This can be the distance to the property boundary, nearest resident, nearest worker, or any other user defined location. Please note that the value must be between 10 and 1000 meters. The distance you input will round down to the nearest receptor distance used in the Technical Guidance (e.g., 19m will return value at 10m distance).
Control Scenario	EVR Phase I & EVR Phase II	Select the appropriate control scenario for your gas station. Please refer to technical Guidance for an explanation of the different control scenarios. Almost all gas stations in California are equipped with EVR Phase I and EVR Phase II controls.
Include Building Downwash Adjustments	no	Building downwash may over estimate risk results. High results should be investigated further through site-specific health risk assessment.
Risk Value	**Results**	
Max Residential Cancer Risk (chances/million)	9.99	
Max Worker Cancer Risk (chances/million)	5.20	
Chronic HI	0.24	
Acute HI	0.13	11/10/2022 4:37 PM

ATTACHMENT "E"

WHOLE PIZZA

PEPPERONI

Ingredients:
This is filler for the ingredients.

Sizes:
Small - 10” | Medium - 15” | Large 20”

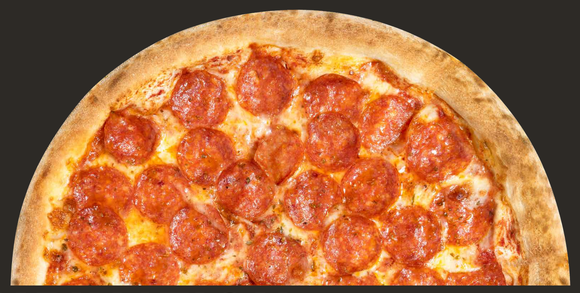
CALORIES _____

CHEESE

Ingredients:
This is filler for the ingredients.

Sizes:
Small - 10” | Medium - 15” | Large 20”

CALORIES _____



COMBINATION

Ingredients:
This is filler for the ingredients.

Sizes:
Small - 10” | Medium - 15” | Large 20”

CALORIES _____

MEALS

PEPPERONI

Ingredients:
This is filler for the ingredients.

Sizes:
Small - 1 PIECE | Medium - 2 PIECE | Large - 3 PIECE

CALORIES _____

CHEESE

Ingredients:
This is filler for the ingredients.

Sizes:
Small - 1 PIECE | Medium - 2 PIECE | Large - 3 PIECE

CALORIES _____

COMBINATION

Ingredients:
This is filler for the ingredients.

Sizes:
Small - 1 PIECE | Medium - 2 PIECE | Large - 3 PIECE

CALORIES _____

CHICKEN SANDWICH

Ingredients:
This is filler for the ingredients.

This is filler. This is filler. This is filler. This is filler.

CALORIES _____

EXTRAS

RANCH KETCHUP CHILLIES PEPPERS PARMESAN

BREAKFAST

BACON, EGG, & CHEESE SANDWICH

Ingredients:
This is filler for the ingredients.

Sizes:
Small - 1 PIECE | Medium - 2 PIECE | Large - 3 PIECE

CALORIES _____

BACON, EGG, & CHEESE SANDWICH

Ingredients:
This is filler for the ingredients.

Sizes:
Small - 1 PIECE | Medium - 2 PIECE | Large - 3 PIECE

CALORIES _____

BREAKFAST BURRITO

Ingredients:
This is filler for the ingredients.

Sizes:
Small - 1 PIECE | Medium - 2 PIECE | Large - 3 PIECE

CALORIES _____

BEVERAGES

Sizes:
Small $0.00 | Medium $0.00 | Large $0.00

COFFEE/ESPRESSO

HOT: Regular or Decaf

Mocha | Latte | Cappuccino

Sizes:
Small $0.00 | Medium $0.00 | Large $0.00

ATTACHMENT "F"

12/01/2022

Fastrip Operational Statement: SEC of Mooney Blvd & W. Whitendale Ave, Visalia, CA

Hours of Operation:

- Business Hours are 24 hours a day, 7 days a week and 365 days a year.

Work Force:

- Fastrip Operators/Managers live and work in the community in which their stores are located and are highly involved in the day-to-day operations. Most Fastrip Operators/Managers only own/manage one store, allowing them to focus on best serving the unique needs of their guests and local communities.
- The stores generally follow company guidelines and directions to maximize the business and to provide the goods and services that the surrounding community demand.
- Staffing Hours by Shift:
  - Sunday – Thursday - Day – 4 employees, Swing – 3 employees, Third Shift– 2 employees
  - Friday & Saturday – Day – 4 employees, Swing 5 employees, Third Shift – 3 employees
- Store Management – General Manager on-site Monday to Friday, 6am to 4pm; Assistant Manager – Thursday to Tuesday; Full time position; hours are varied due to store needs.
- District Manager provides direction and support to General Manager and Staff; Regular weekly visits and as needed.
- Director of Stores oversees the District Manager. Position is 50% office and 50% Field.
- Merchandise Manager – Provides merchandising, marketing and vendor management support to all Fastrip locations. Position is 50% office and 50% Field.
- Marketing Coordinator – Provides support to Fastrip locations. The position is located at Fastrip HQ.

Drive Thru:

- The convenience store will have a single-lane drive-thru operation that will sell items such as coffee, specialty & flavored coffee drinks, fountain drinks, breakfast sandwiches, breakfast burritos, chicken sandwiches and pizza. Fastrip may add or subtract items from the menu based on performance but the idea is to sell items that are typically found in a convenience store, such as a 7-eleven.

  Due to the limited quantity of product that the drive-thru customer can purchase, the overall queuing for the drive-thru provides for nine (9) vehicles stacking. The drive-thru facility for the Fastrip fuel station is unique in that it is not designed for an operation similar to that of a typical Fast-Food Restaurant. The operation is a small area of the Floor Plan of ~150 SF and only services the items mentioned above for quick convenience to its customers. Pursuant to the conversation between Fastrip and the City of Visalia, the drive-thru will be a proprietary operation that will sell food items commonly found in a typical convenience store.

  Fastrip has provided an elevation of the drive-thru menu as a courtesy to the Planning Commission.

  In addition, in response to the city's concerns over the drive-thru stacking, Fastrip has provided a drive-thru queuing illustration to show the City of Visalia Planning Department and Planning Commission how vehicles can queue inside of the property lines in the event that the drive-thru becomes extremely busy. While Fastrip doesn't ever expect the drive-thru to get this busy, we thought it would be proactive to illustrate how we can keep cars inside the

property while maintaining adequate onsite traffic circulation. *We do not ever anticipate the drive-thru getting this busy, but in the event that it did get this busy we have found a way to make it work. We would have an employee out in the parking lot guiding traffic if it got this busy.*

City of Visalia Concerns with the Drive-Thru:

- It is understood by Fastrip that the City of Visalia is concerned with drive-thru restaurants and some of the traffic problems that have been caused by recently-opened drive-thru restaurants in town. Fastrip has agreed with the City of Visalia that it will not brand with a fast food operation without going through another Site Plan Review process. Fastrip does not want long lines at the drive thru because it would affect the onsite circulation of our customers entering and exiting our gas islands and c-store.

Deliveries:

- Most deliveries occur between 7am-5pm weekdays and Fastrip typically receives 15 deliveries a week. In addition, a grocery vendor delivers 2 or 3 times per week. Approximately twice a month, there may be a delivery occurring around 4 am. No residential exists close to the property so we anticipate no households being disturbed.

Landscaping: The project will conform to the City Landscaping.

Gas Station:

- Fastrip is known for having very competitive fuel prices and often has the lowest price on the street.
- The locations sell regular, mid-grade, premium and diesel fuels.
- Proposed one (1) fuel canopies, total of 12 fuel pumps.

Products: Fastrip has always carried many grocery items, including dairy and considers itself a small grocery store.

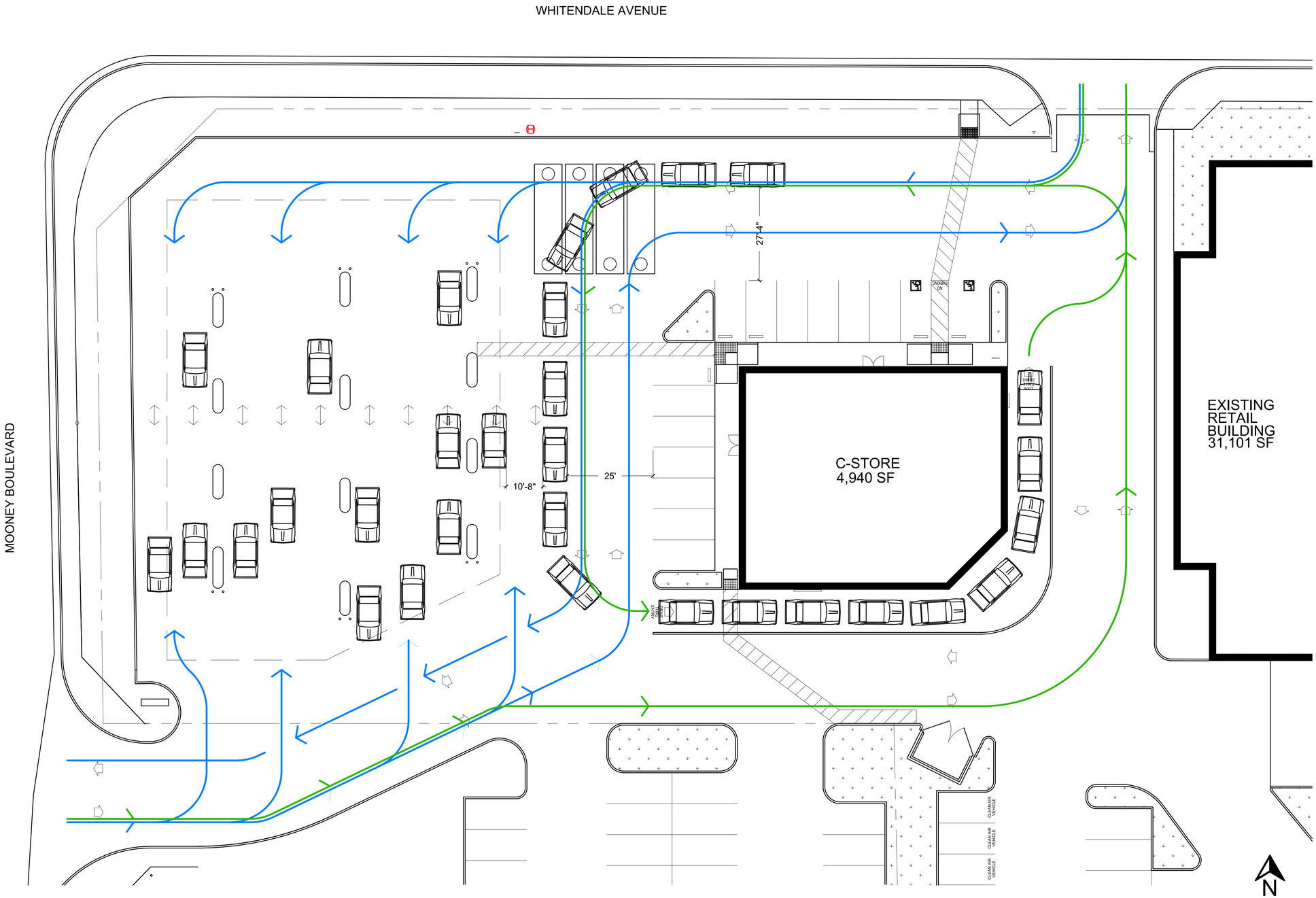
- The kitchen area will provide pre-prepared food and other items in the c-store.
- Full assortment of grocery items including paper supplies, pet foods and cleaning items.
- Dairy products such as gallon milk, bacon, eggs, and a wide range of cooler items.
- Full line of Health and Beauty aids.
- Wide assortment of bottled and canned beverages including water, juices, soft drinks, etc.
- Hot coffee and a large selection of fountain beverages.
- Salty Snacks
- Pre-packaged sandwiches and burritos
- Packaged Beer, Wine & Liquor
- Packaged Ice
- Bundled firewood in front of store.
- Newspaper stands in front of store
- Propane exchange cage in front of store
- Ice Freezer in front of store

Security:

Fastrip has an extensive video surveillance program that consists of a DVR system, several cameras that

record and document any incidents on the property. Fastrip has a full-time surveillance department that monitors the stores. In regard to the existing vacant 31,101 Sq Ft building, we have been working very close with the Visalia Police Department and we have signed up for the TEP program. If an incident occurs around the building, we ask that the Visalia PD let us know right away and we will assist however we can. So far, this has been a very successful program between Visalia and Fastrip.

ATTACHMENT "G"



TRAFFIC QUE PLAN

IN RESPONSE TO CITY'S CONCERNS

FASTRIP

2800 S. MOONEY BLVD.
VISALIA, CA 93277

VICINITY MAP

SHEET INDEX

PROJECT DATA

PROJECT OWNER:

FASTRIP OIL COMPANY
PO. BOX 82515
BAKERSFIELD, CA 93380

CONTACT:

SITE PLOT PLAN FOR:

FACILITY ID TBD
CERS ID TBD
FASTRIP 9XXX
2800 S. MOONEY BLVD.
VISALIA, CA 93277

A.P.N.:122-32-78

DATE	REVISIONS

SCALE:
1"=15'-0"

0 1 2
INCHES

SHEET SIZE 22 X 34

PROJECT OWNER: FASTRIP OIL CO
3101 STATE RD
BAKERSFIELD, CA 93308

TAB:SITE PLAN

DRAWN BY: CLD	DRAWING: SITE PLAN — FASTRIP - 9000X	CADFILE: VISALIA-MSP
DATE: 12/02/2022	CONVENIENCE MARKET FOR: FASTRIP FOOD STORE 2800 S MOONEY BLVD VISALIA, CALIFORNIA 93277	SHEET NO. TP
CHECKED:		
APPROVED: CD		

ATTACHMENT "H"

RESOLUTION NO. 2021-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2021-21, A REQUEST BY SCOTT A. MOMMER CONSULTING TO ESTABLISH A FASTRIP CONVENIENCE STORE AND SERVICE STATION WITH A DRIVE-THRU LANE IN THE C-MU (MIXED-USE COMMERCIAL) ZONE. THE PROJECT SITE IS LOCATED AT 2800 SOUTH MOONEY BOULEVARD, ON THE SOUTHEAST CORNER OF WEST WHITENDALE AVENUE AND SOUTH MOONEY BOULEVARD (APN: 122-320-078).

WHEREAS, Conditional Use Permit No. 2021-21, is a request by Scott A. Mommer Consulting to establish a Fastrip convenience store and service station with a drive-thru lane in the C-MU (Mixed-Use Commercial) Zone. The project site is located at 2800 South Mooney Boulevard, on the southeast corner of West Whitendale Avenue and South Mooney Boulevard (APN: 122-320-078); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice, held a public hearing before said Commission on November 14, 2022; and

WHEREAS, during the November 14, 2022, Planning Commission meeting staff requested the project be continued to the December 12, 2022 Planning Commission meeting to formulate responses to late correspondence received from the San Joaquin Valley Air Pollution Control District; and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on December 12, 2022; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit to be in accordance with Chapter 17.38.110 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, an Initial Study was prepared, and adopted which disclosed that no significant environmental impacts would result from this project.

NOW, THEREFORE, BE IT RESOLVED that Negative Declaration No. 2021-09 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
    a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.

b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.

3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with and therefore Negative Declaration No. 2021-09 can be adopted for this project.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed in substantial compliance with Site Plan Review No. 2021-030.
2. That the project will be developed in substantial compliance with the site plan in Exhibit "A", circulation plan in Exhibit "B", floor plan in Exhibit "C", elevations in Exhibit "D, landscape plan in Exhibit "E", photometric plan in Exhibit "F", operational statement in Exhibit "H", and monument signage plan in Exhibit "I".
3. That the operation of the convenience store, gas station, drive-thru, and any ancillary uses maintain community noise standards listed within Visalia Municipal Code Chapter 8.36 (Noise).
4. That onsite lighting for the development shall not produce glare onto neighboring properties or lighting in excess of 0.5 lumens at property line. A revised photometric plan shall be submitted with the Building Permit submittal, verifying that all onsite lighting proposed will follow the 0.5 lumen standard. Prior to occupancy of the development, staff shall verify via an onsite night inspection that the on-site lighting complies with the 0.5 lumen standard at property line.
5. That that the fuel island canopy lighting be recessed into the canopy and that new lighting within the parking lot and on the convenience store be shielded to prevent any significant light or glare from falling upon the adjacent residential uses.
6. That canopy lighting be limited to placement solely along the Mooney Boulevard frontage.
7. If the drive-thru lane operation, as stated in the Operational Statement (Exhibit "H"), is revised to accommodate a new tenant, use, and/or operation, then the applicant, business and/or property owner shall resubmit the revised drive-thru operation through the Site Plan Review process for review. An amendment to the conditional use permit may be required based on the information provided to staff through the site plan review process, including the submittal of a revised traffic study and drive-thru queuing analysis.
8. That all signage shall comply with the Visalia Municipal Code Chapter 17.48 (Signs). A separate building permit shall be required for all signage proposed onsite.
9. That the landscaping/tree planting along the eastern property boundary of the project site shall be re-established in areas where the landscaping/trees have been removed to provide additional screening of the project site from the sensitive residential land uses located directly east of the project site.
10. That all applicable federal, state, and city laws and codes and ordinances be met.

ATTACHMENT "I"

PLANNING COMMISSION AGENDA

CHAIRPERSON:
Marvin Hansen

VICE CHAIRPERSON:
Adam Peck

COMMISSIONERS: Mary Beatie, Chris Tavarez, Chris Gomez, Adam Peck, Marvin Hansen

MONDAY, NOVEMBER 14, 2022
VISALIA COUNCIL CHAMBERS
LOCATED AT 707 W. ACEQUIA AVENUE, VISALIA, CA
MEETING TIME: 7:00 PM

1. CALL TO ORDER –

2. THE PLEDGE OF ALLEGIANCE –

3. CITIZEN'S COMMENTS – This is the time for citizens to comment on subject matters that are not on the agenda but are within the jurisdiction of the Visalia Planning Commission. You may provide comments to the Planning Commission at this time, but the Planning Commission may only legally discuss those items already on tonight's agenda.

   The Commission requests that a five (5) minute time limit be observed for Citizen Comments. You will be notified when your five minutes have expired.

4. CHANGES OR COMMENTS TO THE AGENDA –

5. CONSENT CALENDAR - All items under the consent calendar are to be considered routine and will be enacted by one motion. For any discussion of an item on the consent calendar, it will be removed at the request of the Commission and made a part of the regular agenda.

   - No items on the Consent Calendar

6. PUBLIC HEARING – (Continued from October 24, 2022) Josh Dan, Associate Planner

   Conditional Use Permit No. 2022-20: A request by Robert Gaalswyk to construct a new 22,500 square foot building for use as a retail gun store and indoor shooting range facility within the Village at Willow Creek Specific Plan, located in the C-MU (Mixed Use Commercial) zone. The property is located on the southside of West Flagstaff Avenue between North Demaree Street and North Leila Street. (Address: not yet assigned) (APN: 078-210-023). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15332, Categorical Exemption No. 2022-47.

7. PUBLIC HEARING – Cristobal Carrillo, Associate Planner

   Conditional Use Permit No. 2021-21: A request by Scott A. Mommer Consulting to establish a Fastrip convenience store and gasoline service station with a drive-thru lane in the C-MU (Mixed-Use Commercial) Zone. The project site is located at 2800 S. Mooney Boulevard, on the southeast corner of West Whitendale Avenue and South Mooney Boulevard (APN: 122-320-078). An Initial Study was prepared for this project, consistent with the California Environmental Quality Act (CEQA), which disclosed that environmental impacts are determined to be not significant and that Negative Declaration No. 2021-09 (State Clearinghouse # 2022100244) be adopted.

8. PUBLIC HEARING – Cristobal Carrillo, Associate Planner

   Conditional Use Permit No. 2022-17: A request by Merlie Em Bui to establish a medical spa providing aesthetic services, in the O-C (Office Conversion) Zone. The project site is located at 523 West Noble Avenue (APN: 096-142-017). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Categorical Exemption No. 2022-37.

9. PUBLIC HEARING – Cristobal Carrillo, Associate Planner

   Conditional Use Permit No. 2022-26: A request by Felimon Carrasco to convert a 1,368 square foot vacant office into a single-family residence located in the D-MU (Downtown Mixed Use) Zone. The project site is located at 216 East School Avenue (APN: 094-272-007). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Categorical Exemption No. 2022-56.

10. PUBLIC HEARING – Cristobal Carrillo, Associate Planner

    Conditional Use Permit No. 2022-27: A request by Moose Dog Brewing, LLC to operate a tap room within an existing brewery, located in the I (Industrial) Zone. The site is located at 9626 West Nicholas Avenue, Unit #102 (APN: 081-130-045). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301, Categorical Exemption No. 2022-59.

11. PUBLIC HEARING – Paul Bernal, Community Development Director

    Tentative Parcel Map No. 2022-06: A request by QK, Inc. to subdivide an existing 10,000 square foot parcel that conforms to an office building footprint into two commercial condominium spaces and a common area for condominium purposes in the O-PA (Office / Administrative Professional) Zone. The project site is located at 3924 and 3928 West Caldwell Avenue. (APN: 119-420-052). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301(k), Categorical Exemption No. 2022-57.

    Conditional Use Permit No. 2022-28: A request by Kevin Saltzman to facilitate Tentative Parcel Map No. 2022-06 by creating two commercial condominium spaces and a common area with no public street access, and a parcel with less than the minimum five (5) acre size requirement in the O-PA (Office / Administrative Professional) Zone District. The project site is located at 3924 and 3928 West Caldwell Avenue. (APN: 119-420-052). The project is Categorically Exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301(k), Categorical Exemption No. 2022-57.

12. CITY PLANNER/ PLANNING COMMISSION DISCUSSION –

    a. The next Planning Commission meeting is December 12, 2022.

The Planning Commission meeting may end no later than 11:00 P.M. Any unfinished business may be continued to a future date and time to be determined by the Commission at this meeting. The Planning Commission routinely visits the project sites listed on the agenda.

For Hearing Impaired – Call (559) 713-4900 (TTY) 48-hours in advance of the scheduled meeting time to request signing services.

Any written materials relating to an item on this agenda submitted to the Planning Commission after distribution of the agenda packet are available for public inspection in the City Hall Office, 315 E. Acequia Avenue, Visalia, CA 93291, during normal business hours.

APPEAL PROCEDURE

THE LAST DAY TO FILE AN APPEAL IS MONDAY, NOVEMBER 28, 2022, BEFORE 5 PM

According to the City of Visalia Zoning Ordinance Section 17.02.145 and Subdivision Ordinance Section 16.04.040, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal form with applicable fees shall be filed with the City Clerk at 220 N. Santa Fe, Visalia, CA 93291. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

THE NEXT REGULAR MEETING WILL BE HELD ON DECEMBER 12, 2022

REPORT TO CITY OF VISALIA PLANNING COMMISSION

HEARING DATE: November 14, 2022

PROJECT PLANNER: Cristobal Carrillo, Associate Planner
Phone: (559) 713-4443
E-Mail: cristobal.carrillo@visalia.city

SUBJECT: **Conditional Use Permit No. 2021-21**: A request by Scott A. Mommer Consulting to establish a Fastrip convenience store and service station with a drive-thru lane in the C-MU (Mixed-Use Commercial) Zone. The project site is located at 2800 South Mooney Boulevard, on the southeast corner of West Whitendale Avenue and South Mooney Boulevard (APN: 122-320-078).

STAFF RECOMMENDATION

Staff recommends approval of Conditional Use Permit No. 2021-21, based upon the findings and conditions in Resolution No. 2021-08.

RECOMMENDED MOTION

I move to approve Conditional Use Permit No. 2021-21 based upon the findings and conditions in Resolution No. 2021-08.

PROJECT DESCRIPTION

Conditional Use Permit No. 2021-21 is request by Scott A. Mommer Consulting to establish the following uses:

- A 4,940 square foot Fastrip convenience store with a drive-thru lane accommodating up to nine queuing vehicles. The store will sell assorted products (ex. beverages, pre-packaged food, select grocery items) to patrons shopping on premises or using the drive-thru lane. Per the Operational Statement in Exhibit "H", the drive-thru lane will not be associated with, or be used for, the sale of fast-food restaurant type items.
- A gasoline service station containing a 12,365 square foot, 20-foot-tall fuel canopy with 24 fueling positions.

The proposed use will be located on a 3.74-acre parcel which also contains a vacant 31,101 square foot building formerly occupied by Toys"R"Us retail toy store. No future use has been identified by the applicant for the vacant building at this time.

Per the Demolition Plan in Exhibit "G", the site is currently improved with a parking field, mature landscaping, parking lot lighting, curb/gutter/sidewalk, driveways along both Mooney Boulevard and Whitendale Avenue, drive aisles, and related infrastructure. Existing improvements in the northwest quadrant of the project site will be altered as a part of this proposal and are depicted in the Site Plan in Exhibit "A", to include repair, replacement, and/or reconfiguration of access drives, parking lots, onsite lighting, landscaping, utilities, and curbs/gutters/sidewalks. The remainder of the site, including the vacant retail building, will be unchanged. An existing offsite drive providing access from South Mooney Boulevard, for which a shared access agreement has been recorded, will continue to be employed by the applicant for the project.

As depicted in the Floor Plan in Exhibit “C”, the convenience store interior will contain areas for display of retail products, beverage cooler areas, cashier station, a receiving/storage area, kitchen, and drive-thru service station. Elevations provided in Exhibit “D” indicate the convenience store and gas station canopy will contain a unified color scheme consisting of red, yellow, and gray colorations, with wall signage on the canopy and convenience store parapet walls. Landscaping (see Exhibit “E”) will consist of removal of the existing trees within the parking lot and right of way areas, to be replaced with a variety of shrubs and trees.

The Operational Statement provided in Exhibit “H” indicates that the convenience store and the associated fuel island will be open 24-hours a day, seven days a week. The facility will be operated by a staff of approximately 15 individuals. Deliveries of products will occur primarily between the hours of 7:00 a.m. to 5:00 p.m. on weekdays, with up to 18 deliveries conducted weekly. Occasional deliveries may occur at 4:00 a.m. Onsite security will be provided in the form of video surveillance and the establishment of a close working relationship with the Visalia Police Department through participation in the City of Visalia Trespassing Enforcement Program.

BACKGROUND INFORMATION

General Plan Land Use Designation:	Commercial Mixed Use	
Zoning:	C-MU (Commercial Mixed Use)	
Surrounding Zoning and Land Use:	North:	C-MU, O-PA (Professional/Administrative Office), R-1-5 (Single Family Residential, 5,000 square foot minimum lot size) / West Whitendale Avenue, mixed commercial development (Shell service station/convenience store), Mooney Terrace No. 2 residential subdivision.
	South:	C-MU / Mor Furniture complex, mixed commercial development, Tract No. 80 residential subdivision.
	East:	R-M-2 (Multi-Family Residential, 3,000 square foot minimum site area per dwelling), R-1-5 / Single and multi-family residential development (Old Town Meadows and Whitney Terrace No. 3 Subdivisions).
	West:	C-MU / North Mooney Boulevard/State Route 63, mixed commercial development, including a 76 service station/convenience store.
Environmental Review:	Negative Declaration No. 2021-09	
Special Districts:	None	
Site Plan:	2021-030	

RELATED PLANS & POLICIES

See summary of related plans/policies. The project is consistent with applicable plans/policies.

RELATED PROJECTS

None.

PROJECT EVALUATION

Staff recommends approval of the conditional use permit based on the project's consistency with the policies of the Land Use Element of the General Plan and Zoning Ordinance. The following potential issue areas have been identified for the proposed project.

Land Use Compatibility

The proposed gas station, convenience store, and drive-thru lane are all conditionally allowed uses and require a conditional use permit in the C-MU zone. The project site is near developed mixed use commercial areas to the north, south, and west, including two existing convenience store/gas station uses (the Shell and 76 respectively) to the northeast and southwest respectively. Areas approximately 200 feet or more to the east contain single and multifamily residential development, including the Old Town Meadows multifamily complex which is located immediately east of the vacant retail building, adjacent to the eastern project site boundary.

The development will be subject to the City's typical development standards which will limit impacts to adjacent residential uses. Conditions No. 3 and 4 are included requiring compliance with community noise standards listed in the Visalia Municipal Code and lighting standards required by the City of Visalia Site Plan Review Committee. The proposed drive-thru menu board speaker will be located on the south side of the convenience store, away from residential areas. The proposed use will also be screened from residential areas by the existing vacant retail building, block wall, and evergreen trees located along the eastern property boundary. Condition Nos. 5 and 6 have been included requiring fuel island canopy lighting to be recessed into the canopy, that new lighting within the parking lot and convenience store be shielded to prevent glare onto adjacent residential areas, and that canopy lighting be limited to placement solely along the Mooney Boulevard frontage.

Convenience Store / Service Station

The proposal consists of a 4,940 square foot Fastrip convenience store with a gasoline service station containing a 12,365 square foot fuel canopy with 24 fueling positions. A nine-vehicle drive-thru lane will be included, traversing the southern and eastern sides of the convenience store. The Operational Statement in Exhibit "H" indicates that the fuel island, convenience store, and drive-thru will operate 24 hours a day, seven days a week. There are no prohibitions to operating 24 hours a day so long as Community Noise Standards are maintained (VMC Chapter 8.36). This is included as Condition of Approval No. 3.

Drive-Thru Lane

The convenience store will contain a drive-thru as shown in Exhibit "A", for the purchasing of convenience store items only. The drive-thru lane will accommodate up to nine vehicles and traverses the southern and eastern sides of the convenience store. Patrons will enter the drive-thru lane from the west side, exiting to the south, likely leaving the project site from the Whitendale Avenue egress. The drive-thru would operate seven days a week, 24 hours a day.

Drive-thru facilities in the C-MU Zone are only permitted by right if they can be shown to comply with the drive-thru performance standards listed in Visalia Municipal Code Section 17.32.162. A CUP is otherwise required if the standards cannot be met. In this instance, two of the performance standards were not met, triggering the requirement for a conditional use permit:

- Proximity to residential uses, and
- Providing less than 10 vehicle stacking in the drive-thru lane.

Impacts to residential areas have been addressed through existing features of the site, and the application of conditions addressing lighting and noise. For vehicle queuing, the applicant submitted a Drive-Thru Analysis, included on page 32 of the Traffic Impact Analysis report. Per the traffic counts and queuing data provided in the drive-thru analysis, use of the convenience store drive-thru would rarely exceed the ten-vehicle queuing required by the performance standards. Rather, the data points to average vehicle queuing of two to three vehicles at any given time.

It should be noted that a drive-thru for convenience store items is a unique and untested proposal being undertaken by the applicant. It may be possible that if the drive-thru operation fails, the applicant may consider installing a fast-food restaurant use in place of the originally intended use. As such, staff recommends inclusion of Condition No. 7, requiring additional Site Plan Review and potential amendment to the conditional use permit should a different use and/or fast-food use be proposed for the Fastrip drive-thru. This condition also requires that a revised traffic study and/or drive-thru queuing analysis be provided as part of the review process.

Access and Circulation

Mooney Boulevard to the west of the project site is a six-lane divided state route that is designated by the Visalia Circulation Element as a major Arterial roadway. Whitendale Avenue to the north of the project site is a four-lane street designated by the Visalia Circulation Element as a Collector roadway. A Circulation Plan is provided as Exhibit “B” depicting how vehicles will traverse the site. Vehicles will be able to access the property from both Mooney Boulevard and Whitendale Avenue. Physical changes to on-site circulation will occur to the Whitendale driveway, which will include the installation of a “pork chop” raised median restricting traffic to only “right in, right out” turning movements. Additional curbing will also be placed along the drive-thru lane, separating from lane from the southernmost drive aisle.

Per Exhibit “B”, there is the possibility of conflicting movements at the intersection where incoming patrons meet vehicles attempting to queue within the drive-thru lane. However, per the drive-thru analysis provided by the applicant, queueing will rarely result in more than three vehicles using the drive-thru lane at any given time.

Traffic Impact Analysis/Vehicle Miles Traveled (VMT) Analysis

Development of the site will result in increased traffic in the immediate area; but will not cause a substantial increase in traffic Citywide. A Traffic Impact Analysis Report was conducted for the project which evaluated the potential traffic impacts of a proposed Fastrip convenience store and gas station. The traffic study studied all signalized and major intersections within a 1/2-mile radius of the project site. In accordance with the City of Visalia’s traffic study guidelines, the traffic study determined that the project will not cause any intersection to operate below the level of service threshold. Therefore, no mitigation is required based on Level of Service deficiencies.

The California Department of Transportation (Caltrans) reviewed the project and the Traffic Impact Analysis, and provided correspondence on September 22, 2022, due to Mooney Boulevard’s status as a State Highway (State Route 63). Caltrans noted that an encroachment permit shall be required for any work conducted within the Mooney Boulevard right-of-way, and that a right-of-way dedication may be required in the future for the inclusion of a right-turn lane and bicycle lane along Mooney Boulevard. However, Caltrans did not mandate that right-of-way, or any other physical improvements, be provided with the project.

In addition to the traffic analysis, an evaluation of project vehicle miles traveled (VMT) was conducted based on VMT analysis guidelines adopted by the City of Visalia and State of California. The guidelines provide "screening thresholds" for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria are not required to undergo a detailed VMT analysis. The project includes a retail use and is therefore analyzed as a retail development for VMT. One of the screening thresholds pertains to locally serving retail developments. A retail project is considered locally serving if it is less than 50,000 square feet. The proposed project falls within the local serving retail development threshold since the total square footage of the project is 4,940 square feet. Therefore, the project would "screen out", of VMT mitigation and have less than significant transportation impacts. The project is expected to result in a less than significant transportation impact under CEQA.

Lighting

A conceptual photometric plan is provided in Exhibit "F", detailing new building and parking lot lighting to be installed at the project site. Per the comments of the City of Visalia Site Plan Review Committee, lighting shall not exceed 0.5 lumens at the property line. The photometric plan submitted provides lighting measurements using the industry standard foot candle measurement, which roughly corresponds to 10.76 lumens per foot candle. Regardless, measurements on the photometric plan indicate that lighting will be significantly affected by the presence of the vacant retail building, reducing impacts to adjacent residential areas. Staff recommends the following conditions to further assist in addressing lighting impacts:

- Condition of Approval No. 4, requiring compliance with the 0.5 lumen standard, mandating the limitation of glare onto adjacent properties, and requiring that compliance with the 0.5 lumen standard be demonstrated via submittal of a revised Photometric Plan during Building Permit review, to be verified via an onsite night inspection prior to occupancy.
- Condition No. 5, requiring that fuel island canopy lighting to be recessed into the canopy and that new lighting within the parking lot and convenience store be shielded to prevent glare onto adjacent residential areas.
- Condition No. 6, requiring that canopy lighting be limited to placement solely along the Mooney Boulevard frontage.

Noise

The facility will operate 24 hours a day, seven days a week, and will include a drive-thru lane with a menu board speaker box. The production of noise from these sources could pose an impact to sensitive residential land uses to the east.

Decibel levels for the noise produced by activities arranged onsite were not provided. Standards for exterior noise are listed in Section 8.36.040 of the Visalia Municipal Code, regulating the decibel volume and length of time fixed noise sources can occur. For *"speech or music, or for recurring impulsive noises"*, occurring for less than 30 cumulative minutes within a one-hour period, the Visalia Municipal Code requires that noise not exceed 50 decibels between the evening/daytime hours of 6:00 a.m. to 7:00 p.m., and 45 decibels between the nighttime hours of 7:00 p.m. to 6:00 a.m. For reference, per Figure 8-5 of the General Plan Noise and Safety Element, sounds produced within the 50 to 45 decibel range are equivalent to light vehicle traffic or a private business office.

Existing improvements such as the vacant commercial building and block wall along the eastern property boundary already serve to reduce noise impacts to nearby sensitive receptors. Staff recommends the Planning Commission adopt Condition No. 3 that requires the facility and

any ancillary uses to comply with the exterior noise standards of the Visalia Municipal Code. Once the use is established, staff will continue to monitor activity onsite for compliance with noise standards. Failure to comply with the community noise standards will result in enforcement action by the City's Neighborhood Preservation Division to bring the business/use into compliance with local ordinances.

Signage

Conceptual plans for building and canopy signage are provided in Exhibit "D". Plans indicate that wall signage will be placed on the west and north street facing exteriors of the convenience store, and on the east side above the drive-thru service window. Additional wall signage is proposed on the north and west exteriors of the fuel station canopy. Per the project applicant, a freestanding monument sign is also planned along the Mooney Boulevard frontage, north of the existing driveway, as shown in Exhibit "I". Any signage proposed on the project site will require a separate Building Permit and will be required to the comply with design and size standards listed within the Visalia Municipal Code. This is included as Condition of Approval No. 8.

Please note that wall signage on parapet walls is permitted by the Visalia Municipal Code, so long as the wall signage does not exceed the top edge of the parapet wall itself (see VMC Sec. 17.48.110.E.2).

Landscaping

Existing landscaping will be removed from the northwest corner of the project site, in favor of new plantings listed in Exhibit "E". Mature landscaping elsewhere on the project site will remain. Existing trees along the eastern property boundary currently help to reduce lighting impacts onto the adjacent multifamily complex east of the project site. Staff recommends inclusion of Condition No. 9 requiring the replanting of trees along the eastern property boundary in areas where the landscaping/trees have been removed to provide additional screening for the multifamily development to the east of the project site.

Parking

The required parking for the convenience store/gas station use is 16 stalls. The parking is based on the retail parking ratio of one stall per 300 square feet of building area. Per the site plan, 16 parking stalls are provided meeting the required parking requirement.

Please note that if the vacant retail building is occupied in the future with a new retail use, the existing parking field south of the building is sufficient to address the required parking requirements at the retail ratio (i.e., one stall per 300 square feet). Uses other than retail may require additional parking. Proposals for the vacant building will be evaluated by staff through the Site Plan Review process.

Building Elevations

Elevations for the canopy and convenience store are provided in Exhibit "D". The exterior finishes of the building will include metal paneling and cement plaster, in red, yellow, and gray colorings. Heights for the structures provided comply with the standards for the C-MU Zone. Parapet walls will be placed on the southern and western building exteriors for the placement of wall signage. Substantial compliance with the building elevations provided is included as Condition of Approval No. 2.

Public Comment

Public comment in opposition to the proposal was provided by Christa Sorenson, owner of a single-family residential property located east of the project site and Old Town Meadows multifamily complex. Sorenson stated that the proposal would negatively affect traffic on the

Mooney Boulevard corridor and would produce lighting and odor impacts to adjacent areas. Sorenson also noted that the Mooney/Whitendale intersection is already impacted by two existing convenience store/service stations.

Staff notes that a Traffic Impact Analysis has been provided, determining that the project will not affect traffic to the point where affected intersections would operate below the level of service threshold. Conditions have also been applied to address the potential for impacts from lighting.

No other comments were received while the staff report was being prepared.

Environmental Review

An Initial Study and Negative Declaration were prepared for the proposed Conditional Use Permit. Initial Study and Negative Declaration No. 2021-09 disclosed that environmental impacts are determined to be not significant. Staff concludes that Initial Study and Negative Declaration No. 2021-09 adequately analyzes and addresses the proposed project and reduces environmental impacts to a less than significant level.

RECOMMENDED FINDINGS

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
    a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
    b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with and therefore Negative Declaration No. 2021-09 can be adopted for this project.

RECOMMENDED CONDITIONS

1. That the project be developed in substantial compliance with Site Plan Review No. 2021-030.
2. That the project will be developed in substantial compliance with the site plan in Exhibit “A”, circulation plan in Exhibit “B”, floor plan in Exhibit “C”, elevations in Exhibit “D, landscape plan in Exhibit “E”, photometric plan in Exhibit “F”, operational statement in Exhibit “H”, and monument signage plan in Exhibit “I”.
3. That the operation of the convenience store, gas station, drive-thru, and any ancillary uses maintain community noise standards listed within Visalia Municipal Code Chapter 8.36 (Noise).
4. That onsite lighting for the development shall not produce glare onto neighboring properties or lighting in excess of 0.5 lumens at property line. A revised photometric plan shall be submitted with the Building Permit submittal, verifying that all onsite lighting proposed will follow the 0.5 lumen standard. Prior to occupancy of the development, staff shall verify via

an onsite night inspection that the on-site lighting complies with the 0.5 lumen standard at property line.

5. That that the fuel island canopy lighting be recessed into the canopy and that new lighting within the parking lot and on the convenience store be shielded to prevent any significant light or glare from falling upon the adjacent residential uses.
6. That canopy lighting be limited to placement solely along the Mooney Boulevard frontage.
7. If the drive-thru lane operation, as stated in the Operational Statement (Exhibit "H"), is revised to accommodate a new tenant, use, and/or operation, then the applicant, business and/or property owner shall resubmit the revised drive-thru operation through the Site Plan Review process for review. An amendment to the conditional use permit may be required based on the information provided to staff through the site plan review process, including the submittal of a revised traffic study and drive-thru queuing analysis.
8. That all signage shall comply with the Visalia Municipal Code Chapter 17.48 (Signs). A separate building permit shall be required for all signage proposed onsite.
9. That the landscaping/tree planting along the eastern property boundary of the project site shall be re-established in areas where the landscaping/trees have been removed to provide additional screening of the project site from the sensitive residential land uses located directly east of the project site.
10. That all applicable federal, state, and city laws and codes and ordinances be met.

APPEAL INFORMATION

According to the City of Visalia Zoning Ordinance Section 17.02.145, an appeal to the City Council may be submitted within ten days following the date of a decision by the Planning Commission. An appeal with applicable fees shall be in writing and shall be filed with the City Clerk at 220 N. Santa Fe Street. The appeal shall specify errors or abuses of discretion by the Planning Commission, or decisions not supported by the evidence in the record. The appeal form can be found on the city's website www.visalia.city or from the City Clerk.

Attachments:

- Related Plans and Policies
- Resolution No. 2021-08
- Exhibit "A" – Site Plan
- Exhibit “B” – Circulation Plan
- Exhibit “C” – Floor Plan
- Exhibit “D” – Gas Station / Convenience Store / Trash Enclosure Elevations
- Exhibit “E” – Landscape Plan
- Exhibit “F” – Photometric Plan
- Exhibit “G” – Demolition Plan
- Exhibit “H” – Operational Statement
- Exhibit “I” – Monument Signage
- Initial Study / Negative Declaration No. 2021-09
- Traffic Impact Analysis Report
- Caltrans September 22, 2022, Correspondence
- Public Comment – Christa Sorenson, November 3, 2022
- Site Plan Review No. 2021-030 Revise & Proceed Comments, April 28, 2021
- General Plan Land Use Map
- Zoning Map
- Aerial Map
- Vicinity Map

RELATED PLANS AND POLICIES

VISALIA MUNICIPAL CODE

Conditional Use Permits

Chapter 17.38

17.38.010 Purposes and powers

In certain zones conditional uses are permitted subject to the granting of a conditional use permit. Because of their unusual characteristics, conditional uses require special consideration so that they may be located properly with respect to the objectives of the zoning ordinance and with respect to their effects on surrounding properties. In order to achieve these purposes and thus give the zone use regulations the flexibility necessary to achieve the objectives of this title, the planning commission is empowered to grant or deny applications for conditional use permits and to impose reasonable conditions upon the granting of such permits. (Prior code § 7525)

17.38.020 Application procedures

A. Application for a conditional use permit shall be made to the planning commission on a form prescribed by the commission which shall include the following data:

1. Name and address of the applicant;
2. Statement that the applicant is the owner of the property or is the authorized agent of the owner;
3. Address and legal description of the property;
4. The application shall be accompanied by such sketches or drawings as may be necessary by the planning division to clearly show the applicant's proposal;
5. The purposes of the conditional use permit and the general description of the use proposed;
6. Additional information as required by the historic preservation advisory committee.

B. The application shall be accompanied by a fee set by resolution of the city council sufficient to cover the cost of handling the application. (Prior code § 7526)

17.38.030 Lapse of conditional use permit

A conditional use permit shall lapse and shall become void twenty-four (24) months after the date on which it became effective, unless the conditions of the permit allowed a shorter or greater time limit, or unless prior to the expiration of twenty-four (24) months a building permit is issued by the city and construction is commenced and diligently pursued toward completion on the site which was the subject of the permit. A permit may be renewed for an additional period of one year; provided, that prior to the expiration of twenty-four (24) months from the date the permit originally became effective, an application for renewal is filed with the planning commission. The commission may grant or deny an application for renewal of a conditional use permit. In the case of a planned residential development, the recording of a final map and improvements thereto shall be deemed the same as a building permit in relation to this section. (Ord. 2001-13 § 4 (part), 2001: prior code § 7527)

17.38.040 Revocation

Upon violation of any applicable provision of this title, or, if granted subject to a condition or conditions, upon failure to comply with the condition or conditions, a conditional use permit shall be suspended automatically. The planning commission shall hold a public hearing within

sixty (60) days, in accordance with the procedure prescribed in Section 17.38.080, and if not satisfied that the regulation, general provision or condition is being complied with, may revoke the permit or take such action as may be necessary to insure compliance with the regulation, general provision or condition. Appeals of the decision of the planning commission may be made to the city council as provided in Section 17.38.120. (Prior code § 7528)

17.38.050 New application

Following the denial of a conditional use permit application or the revocation of a conditional use permit, no application for a conditional use permit for the same or substantially the same conditional use on the same or substantially the same site shall be filed within one year from the date of denial or revocation of the permit unless such denial was a denial without prejudice by the planning commission or city council. (Prior code § 7530)

17.38.060 Conditional use permit to run with the land

A conditional use permit granted pursuant to the provisions of this chapter shall run with the land and shall continue to be valid upon a change of ownership of the site or structure which was the subject of the permit application subject to the provisions of Section 17.38.065. (Prior code § 7531)

17.38.065 Abandonment of conditional use permit

If the use for which a conditional use permit was approved is discontinued for a period of one hundred eighty (180) days, the use shall be considered abandoned and any future use of the site as a conditional use will require the approval of a new conditional use permit.

17.38.070 Temporary uses or structures

A. Conditional use permits for temporary uses or structures may be processed as administrative matters by the city planner and/or planning division staff. However, the city planner may, at his/her discretion, refer such application to the planning commission for consideration.

B. The city planner and/or planning division staff is authorized to review applications and to issue such temporary permits, subject to the following conditions:

1. Conditional use permits granted pursuant to this section shall be for a fixed period not to exceed thirty (30) days for each temporary use not occupying a structure, including promotional enterprises, or six months for all other uses or structures.
2. Ingress and egress shall be limited to that designated by the planning division. Appropriate directional signing, barricades, fences or landscaping shall be provided where required. A security officer may be required for promotional events.
3. Off-street parking facilities shall be provided on the site of each temporary use as prescribed in Section 17.34.020.
4. Upon termination of the temporary permit, or abandonment of the site, the applicant shall remove all materials and equipment and restore the premises to their original condition.
5. Opening and closing times for promotional enterprises shall coincide with the hours of operation of the sponsoring commercial establishment. Reasonable time limits for other uses may be set by the city planner and planning division staff.
6. Applicants for a temporary conditional use permit shall have all applicable licenses and permits prior to issuance of a conditional use permit.
7. Signing for temporary uses shall be subject to the approval of the city planner.

8. Notwithstanding underlying zoning, temporary conditional use permits may be granted for fruit and vegetable stands on properties primarily within undeveloped agricultural areas. In reviewing applications for such stands, issues of traffic safety and land use compatibility shall be evaluated and mitigation measures and conditions may be imposed to ensure that the stands are built and are operated consistent with appropriate construction standards, vehicular access and off-street parking. All fruits and vegetables sold at such stands shall be grown by the owner/operator or purchased by said party directly from a grower/farmer.

C. The applicant may appeal an administrative decision to the planning commission. (Ord. 9605 § 30 (part), 1996: prior code § 7532)

17.38.080 Public hearing--Notice

A. The planning commission shall hold at least one public hearing on each application for a conditional use permit.

B. Notice of the public hearing shall be given not less than ten days nor more than thirty (30) days prior to the date of the hearing by mailing a notice of the time and place of the hearing to property owners within three hundred (300) feet of the boundaries of the area occupied or to be occupied by the use which is the subject of the hearing, and by publication in a newspaper of general circulation within the city. (Prior code § 7533)

17.38.090 Investigation and report

The planning staff shall make an investigation of the application and shall prepare a report thereon which shall be submitted to the planning commission. (Prior code § 7534)

17.38.100 Public hearing--Procedure

At the public hearing the planning commission shall review the application and the statement and drawing submitted therewith and shall receive pertinent evidence concerning the proposed use and the proposed conditions under which it would be operated or maintained, particularly with respect to the findings prescribed in Section 17.38.110. The planning commission may continue a public hearing from time to time as it deems necessary. (Prior code § 7535)

17.38.110 Action by planning commission

A. The planning commission may grant an application for a conditional use permit as requested or in modified form, if, on the basis of the application and the evidence submitted, the commission makes the following findings:

1. That the proposed location of the conditional use is in accordance with the objectives of the zoning ordinance and the purposes of the zone in which the site is located;

2. That the proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.

B. A conditional use permit may be revocable, may be granted for a limited time period, or may be granted subject to such conditions as the commission may prescribe. The commission may grant conditional approval for a permit subject to the effective date of a change of zone or other ordinance amendment.

C. The commission may deny an application for a conditional use permit. (Prior code § 7536)

17.38.120 Appeal to city council

The decision of the City planning commission on a conditional use permit shall be subject to the appeal provisions of Section 17.02.145. (Prior code § 7537) (Ord. 2006-18 § 6, 2007)

17.38.130 Effective date of conditional use permit

A conditional use permit shall become effective immediately when granted or affirmed by the council, or upon the sixth working day following the granting of the conditional use permit by the planning commission if no appeal has been filed.(Prior code § 7539)

D. The commission may deny an application for a conditional use permit. (Prior code § 7536)

RESOLUTION NO. 2021-08

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF VISALIA APPROVING CONDITIONAL USE PERMIT NO. 2021-21, A REQUEST BY SCOTT A. MOMMER CONSULTING TO ESTABLISH A FASTRIP CONVENIENCE STORE AND SERVICE STATION WITH A DRIVE-THRU LANE IN THE C-MU (MIXED-USE COMMERCIAL) ZONE. THE PROJECT SITE IS LOCATED AT 2800 SOUTH MOONEY BOULEVARD, ON THE SOUTHEAST CORNER OF WEST WHITENDALE AVENUE AND SOUTH MOONEY BOULEVARD (APN: 122-320-078).

WHEREAS, Conditional Use Permit No. 2021-21, is a request by Scott A. Mommer Consulting to establish a Fastrip convenience store and service station with a drive-thru lane in the C-MU (Mixed-Use Commercial) Zone. The project site is located at 2800 South Mooney Boulevard, on the southeast corner of West Whitendale Avenue and South Mooney Boulevard (APN: 122-320-078); and

WHEREAS, the Planning Commission of the City of Visalia, after duly published notice did hold a public hearing before said Commission on November 14, 2022; and

WHEREAS, the Planning Commission of the City of Visalia finds the Conditional Use Permit to be in accordance with Chapter 17.38.110 of the Zoning Ordinance of the City of Visalia based on the evidence contained in the staff report and testimony presented at the public hearing; and

WHEREAS, an Initial Study was prepared, and adopted which disclosed that no significant environmental impacts would result from this project.

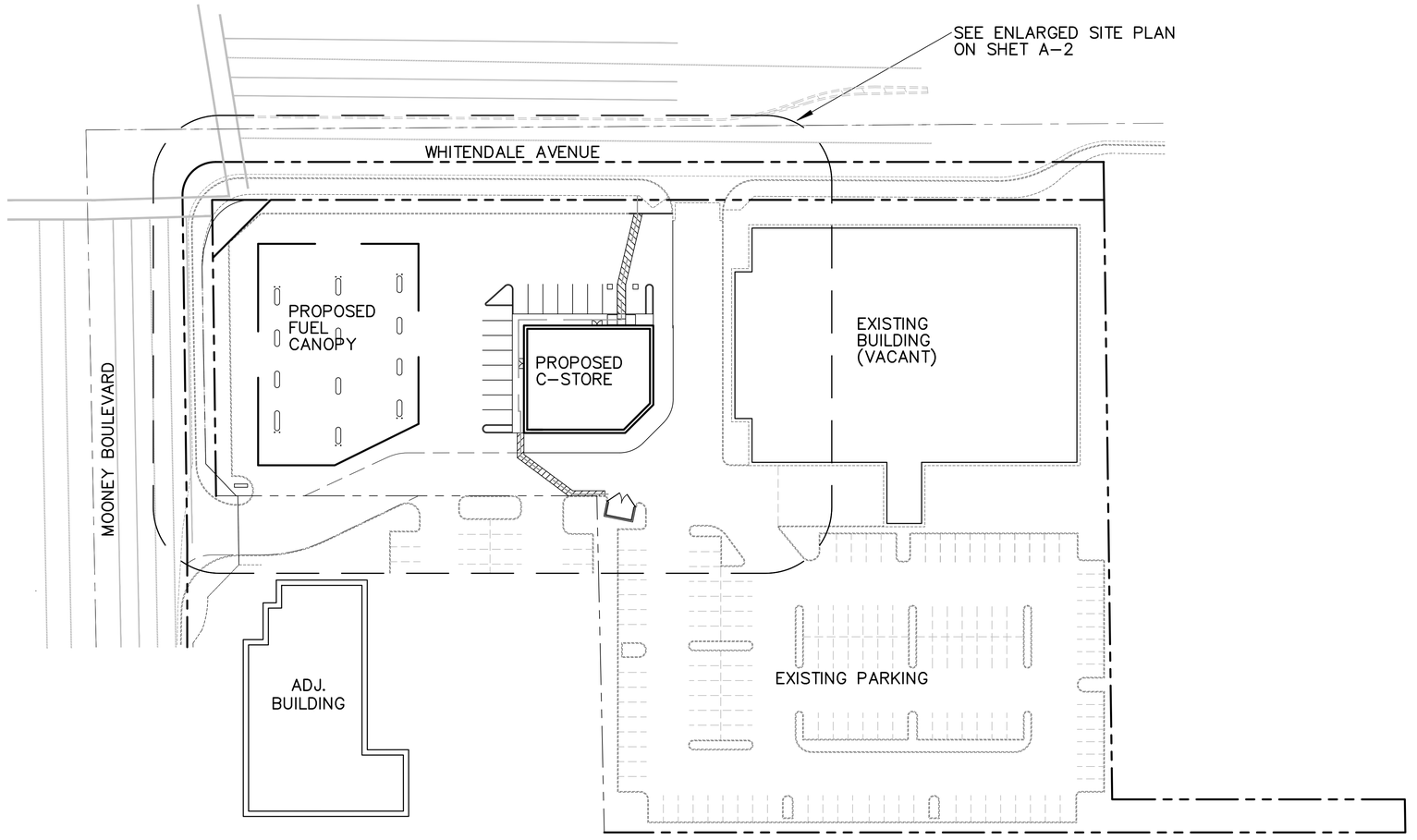
NOW, THEREFORE, BE IT RESOLVED that Negative Declaration No. 2021-09 was prepared consistent with the California Environmental Quality Act and City of Visalia Environmental Guidelines.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Planning Commission of the City of Visalia makes the following specific findings based on the evidence presented:

1. That the proposed project will not be detrimental to the public health, safety, or welfare, or materially injurious to properties or improvements in the vicinity.
2. That the proposed conditional use permit is consistent with the policies and intent of the General Plan and Zoning Ordinance. Specifically, the project is consistent with the required findings of Zoning Ordinance Section 17.38.110:
    a. The proposed location of the conditional use permit is in accordance with the objectives of the Zoning Ordinance and the purposes of the zone in which the site is located.
    b. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety, or welfare, nor materially injurious to properties or improvements in the vicinity.
3. That an Initial Study was prepared for the proposed project, consistent with CEQA, which disclosed that environmental impacts are determined to be not significant with and therefore Negative Declaration No. 2021-09 can be adopted for this project.

BE IT FURTHER RESOLVED that the Planning Commission hereby approves the Conditional Use Permit on the real property here described in accordance with the terms of this resolution under the provisions of Section 17.38.110 of the Ordinance Code of the City of Visalia, subject to the following conditions:

1. That the project be developed in substantial compliance with Site Plan Review No. 2021-030.
2. That the project will be developed in substantial compliance with the site plan in Exhibit "A", circulation plan in Exhibit "B", floor plan in Exhibit "C", elevations in Exhibit "D, landscape plan in Exhibit "E", photometric plan in Exhibit "F", operational statement in Exhibit "H", and monument signage plan in Exhibit "I".
3. That the operation of the convenience store, gas station, drive-thru, and any ancillary uses maintain community noise standards listed within Visalia Municipal Code Chapter 8.36 (Noise).
4. That onsite lighting for the development shall not produce glare onto neighboring properties or lighting in excess of 0.5 lumens at property line. A revised photometric plan shall be submitted with the Building Permit submittal, verifying that all onsite lighting proposed will follow the 0.5 lumen standard. Prior to occupancy of the development, staff shall verify via an onsite night inspection that the on-site lighting complies with the 0.5 lumen standard at property line.
5. That that the fuel island canopy lighting be recessed into the canopy and that new lighting within the parking lot and on the convenience store be shielded to prevent any significant light or glare from falling upon the adjacent residential uses.
6. That canopy lighting be limited to placement solely along the Mooney Boulevard frontage.
7. If the drive-thru lane operation, as stated in the Operational Statement (Exhibit "H"), is revised to accommodate a new tenant, use, and/or operation, then the applicant, business and/or property owner shall resubmit the revised drive-thru operation through the Site Plan Review process for review. An amendment to the conditional use permit may be required based on the information provided to staff through the site plan review process, including the submittal of a revised traffic study and drive-thru queuing analysis.
8. That all signage shall comply with the Visalia Municipal Code Chapter 17.48 (Signs). A separate building permit shall be required for all signage proposed onsite.
9. That the landscaping/tree planting along the eastern property boundary of the project site shall be re-established in areas where the landscaping/trees have been removed to provide additional screening of the project site from the sensitive residential land uses located directly east of the project site.
10. That all applicable federal, state, and city laws and codes and ordinances be met.



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OVERALL SITE DIAGRAM

SAMC
SCOTT A. MOMMER CONSULTING

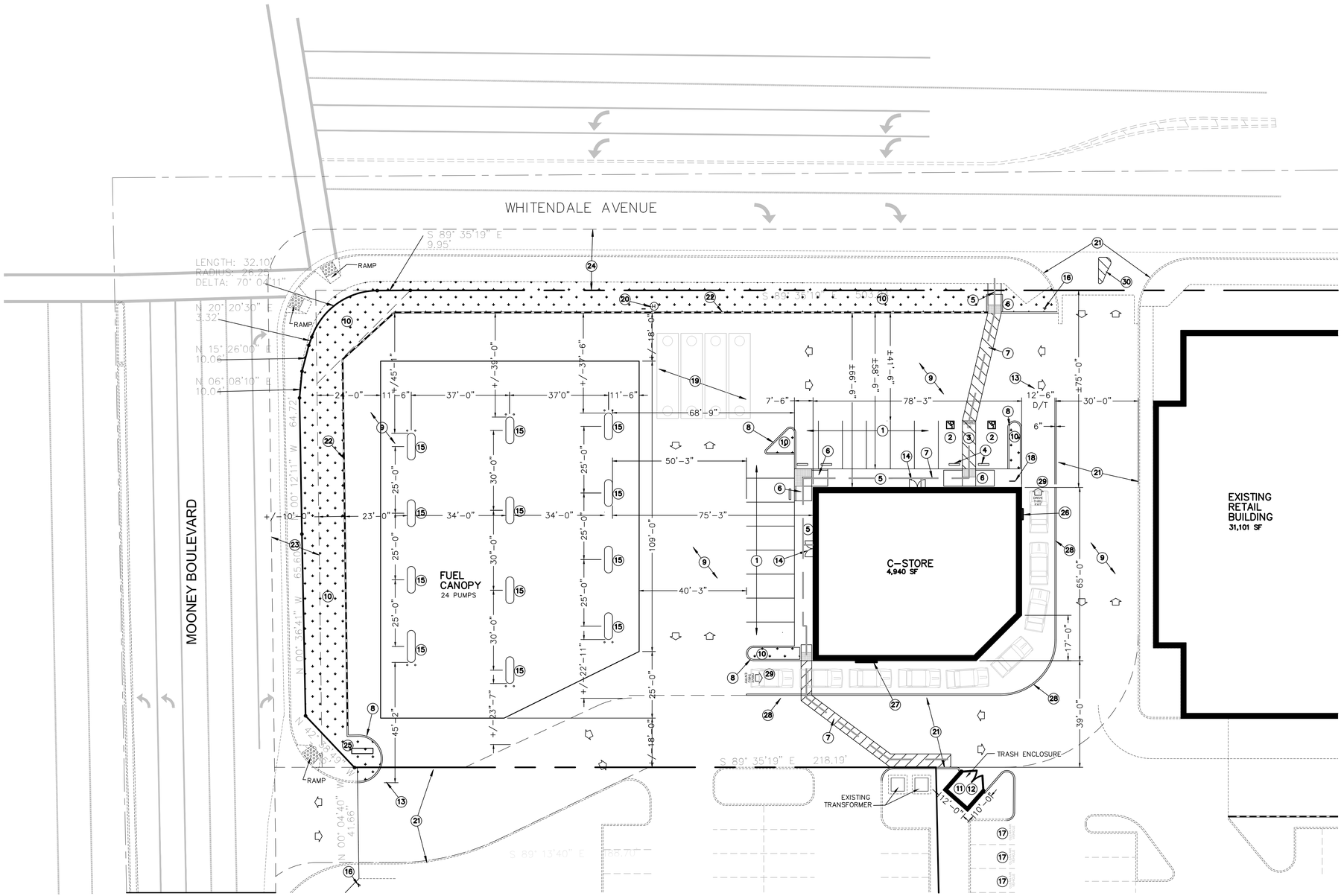
FASTRIP

TRUE NORTH
SCALE: NTS

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-1

05.31.2022



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PROPOSED SITE PLAN

SITE ANALYSIS

A.P.N.	122-320-078
ZONING:	MU-C (MIXED USE COMMERCIAL)
SITE DRAINAGE:	EXISTING DRAINS TO STREETS
SITE AREA:	162,732 SF (3.74 ACRES)
BUILDING AREAS	
EXISTING RETAIL (TOYS R US):	31,101 SF (19.1% OF SITE)
PROPOSED FASTRIP:	4,940 SF (3% OF SITE)
PROPOSED FUEL CANOPY:	12,365 SF (7.5% OF SITE)
NEW/EXISTING LANDSCAPE AREA:	+/-22,446 SF (13.8% OF SITE)
NUMBER OF STORIES:	1
BUILDING OCCUPANCY:	B/M
PARKING REQUIRED	
EXISTING RETAIL BUILDING (31,101 SF/ 300):	104 SPACES
PROPOSED FASTRIP (4,940 SF/ 300):	16 SPACES
TOTAL NEW/EXISTING PARKING REQUIRED:	120 SPACES TOTAL
PARKING PROVIDED	
EXISTING PARKING TO REMAIN (SOUTH OF RETAIL BLD'G):	141 SPACES
PROPOSED NEW FASTRIP PARKING SPACES:	16 SPACES
TOTAL NEW/EXISTING PARKING PROVIDED:	155 SPACES TOTAL

KEYNOTES

1. 9'-0" WIDE x 19'-0" DEEP PARKING STALL PER CITY OF VISALIA STANDARDS (INCLUDING 2'-0" OVERHANG WHERE SHOWN)
2. 12'-0"x 19'-0" VAN OR 9'-0"x 20'-0" ACCESSIBLE PARKING STALL WITH 3'-0"x 3'-0" PAINTED STALL SIGN AND 70" SQ IN POLE MOUNTED PARKING SIGN DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY WITH AN ADDITIONAL SIGN OR LANGUAGE STATING "MINIMUM FINE $250.00" INCLUDE SIGN MOUNTED BELOW STATING "VAN ACCESSIBLE" WHERE APPROPRIATE PER CBC SECTION 1129B- 80" MINIMUM HEIGHT TO THE BOTTOM OF ALL POLE SIGNS
3. 5'-0" MINIMUM WIDE HANDICAP ACCESSIBLE AISLE PARKING SPACES WITH THE WORDS "NO PARKING" IN 12" HIGH CONTRASTING LETTERS- SLOPE NOT TO EXCEED 2% IN ANY DIRECTION
4. CONCRETE WHEEL STOPS TO PREVENT VEHICLES FROM OVERHANGING ACCESSIBLE CURB RAMPS
5. 4'-0" WIDE MINIMUM CONCRETE AND AC PAVED WALK WITH SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%
6. CURB RAMP WITH 3'-0" BORDER OF TRUNCATED DOME TILES AT FLUSH CONDITION BETWEEN CONCRETE WALKWAY AND VEHICULAR AREA FOR ACCESSIBLE PATH OF TRAVEL TO AND FROM PUBLIC WAY AND/OR ACCESSIBLE PARKING STALLS AND AISLES
7. DASHED LINE DENOTES ACCESSIBLE PATH OF TRAVEL TO PUBLIC WAY AND ACCESSIBLE PARKING SPACES. MAXIMUM SLOPE DOES NOT EXCEED 5% AND CROSS SLOPE DOES NOT EXCEED 2% - SEE CIVIL DRAWINGS FOR ACTUAL SLOPES AND GRADE CHANGES
8. NEW 6" CONCRETE CURB - SEE GRADING PLAN FOR ADDITIONAL INFORMATION
9. A.C. PAVING PER MINIMUM COUNTY STANDARDS VERIFY WITH FINAL SOILS REPORT
10. LANDSCAPE AREA / PLANTER WITH IRRIGATION, SHRUBS, GROUND-COVER, AND TREES PER CITY OF VISALIA STANDARDS
11. APPROXIMATE LOCATION OF 10'-0"x 12'-0" (EXTERIOR DIMENSIONS) 3-BIN CONCRETE BLOCK TRASH ENCLOSURE ON CONCRETE PAD PER CITY OF VISALIA STANDARDS
12. APPROXIMATE LOCATION OF BUILDING OCCUPANT'S EXTERIOR RECYCLING STORAGE BIN(S) PER CALIFORNIA GREEN CODE SECTION 5.410.1- VERIFY FINAL LOCATION WITH OCCUPANT
13. APPROXIMATE LOCATION EXISTING CURB AND LANDSCAPE AREA TO BE REMOVED
14. LEVEL CONCRETE LANDING WITH SLOPE NOT EXCEEDING 2% IN ANY DIRECTION AND 2'-0" CLEAR ON STRIKE SIDE OF DOOR- INTEGRATE INTO EXISTING CONCRETE WALKWAY
15. APPROXIMATE LOCATION OF MULTIPLE PRODUCT DISPENSER (MPD) WITH FUELING POSITIONS ON TWO (2) SIDES
16. 17"x22" POLE MOUNTED SIGN WITH 1" HIGH LETTERS STATING THE FOLLOWING (BLANK SPACES SHALL BE FILLED IN WITH APPROPRIATE INFORMATION AS A PERMANENT PART OF THE SIGN): "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES MAY BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT _____" BOTTOM OF SIGN AT 80" MIN OR BY TELEPHONING _____"
17. PAINT, IN THE PAINT USED FOR STALL STRIPING, THE WORDS "CLEAN AIR/VANPOOL/EV" IN 12" TALL LETTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE (PER CGBSC DIVISION 5.106.5.2.1)- (3) TOTAL SPACES REQUIRED AS SHOWN
18. APPROXIMATE LOCATION OF SHORT TERM U-STYLE LOOP BICYCLE PARKING RACK WITH LOCATIONS FOR (2) BIKES MINIMUM (5 PERCENT) TO BE PARKED AT ONE TIME ON 3 1/2" THICK CONCRETE PAD- SEE SITE PLAN FOR DIMENSIONS (PER CGBSC DIVISION 5.106.4.1)
19. APPROXIMATE LOCATION OF UNDER-GROUND FUEL TANKS- FINAL LOCATION SHALL BE CONFIRMED WITH CHEVRON VENDOR DRAWINGS
20. APPROXIMATE LOCATION OF FUEL VENTS AND HEALY TANK AT +10"-0" ABOVE GRADE- VERIFY WITH FINAL FUEL DRAWINGS
21. EXISTING SHARED CURB RETURN AND VEHICULAR ACCESS EASEMENT TO REMAIN PER ACCESS AGREEMENT
22. EXISTING 3'-0" HIGH CONCRETE BLOCK LANDSCAPE WALL TO REMAIN
23. APPROXIMATE LINE DENOTING IRREVOCABLE OFFER OF DEDICATION (18.0') ALONG MOONEY BOULEVARD TO THE CITY OF VISALIA PER DOC 93-054767
24. APPROXIMATE LINE DENOTING IRREVOCABLE OFFER OF DEDICATION (23.0') ALONG WHITENDALE AVE TO THE CITY OF VISALIA PER DOC 93-054768
25. EXISTING MAIN WATER BACKFLOW DEVICE TO REMAIN
26. APPROXIMATE LOCATION OF DRIVE-THRU WINDOW
27. APPROXIMATE LOCATION OF DRIVE-THRU MENU BOARD
28. 6"x6" CONTINUOUS CONCRETE CURB TO SEPARATE DRIVE-THRU LANE FROM ADJACENT VEHICULAR TRAFFIC AISLES
29. PAINTED DIRECTIONAL ARROWS AT ENTRY POINT AND EXIT POINT
30. PAINTED DIAGONAL STRIPES AT DRIVEWAY APPROACH

SAMC SCOTT A. MOMMER CONSULTING

FASTRIP

TRUE NORTH

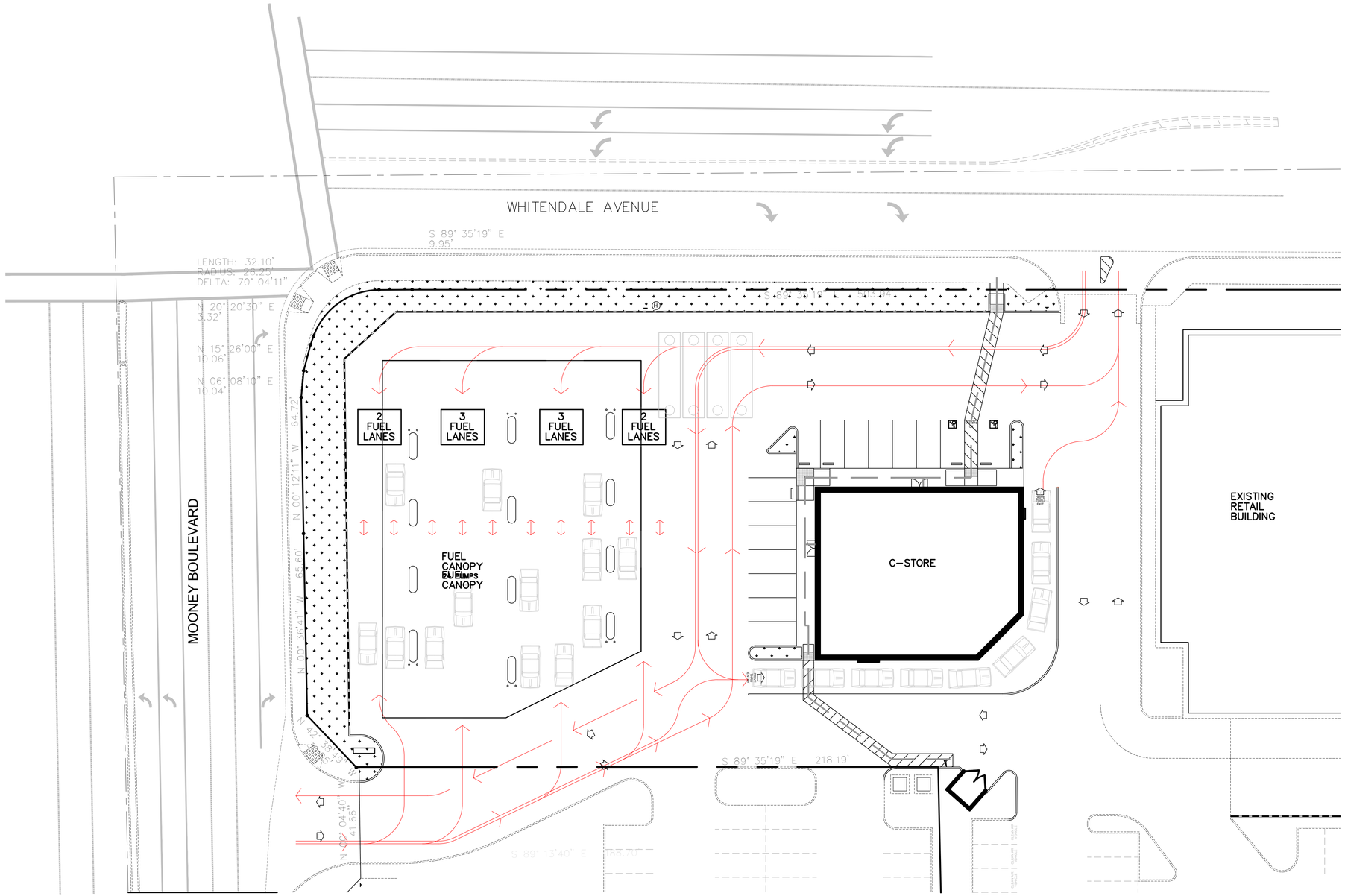
SCALE: 1"=20'-0"

0 5 10 20 30 40

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-2

05.31.2022



N

ON-SITE VEHICLE CIRCULATION DIAGRAM

TRUE NORTH

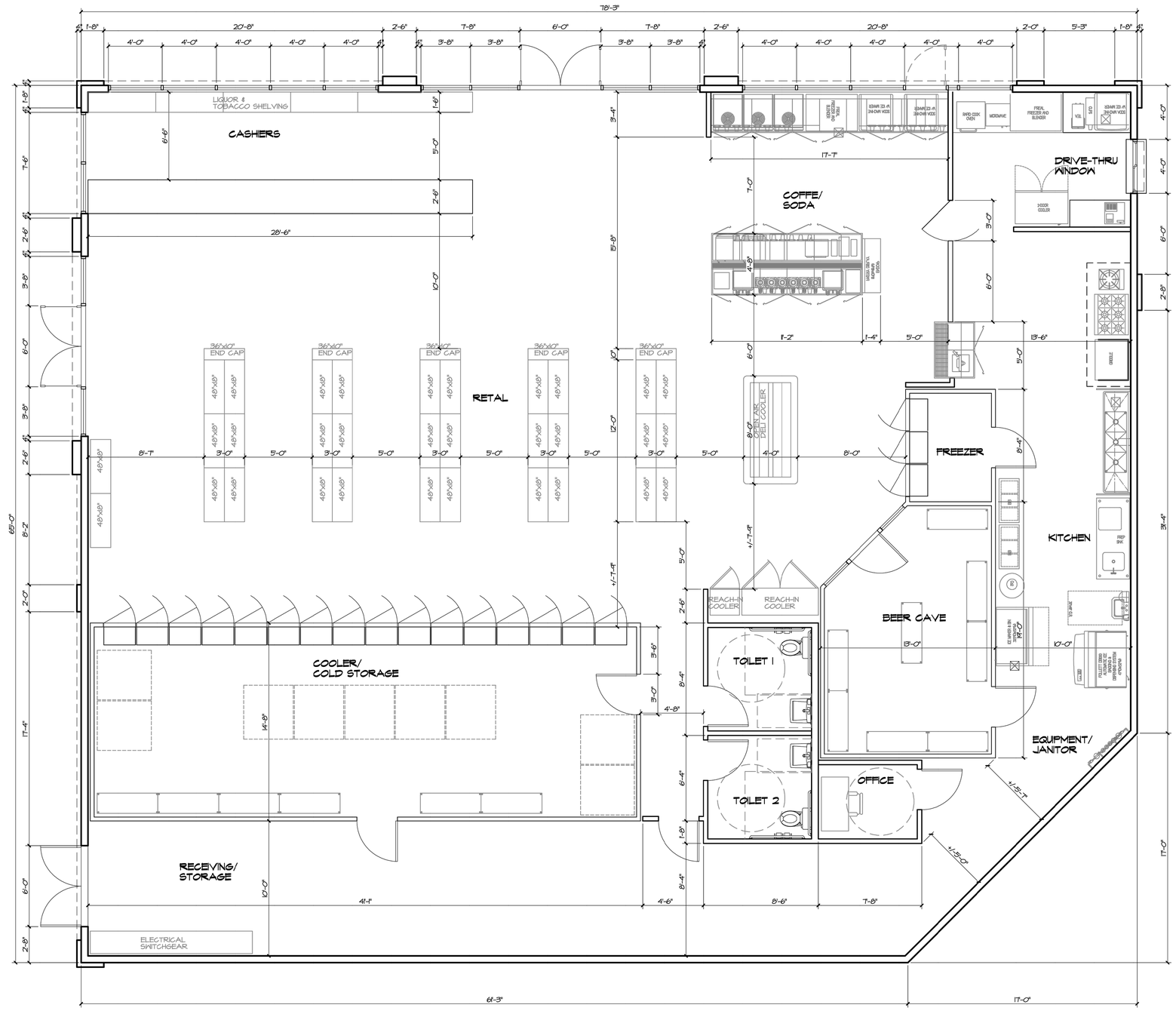
SCALE: 1"=20'-0"

0 5 10 20 30 40

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-4

05.31.2022



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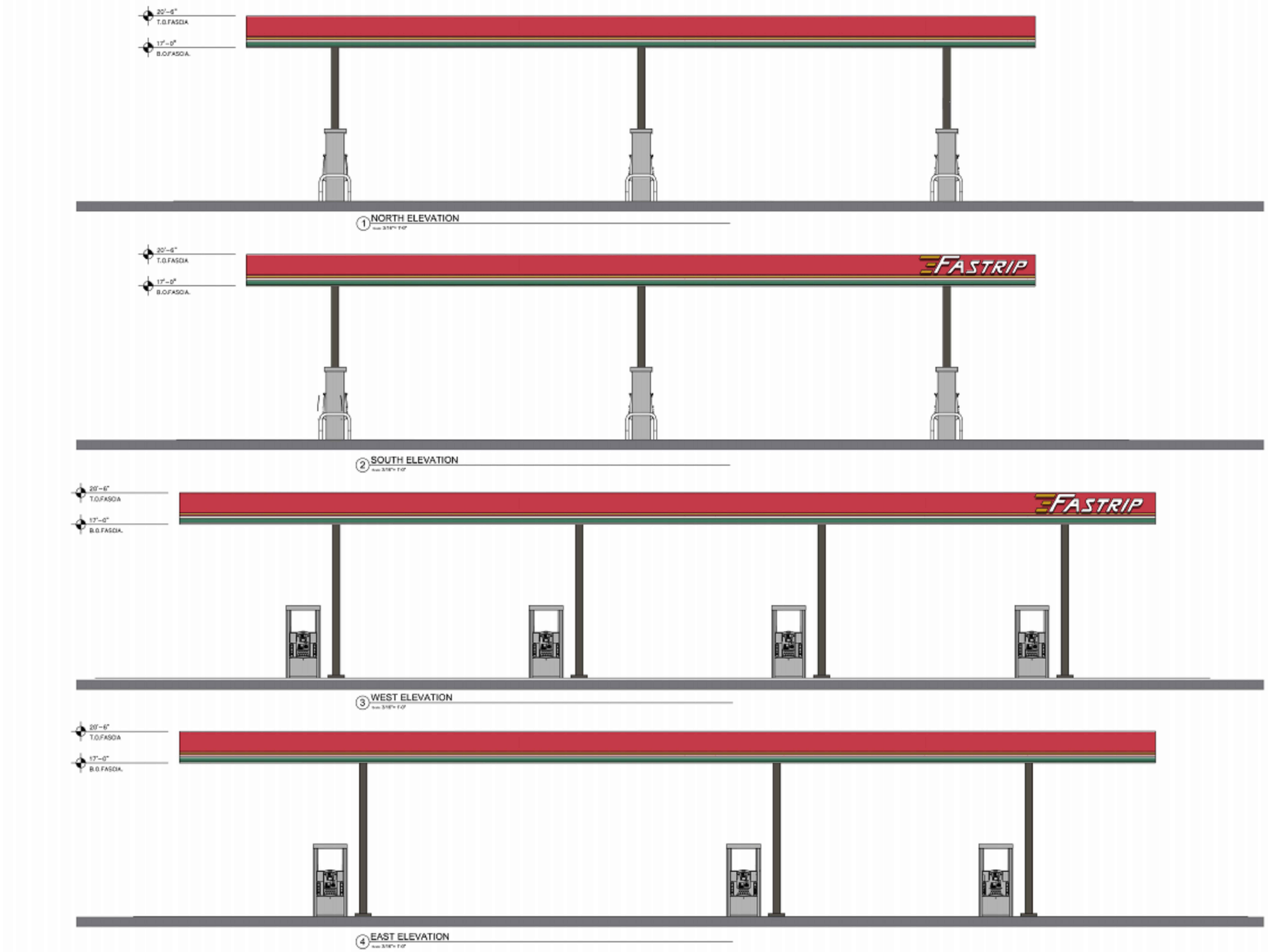
PROPOSED FLOOR PLAN

1/4"

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-9

05.31.2022



COLORED FUEL CANOPY ELEVATIONS

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-7

05.31.2022

SAMC
SCOTT A. MOMMER CONSULTING

FASTRIP

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-10

05.31.2022

PROPOSED EXTERIOR ELEVATIONS

1/4"

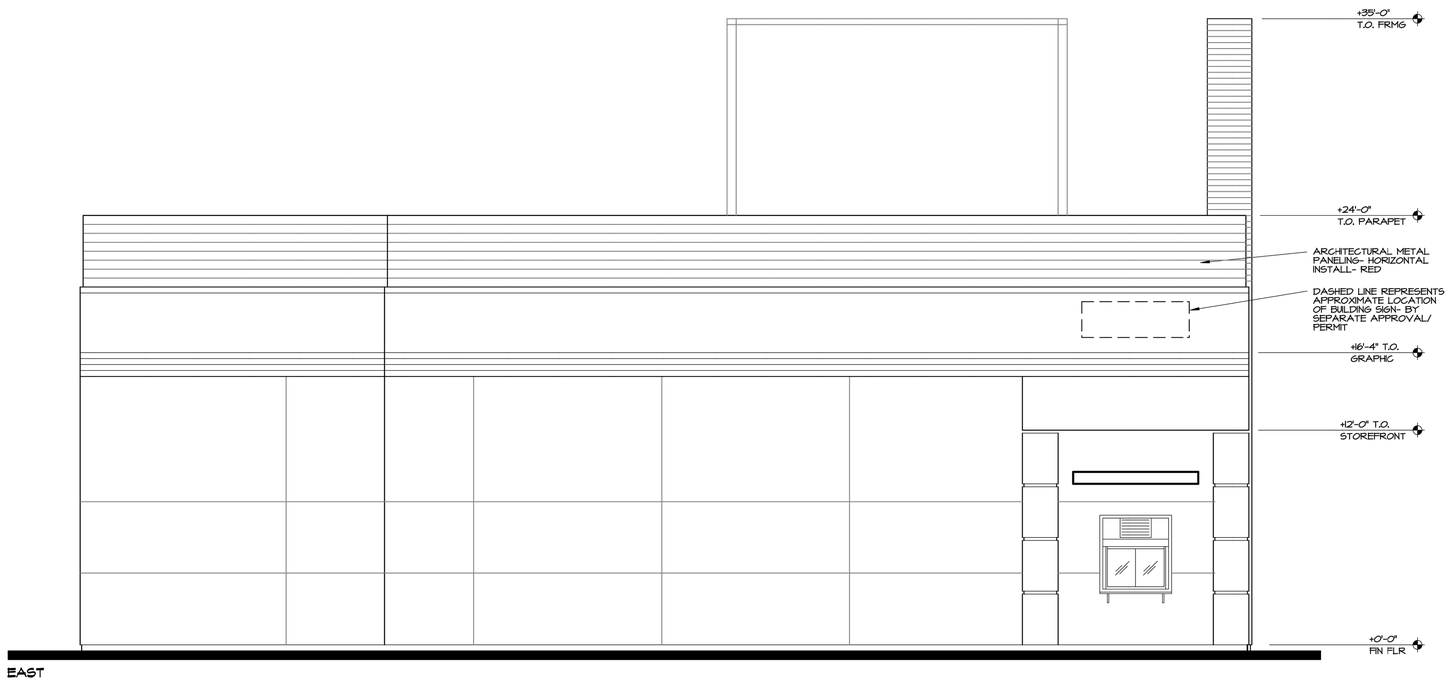
SAMC
SCOTT A. MOMMER CONSULTING

FASTRIP

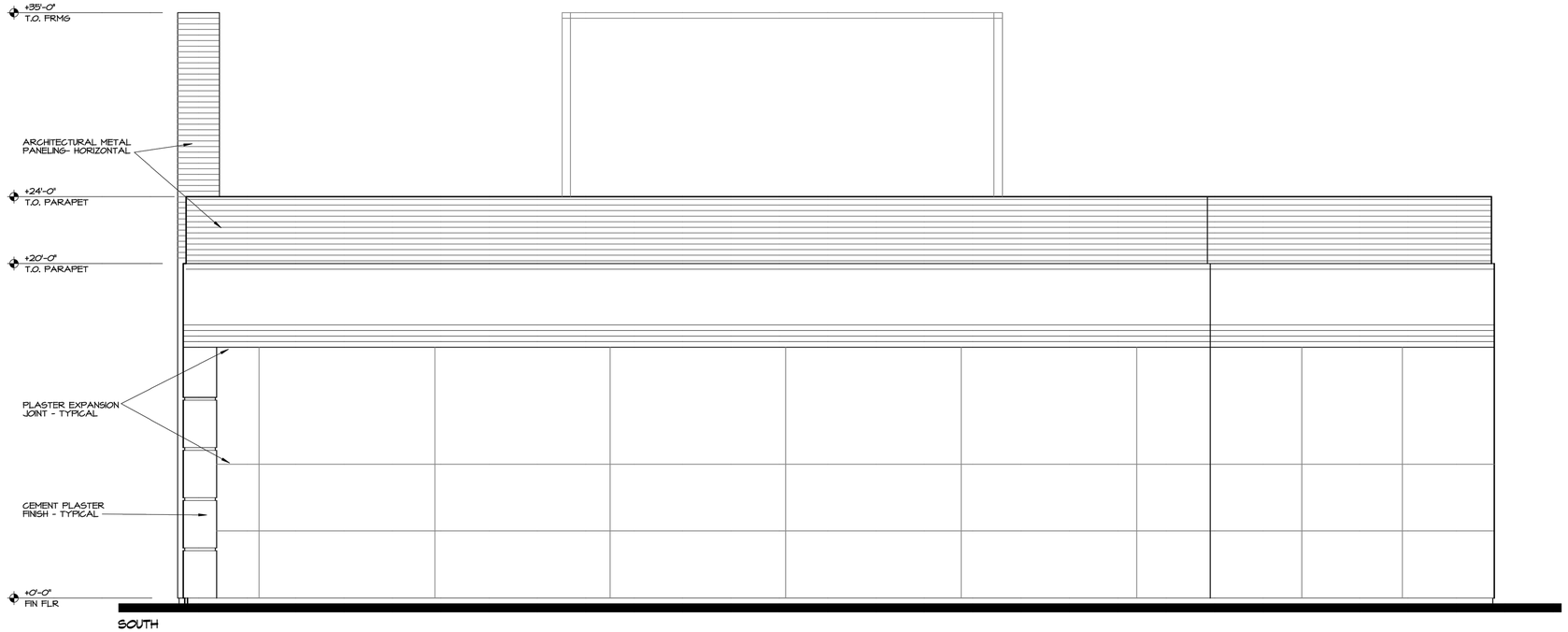
FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-5

05.31.2022



EAST



SOUTH

PROPOSED EXTERIOR ELEVATIONS

1/4"

SCOTT A. MOMMER CONSULTING

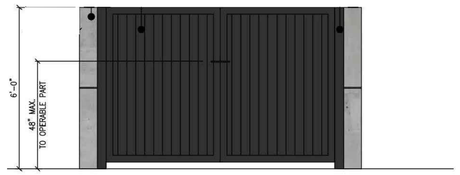
FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-6

05.31.2022

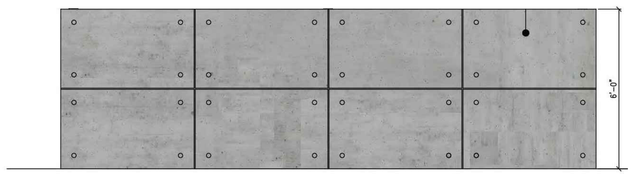
1 TRASH ENCLOSURE

Scale: 3/8" = 1'-0"



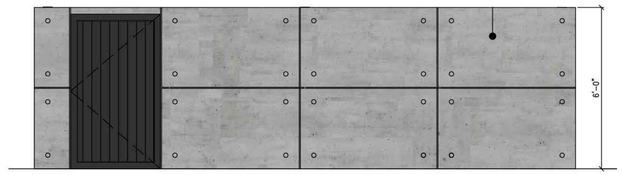
TRASH ENCLOSURE ACCESS ELEVATION

Scale: 3/8" = 1'-0"



SIDE ACCESS ELEVATION

Scale: 3/8" = 1'-0"



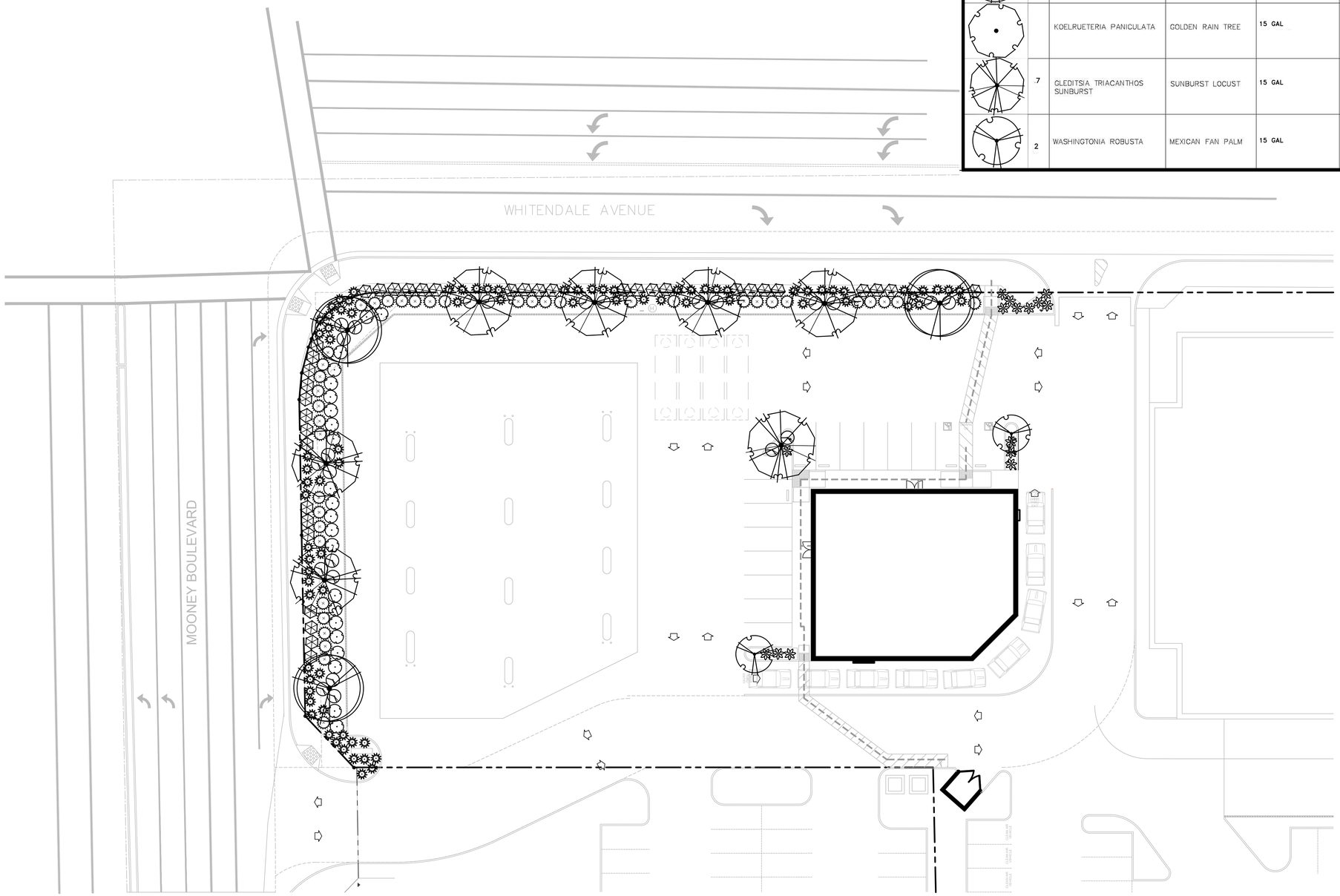
TRASH ENCLOSURE BACK ELEVATION

Scale: 3/8" = 1'-0"

PLANT LEGEND

KEY	QTY	BOTANICAL NAMES	COMMON NAMES	SIZE	SPACING
	3	MELALEUCA LINARIFILIA	FLAXLEAF PAPERBARK	15 GAL	40' O.C.
		KOELRUETERIA PANICULATA	GOLDEN RAIN TREE	15 GAL	20' O.C.
	7	GLEDITSIA TRIACANTHOS SUNBURST	SUNBURST LOCUST	15 GAL	20' O.C.
	2	WASHINGTONIA ROBUSTA	MEXICAN FAN PALM	15 GAL	20' O.C.

KEY	QTY	BOTANICAL NAMES	COMMON NAMES	SIZE	SPACING
	22	LIGUSTRUM JAPONICA	WAX LEAF PRIVET	5 GAL	3' O.C.
	39	ANIGO ZANTHOS	KANGAROO PAW "BIG RED"	5 GAL	3' O.C.
	15	LLEX CRENATA	JAPANESE SKY PENCIL	5 GAL	3' O.C.
		RHAPHIOLEPIS X DELACOURI	INDIAN PRINCESS	5 GAL	3' O.C.
	24	PHORMIUM TENAX "RUBRA"	NEW ZEALAN FLAX	5 GAL	3' O.C.
	51	ALOE MACULATA	SOAP ALOE	1 GAL	2' O.C.
	15	FESTUCA GLAUCA	BLUE FESCUE	1 GAL	2' O.C.



LANDSCAPE AREA

PROPOSED LANDSCAPE AREA =	5,019 SF
TOTAL PARKING LOT AREA =	55,722 SF
PROPOSED LANDSCAPE AREA / TOTAL PARKING LOT AREA =	5,019 /55,722 = 0.09 (9%)

TRUE NORTH

SCALE: 1"=20'-0"

0 5 10 20 30 40

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
L-1

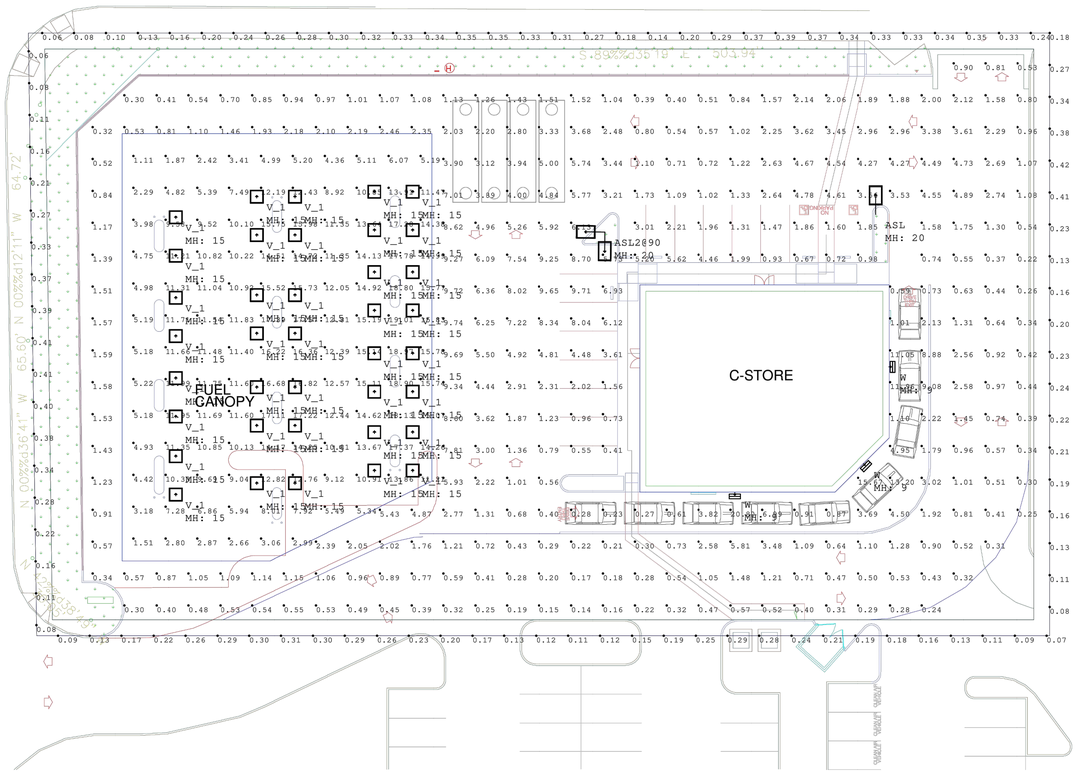
05.31.2022

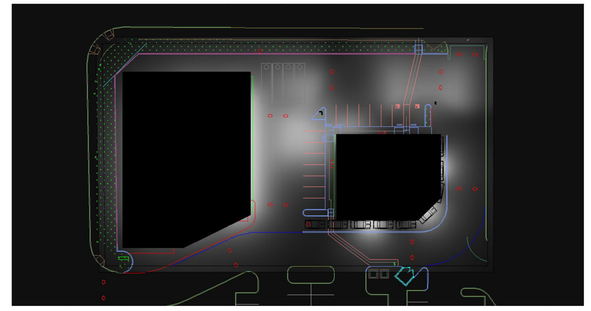
NOTES:

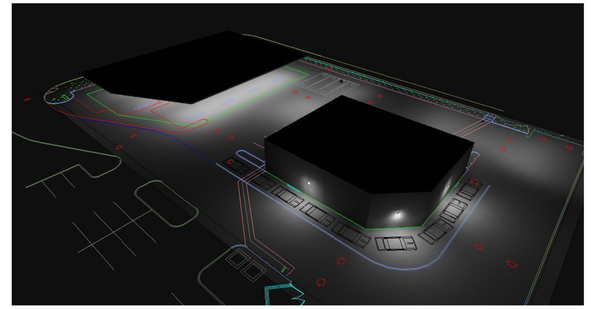
1. THE FOOTCANDLE LEVELS AS SHOWN ARE BASED ON THE FOLLOWING CRITERIA. ANY SUBSTITUTIONS IN SPECIFIED FIXTURES OR CHANGES TO LAYOUT WILL AFFECT LIGHTING LEVELS SHOWN AND WILL NOT BE THE RESPONSIBILITY OF SECURITY LIGHTING.

2. DISTANCE BETWEEN READINGS 10

DRWG. NO. EX50069-Rev1.AGI







Calculation Summary							
Label	CalcType	Units	Avg	Max	Min	Avg/Min	Max/Min
CANOPY READINGS	Illuminance	Fc	10.83	19.01	1.11	9.76	17.13
PAVED SURFACE READINGS	Illuminance	Fc	2.43	20.80	0.14	17.36	148.57
PROPERTY LINE READINGS	Illuminance	Fc	0.23	0.42	0.06	3.83	7.00

Luminaire Schedule								
Symbol	Qty	Label	Arrangement	Description	LLF	Luminaire Watts	Mounting Height	Pole Type
	1	ASL2@90	2 @ 90 degrees	ASL1-135-4W-ASQU	0.900	133.1	20	SES-17-40-1-GL-TA-xx (4")
	38	V_1	Single	VSH-30-5K7-UNV	0.900	30.405	15	N/A
	3	W	Single	WGH2-70W-5K	0.900	69.6	9	N/A
	1	ASL	Single	ASL1-135-4W-ASQU	0.900	133.1	20	SES-17-40-1-GL-TA-xx (4")

1. THIS LIGHTING DESIGN IS BASED ON INFORMATION SUPPLIED BY OTHERS TO SECURITY LIGHTING SYSTEMS. SITE DETAILS PROVIDED HEREON ARE REPRODUCED ONLY AS A VISUALIZATION AID. FIELD DEVIATIONS MAY SIGNIFICANTLY AFFECT PREDICTED PERFORMANCE. PRIOR TO INSTALLATION, CRITICAL SITE INFORMATION (POLE LOCATIONS, ORIENTATION, MOUNTING HEIGHT, ETC.) SHOULD BE COORDINATED WITH THE CONTRACTOR AND/OR SPECIFIER RESPONSIBLE FOR THE PROJECT.

2. LUMINAIRE DATA IS TESTED TO INDUSTRY STANDARDS UNDER LABORATORY CONDITIONS. OPERATING VOLTAGE AND NORMAL MANUFACTURING TOLERANCES OF LAMP, BALLAST, AND LUMINAIRE MAY AFFECT FIELD RESULTS.

3. CONFORMANCE TO FACILITY CODE AND OTHER LOCAL REQUIREMENTS IS THE RESPONSIBILITY OF THE OWNER AND/OR THE OWNER'S REPRESENTATIVE.

4. THIS LAYOUT MAY NOT MEET TITLE 24 OR LOCAL ENERGY REQUIREMENTS. IF THIS LAYOUT NEEDS TO BE COMPLIANT WITH TITLE 24 OR OTHER ENERGY REQUIREMENTS, PLEASE CONSULT FACTORY WITH SPECIFIC DETAILS REGARDING PROJECT REQUIREMENTS SO THAT REVISIONS MAY BE MADE TO THE DRAWING.

SECURITY LIGHTING
2100 Golf Road, Suite 440, Rolling Meadows, IL 60008
1-800-544-4848

UNLESS OTHERWISE SPECIFIED, ALL DIMENSIONS ARE IN INCHES

SCALE 1" = 20' 0" DATE 5/9/2022

DRAWN BY VS

POINT-BY-POINT FOOTCANDLE PLOT FOR:
Fastrip Gas Station
Visalia, CA

DRAWING NUMBER

EX50069-Rev1.AGI

SCALE: 1"=20'-0"

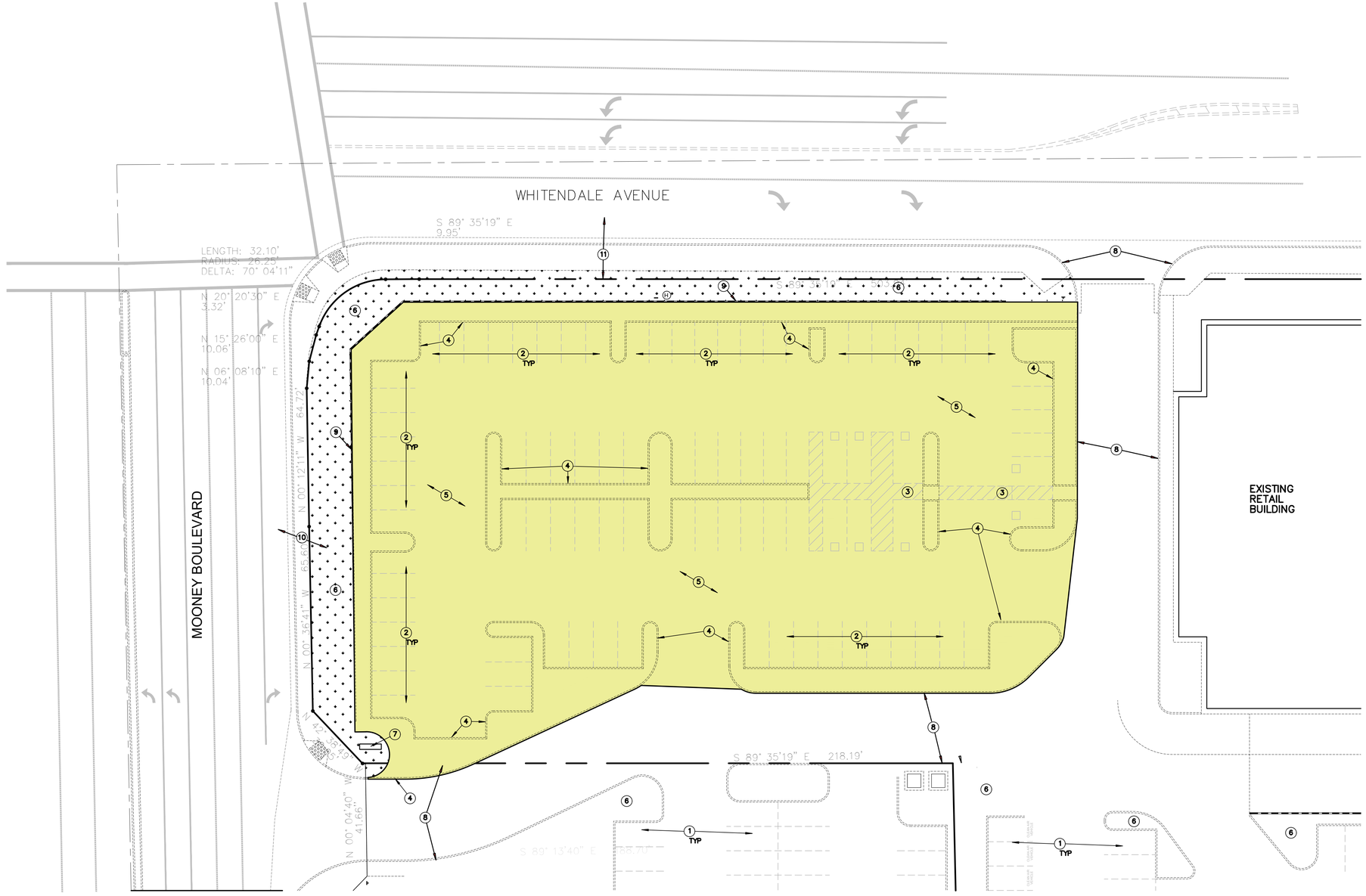
TRUE NORTH

0 5 10 20 30 40

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
SL-1

05.31.2022



N

PROPOSED SITE DEMOLITION PLAN

SITE ANALYSIS

A.P.N.	122-320-078
ZONING:	MU-C (MIXED USE COMMERCIAL)
SITE DRAINAGE:	EXISTING DRAINS TO STREETS
SITE AREA:	162,732 SF (3.74 ACRES)
BUILDING AREA EXISTING RETAIL (TOYS R US):	31,101 SF (19.1% OF SITE)
EXISTING PARKING COUNTS TOTAL EXISTING PARKING: PARKING PROPOSED TO BE REMOVED:	 232 SPACES 91 SPACES
TOTAL EXISTING PARKING REMAINING:	151 SPACES TOTAL

KEYNOTES

1. EXISTING 9'-0" WIDE x 19'-0" DEEP PARKING STALL PER CITY OF VISALIA STANDARDS TO REMAIN
2. EXISTING 9'-0"x 20'-0" ACCESSIBLE PARKING SPACE AND SIGNAGE TO BE REMOVED
3. EXISTING 4'-0" MINIMUM WIDE HANDICAP ACCESSIBLE AISLE /PATH OF TRAVEL
4. EXISTING CONCRETE CURB AND ADJACENT LANDSCAPE AREA TO BE REMOVED
5. EXISTIGN A.C. PAVING TO BE REMOVED
6. EXISTING TO REMAIN LANDSCAPE AREA / PLANTER WITH IRRIGATION, SHRUBS, GROUND-COVER, AND TREES TO REMAIN
7. EXISTING MAIN WATER BACKFLOW DEVICE TO REMAIN
8. EXISTING SHARED CURB RETURN AND VEHICULAR ACCESS EASEMENT TO REMAIN PER ACCESS AGREEMENT
9. EXISTING 3'-0" HIGH CONCRETE BLOCK LANDSCAPE WALL TO REMAIN
10. APPROXIMATE LINE DENOTING IRREVOCABLE OFFER OF DEDICATION (18.0') ALONG MOONEY BOULEVARD TO THE CITY OF VISALIA PER DOC 93-054767
11. APPROXIMATE LINE DENOTING IRREVOCABLE OFFER OF DEDICATION (23.0') ALONG WHITENDALE AVE TO THE CITY OF VISALIA PER DOC 93-054768

LEGENDS

DEMOLITION LIMITS

SCOTT A. MOMMER CONSULTING

TRUE NORTH

SCALE: 1"=20'-0"

0 5 10 20 30 40

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-3

05.31.2022

Fastrip Operational Statement: SEC of Mooney Blvd & W. Whitendale Ave, Visalia, CA

Hours of Operation:

- Business Hours are 24 hours a day, 7 days a week and 365 days a year.

Work Force:

- Fastrip Operators/Managers live and work in the community in which their stores are located and are highly involved in the day-to-day operations. Most Fastrip Operators/Managers only own/manage one store, allowing them to focus on best serving the unique needs of their guests and local communities.
- The stores generally follow company guidelines and directions to maximize the business and to provide the goods and services that the surrounding community demand.
- Staffing Hours by Shift:
    - Sunday – Thursday - Day – 4 employees, Swing – 3 employees, Third Shift– 2 employees
    - Friday & Saturday – Day – 4 employees, Swing 5 employees, Third Shift – 3 employees
- Store Management – General Manager on-site Monday to Friday, 6am to 4pm; Assistant Manager – Thursday to Tuesday; Full time position; hours are varied due to store needs.
- District Manager provides direction and support to General Manager and Staff; Regular weekly visits and as needed.
- Director of Stores oversees the District Manager. Position is 50% office and 50% Field.
- Merchandise Manager – Provides merchandising, marketing and vendor management support to all Fastrip locations. Position is 50% office and 50% Field.
- Marketing Coordinator – Provides support to Fastrip locations. The position is located at Fastrip HQ.

Drive Thru:

- The site will have a single-lane drive-thru operation that will sell a small amount of Fastrip C-store items such as coffee, fountain drinks, and snacks. Due to the limited quantity of product that the drive-thru customer can purchase, the overall queuing for the drive-thru provides for nine (9) vehicles stacking. The drive-thru facility for the Fastrip fuel station is unique in that it is not designed for food or beverage operation similar to a typical Fast-Food Restaurant. The operation is a small area of the Floor Plan of ~150 SF and only services fountain drinks and pre-cooked hamburgers, hot dogs, microwave burritos, and etc. for a quick, convenient snack to its customers. Pursuant to the conversation between Fastrip and the City of Visalia, it was discussed that what is being provided is prepared food and other items in the c-store.

Deliveries:

- Most deliveries occur between 7am-5pm weekdays and Fastrip typically receives 15 deliveries a week. In addition, a grocery vendor delivers 2 or 3 times per week. Approximately twice a month, there may be a delivery occurring around 4 am. No residential exists close to the property so we anticipate no households being disturbed.

Landscaping:

- The project will conform to the City Landscaping Standards.

Gas Station:

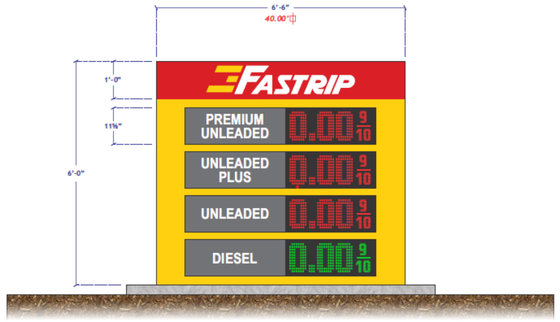
- Fastrip is known for having very competitive fuel prices and often has the lowest price on the street.
- The locations sell regular, mid-grade, premium and diesel fuels.
- Proposed one (1) fuel canopies, total of 24 fuel stations.

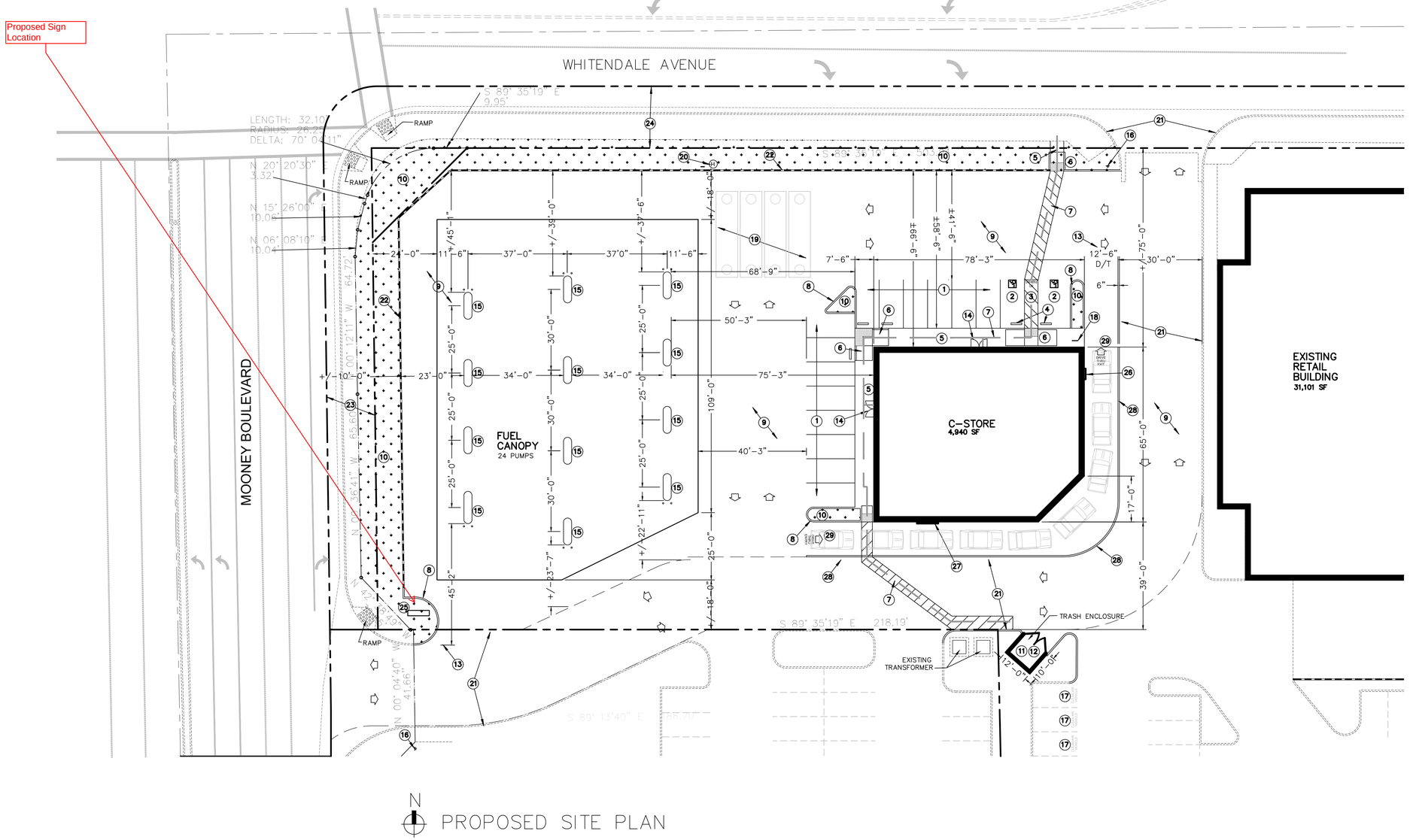
Products: Fastrip has always carried many grocery items, including dairy and considers itself a small grocery store.

- The kitchen area will provide pre-prepared food and other items in the c-store.
- Full assortment of grocery items including paper supplies, pet foods and cleaning items.
- Dairy products such as gallon milk, bacon, eggs, and a wide range of cooler items.
- Full line of Health and Beauty aids.
- Wide assortment of bottled and canned beverages including water, juices, soft drinks, etc.
- Hot coffee and a large selection of fountain beverages.
- Salty Snacks
- Pre-packaged sandwiches and burritos
- Packaged Beer, Wine & Liquor
- Packaged Ice
- Bundled firewood in front of store.
- Newspaper stands in front of store
- Propane exchange cage in front of store
- Ice Freezer in front of store

Security:

- Fastrip has an extensive video surveillance program that consists of a DVR system, several cameras that record and document any incidents on the property. Fastrip has a full-time surveillance department that monitors the stores. In regard to the existing vacant 31,101 Sq Ft building, we have been working very close with the Visalia Police Department and we have signed up for the TEP program. If an incident occurs around the building, we ask that the Visalia PD let us know right away and we will assist however we can. So far, this has been a very successful program between Visalia PD and Fastrip Oil Company, LP.





N

PROPOSED SITE PLAN

SITE ANALYSIS

A.P.N.	122-320-078
ZONING:	MU-C (MIXED USE COMMERCIAL)
SITE DRAINAGE:	EXISTING DRAINS TO STREETS
SITE AREA:	162,732 SF (3.74 ACRES)
BUILDING AREAS	
EXISTING RETAIL (TOYS R US):	31,101 SF (19.1% OF SITE)
PROPOSED FASTRIP:	4,940 SF (3% OF SITE)
PROPOSED FUEL CANOPY:	12,365 SF (7.5% OF SITE)
NEW/EXISTING LANDSCAPE AREA:	+/-22,446 SF (13.8% OF SITE)
NUMBER OF STORIES:	1
BUILDING OCCUPANCY:	B/M
PARKING REQUIRED	
EXISTING RETAIL BUILDING (31,101 SF/ 300):	104 SPACES
PROPOSED FASTRIP (4,940 SF/ 300):	16 SPACES
TOTAL NEW/EXISTING PARKING REQUIRED:	120 SPACES TOTAL
PARKING PROVIDED	
EXISTING PARKING TO REMAIN (SOUTH OF RETAIL BLD'G):	141 SPACES
PROPOSED NEW FASTRIP PARKING SPACES:	16 SPACES
TOTAL NEW/EXISTING PARKING PROVIDED:	155 SPACES TOTAL

KEYNOTES

1. 9'-0" WIDE x 19'-0" DEEP PARKING STALL PER CITY OF VISALIA STANDARDS (INCLUDING 2'-0" OVERHANG WHERE SHOWN)
2. 12'-0"x 19'-0" VAN OR 9'-0"x 20'-0" ACCESSIBLE PARKING STALL WITH 3'-0"x 3'-0" PAINTED STALL SIGN AND 70" SQ IN POLE MOUNTED PARKING SIGN DISPLAYING THE INTERNATIONAL SYMBOL OF ACCESSIBILITY WITH AN ADDITIONAL SIGN OR LANGUAGE STATING "MINIMUM FINE $250.00" INCLUDE SIGN MOUNTED BELOW STATING "VAN ACCESSIBLE" WHERE APPROPRIATE PER CBC SECTION 1129B- 80" MINIMUM HEIGHT TO THE BOTTOM OF ALL POLE SIGNS
3. 5'-0" MINIMUM WIDE HANDICAP ACCESSIBLE AISLE PARKING SPACES WITH THE WORDS "NO PARKING" IN 12" HIGH CONTRASTING LETTERS- SLOPE NOT TO EXCEED 2% IN ANY DIRECTION
4. CONCRETE WHEEL STOPS TO PREVENT VEHICLES FROM OVERHANGING ACCESSIBLE CURB RAMPS
5. 4'-0" WIDE MINIMUM CONCRETE AND AC PAVED WALK WITH SLOPE NOT TO EXCEED 5% IN THE DIRECTION OF TRAVEL AND CROSS SLOPE NOT TO EXCEED 2%
6. CURB RAMP WITH 3'-0" BORDER OF TRUNCATED DOME TILES AT FLUSH CONDITION BETWEEN CONCRETE WALKWAY AND VEHICULAR AREA FOR ACCESSIBLE PATH OF TRAVEL TO AND FROM PUBLIC WAY AND/OR ACCESSIBLE PARKING STALLS AND AISLES
7. DASHED LINE DENOTES ACCESSIBLE PATH OF TRAVEL TO PUBLIC WAY AND ACCESSIBLE PARKING SPACES. MAXIMUM SLOPE DOES NOT EXCEED 5% AND CROSS SLOPE DOES NOT EXCEED 2% - SEE CIVIL DRAWINGS FOR ACTUAL SLOPES AND GRADE CHANGES
8. NEW 6" CONCRETE CURB - SEE GRADING PLAN FOR ADDITIONAL INFORMATION
9. A.C. PAVING PER MINIMUM COUNTY STANDARDS VERIFY WITH FINAL SOILS REPORT
10. LANDSCAPE AREA / PLANTER WITH IRRIGATION, SHRUBS, GROUND-COVER, AND TREES PER CITY OF VISALIA STANDARDS
11. APPROXIMATE LOCATION OF 10'-0"x 12'-0" (EXTERIOR DIMENSIONS) 3-BIN CONCRETE BLOCK TRASH ENCLOSURE ON CONCRETE PAD PER CITY OF VISALIA STANDARDS
12. APPROXIMATE LOCATION OF BUILDING OCCUPANT'S EXTERIOR RECYCLING STORAGE BIN(S) PER CALIFORNIA GREEN CODE SECTION 5.410.1- VERIFY FINAL LOCATION WITH OCCUPANT
13. APPROXIMATE LOCATION EXISTING CURB AND LANDSCAPE AREA TO BE REMOVED
14. LEVEL CONCRETE LANDING WITH SLOPE NOT EXCEEDING 2% IN ANY DIRECTION AND 2'-0" CLEAR ON STRIKE SIDE OF DOOR- INTEGRATE INTO EXISTING CONCRETE WALKWAY
15. APPROXIMATE LOCATION OF MULTIPLE PRODUCT DISPENSER (MPD) WITH FUELING POSITIONS ON TWO (2) SIDES
16. 17"x22" POLE MOUNTED SIGN WITH 1" HIGH LETTERS STATING THE FOLLOWING (BLANK SPACES SHALL BE FILLED IN WITH APPROPRIATE INFORMATION AS A PERMANENT PART OF THE SIGN): "UNAUTHORIZED VEHICLES PARKED IN DESIGNATED ACCESSIBLE SPACES NOT DISPLAYING DISTINGUISHING PLACARDS OR LICENSE PLATES ISSUED FOR PERSONS WITH DISABILITIES MAY BE TOWED AWAY AT OWNER'S EXPENSE. TOWED VEHICLES MAY BE RECLAIMED AT _____ OR BY TELEPHONING_____." BOTTOM OF SIGN AT 80" MIN
17. PAINT, IN THE PAINT USED FOR STALL STRIPING, THE WORDS "CLEAN AIR/VANPOOL/EV" IN 12" TALL LETTERS SUCH THAT THE LOWER EDGE OF THE LAST WORD ALIGNS WITH THE END OF THE STALL STRIPING AND IS VISIBLE BENEATH A PARKED VEHICLE (PER CGBSC DIVISION 5.106.5.2.1)- (3) TOTAL SPACES REQUIRED AS SHOWN
18. APPROXIMATE LOCATION OF SHORT TERM U-STYLE LOOP BICYCLE PARKING RACK WITH LOCATIONS FOR (2) BIKES MINIMUM (5 PERCENT) TO BE PARKED AT ONE TIME ON 3 1/2" THICK CONCRETE PAD- SEE SITE PLAN FOR DIMENSIONS (PER CGBSC DIVISION 5.106.4.1)
19. APPROXIMATE LOCATION OF UNDER-GROUND FUEL TANKS- FINAL LOCATION SHALL BE CONFIRMED WITH CHEVRON VENDOR DRAWINGS
20. APPROXIMATE LOCATION OF FUEL VENTS AND HEALY TANK AT +10"-0" ABOVE GRADE- VERIFY WITH FINAL FUEL DRAWINGS
21. EXISTING SHARED CURB RETURN AND VEHICULAR ACCESS EASEMENT TO REMAIN PER ACCESS AGREEMENT
22. EXISTING 3'-0" HIGH CONCRETE BLOCK LANDSCAPE WALL TO REMAIN
23. APPROXIMATE LINE DENOTING IRREVOCABLE OFFER OF DEDICATION (18.0') ALONG MOONEY BOULEVARD TO THE CITY OF VISALIA PER DOC 93-054767
24. APPROXIMATE LINE DENOTING IRREVOCABLE OFFER OF DEDICATION (23.0') ALONG WHITENDALE AVE TO THE CITY OF VISALIA PER DOC 93-054768
25. EXISTING MAIN WATER BACKFLOW DEVICE TO REMAIN
26. APPROXIMATE LOCATION OF DRIVE-THRU WINDOW
27. APPROXIMATE LOCATION OF DRIVE-THRU MENU BOARD
28. 6"x6" CONTINUOUS CONCRETE CURB TO SEPARATE DRIVE-THRU LANE FROM ADJACENT VEHICULAR TRAFFIC AISLES
29. PAINTED DIRECTIONAL ARROWS AT ENTRY POINT AND EXIT POINT

SAMC SCOTT A. MOMMER CONSULTING

FASTRIP

TRUE NORTH

SCALE: 1"=20'-0"

0 5 10 20 30 40

FASTRIP
SEC OF MOONEY BOULEVARD
AND W. WHITENDALE AVENUE
VISALIA, CA 93277

CONCEPTUAL PLAN SET
NOT FOR CONSTRUCTION
A-2

07.14.2021

CITY OF VISALIA
315 E. ACEQUIA STREET
VISALIA, CA 93291

NOTICE OF A PROPOSED NEGATIVE DECLARATION

Project Title: Conditional Use Permit No. 2021-21

Project Description: A request by Scott A. Mommer Consulting to establish a 4,940 square foot Fastrip convenience store and service station containing 24 fueling positions, with a drive-thru on a 3.74 acre parcel within the C-MU (Mixed-Use Commercial) Zone.

Project Location: The project site is located at 2800 South Mooney Boulevard, on the southeast corner of West Whitendale Avenue and South Mooney Boulevard (APN: 122-320-078).

Contact Person: Cristobal Carrillo, Associate Planner Phone: 559-713-4443
Email: cristobal.carrillo@visalia.city

Time and Place of Public Hearing: A public hearing will be held before the Planning Commission on Monday, November 14, 2022 at 7:00 p.m. in the City Hall Council Chambers located at 707 W. Acequia Avenue, Visalia, California.

Pursuant to City Ordinance No. 2388, the Environmental Coordinator of the City of Visalia has reviewed the proposed project described herein and has found that the project will not result in any significant effect upon the environment because of the reasons listed below:

Reasons for Negative Declaration: Initial Study No. 2021-09 has not identified any significant, adverse environmental impact(s) that may occur because of the project. Copies of the initial study and other documents relating to the subject project may be examined by interested parties at the Planning Division in City Hall East, at 315 East Acequia Avenue, Visalia, CA and online at:

https://www.visalia.city/depts/community_development/planning/cega_environmental_review.asp.

Comments on this proposed Negative Declaration will be accepted from October 13, 2022, to November 11, 2022.

Date: 10/12/2022

Signed: 

Brandon Smith, AICP
Environmental Coordinator
City of Visalia

NEGATIVE DECLARATION

Project Title: Conditional Use Permit No. 2021-21

Project Description: A request by Scott A. Mommer Consulting to establish a 4,940 square foot Fastrip convenience store and service station containing 24 fueling positions with a drive-thru on a 3.74 acre parcel within the C-MU (Mixed-Use Commercial) Zone. The project will also include repair, replacement, and/or reconfiguration of on-site improvements pertaining to access drives, parking lots, onsite lighting, landscaping, utilities, curbs, gutters, and sidewalks.

Project Location: The project site is located at 2800 S. Mooney Blvd., on the southeast corner of West Whitendale Avenue and South Mooney Blvd. (APN: 122-320-078).

Project Facts: Refer to Initial Study for project facts, plans and policies, and discussion of environmental effects.

Attachments:

Initial Study	(X)
Environmental Checklist	(X)
Maps	(X)
Traffic Study	(X)
Mitigation Measures	( )

DECLARATION OF NO SIGNIFICANT EFFECT:

This project will not have a significant effect on the environment for the following reasons:

(a) The project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

(b) The project does not have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals.

(c) The project does not have environmental effects which are individually limited but cumulatively considerable. Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

(d) The environmental effects of the project will not cause substantial adverse effects on human beings, either directly or indirectly.

This Negative Declaration has been prepared by the City of Visalia Planning Division in accordance with the California Environmental Quality Act of 1970, as amended. A copy may be obtained from the City of Visalia Planning Division Staff during normal business hours.

APPROVED
Brandon Smith, AICP
Environmental Coordinator

By: 

Date Approved: 10/12/2022

Review Period: 30 days

INITIAL STUDY

I. GENERAL

A. Description of the Project: Conditional Use Permit No. 2021-21: A request by Scott A. Mommer Consulting to establish a 4,940 square foot Fastrip convenience store and service station containing 24 fueling positions with a drive-thru on a 3.74 acre parcel within the C-MU (Mixed-Use Commercial) Zone. The project will also include repair, replacement, and/or reconfiguration of on-site improvements pertaining to access drives, parking lots, onsite lighting, landscaping, utilities, curbs, gutters, and sidewalks.

B. Identification of the Environmental Setting: The site contains a vacant 31,101 square foot commercial building previously employed as a retail tory store. The site is also improved with a parking field, mature landscaping, parking lot lighting, curb/gutter/sidewalk, drive ways, drive aisles, and related infrastructure. Improvements in the northwest quadrant of the project site will be altered as a part of this proposal. The remainder of the site, including the commercial building, will be unchanged. No future use has been identified by the applicant for the vacant commercial building. An existing offsite drive providing access from South Mooney Boulevard, for which a shared access agreement has been recorded, would continue to be employed by the applicant for the project. Mooney Boulevard to the west of the project site is a six-lane street that is designated by the Visalia Circulation Element as a Major Arterial roadway. Whitendale Avenue adjacent to the north of the project site is a four-lane street designated by the Visalia Circulation Element as Collector roadway.

The surrounding uses, Zoning, and General Plan are as follows:

	General Plan	Zoning	Existing uses
North:	Commercial Mixed-Use, Office, Residential Low Density	C-MU (Mixed Use Commercial), O-PA (Professional/Administrative Office), R-1-5 (Single Family Residential, 5,000 square foot minimum lot size)	West Whitendale Avenue, mixed commercial development (including a Shell service station and convenience store), single family residences (Mooney Terrace No. 2 subdivision).
South:	Commercial Mixed-Use	C-MU	Mor Furniture complex, mixed commercial development and single-family residences (Tract No. 80 subdivision).
East:	Residential Medium Density, Residential Low Density	R-M-2 (Multi-Family Residential, 3,000 square foot minimum site area per dwelling), R-1-5	Single and multi-family residential development (Old Town Meadows and Whitney Terrace No. 3 Subdivisions).
West:	Commercial Mixed-Use	C-MU	North Mooney Boulevard/State Route 63, mixed commercial development, including a 76 service station and convenience store.

Fire and police protection services, street maintenance of public streets, refuse collection, and wastewater treatment will be provided by the City of Visalia upon the development of the area.

C. Plans and Policies: The General Plan Land Use Diagram designates the site as Commercial Mixed Use and the Zoning Map designates the site as C-MU (Mixed-Use Commercial) which is consistent with the Land Use Element of the General Plan, and consistent with the standards for mixed use zones development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.19.

II. ENVIRONMENTAL IMPACTS

No significant adverse environmental impacts have been identified for this project. The City of Visalia Land Use Element and Zoning Ordinance contain policies and regulations that are designed to mitigate impacts to a level of non-significance.

III. MITIGATION MEASURES

There are no mitigation measures for this project. The City of Visalia Zoning Ordinance contains guidelines, criteria, and requirements for the mitigation of potential impacts related to light/glare, visibility screening, noise, and traffic/parking to eliminate and/or reduce potential impacts to a level of non-significance. A traffic study was prepared for the project.

The traffic study concluded that the project does not cause any intersection to operate below the level of service threshold, therefore, no mitigation is required based on Level of Service deficiencies.

IV. PROJECT COMPATIBILITY WITH EXISTING ZONES AND PLANS

The project is compatible with the General Plan and Zoning Ordinance as the project relates to surrounding properties.

V. SUPPORTING DOCUMENTATION

The following documents are hereby incorporated into this Negative Declaration and Initial Study by reference:

- Visalia General Plan Update. Dyett & Bhatia, October 2014.
- Visalia City Council Resolution No. 2014-38 (Certifying the Visalia General Plan Update), passed and adopted October 14, 2014.
- Visalia General Plan Update Final Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, June 2014.
- Visalia General Plan Update Draft Environmental Impact Report (SCH No. 2010041078). Dyett & Bhatia, March 2014.
- Visalia City Council Resolution No. 2014-37 (Certifying the EIR for the Visalia General Plan Update), passed and adopted October 14, 2014.
- Visalia Municipal Code, including Title 17 (Zoning Ordinance).
- California Environmental Quality Act Guidelines.
- City of Visalia, California, Climate Action Plan, Draft Final. Strategic Energy Innovations, December 2013.
- Visalia City Council Resolution No. 2014-36 (Certifying the Visalia Climate Action Plan), passed and adopted October 14, 2014.
- City of Visalia Storm Water Master Plan. Boyle Engineering Corporation, September 1994.
- City of Visalia Sanitary Sewer Master Plan. City of Visalia, 1994.
- Tulare County Important Farmland 2014 Map. California Department of Conservation, 2014.
- Traffic Study: Fastrip Convenience Market & Gas Station, Southeast Corner of Mooney Boulevard & Whitendale Avenue, Visalia, California – Ruettgers & Schuler, Civil Engineers, February 2022 (Revised August 2022).

VI. NAME OF PERSON WHO PREPARED INITIAL STUDY

Cristobal Carrillo
Associate Planner

Brandon Smith
Environmental Coordinator

INITIAL STUDY
ENVIRONMENTAL CHECKLIST

Name of Proposal	Conditional Use Permit No. 2021-21		
NAME OF PROPONENT**:**	Fastrip Oil Company, LP	NAME OF AGENT**:**	Scott Mommer, Scott A. Mommer Consulting
Address of Proponent:	P.O. Box 82515	Address of Agent:	10657 E. San Felipe Avenue
	Bakersfield, CA 93380		Clovis, CA 93619
Telephone Number:	661-633-7566	Telephone Number:	559-978-7060
Date of Review	October 11, 2022	Lead Agency:	City of Visalia

The following checklist is used to determine if the proposed project could potentially have a significant effect on the environment. Explanations and information regarding each question follow the checklist.

1 = No Impact 2 = Less Than Significant Impact
3 = Less Than Significant Impact with Mitigation Incorporated 4 = Potentially Significant Impact

I. AESTHETICS

Except as provided in Public Resources Code Section 21099, would the project:

1 a) Have a substantial adverse effect on a scenic vista?

1 b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

2 c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

2 d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

II. AGRICULTURAL RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

1 a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency to non-agricultural use?

1 b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

1 c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

1 d) Result in the loss of forest land or conversion of forest land to non-forest use?

1 e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to nonagricultural use?

III. AIR QUALITY

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

2 a) Conflict with or obstruct implementation of the applicable air quality plan?

2 b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard?

2 c) Expose sensitive receptors to substantial pollutant concentrations?

1 d) Result in other emissions, such as those leading to odors adversely affecting a substantial number of people?

IV. BIOLOGICAL RESOURCES

Would the project:

2 a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

1 b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

1 c) Have a substantial adverse effect on federally protected wetlands (including but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

2 d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

1 e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

1 f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

V. CULTURAL RESOURCES

Would the project:

1 a) Cause a substantial adverse change in the significance of a historical resource pursuant to Public Resources Code Section 15064.5?

1 b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Public Resources Code Section 15064.5?

1 c) Disturb any human remains, including those interred outside of formal cemeteries?

VI. ENERGY

Would the project:

2 a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

2 b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

VII. GEOLOGY AND SOILS

Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

1 i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

1 ii) Strong seismic ground shaking?

1 iii) Seismic-related ground failure, including liquefaction?

1 iv) Landslides?

1 b) Result in substantial soil erosion or loss of topsoil?

1 c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

1 d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

1 e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

1 f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

VIII. GREENHOUSE GAS EMISSIONS

Would the project:

2 a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

2 b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

IX. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

1 a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

1 b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

1 c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

1 d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

1 e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

1 f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

1 g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

X. HYDROLOGY AND WATER QUALITY

Would the project:

2 a) Violate any water quality standards of waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

2 b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

2 c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:

2 i) result in substantial erosion or siltation on- or off-site;

2 ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite; or

2 iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

2 d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

2 e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

XI. LAND USE AND PLANNING

Would the project:

1 a) Physically divide an established community?

1 b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

XII. MINERAL RESOURCES

Would the project:

2 a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

1 b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

XIII. NOISE

Would the project result in:

2 a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

2 b) Generation of excessive groundborne vibration or groundborne noise levels?

2 c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

XIV. POPULATION AND HOUSING

Would the project:

1 a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

1 b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

XV. PUBLIC SERVICES

Would the project:

1 a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

1 i) Fire protection?

1 ii) Police protection?

1 iii) Schools?

1 iv) Parks?

1 v) Other public facilities?

XVI. RECREATION

Would the project:

1 a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

1 b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

XVII. TRANSPORTATION / TRAFFIC

Would the project:

1 a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

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

1 c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

1 d) Result in inadequate emergency access?

XVIII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

1 a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

2 b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

XIX. UTILITIES AND SERVICE SYSTEMS

Would the project:

2 a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

2 b) Have sufficient water supplies available to service the project and reasonable foreseeable future development during normal, dry, and multiple dry years?

1 c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

1 d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

1 e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

XX. WILDFIRE

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

1 a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

1 b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

1 c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

1 d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

2 a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

2 b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

2 c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

Note: Authority cited: Sections 21083 and 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080(c), 21080.1, 21080.3, 21083, 21083.05, 21083.3, 21093, 21094, 21095, and 21151, Public Resources Code; *Sundstrom v. County of Mendocino,*(1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors,* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

Revised 2019

Authority: Public Resources Code sections 21083 and 21083.09

Reference: Public Resources Code sections 21073, 21074, 21080.3.1, 21080.3.2, 21082.3/ 21084.2 and 21084.3

DISCUSSION OF ENVIRONMENTAL EVALUATION

I. AESTHETICS

a. The proposed project is new commercial construction which will meet City standards for setbacks, landscaping, and height restrictions.

This project will not adversely affect the view of any scenic vistas. The Sierra Nevada mountain range may be considered a scenic vista and the view will not be adversely impacted by the project. As it stands an existing commercial building already partially obstructs views of the Sierra Nevada mountain range.

b. There are no scenic resources on the site.

c. The proposed project includes commercial development that will be aesthetically consistent with surrounding development and with General Plan policies. Furthermore, the City has development standards related to landscaping and other amenities that will ensure that the visual character of the area is enhanced and not degraded. Thus, the project would not substantially degrade the existing visual character of the site and its surroundings.

d. The project will create new sources of light that are typical of commercial development. The City has development standards that require that light be directed and/or shielded so it does not fall upon adjacent properties. Additionally, a Photometric Plan has been submitted verifying that lighting will not exceed 0.5 lumens at areas of the project site that are adjacent to residential uses, in compliance with Site Plan Review Committee requirements.

II. AGRICULTURAL RESOURCES

a. The project is located on property that is not identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, based on maps prepared by the California Department of Conservation and contained within the Visalia General Plan, Figure 6-4.

The Visalia General Plan Update Environmental Impact Report (EIR) has already considered the environmental impacts of the conversion of properties within the Planning Area into non-agriculture uses. Overall, the General Plan results in the conversion of over 14,000 acres of Important Farmland to urban uses, which is considered significant and unavoidable. Aside from preventing development altogether the conversion of Important Farmland to urban uses cannot be directly mitigated, through the use of agricultural conservation easements or by other means. However, the General Plan contains multiple polices that together work to limit conversion only to the extent needed to accommodate long-term growth. The General Plan policies identified under Impact 3.5-1 of the EIR serve as the mitigation that assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area. These policies include the implementation of a three-tier growth boundary system that assists in protecting open space around the City fringe and maintaining compact development within the City limits.

The project will be consistent with Policy LU-P-34. The conversion of the site from an agricultural use to urban development does not require mitigation to offset the loss of prime farmland as stated in Policy LU-P-34. The policy states; "the mitigation program shall specifically allow exemptions for conversion of agricultural lands in Tier I."

Because there is still a significant impact to loss of agricultural resources after conversion of properties within the General Plan Planning Area to non-agricultural uses, a Statement of Overriding Considerations was previously adopted with the Visalia General Plan Update EIR.

b. The project site is not zoned for agricultural use. All agricultural related uses have ceased on the property. The project is bordered by urban development on all sides. There are no known Williamson Act contracts on any properties within the project area.

c. There is no forest or timber land currently located on the site.

d. There is no forest or timber land currently located on the site.

e. The project will not involve any changes that would promote or result in the conversion of farmland to non-agriculture use. The subject property has been previously employed for urban commercial uses. Existing facilities are currently vacant but have not been returned to use for agricultural production. Properties that are vacant may develop in a way that is consistent with their zoning and land use designated at any time. The adopted Visalia General Plan's implementation of a three-tier growth boundary system further assists in protecting open space around the City fringe to ensure that premature conversion of farmland to non-agricultural uses does not occur.

III. AIR QUALITY

a. The project site is located in an area that is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD). The project in itself does not disrupt implementation of the San Joaquin Regional Air Quality Management Plan, and will therefore be a less than significant impact.

b. Development under the Visalia General Plan will result in emissions that will exceed thresholds established by the SJVAPCD for PM10 and PM2.5. The project will contribute to a net increase of criteria pollutants and will therefore contribute to exceeding the thresholds. Also the project could result in short-term air quality impacts related to dust generation and exhaust due to construction and grading activities. This site was evaluated in the Visalia General Plan Update EIR for conversion into urban development. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable. General Plan policies identified under

Impacts 3.3-1 and 3.3-2 serve as the mitigation which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations will reduce potential impacts associated with air quality standard violations to a less than significant level.

In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

c. Tulare County is designated non-attainment for certain federal ozone and state ozone levels. The project will result in a net increase of criteria pollutants. This site was evaluated in the Visalia General Plan Update EIR for conversion into urban development. Development under the General Plan will result in increases of construction and operation-related criteria pollutant impacts, which are considered significant and unavoidable. General Plan policies identified under Impacts 3.3-1, 3.3-2, and 3.3-3 serve as the mitigation which assists in reducing the severity of the impact to the extent possible while still achieving the General Plan's goals of accommodating a certain amount of growth to occur within the Planning Area.

   The project is required to adhere to requirements administered by the SJVAPCD to reduce emissions to a level of compliance consistent with the District's grading regulations. Compliance with the SJVAPCD's rules and regulations will reduce potential impacts associated with air quality standard violations to a less than significant level.

   In addition, development of the project will be subject to the SJVAPCD Indirect Source Review (Rule 9510) procedures that became effective on March 1, 2006. The Applicant will be required to obtain permits demonstrating compliance with Rule 9510, or payment of mitigation fees to the SJVAPCD.

d. The proposed project will not involve the generation of objectionable odors that would affect a substantial number of people.

IV. BIOLOGICAL RESOURCES

a. The site has no known species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. The project would therefore not have a substantial adverse effect on a sensitive, candidate, or special species.

   In addition, staff had conducted an on-site visit to the site in October 6, 2022 to observe biological conditions and did not observe any evidence or symptoms that would suggest the presence of a sensitive, candidate, or special species.

   City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain special-status species or their habitats may be directly or indirectly affected by future development within the General Plan Planning Area. This may be through the removal of or disturbance to habitat. Such effects would be considered significant. However, the General Plan contains multiple polices, identified under Impact 3.8-1 of the EIR, that together work to reduce the potential for impacts on special-status species likely to occur in the Planning Area. With implementation of these policies, impacts on special-status species will be less than significant.

b. The project is not located within or adjacent to an identified sensitive riparian habitat or other natural community.

   City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain sensitive natural communities may be directly or indirectly affected by future development within the General Plan Planning Area, particularly valley oak woodlands and valley oak riparian woodlands. Such effects would be considered significant. However, the General Plan contains multiple polices, identified under Impact 3.8-2 of the EIR, that together work to reduce the potential for impacts on woodlands located within in the Planning Area. With implementation of these policies, impacts on woodlands will be less than significant.

c. The project is not located within or adjacent to federally protected wetlands as defined by Section 404 of the Clean Water Act.

   City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that certain protected wetlands and other waters may be directly or indirectly affected by future development within the General Plan Planning Area. Such effects would be considered significant. However, the General Plan contains multiple polices, identified under Impact 3.8-3 of the EIR, that together work to reduce the potential for impacts on wetlands and other waters located within in the Planning Area. With implementation of these policies, impacts on wetlands will be less than significant.

d. City-wide biological resources were evaluated in the Visalia General Plan Update Environmental Impact Report (EIR). The EIR concluded that the movement of wildlife species may be directly or indirectly affected by future development within the General Plan Planning. Such effects would be considered significant. However, the General Plan contains multiple polices, identified under Impact 3.8-4 of the EIR, that together work to reduce the potential for impacts on wildlife movement corridors located within in the Planning Area. With implementation of these policies, impacts on wildlife movement corridors will be less than significant.

e. The project will not conflict with any local policies or ordinances protecting biological resources. The City has a municipal ordinance in place to protect valley oak trees; however no oak trees exist on the project site.

f. There are no local or regional habitat conservation plans for the area.

V. CULTURAL RESOURCES

a. There are no known historical resources located within the project area. If some potentially historical or cultural resource is unearthed during development all work shall cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.

b. There are no known archaeological resources located within the project area. If some archaeological resource is unearthed during development all work shall cease until a qualified professional archaeologist can evaluate the finding and make necessary mitigation recommendations.

c. There are no known human remains buried in the project vicinity. If human remains are unearthed during development all work shall cease until the proper authorities are notified and a qualified professional archaeologist can evaluate the finding and make any necessary mitigation recommendations. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.

VI. ENERGY

a. Development of the site will require the use of energy supply and infrastructure. However, the use of energy will be typical of that associated with commercial development associated with the underlying zoning. Furthermore, the use is not considered the type of use or intensity that would result in wasteful, inefficient, or unnecessary consumption of energy resources during construction or operation. The project will be required to comply with California Building Code Title 24 standards for energy efficiency.

Polices identified under Impacts 3.4-1 and 3.4-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to energy will be less than significant.

b. The project will not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, based on the discussion above.

VII. GEOLOGY AND SOILS

a. The State Geologist has not issued an Alquist-Priolo Earthquake Fault Map for Tulare County. The project area is not located on or near any known earthquake fault lines. Therefore, the project will not expose people or structures to potential substantial adverse impacts involving earthquakes.

b. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.

c. The project area is relatively flat and the underlying soil is not known to be unstable. Soils in the Visalia area have few limitations with regard to development. Due to low clay content and limited topographic relief, soils in the Visalia area have low expansion characteristics.

d. Due to low clay content, soils in the Visalia area have an expansion index of 0-20, which is defined as very low potential expansion.

e. The project does not involve the use of septic tanks or alternative waste water disposal systems since sanitary sewer lines are used for the disposal of waste water at this location.

f. There are no known unique paleontological resources or geologic features located within the project area. In the event that potentially significant cultural resources are discovered during ground disturbing activities associated with project preparation, construction, or completion, work shall halt in that area until a qualified Native American tribal observer, archeologist, or paleontologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with Tulare County Museum, Coroner, and other appropriate agencies and interested parties.

VIII. GREENHOUSE GAS EMISSIONS

a. The project is expected to generate Greenhouse Gas (GHG) emissions in the short-term as a result of the construction of commercial development and long-term as a result of day-to-day operation of the proposed business.

The City has prepared and adopted a Climate Action Plan (CAP) which includes a baseline GHG emissions inventories, reduction measures, and reduction targets consistent with local and State goals. The CAP was prepared concurrently with the proposed General Plan and its impacts are also evaluated in the Visalia General Plan Update EIR.

The Visalia General Plan and the CAP both include policies that aim to reduce the level of GHG emissions emitted in association with buildout conditions under the General Plan. Although emissions will be generated as a result of the project, implementation of the General Plan and CAP policies will result in fewer emissions than would be associated with a continuation of baseline conditions. Thus, the impact to GHG emissions will be less than significant.

b. The State of California has enacted the Global Warming Solutions Act of 2006 (AB 32), which included provisions for reducing the GHG emission levels to 1990 baseline levels by 2020 and to a level 80% below 1990 baseline levels by 2050. In addition, the State has enacted SB 32 which included provisions for reducing the GHG emission levels to a level 40% below 1990 baseline levels by 2030.

The proposed project will not impede the State's ability to meet the GHG emission reduction targets under AB 32 and SB 32. Current and probable future state and local GHG reduction measures will continue to reduce the project's contribution to climate change. As a result, the project will not contribute significantly, either individually or cumulatively, to GHG emissions.

IX. HAZARDS AND HAZARDOUS MATERIALS

a. No hazardous materials are anticipated with the project.

b. Construction activities associated with development of the project may include maintenance of on-site construction equipment which could lead to minor fuel and oil spills. The use and handling of any hazardous materials during construction activities would occur in accordance with applicable federal, state, regional, and local laws. Therefore, impacts are considered to be less than significant.

c. There is one school (Crestwood Elementary School) located west of the project site, approximately 0.52 miles from the nearest property boundary of the project site. Notwithstanding, there is no reasonably foreseeable condition or incident involving the project that could affect the site.

d. The project area does not include any sites listed as hazardous materials sites pursuant to Government Code Section 65692.5.

e. The City of Visalia and County of Tulare adopted Airport Master Plans show the project area is located outside of any Airport Zones. There are no restrictions for the proposed project related to Airport Zone requirements.

The project area is not located within two miles of a public airport.

f. The project will not interfere with the implementation of any adopted emergency response plan or evacuation plan.

g. There are no wild lands within or near the project area.

X. HYDROLOGY AND WATER QUALITY

a. Development projects associated with buildout under the Visalia General Plan are subject to regulations which serve to ensure that such projects do not violate water quality standards of waste discharge requirements. These regulations include the Federal Clean Water Act (CWA), the National Pollutant Discharge Elimination System (NPDES) permit program. State regulations include the State Water Resources Control Board (SWRCB) and more specifically the Central Valley Regional Water Quality Control Board (RWQCB), of which the project site area falls within the jurisdiction of.

Adherence to these regulations results in projects incorporating measures that reduce pollutants. The project will be required to adhere to municipal waste water requirements set by the Central Valley RWQCB and any permits issued by the agency.

Furthermore, there are no reasonably foreseeable reasons why the project would result in the degradation of water quality.

The Visalia General Plan contains multiple polices, identified under Impact 3.6-2 and 3.9-3 of the EIR, that together work to reduce the potential for impacts to water quality. With implementation of these policies and the existing City standards, impacts to water quality will be less than significant.

b. The project area overlies the southern portion of the San Joaquin unit of the Central Valley groundwater aquifer. The project site is already developed with a building and paved surfaces. The project will result in removal of paved surfaces for placement of a new convenience store, and repairs/replacement to existing improvements. As such development will not result in an increase of impervious surfaces on the project site, it will not affect the amount of precipitation that is recharged to the aquifer. As it stands, the City of Visalia's water conservation measures and explorations for surface water use over groundwater extraction will assist in offsetting any loss in groundwater recharge.

c.

i. The development of this site will require movement of topsoil. Existing City Engineering Division standards require that a grading and drainage plan be submitted for review to the City to ensure that off- and on-site improvements will be designed to meet City standards.

ii. Existing and planned improvements to storm water drainage facilities as required through the Visalia General Plan policies will reduce any potential impacts to a less than significant level.

Polices identified under Impact 3.6-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to groundwater supplies will be less than significant.

iii. Existing and planned improvements to storm water drainage facilities as required through the Visalia General Plan policies will reduce any potential impacts to a less than significant level.

Polices identified under Impact 3.6-2 of the EIR will reduce any potential impacts to a less than significant level. With implementation of these policies and the existing City standards, impacts to groundwater supplies will be less than significant.

Furthermore, the project will be required to meet the City's improvement standards for directing storm water runoff to the City's storm water drainage system consistent with the City's adopted City Storm Drain Master Plan. These improvements will not cause significant environmental impacts.

d. The project area is located sufficiently inland and distant from bodies of water, and outside potentially hazardous areas for seiches and tsunamis. The site is also relatively flat, which will contribute to the lack of impacts by mudflow occurrence. Therefore, there will be no impact related to these hazards.

e. Development of the site has the potential to affect drainage patterns in the short term due to erosion and sedimentation during construction activities and in the long term through the expansion of impervious surfaces. Impaired storm water runoff may then be intercepted and directed to a storm drain or water body, unless allowed to stand in a detention area. The City's existing standards may require the preparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the SWRCB's General Construction Permit process, which would address erosion control measures.

The Visalia General Plan contains multiple polices, identified under Impact 3.6-1 of the EIR, that together work to reduce the potential for erosion. With

implementation of these policies and the existing City standards, impacts to erosion will be less than significant.

XI. LAND USE AND PLANNING

a. The project will not physically divide an established community. The proposed project is to be developed on land designated for commercial development. The project site is surrounded by urban development and is bordered by two roadways.

b. The project site is within the City of Visalia's Tier I Urban Development Boundary as implemented by the City General Plan. Development of lands in Tier I may occur at any time.

The proposed project is consistent with Land Use Policy LU-P-19 of the General Plan. Policy LU-P-19 states: "Ensure that growth occurs in a compact and concentric fashion by implementing the General Plan's phased growth strategy."

The proposed project will be consistent with the Land Use Element of the General Plan, and consistent with the standards for mixed-use commercial development pursuant to the Visalia Municipal Code Title 17 (Zoning Ordinance) Chapter 17.19.

The project as a whole does not conflict with any land use plan, policy or regulation of the City of Visalia. The site contains a General Plan Land Use Designation of Commercial Mixed Use and a Zoning Designation of C-MU (Mixed-Use Commercial). Within the C-MU Zone the City of Visalia's Zoning Ordinance conditionally permits convenience stores, service stations, and drive-thru facilities when they do not comply with Visalia Municipal Code performance standards (VMC Sec. 17.32.162).

The Visalia General Plan contains multiple polices, identified under Impact 3.1-2 of the EIR, that together work to reduce the potential for impacts to the development of land as designated by the General Plan. With implementation of these policies and the existing City standards, impacts to land use development consistent with the General Plan will be less than significant.

The project does not conflict with any applicable habitat conservation plan or natural community conservation plan as it is located on a vacant dirt lot with no significant natural habitat present.

XII. MINERAL RESOURCES

a. No mineral areas of regional or statewide importance exist within the Visalia area.

b. There are no mineral resource recovery sites delineated in the Visalia area.

XIII. NOISE

a. The project will result in noise generation typical of urban development, but not in excess of standards established in the City of Visalia's General Plan or Noise Ordinance. The Visalia Noise Element and City Ordinance contain criterion for acceptable noise levels inside and outside residential living spaces. This standard is 65 dB DNL for outdoor activity areas associated with residences and 45 dB DNL for indoor areas.

b. Ground-borne vibration or ground-borne noise levels may occur as a result of future construction activities associated with development of the project. Any construction activities will be temporary and will not expose persons to such vibration or noise levels for an extended period of time; thus, the impacts will be less than significant.

c. The Project site is not located within the vicinity of a private airstrip or an airport land use plan or within two miles of a public airport or public use airport. The Visalia Municipal Airport (VIS) is the closest public use airport and is located approximately 3 miles west of the Project site. Therefore, the Project will not result in impacts.

XIV. POPULATION AND HOUSING

a. The project will not directly induce substantial unplanned population growth that is in excess of that planned in the General Plan.

b. Development of the site will not displace any housing or people on the site. The project site was previously developed and currently contains a vacant commercial building.

XV. PUBLIC SERVICES

a.

i. Current fire protection facilities are located at Visalia Station 52, located approximately 540 feet west of the project site, and can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

ii. Current police protection facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

iii. The project will not generate new students for which existing schools in the area may accommodate.

iv. Current park facilities can adequately serve the site without a need for alteration. Impact fees will be paid to mitigate the project's proportionate impact on these facilities.

v. Other public facilities can adequately serve the site without a need for alteration.

XVI. RECREATION

a. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment. Nor will the project increase the use of existing neighborhood and regional parks as no residential uses are proposed.

b. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities within the area that might have an adverse physical effect on the environment.

XVII. TRANSPORTATION AND TRAFFIC

a. Development and operation of the project is not anticipated to conflict with applicable plans, ordinances, or policies establishing measures of effectiveness of the City's circulation system. The project will result in an increase in traffic levels on arterial and collector roadways, although the City of Visalia's Circulation Element has been prepared to address this increase in traffic.

b. Development of the site will result in increased traffic in the immediate area; but will not cause a substantial increase in traffic Citywide. This site was evaluated in the Visalia General Plan Update Environmental Impact Report (EIR) for Mixed Use Commercial urban use.

A Traffic Impact Analysis Report was conducted for the project (ref.: Traffic Study: Fastrip Convenience Market & Gas Station, Southeast Corner of Mooney Boulevard & Whitendale Avenue, Visalia, California – Ruettgers & Schuler, Civil Engineers, February 2022, Revised August 2022) which evaluated the potential traffic impacts of a proposed Fastrip Convenience Market and Gas Station. To this affect, the traffic study studied all signalized and major intersections within a 1/2-mile radius of the project site (Category II traffic impact analysis per the number of peak hour trips calculated). In accordance with Category II requirements, analysis was provided for the following scenarios:

• Existing

• 2022 Cumulative (Opening Year)

• 2022 Cumulative + Project

• 2022 Cumulative + Project with Mitigation (if applicable)

• 2026 Cumulative

• 2026 Cumulative + Project

• 2026 Cumulative + Project with Mitigation (if applicable)

In accordance with the City of Visalia's traffic study guidelines, the traffic study determined that the project will not cause any intersection to operate below the level of service threshold. Therefore, no mitigation is required based on Level of Service deficiencies.

The California Department of Transportation (Caltrans) has reviewed the project, and provided correspondence as a Responsible Agency, because the project takes vehicular access from Mooney Boulevard, a State Highway designated as State Route 63. Caltrans provided a letter providing comments on the final draft of the Traffic Impact Analysis on September 22, 2022. Within the letter Caltrans noted that concerns with initial drafts of the traffic study had been addressed. Caltrans staff also noted that an encroachment permit would be needed for any work conducted within the Mooney Boulevard right of way, and that a right of way dedication may be required in the future for the inclusion of a right-turn lane and bicycle lane along Mooney Boulevard. However, Caltrans did not mandate that right of way be provided with the project.

The City of Visalia, in determining the significance of transportation impacts for land use projects, recognizes the State Office of Planning Research (OPR) recommended threshold as the basis for what constitutes a significant or less than significant transportation impact. The State OPR Technical Advisory on Evaluating Transportation Impacts in CEQA, December 2018 ("Technical Advisory") has recommended a 15% reduction target based on its statement that "achieving a 15% lower per capita or per trip distance Vehicle Miles Travelled (VMT) than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals. The Technical Advisory further states that lead agencies may screen out VMT impacts using maps created with VMT data from a traffic demand model.

The City of Visalia, also recognizes the adopted City of Visalia Vehicle Miles Travelled (VMT) Thresholds and Implementation Guidelines ("Guidelines") recommended threshold as the basis for what constitutes a significant or less than significant transportation impact. The Guidelines recommend a 16% reduction target based on the Greenhouse Gas emission reduction target for 2035 for the Tulare County region set by the SB 375 Regional Plan Climate Target.

For the metric measuring VMT per trip distance, a map of the City of Visalia, produced by Tulare County Association of Governments (TCAG), provides areas with 84% or less average VMT per trip distance, or 16% below the regional average. In the subject site's TAZ, the current average trip distance experienced is 44.0035 miles, which is above the average county-wide trip distance of 29 miles and the 16% target reduction of 9.76 miles. Based on this determination, it is presumed that the project will have a significant transportation impact

However, in response to VMT impacts and mitigation, an evaluation of project vehicle miles traveled was conducted based on VMT analysis guidelines adopted by the City of Visalia. The guidelines provide "screening thresholds" for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria are not required to undergo a detailed VMT analysis. The project includes a retail use and is therefore analyzed as a retail development for VMT. One of the screening thresholds pertains to locally serving retail developments. A retail project is considered locally serving if it is less than 50,000 square feet. The proposed project would fall within the local serving retail since the total square footage of the project is 4,940. Therefore, the project would "screen out", and be expected to have less than significant transportation impacts. As such, the project is expected to result in a less than significant transportation impact under CEQA.

c. There are no planned geometric designs associated with the project that are considered hazardous.

d. The project will not result in inadequate emergency access.

XVIII. TRIBAL CULTURAL RESOURCES

The proposed project would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe.

a. The site is not listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

b. The site has been determined to not be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the

significance of the resource to a California Native American tribe.

Pre-consultations letters were sent to local tribes in accordance with AB 52, providing tribes a 30-day early review period. Staff received correspondence from the Santa Rosa Rancheria Tachi-Yokut Tribe requesting that they be retained for a cultural presentation for all construction staff, and that they be notified of any and all discoveries made related to the project site. These comments have been forwarded to the applicant.

Further, the EIR (SCH 2010041078) for the 2014 General Plan update included a thorough review of sacred lands files through the California Native American Heritage Commission. The sacred lands file did not contain any known cultural resources information for the Visalia Planning Area.

XIX. UTILITIES AND SERVICE SYSTEMS

a. The project will be connecting to existing City sanitary sewer lines, consistent with the City Sewer Master Plan. The Visalia wastewater treatment plant has a current rated capacity of 22 million gallons per day, but currently treats an average daily maximum month flow of 12.5 million gallons per day. With the completed project, the plant has more than sufficient capacity to accommodate impacts associated with the proposed project. The proposed project will therefore not cause significant environmental impacts.

   The project site will be accommodated by the City's existing sanitary sewer lines. Usage of these lines is consistent with the City Sewer System Master Plan. These improvements will not cause significant environmental impacts.

b. The project will not result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.

c. The City has determined that there is adequate capacity existing to serve the site's projected wastewater treatment demands at the City wastewater treatment plant.

d. Current solid waste disposal facilities can adequately serve the site without a need for alteration.

e. The project will be able to meet the applicable regulations for solid waste. Removal of debris from construction will be subject to the City's waste disposal requirements.

XX. WILDFIRE

a. The project is located on a site that is adjacent on multiple sides by existing development. The site will be further served by multiple points of access. In the event of an emergency response, coordination would be made with the City's Engineering, Police, and Fire Divisions to ensure that adequate access to and from the site is maintained.

b. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that is likely to exacerbate wildfire risks.

c. The project is located on a site that is adjacent on multiple sides by existing development. New project development will require the installation and maintenance of associated infrastructure; however the infrastructure would be typical of commercial development and would be developed to the standards of the underlying responsible agencies.

d. The project area is relatively flat and the underlying soil is not known to be unstable. Therefore, the site is not in a location that would expose persons or structures to significant risks of flooding or landslides.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a. The project will not affect the habitat of a fish or wildlife species or a plant or animal community. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia's General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

b. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for the area's conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

c. This site was evaluated in the Program EIR (SCH No. 2010041078) for the City of Visalia General Plan Update for conversion to urban use. The City adopted mitigation measures for conversion to urban development. Where effects were still determined to be significant a statement of overriding considerations was made.

DETERMINATION OF REQUIRED ENVIRONMENTAL DOCUMENT

On the basis of this initial evaluation:

X I find that the proposed project **COULD NOT** have a significant effect on the environment. **A NEGATIVE DECLARATION WILL BE PREPARED.**

____ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described on the attached sheet have been added to the project. **A MITIGATED NEGATIVE DECLARATION WILL BE PREPARED.**

___ I find the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

___ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

___ I find that as a result of the proposed project no new effects could occur, or new mitigation measures would be required that have not been addressed within the scope of the Program Environmental Impact Report (SCH No. 2010041078). The Environmental Impact Report prepared for the City of Visalia General Plan was certified by Resolution No. 2014-37 adopted on October 14, 2014. **THE PROGRAM ENVIRONMENTAL IMPACT REPORT WILL BE UTILIZED.**

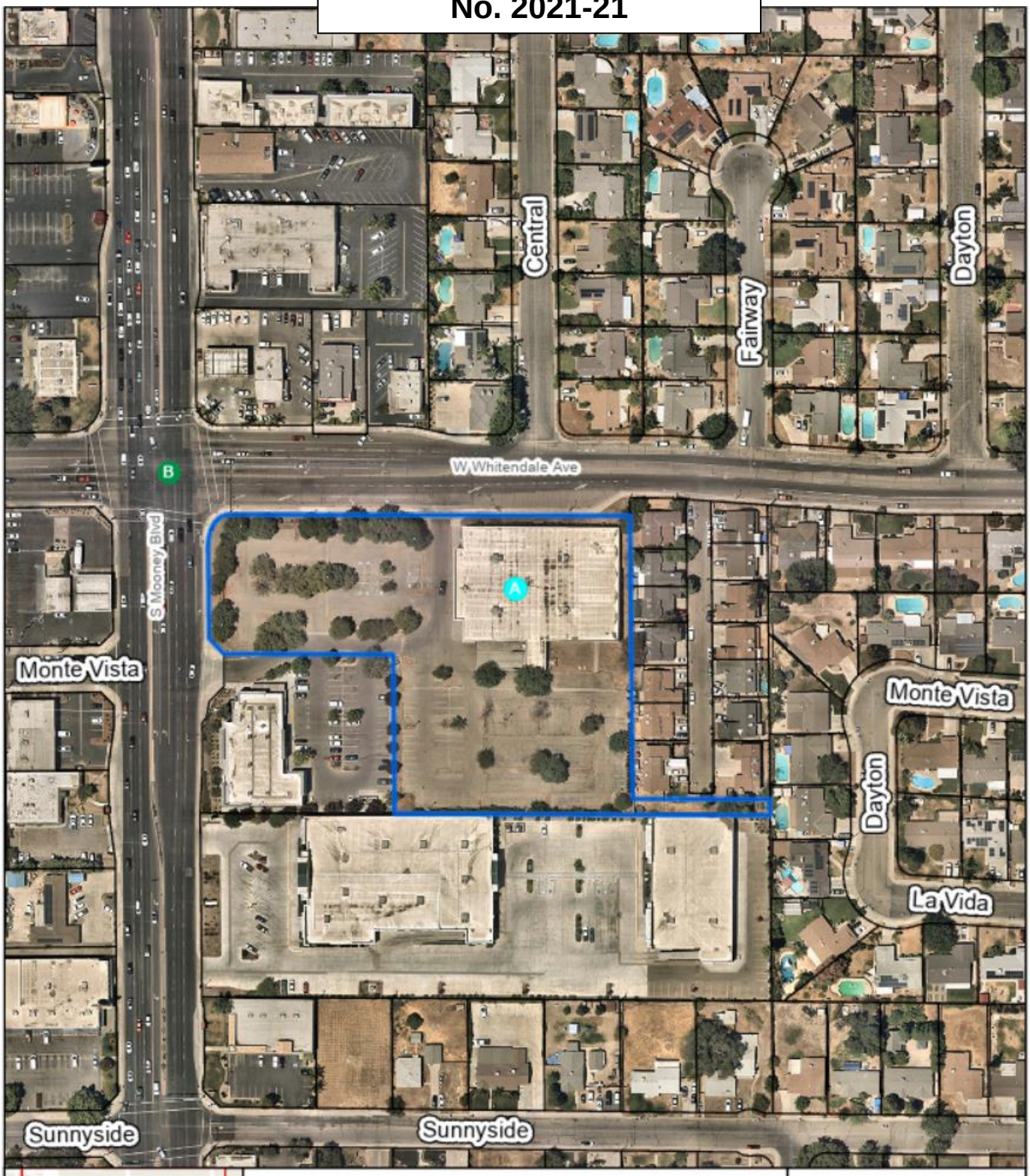
10/12/2022

Brandon Smith, AICP
Environmental Coordinator

Date

Conditional Use Permit No. 2021-21

Environmental Document No. 2021-09
City of Visalia Community Development



Aerial Map

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, City of Visalia, Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

2022

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

N

0 115 230 Feet

0 145 290 Feet

Project No: 639-03

TRAFFIC STUDY

FASTRIP CONVENIENCE MARKET & GAS STATION

SOUTHEAST CORNER OF MOONEY BOULEVARD & WHITENDALE AVENUE

VISALIA, CALIFORNIA

Prepared for:

JACO OIL COMPANY

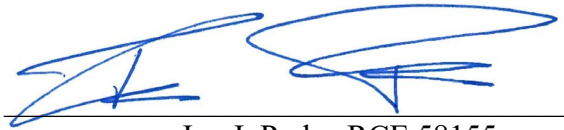
February 2022

(Revised August 2022)

Prepared by:

RUETTGERS & SCHULER CIVIL ENGINEERS

1800 30TH STREET, SUITE 260
BAKERSFIELD, CA 93301



Ian J. Parks, RCE 58155

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EXECUTIVE SUMMARY

The proposed commercial development is located on the southeast corner of Whitendale Avenue and Mooney Boulevard in Visalia, CA. Site access is proposed along both Whitendale Avenue and Mooney Boulevard.

Proposed Project

The proposed project includes a 4,940 square foot convenience market with drive through for the purchase of convenience store items, and 24 fueling positions. The project is located in the existing shopping center and will utilize existing driveways and infrastructure.

Project Trip Generation

The following table shows the anticipated project trip generation and peak hour volumes calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. It is noted that a pass-by of 50% was used.

Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
960	Super Convenience Market/Gas Station	4.94 1000 sq ft GFA	837.58	4,138	eq	50% 207	50% 207	69.28	50% 171	50% 171
Pass-by		50%		2,069		104	104		86	86
Total				2,069		103	103		85	85
					Total:	206			170	

Project Study Scope

The project study scope was defined in the letter dated September 8, 2021 to Scott Mommer from Leslie Blair. Based on the number of peak hour trips calculated (between 100-499) trips in the peak hour), the study falls into Category II traffic impact analysis. Category II requires all signalized and major intersections be studied within a 1/2-mile radius of the project.

Following are the intersections included in the study:

Study Intersections:

- Mooney Boulevard and Walnut Avenue (Signalized)
- Mooney Boulevard and Beech Avenue (Signalized)
- County Center Drive and Whitendale Avenue (Signalized)
- Mooney Boulevard and Whitendale Avenue (Signalized)
- Driveway and Whitendale Avenue (Stop Controlled)
- Giddings Street and Whitendale Avenue (Signalized)
- Mooney Boulevard and Driveway (Stop Controlled)
- Mooney Boulevard and Sunnyside Avenue (Signalized)
- Mooney Boulevard and Orchard Avenue (Signalized)
- Mooney Boulevard and Caldwell Avenue (Signalized)
- Fairway Street and Caldwell Avenue (Signalized)

Analysis Scenarios

In accordance with Category II requirements, analysis will be provided for the following scenarios:

- Existing
- 2022 Cumulative (Opening Year)
- 2022 Cumulative + Project
- 2022 Cumulative + Project with Mitigation (if applicable)
- 2026 Cumulative
- 2026 Cumulative + Project
- 2026 Cumulative + Project with Mitigation (if applicable)

Level of Service Analysis

PM Peak Hour Intersection Analysis

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	D	D	D	D	D
2	Mooney Blvd & Beech Ave	Signal	B	B	B	B	B
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	C	C	C
5	Driveway & Whitendale Ave	Stop (NB)	B	B	B	C	C
6	Giddings St & Whitendale Ave	Signal	C	C	C	C	C
7	Mooney Blvd & Driveway	Stop (WB)	C	C	D	C	D
8	Mooney Blvd & Sunnyside Ave	Signal	C	C	C	C	C
9	Mooney Blvd & Orchard Ave	Signal	C	C	C	C	C
10	Mooney Blvd & Caldwell Ave	Signal	D	D	D	D	D
11	Fairway St & Caldwell Ave	Signal	C	C	C	C	C

AM Peak Hour Intersection Analysis

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	C	C	C	C	C
2	Mooney Blvd & Beech Ave	Signal	A	A	A	A	A
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	D	D	D
5	Driveway & Whitendale Ave	Stop (NB)	A	B	B	B	B
6	Giddings St & Whitendale Ave	Signal	C	C	C	D	D
7	Mooney Blvd & Driveway	Stop (WB)	B	B	B	B	B
8	Mooney Blvd & Sunnyside Ave	Signal	B	B	B	B	B
9	Mooney Blvd & Orchard Ave	Signal	A	A	A	A	A
10	Mooney Blvd & Caldwell Ave	Signal	C	C	C	C	C
11	Fairway St & Caldwell Ave	Signal	B	B	B	B	B

Midday Peak Hour Intersection Analysis

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	C	C	C	D	D
2	Mooney Blvd & Beech Ave	Signal	B	B	B	B	B
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	C	C	C
5	Driveway & Whitendale Ave	Stop (NB)	B	B	B	B	B
6	Giddings St & Whitendale Ave	Signal	C	C	C	C	C
7	Mooney Blvd & Driveway	Stop (WB)	C	C	D	C	D
8	Mooney Blvd & Sunnyside Ave	Signal	C	C	C	C	C
9	Mooney Blvd & Orchard Ave	Signal	C	C	C	D	D
10	Mooney Blvd & Caldwell Ave	Signal	D	D	D	D	D
11	Fairway St & Caldwell Ave	Signal	C	C	C	C	C

Mitigation

In accordance with the City of Visalia's traffic study guidelines, the project does not cause any intersection to operate below level of service threshold (D), therefore, no mitigation is required based on LOS deficiencies.

INTRODUCTION

The purpose of this study is to evaluate the potential traffic impacts of a proposed Fastrip Convenience Market and Gas Station located on the southeast corner of Mooney Boulevard & Whitendale Avenue in Visalia, CA. A vicinity map, location map, and a site plan are presented in Figures 1 through 3, respectively.

The proposed project includes a 4,940 square foot convenience market with drive through for the purchase of convenience store items, and 24 fueling positions. The project is located in the existing shopping center and will utilize existing driveways and infrastructure.

A. Land Use, Site and Study Area Boundaries

The existing zoning is Mixed Use Commercial and the general plan is General/Retail Commercial.

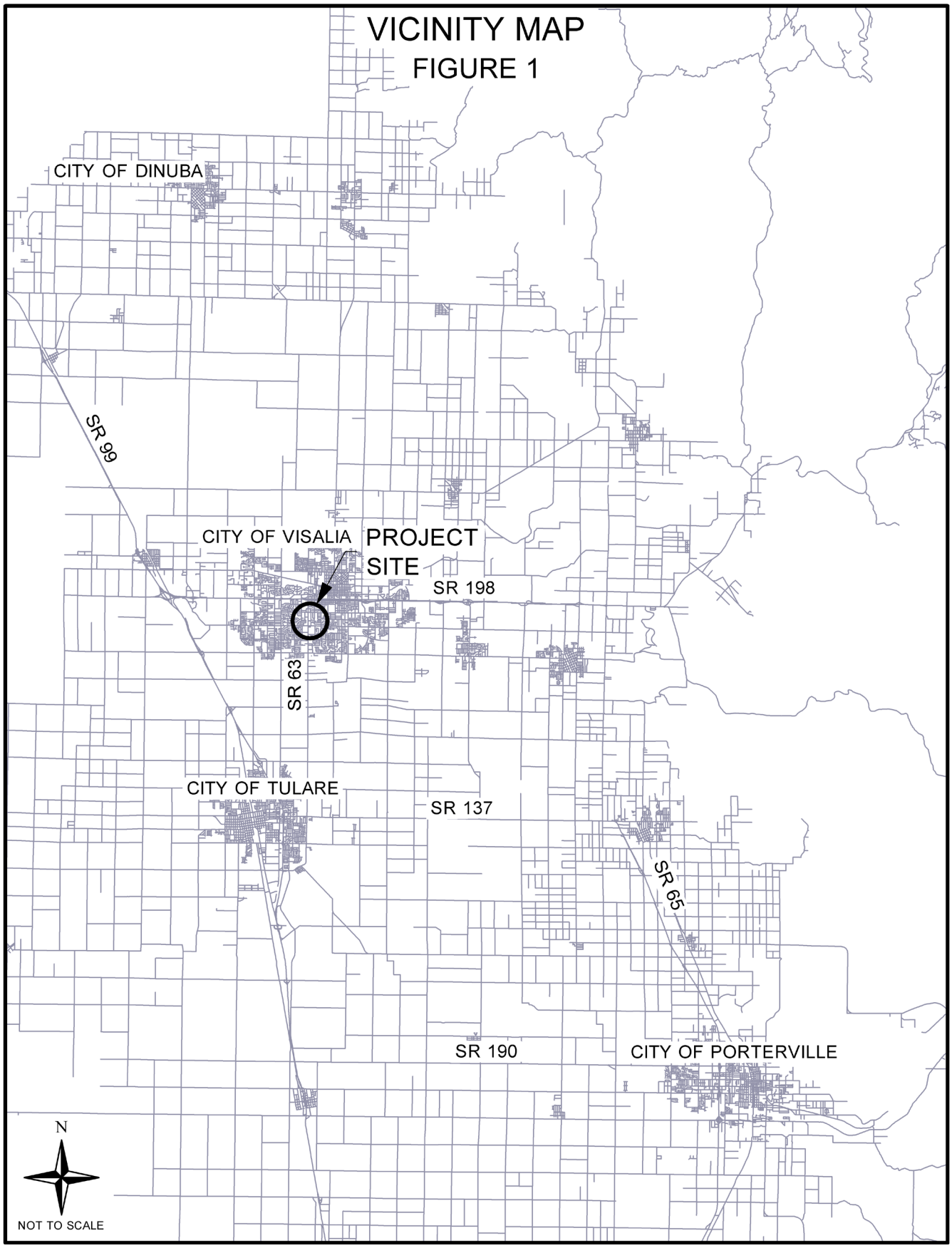
Based on the number of peak hour trips calculated (between 100-499 trips in the peak hour), the study falls into Category II traffic impact analysis. Category II requires all signalized and major intersections be studied within a one-half mile radius of the project. The study area includes a total of nine intersections (seven signalized and two unsignalized). The scope of the study was developed as defined in the letter to Scott Mommer dated September 8, 2021 from Leslie Blair.

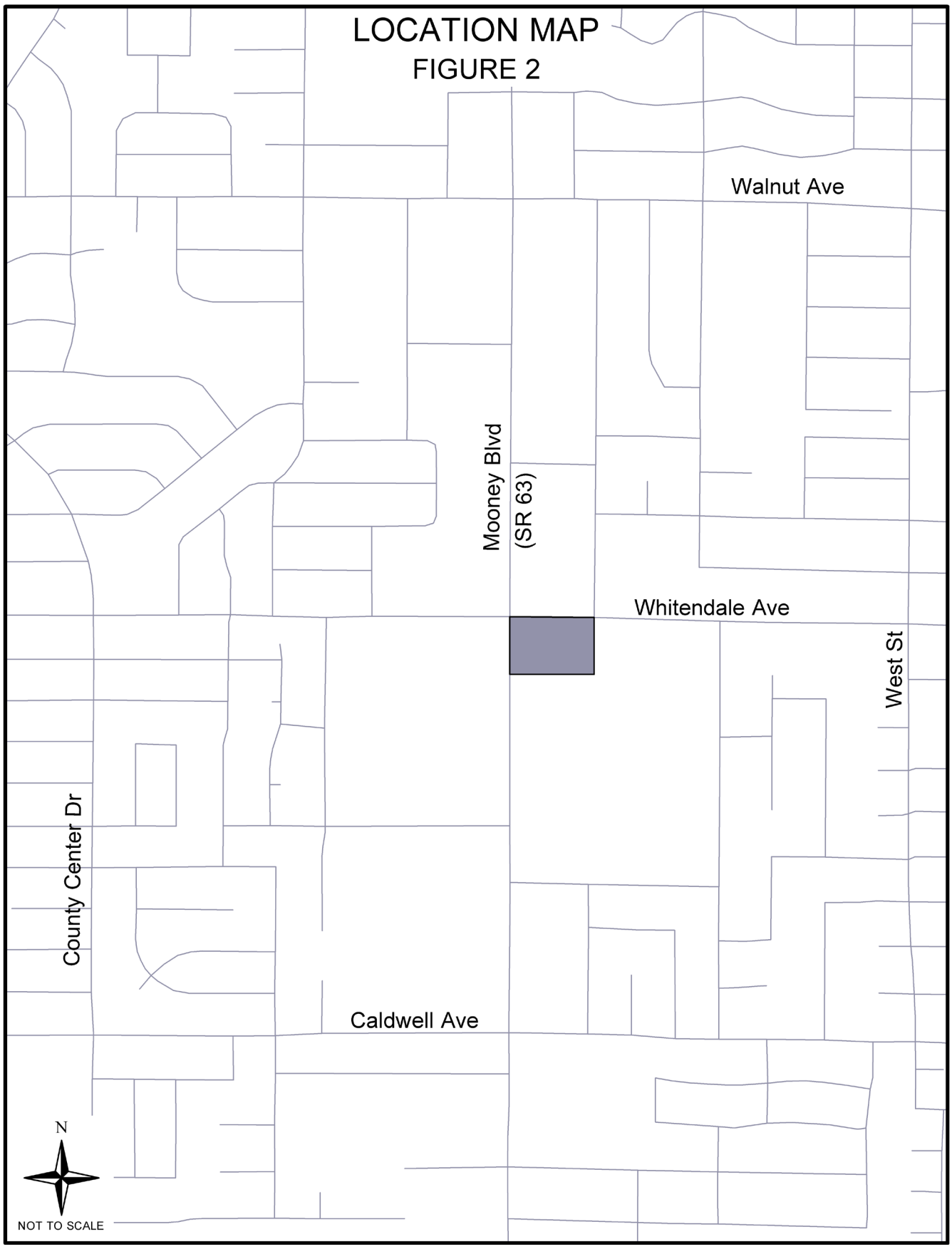
B. Existing Site Uses and Site Access

The project site is currently developed, with an existing building that was previously a Toys R Us but is not currently operational. The project will be built on an existing parking area for the site. The site shares access with a second retail building which includes various retail and service tenants. The existing driveways on Whitendale Avenue and Mooney Boulevard will serve as access to the proposed convenience store.

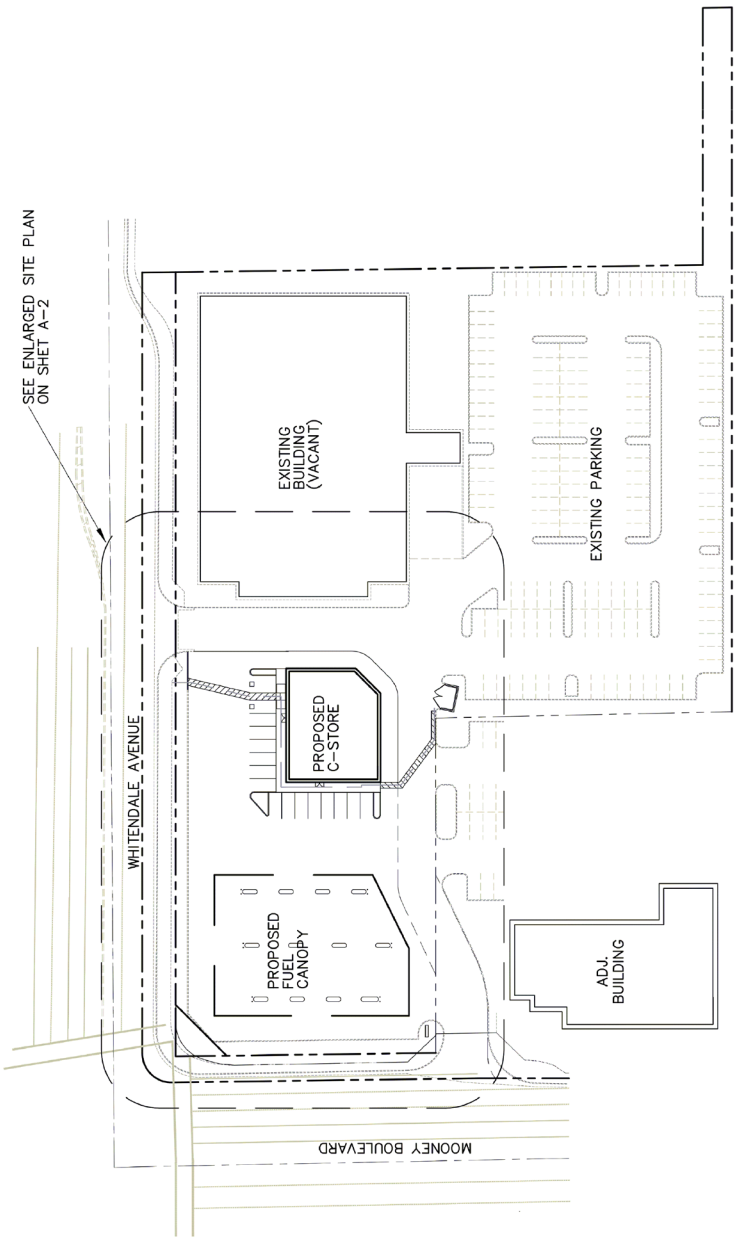
C. Existing Uses in Vicinity of the Site

Existing land uses in the vicinity of the project site include residential to the east and northeast and commercial land uses to the north, west and south.


VICINITY MAP
FIGURE 1
CITY OF DINUBA
SR 99
CITY OF VISALIA
PROJECT SITE
SR 198
SR 63
CITY OF TULARE
SR 137
SR 65
SR 190
CITY OF PORTERVILLE
N
NOT TO SCALE


LOCATION MAP
FIGURE 2
Walnut Ave
Mooney Blvd
(SR 63)
Whitendale Ave
West St
County Center Dr
Caldwell Ave
N
NOT TO SCALE

SITE PLAN
FIGURE 3



D. Roadway Descriptions

Beech Avenue is an east-west local roadway that extends west from Mooney Boulevard to Terrace Street. In the vicinity of the project it exists as a two lane roadway and provides access to commercial and residential land uses.

Caldwell Avenue is an east-west arterial that extends east from State Route 99. In the vicinity of the project it exists as a six-lane roadway with curb and gutter and provides access to retail, commercial, and residential land uses.

County Center Street is a north-south collector that extends south from Pratt Road to Connelly Avenue. In the vicinity of the project it exists as a two-lane roadway with curb and gutter. County Center Street provides access to residential land uses and east-west arterials

Fairway Street is a north-south local roadway that extends from Sunnyside Avenue to Caldwell Avenue. In the vicinity of the project it exists as a two-lane roadway

Giddings Street is an existing north-south collector that extends from Goshen Avenue to Whitendale Avenue. In the vicinity of the project it exists as a two-lane roadway with curb and gutter and provides access to residential land uses.

Mooney Boulevard (SR 63) is a north-south arterial that extends south from Avenue 320 with a disconnect from Goshen Avenue to Main Street. In the vicinity of the project it exists as a six-lane roadway with curb and gutter and provides access to commercial land uses.

Orchard Avenue is a local east-west roadway that extends east from Mooney Boulevard to Fairway Street. In the vicinity of the project it exists as a two-lane roadway and provides access to commercial land uses.

Sunnyside Avenue is an east-west local roadway that extends from Sallee Court to Martin Street. In the vicinity of the project it exists as a two-lane roadway and provides access residential land uses.

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

The trip generation and design hour volumes for the commercial development was calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 10th Edition. The ADT, AM and PM peak hour of adjacent street traffic rate and equations, and peak hour directional splits for ITE Land Use Code 960 (Super Convenience Market/Gas Station) were used to estimate the project traffic. The ITE Trip Generation does not provide midday traffic rates or equations, and thus the PM peak hour information was used for analysis. The trip generation is shown in Table 1.

Table 1
Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT Rate	ADT	Rate	IN Split Trips	OUT Split Trips	Rate	IN Split Trips	OUT Split Trips
960	Super Convenience Market/Gas Station	4.94 1000 sq ft GFA	837.58	4,138	eq	50% 207	50% 207	69.28	50% 171	50% 171
Pass-by		50%		2,069		104	104		86	86
Total				2,069		103	103		85	85
					Total:	206			170	

The project trip distribution was based on a combination of a TCAG select zone analysis prepared for the project, and a review of the potential draw from population centers within the region as well as the types of land uses involved. These assumptions were used to distribute project traffic as shown in Table 2 and Figure 4 for the roadway system within the study scope.

Table 2
Project Trip Distribution

Direction	Percent
North	35
East	25
South	25
West	15

EXISTING AND FUTURE TRAFFIC

Traffic counts were conducted between the hours of 6:00 to 8:00 AM, 11:00 AM to 1:00 PM and 4:00 to 6:00 PM at the study intersections and are shown in Figure 5. Traffic counts were compared to pre-COVID 19 historical count data collected December 2019 (see Appendix). Upon comparison, an adjustment factor of 15% (increase) was applied to all existing traffic. The empty retail building on the site was assumed to be operational in the 2026 scenario year and traffic from the building was added to project driveways and roadway network.

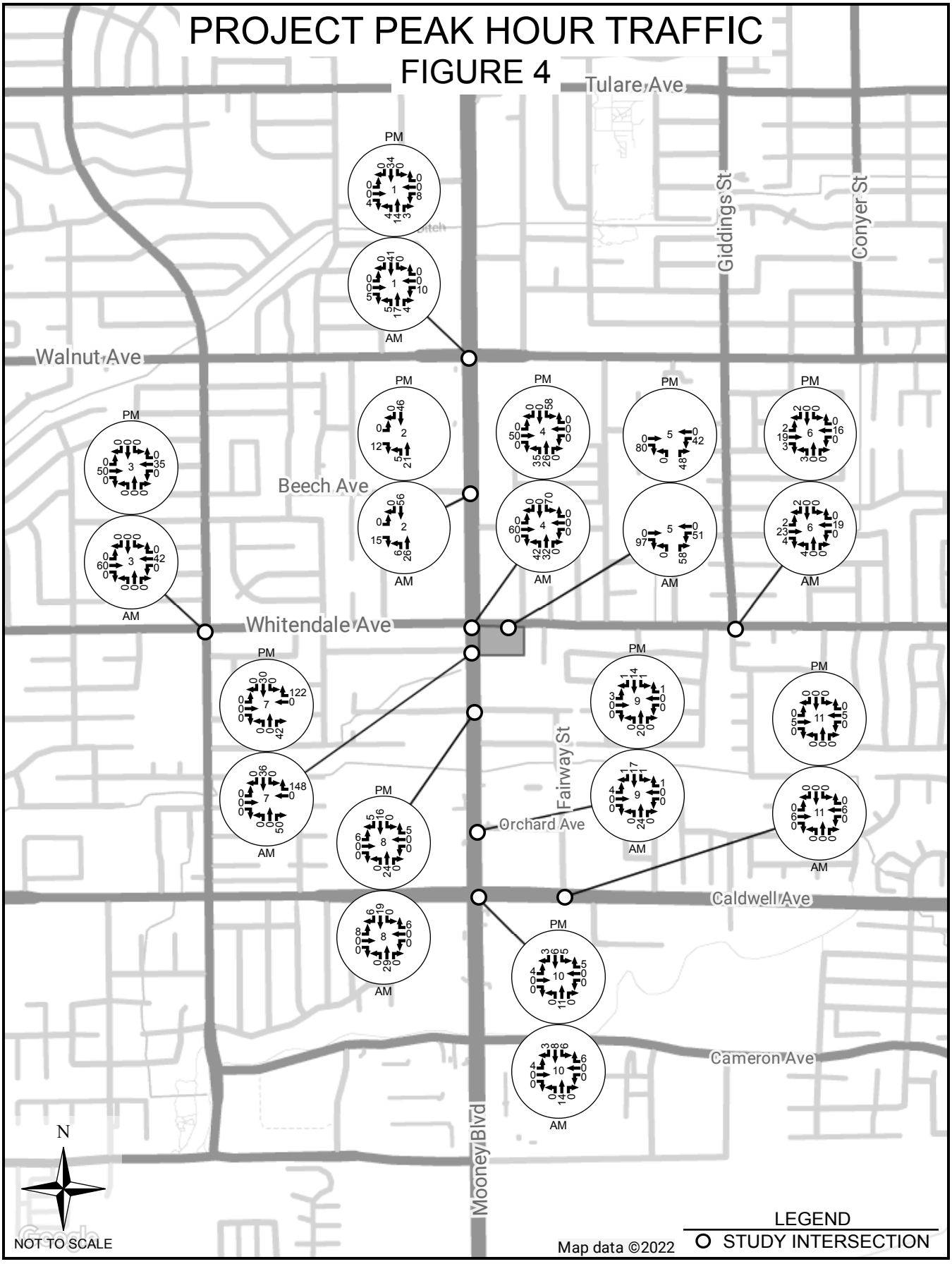
Annual growth rates ranging between 0.50% and 5.62% were applied to existing traffic volumes to estimate future traffic volumes for the project phases. These growth rates were estimated based on future TCAG traffic model data and the addition of proposed developments in the vicinity of the project (cumulative project traffic). For the 2026 scenario, it was assumed that the existing vacant building on the site

In accordance with Category II requirements, analysis will be provided for the following scenarios:

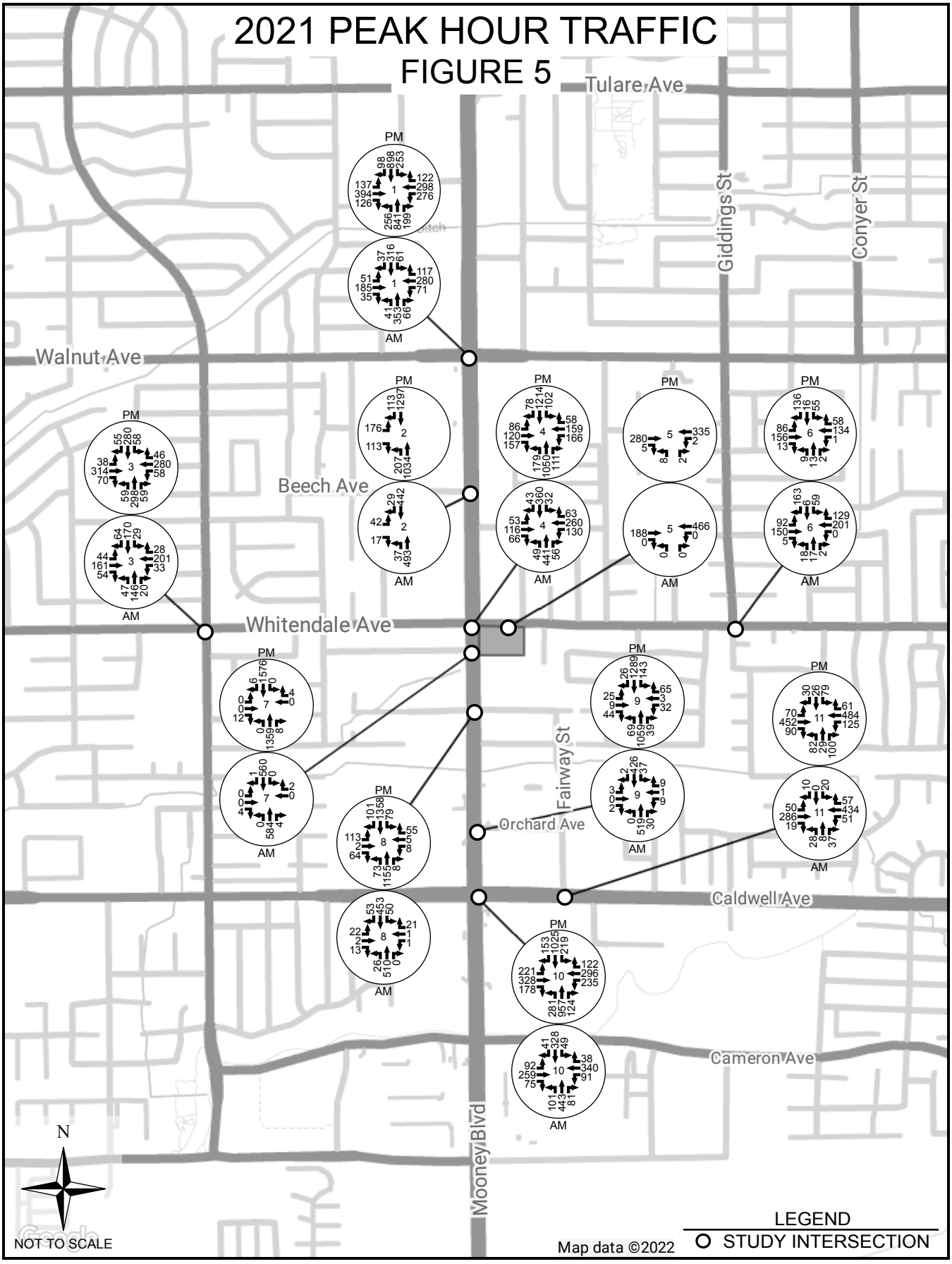
- Existing
- 2022 Cumulative (Opening Year)
- 2022 Cumulative + Project
- 2022 Cumulative + Project with Mitigation (if applicable)
- 2026 Cumulative
- 2026 Cumulative + Project
- 2026 Cumulative + Project with Mitigation (if applicable)

Project and future peak hour volumes are shown in Figures 8 through 14.

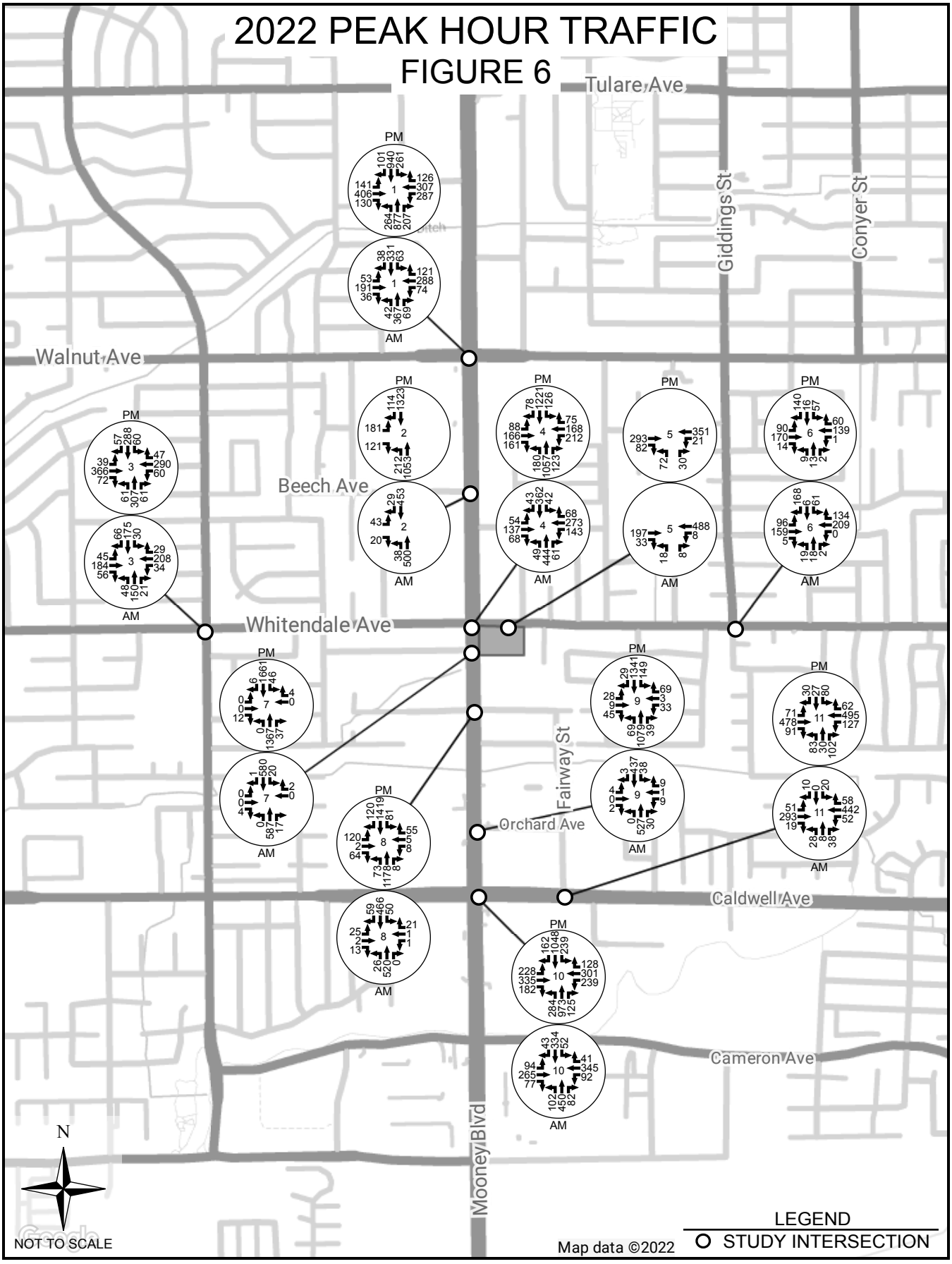
PROJECT PEAK HOUR TRAFFIC
FIGURE 4



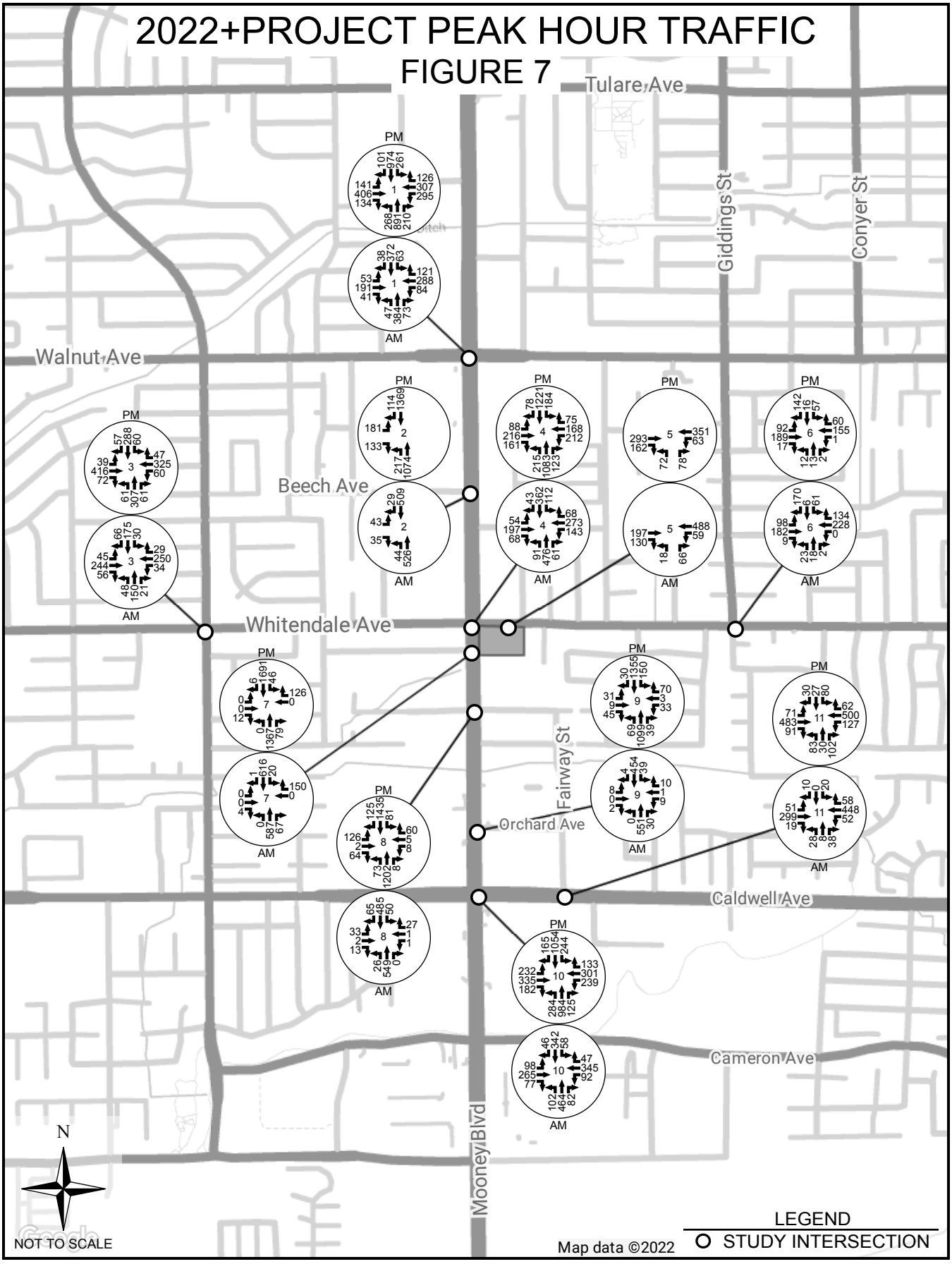
2021 PEAK HOUR TRAFFIC
FIGURE 5



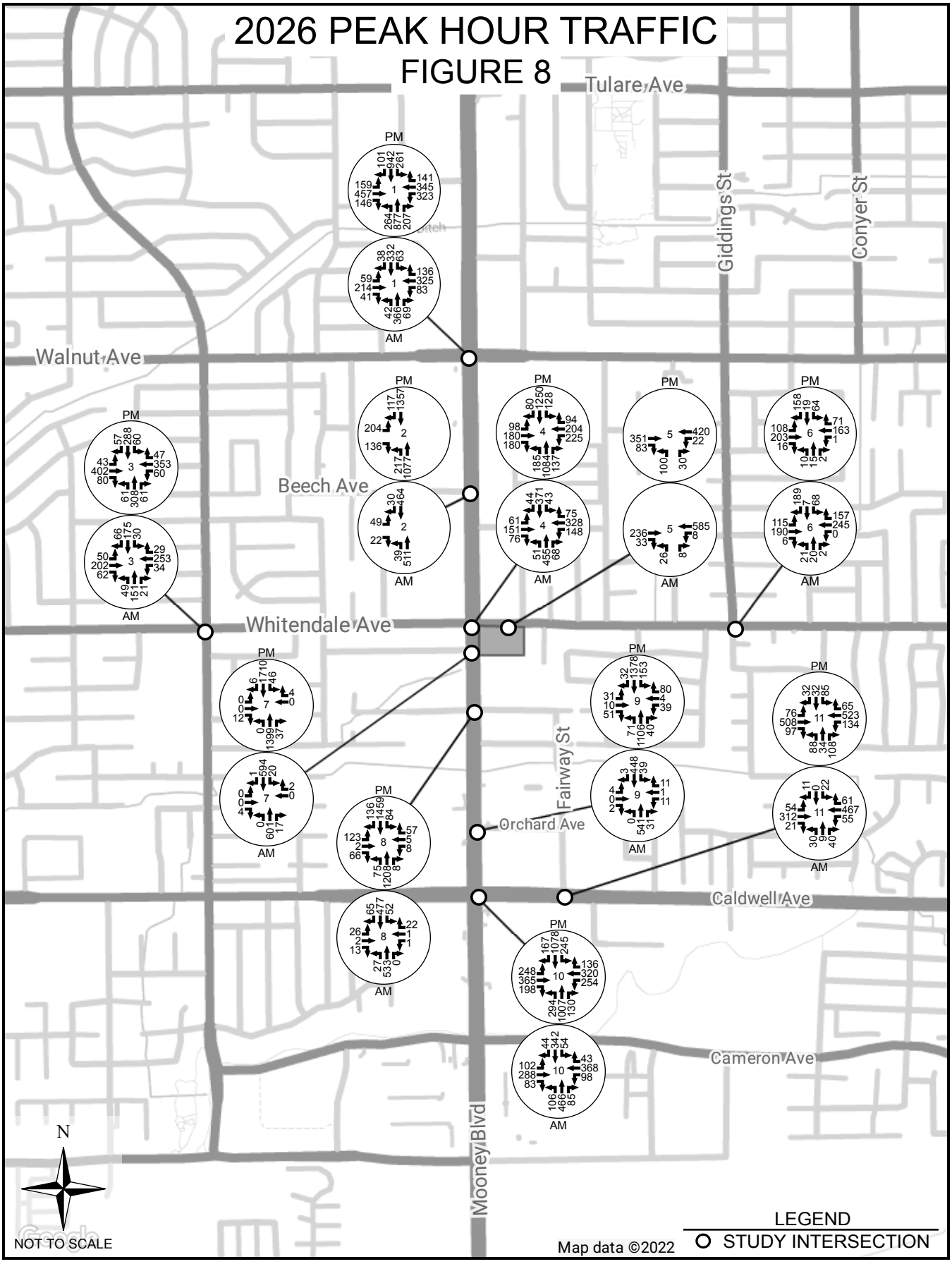
2022 PEAK HOUR TRAFFIC
FIGURE 6



2022+PROJECT PEAK HOUR TRAFFIC
FIGURE 7

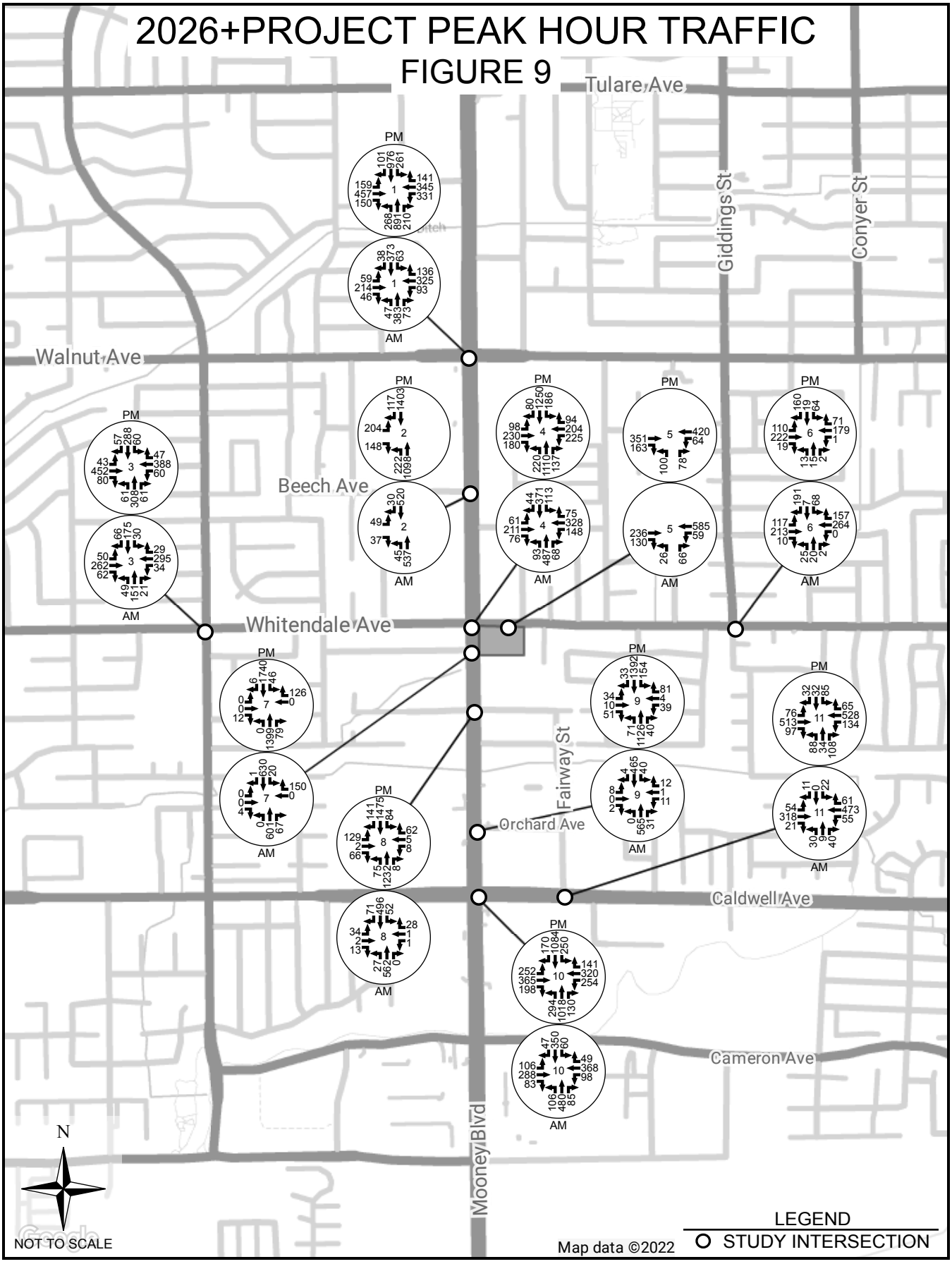


2026 PEAK HOUR TRAFFIC
FIGURE 8

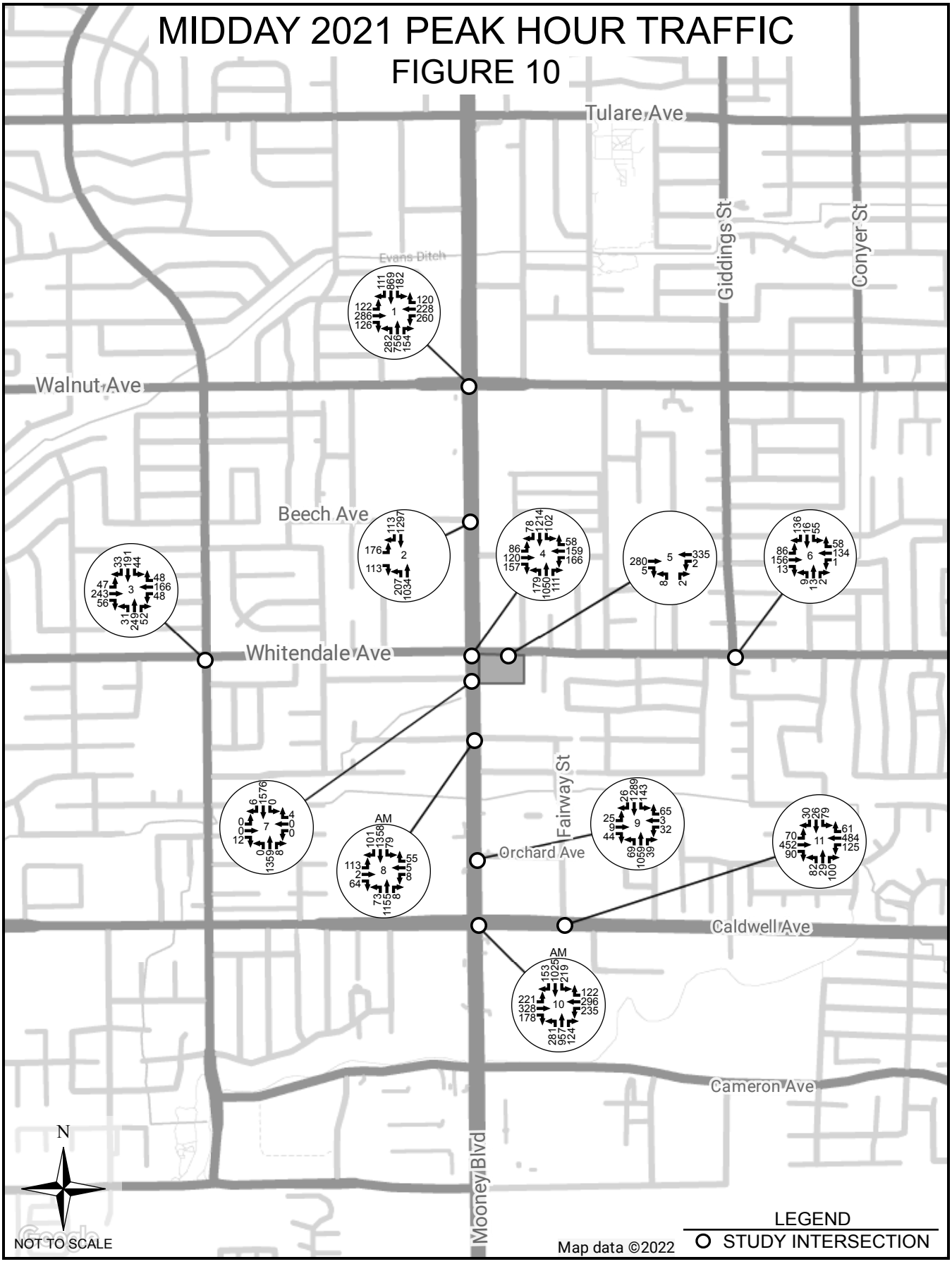


2026+PROJECT PEAK HOUR TRAFFIC

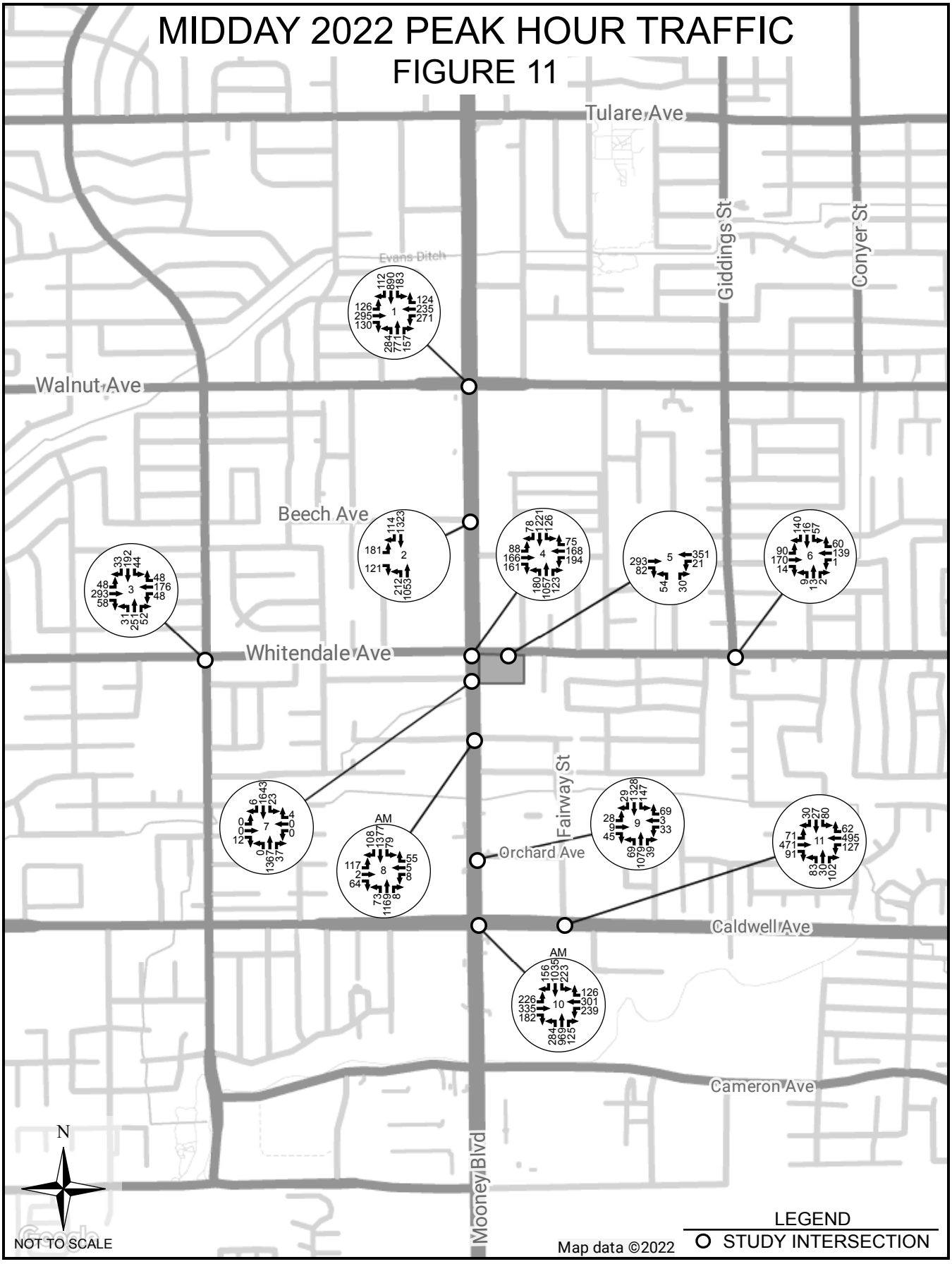
FIGURE 9



MIDDAY 2021 PEAK HOUR TRAFFIC
FIGURE 10

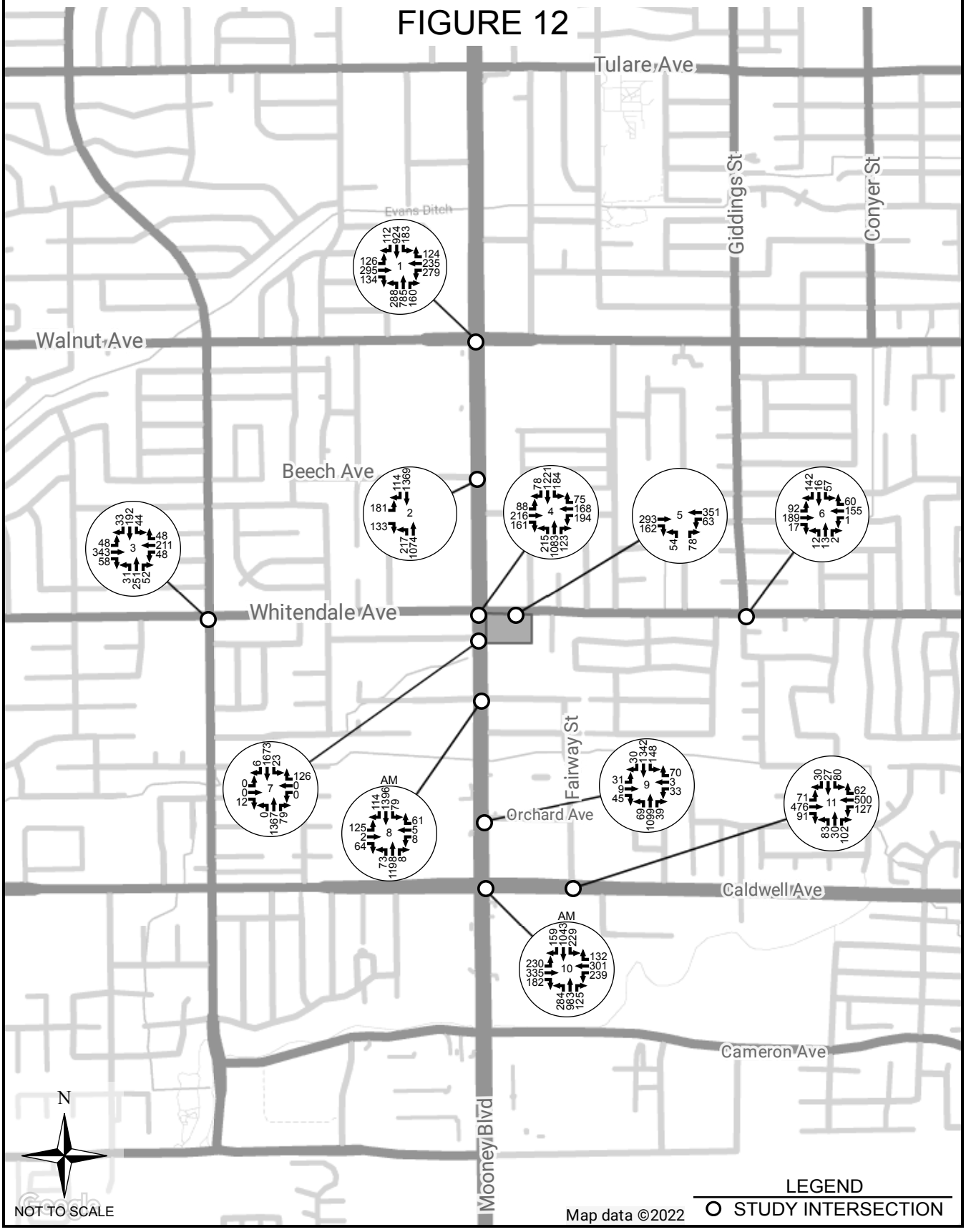


MIDDAY 2022 PEAK HOUR TRAFFIC
FIGURE 11

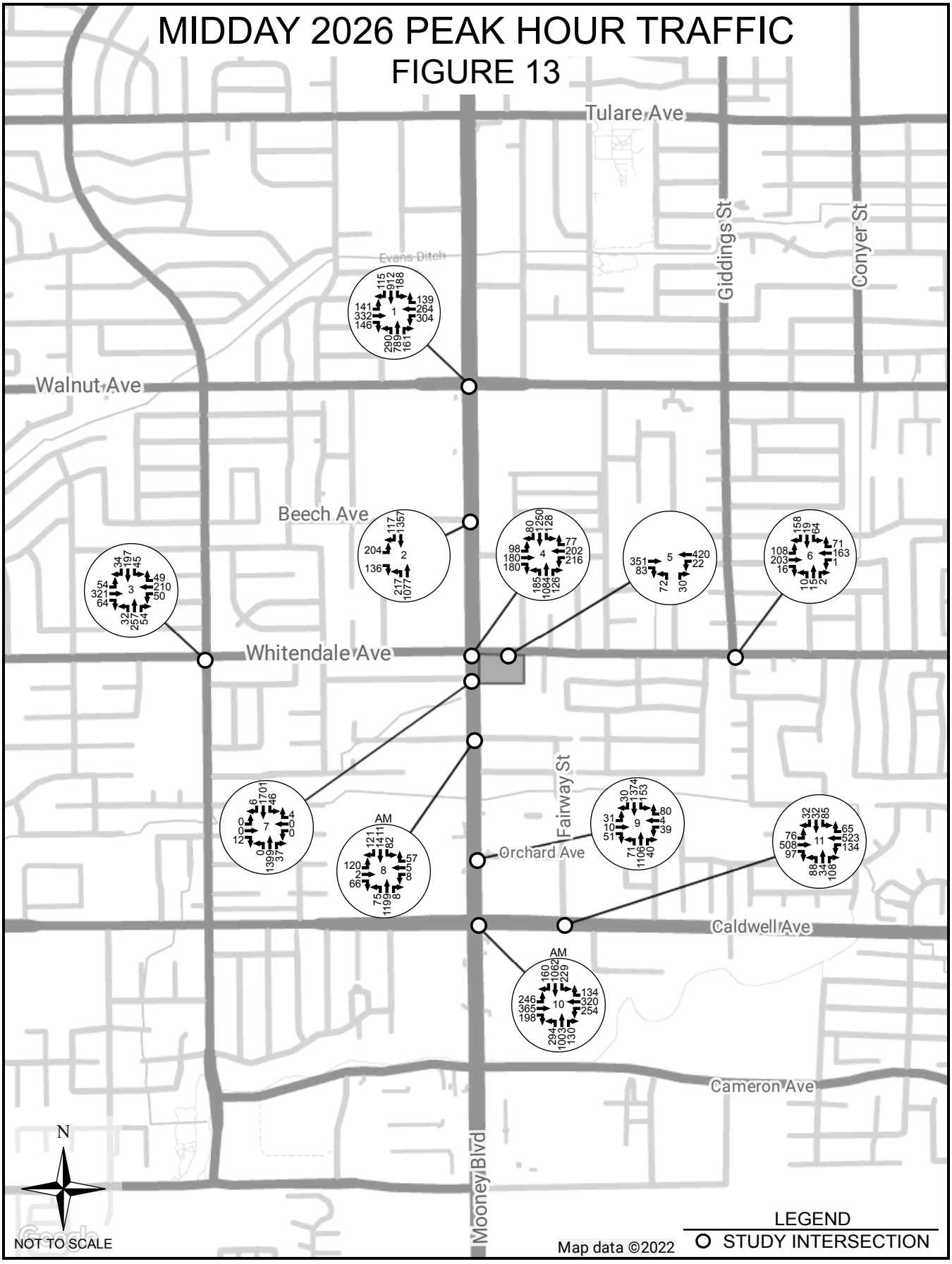


MIDDAY 2022+PROJECT PEAK HOUR TRAFFIC

FIGURE 12

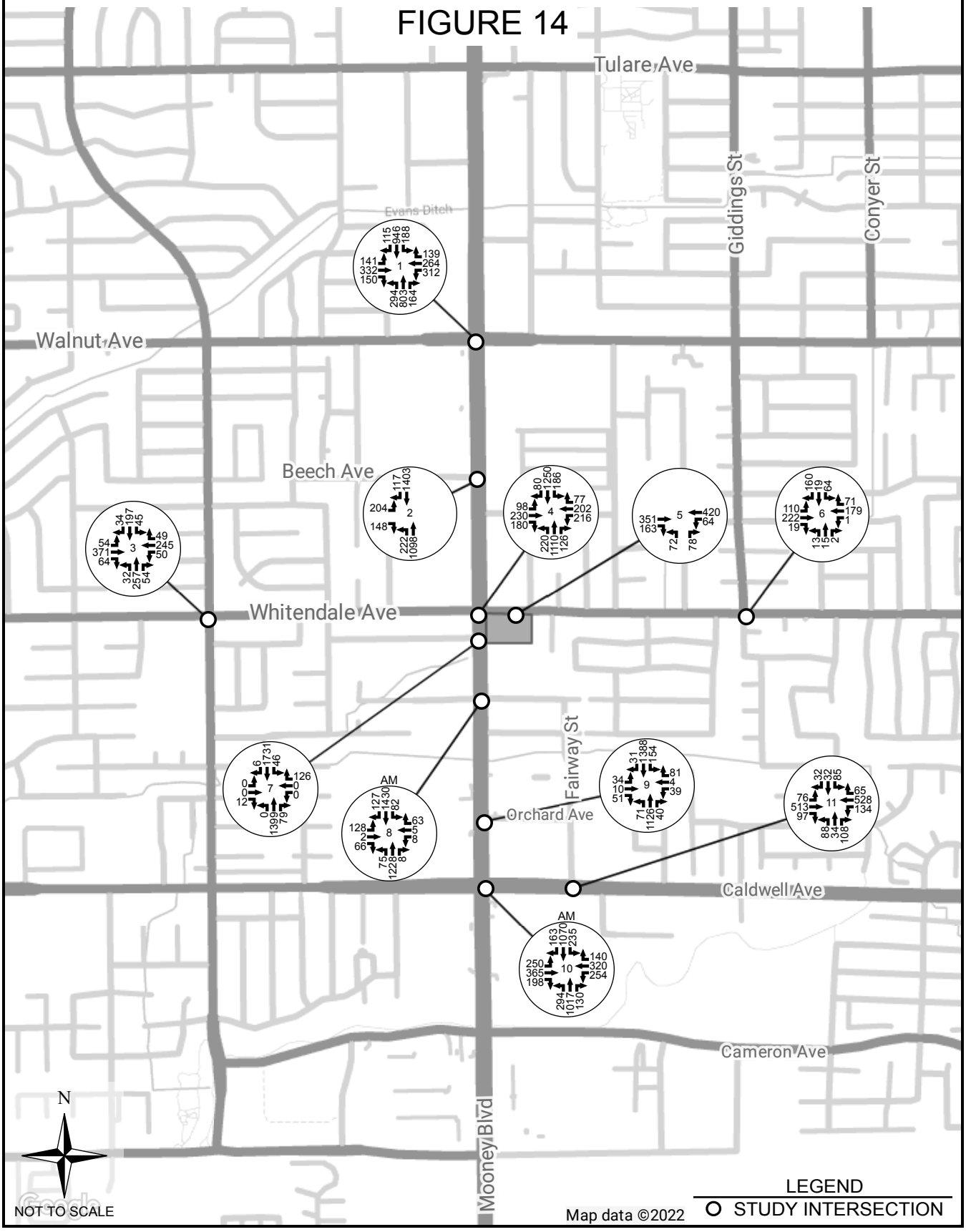


MIDDAY 2026 PEAK HOUR TRAFFIC
FIGURE 13



MIDDAY 2026+PROJECT PEAK HOUR TRAFFIC

FIGURE 14



INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro software from Trafficware. This software utilizes the 2010 capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual. Level of service for the study intersections is presented in Tables 3a through 3c. The level of service goal for roadway facilities in Visalia is LOS "D".

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

LEVEL OF SERVICE CRITERIA
UNSIGNALIZED INTERSECTION

Average Control Delay (sec/veh)	Level of Service	Expected Delay to Minor Street Traffic
≤ 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
> 25 and ≤ 35	D	Long traffic delays
> 35 and ≤ 50	E	Very long traffic delays
> 50	F	Extreme delays

LEVEL OF SERVICE CRITERIA
SIGNALIZED INTERSECTIONS

Volume/Capacity	Control Delay (sec/veh)	Level of Service
< 0.60	≤ 10	A
0.61 - 0.70	> 10 and ≤ 20	B
0.71 - 0.80	> 20 and ≤ 35	C
0.81 - 0.90	> 35 and ≤ 55	D
0.91 - 1.00	> 55 and ≤ 80	E
> 1.0	> 80	F

Table 3a

PM Intersection Level of Service

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	D	D	D	D	D
2	Mooney Blvd & Beech Ave	Signal	B	B	B	B	B
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	C	C	C
5	Driveway & Whitendale Ave	NB	B	B	B	C	C
6	Giddings St & Whitendale Ave	Signal	C	C	C	C	C
7	Mooney Blvd & Driveway	WB	C	C	D	C	D
8	Mooney Blvd & Sunnyside Ave	Signal	C	C	C	C	C
9	Mooney Blvd & Orchard Ave	Signal	C	C	C	C	C
10	Mooney Blvd & Caldwell Ave	Signal	D	D	D	D	D
11	Fairway St & Caldwell Ave	Signal	C	C	C	C	C

Table 3b

AM Intersection Level of Service

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	C	C	C	C	C
2	Mooney Blvd & Beech Ave	Signal	A	A	A	A	A
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	D	D	D
5	Driveway & Whitendale Ave	NB	A	B	B	B	B
6	Giddings St & Whitendale Ave	Signal	C	C	C	D	D
7	Mooney Blvd & Driveway	WB	B	B	B	B	B
8	Mooney Blvd & Sunnyside Ave	Signal	B	B	B	B	B
9	Mooney Blvd & Orchard Ave	Signal	A	A	A	A	A
10	Mooney Blvd & Caldwell Ave	Signal	C	C	C	C	C
11	Fairway St & Caldwell Ave	Signal	B	B	B	B	B

Table 3c

Midday Intersection Level of Service

#	Intersection	Control Type	2021	2022	2022+ Project	2026	2026+ Project
1	Mooney Blvd & Walnut Ave	Signal	C	C	C	D	D
2	Mooney Blvd & Beech Ave	Signal	B	B	B	B	B
3	County Center Dr & Whitendale Ave	Signal	C	C	C	C	C
4	Mooney Blvd & Whitendale Ave	Signal	C	C	C	C	C
5	Driveway & Whitendale Ave	NB	B	B	B	B	B
6	Giddings St & Whitendale Ave	Signal	C	C	C	C	C
7	Mooney Blvd & Driveway	WB	C	C	D	C	D
8	Mooney Blvd & Sunnyside Ave	Signal	C	C	C	C	C
9	Mooney Blvd & Orchard Ave	Signal	C	C	C	D	D
10	Mooney Blvd & Caldwell Ave	Signal	D	D	D	D	D
11	Fairway St & Caldwell Ave	Signal	C	C	C	C	C

In accordance with the City of Visalia's traffic study guidelines, the project does not cause any intersection to operate below level of service threshold (D). Therefore, no mitigation was required based on all intersections operating at an acceptable LOS.

ACCIDENT INVESTIGATION

Accident data was requested from SWITRS for the previous two years. Upon review of the data provided, it was determined that no accident data was recorded for the previous two years at the City of Visalia maintained intersections. Intersections along Mooney Boulevard were not reviewed in accordance with Caltrans requirements.

QUEUE LENGTH ANALYSIS

Existing volumes and future volumes, both with and without project traffic were used to analyze turn movements at all intersections. Queue length analysis was conducted using the equations provided in the City of Visalia Traffic Guidelines. The results of the queue length analysis are shown in Tables 5a through 5c below. The length of the queue is shown in feet under the Queue column

A review of the data shows that there are several turn lanes which have longer queues than available storage length (shown in bold). In all cases either existing traffic, or future 2026 background traffic exceed the storage length prior to the addition of project traffic. With the addition of project traffic, some queue lengths are increased from existing or future base traffic, but by ten feet or less. This is less than the average car length. Therefore, project traffic queue length impacts are minor and no mitigation was recommended.

Table 5a
PM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021			2022			2022+Project			2026			2026+Project		
				Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE
1	Mooney Blvd & Walnut Ave	EBL	305	120	137	114	120	141	118	120	141	118	120	159	133	120	159	133
		EBR	365	120	126	210	120	130	217	120	134	223	120	146	243	120	130	217
		WBL	260	120	276	230	120	287	239	120	295	246	120	323	**269**	120	331	**276**
		WBR	285	120	122	203	120	126	210	120	126	210	120	141	235	120	141	235
		NBL	370	120	256	213	120	264	220	120	268	223	120	264	220	120	268	223
		NBR	175	120	199	332	120	207	345	120	210	**350**	120	207	**345**	120	210	350
		SBL	505	120	253	422	120	261	218	120	261	218	120	261	218	120	261	435
		SBR	130	120	98	**163**	120	101	**168**	120	101	**168**	120	101	**168**	120	101	**168**
2	Mooney Blvd & Beech Ave	EBL	200	105	223	163	105	181	132	105	181	132	105	204	149	105	204	149
		EBR	200	105	105	153	105	121	176	105	133	194	105	136	198	105	148	216
		NBL	440	105	212	155	105	212	155	105	217	158	105	217	158	105	222	162
		SBR	440	105	115	168	105	114	166	105	114	166	105	117	171	105	117	171
3	County Center Dr & Whitendale Ave	EBL	100	120	38	32	120	39	33	120	39	65	120	43	72	120	43	36
		WBL	125	120	58	48	120	72	60	120	60	100	120	60	100	120	60	50
		NBL	100	120	59	49	120	61	51	120	61	**102**	120	61	**102**	120	61	**102**
		NBR	55	120	59	**98**	120	61	**102**	120	61	**102**	120	61	**102**	120	61	**102**
		SBL	100	120	58	48	120	60	50	120	60	100	120	60	100	120	60	50
		SBR	55	120	55	**92**	120	57	**95**	120	57	**95**	120	57	**95**	120	57	**95**
4	Mooney Blvd & Whitendale Ave	EBL	155	120	105	88	120	88	73	120	88	73	120	98	82	120	98	82
		EBR	260	120	170	**283**	120	161	**268**	120	161	**268**	120	180	**300**	120	180	**300**
		WBL	250	120	221	184	120	212	177	120	212	177	120	225	188	120	225	188
		WBR	240	120	82	137	120	75	125	120	75	125	120	94	157	120	94	157
		NBL	290	120	233	194	120	180	150	120	215	179	120	185	154	120	220	183
		NBR	130	120	203	**338**	120	123	**205**	120	123	**205**	120	137	**228**	120	137	**228**
		SBL	450	120	168	140	120	126	105	120	184	153	120	128	107	120	186	155
		SBR	200	120	94	157	120	78	130	120	78	130	120	80	133	120	80	133
5	Driveway & Whitendale Ave	EBR	-	-	17	14	-	82	68	-	162	135	-	83	69	-	163	136
		NBL/R	-	-	15	13	-	102	85	-	150	125	-	130	108	-	178	148

Table 5a Continued
PM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021			2022			2022+Project			2026			2026+Project		
				Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE
6	Giddings St & Whitendale Ave	EBL	105	120	185	**308**	120	90	**150**	120	92	**153**	120	108	**180**	120	110	**183**
		EBR	200	120	22	37	120	14	23	120	17	28	120	16	27	120	19	32
		WBL	100	120	2	3	120	1	2	120	1	2	120	1	2	120	1	2
		WBR	100	120	95	**158**	120	60	**100**	120	60	**100**	120	71	**118**	120	71	**118**
		NBL	150	120	11	18	120	9	15	120	12	20	120	10	17	120	13	22
		NBR	50	120	4	7	120	2	3	120	2	3	120	2	3	120	2	3
		SBL	150	120	133	**222**	120	57	**95**	120	57	95	120	64	107	120	64	107
		SBR	50	120	137	**228**	120	140	**233**	120	142	**237**	120	158	**263**	120	160	**267**
7	Mooney Blvd & Driveway	EBR	-	-	7	6	-	12	10	-	12	10	-	12	10	-	12	10
		WBR	-	-	13	11	-	4	3	-	126	105	-	4	3	-	126	105
8	Mooney Blvd & Sunnyside Ave	EBL	170	120	140	**233**	120	120	**200**	120	126	**210**	120	123	**205**	120	129	**215**
		EBR	-	120	68	113	120	64	107	120	64	107	120	66	110	120	66	110
		WBL	100	120	4	7	120	8	13	120	8	13	120	8	13	120	8	13
		WBR	-	120	78	130	120	55	92	120	60	100	120	57	95	120	62	103
		NBL	400	120	85	142	120	73	122	120	73	122	120	75	125	120	75	125
		NBR	-	120	7	12	120	8	13	120	8	13	120	8	13	120	8	13
		SBL	275	120	93	155	120	81	135	120	81	135	120	84	140	120	84	140
		SBR	-	120	87	145	120	120	200	120	125	208	120	136	227	120	141	235
9	Mooney Blvd & Orchard Ave	EBL	125	120	46	77	120	28	47	120	31	52	120	31	52	120	34	57
		EBR	-	120	57	95	120	45	75	120	45	75	120	51	85	120	51	85
		WBL	110	120	45	75	120	33	55	120	33	55	120	39	65	120	39	65
		WBR	-	120	70	117	120	69	115	120	70	117	120	80	133	120	81	135
		NBL	125	120	64	53	120	69	58	120	69	58	120	71	59	120	71	59
		NBR	100	120	34	57	120	39	65	120	39	65	120	40	67	120	40	67
		SBL	250	120	162	270	120	149	248	120	150	**250**	120	153	**255**	120	154	**257**
		SBR	100	120	58	97	120	23	38	120	30	50	120	32	53	120	33	55
10	Mooney Blvd & Caldwell Ave	EBL	200	120	277	**231**	120	228	190	120	232	**193**	120	248	**207**	120	252	**210**
		EBR	-	120	171	285	120	182	303	120	182	303	120	198	330	120	198	330
		WBL	200	120	240	200	120	239	**199**	120	239	199	120	254	**212**	120	254	**212**
		WBR	-	120	130	217	120	128	213	120	133	222	120	136	227	120	141	235
		NBL	200	120	307	**256**	120	284	**237**	120	284	**237**	120	294	**245**	120	294	**245**
		NBR	150	120	181	**302**	120	125	**208**	120	125	**208**	120	130	**217**	120	130	**217**
		SBL	200	120	269	**224**	120	239	199	120	244	**203**	120	245	**204**	120	250	**208**
		SBR	150	120	128	**213**	120	162	**270**	120	165	**275**	120	167	**278**	120	170	**283**
11	Fairway St & Caldwell Ave	EBL	200	120	113	188	120	71	118	120	71	118	120	76	127	120	76	127
		EBR	-	120	102	170	120	91	152	120	91	152	120	97	162	120	97	162
		WBL	290	120	158	263	120	127	212	120	127	212	120	134	223	120	134	223
		WBR	-	120	97	162	120	62	103	120	62	103	120	65	108	120	65	108
		NBL	120	120	106	**177**	120	83	**138**	120	83	**138**	120	88	**147**	120	88	**147**
		NBR	-	120	129	215	120	102	170	120	102	170	120	108	180	120	108	180
		SBL	50	120	143	**238**	120	80	**133**	120	80	**133**	120	85	**142**	120	85	**142**
		SBR	-	120	48	80	120	30	50	120	30	50	120	32	53	120	32	53

Table 5b
AM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021			2022			2022+Project			2026			2026+Project		
				Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE
1	Mooney Blvd & Walnut Ave	EBL	305	120	51	43	120	53	44	120	53	44	120	59	49	120	59	49
		EBR	365	120	35	58	120	36	60	120	41	68	120	41	68	120	46	77
		WBL	260	120	71	59	120	73	61	120	84	70	120	83	69	120	93	78
		WBR	285	120	117	195	120	121	202	120	121	202	120	136	227	120	136	227
		NBL	370	120	41	34	120	42	35	120	47	39	120	42	35	120	47	39
		NBR	175	120	66	110	120	69	115	120	73	122	120	69	115	120	73	122
		SBL	505	120	61	51	120	63	53	120	63	53	120	63	53	120	63	53
		SBR	130	120	37	62	120	38	63	120	38	63	120	38	63	120	38	63
2	Mooney Blvd & Beech Ave	EBL	200	105	42	31	105	43	31	105	43	31	105	49	36	105	49	36
		EBR	200	105	17	25	105	20	29	105	35	51	105	22	32	105	37	54
		NBL	440	105	37	27	105	38	28	105	44	32	105	39	28	105	45	33
		SBR	440	105	37	54	105	29	42	105	29	42	105	30	44	105	30	44
3	County Center Dr & Whitendale Ave	EBL	100	120	44	37	120	45	38	120	45	38	120	50	42	120	50	42
		WBL	125	120	33	28	120	34	28	120	34	28	120	34	28	120	34	28
		NBL	100	120	47	39	120	48	40	120	48	40	120	49	41	120	49	41
		NBR	55	120	20	33	120	21	35	120	21	35	120	21	35	120	21	35
		SBL	100	120	29	24	120	30	25	120	30	25	120	30	25	120	30	25
		SBR	55	120	64	107	120	66	110	120	66	110	120	66	110	120	66	110
4	Mooney Blvd & Whitendale Ave	EBL	155	120	53	44	120	54	45	120	54	45	120	61	51	120	61	51
		EBR	260	120	66	110	120	68	113	120	68	113	120	76	127	120	76	127
		WBL	250	120	130	108	120	143	119	120	143	119	120	148	123	120	148	123
		WBR	240	120	63	105	120	68	113	120	68	113	120	75	125	120	75	125
		NBL	290	120	49	41	120	49	41	120	91	76	120	51	43	120	93	78
		NBR	130	120	56	93	120	61	102	120	61	102	120	68	113	120	68	113
		SBL	450	120	32	27	120	42	35	120	112	93	120	43	36	120	113	94
		SBR	200	120	43	72	120	43	72	120	43	72	120	44	73	120	44	73
5	Driveway & Whitendale Ave	WBL	-	-	-	-	-	8	7	-	59	49	-	8	7	-	59	49
		NBL/R	-	-	-	-	-	26	22	-	84	70	-	34	28	-	92	77
6	Giddings St & Whitendale Ave	EBL	105	120	92	**153**	120	96	**160**	120	98	**163**	120	115	**192**	120	117	**195**
		EBR	200	120	5	8	120	5	8	120	9	15	120	6	10	120	10	17
		WBL	100	120	0	0	120	0	0	120	0	0	120	0	0	120	0	0
		WBR	100	120	129	**215**	120	134	**223**	120	134	**223**	120	157	**262**	120	157	**262**
		NBL	150	120	18	30	120	19	32	120	23	38	120	21	35	120	25	42
		NBR	50	120	2	3	120	2	3	120	2	3	120	2	3	120	2	3
		SBL	150	120	59	98	120	61	102	120	61	102	120	68	113	120	68	113
		SBR	50	120	163	**272**	120	168	280	120	170	283	120	189	315	120	191	318
7	Mooney Blvd & Driveway	EBR	-	-	4	3	-	4	3	-	4	3	-	4	3	-	4	3
		WBR	-	-	2	2	-	2	2	-	150	125	-	2	2	-	150	125
8	Mooney Blvd & Sunnyside Ave	EBL	170	120	22	37	120	25	42	120	33	55	120	26	43	120	34	57
		EBR	-	120	13	22	120	13	22	120	13	22	120	13	22	120	13	22
		WBL	100	120	1	2	120	1	2	120	1	2	120	1	2	120	1	2
		WBR	-	120	21	35	120	21	35	120	27	45	120	22	37	120	28	47
		NBL	400	120	26	43	120	26	43	120	26	43	120	27	45	120	27	45
		NBR	-	120	0	0	120	0	0	120	0	0	120	0	0	120	0	0
		SBL	275	120	50	83	120	50	83	120	50	83	120	52	87	120	52	87
		SBR	-	120	53	88	120	59	98	120	65	108	120	65	108	120	71	118
9	Mooney Blvd & Orchard Ave	EBL	125	120	3	5	120	4	7	120	8	13	120	4	7	120	8	13
		EBR	-	120	2	3	120	2	3	120	2	3	120	2	3	120	2	3
		WBL	110	120	9	15	120	9	15	120	9	15	120	11	18	120	11	18
		WBR	-	120	9	15	120	9	15	120	10	17	120	11	18	120	12	20
		NBL	125	120	0	0	120	0	0	120	0	0	120	0	0	120	0	0
		NBR	100	120	30	50	120	30	50	120	30	50	120	31	52	120	31	52
		SBL	250	120	37	62	120	38	63	120	39	65	120	39	65	120	40	67
		SBR	100	120	2	3	120	3	5	120	4	7	120	3	5	120	4	7
10	Mooney Blvd & Caldwell Ave	EBL	200	120	92	77	120	94	78	120	98	82	120	102	85	120	106	88
		EBR	-	120	75	125	120	77	128	120	77	128	120	83	138	120	83	138
		WBL	200	120	91	76	120	92	77	120	92	77	120	98	82	120	98	82
		WBR	-	120	38	63	120	41	68	120	47	78	120	43	72	120	49	82
		NBL	200	120	101	84	120	102	85	120	102	85	120	106	88	120	106	88
		NBR	150	120	81	135	120	82	137	120	82	137	120	85	142	120	85	142
		SBL	200	120	49	41	120	52	43	120	58	48	120	54	45	120	60	50
		SBR	150	120	41	68	120	43	72	120	46	77	120	44	73	120	47	78
11	Fairway St & Caldwell Ave	EBL	200	120	50	83	120	51	85	120	51	85	120	54	90	120	54	90
		EBR	-	120	19	32	120	19	32	120	19	32	120	21	35	120	21	35
		WBL	290	120	51	85	120	52	87	120	52	87	120	55	92	120	55	92
		WBR	-	120	57	95	120	58	97	120	58	97	120	61	102	120	61	102
		NBL	120	120	28	47	120	28	47	120	28	47	120	30	50	120	30	50
		NBR	-	120	37	62	120	38	63	120	38	63	120	40	67	120	40	67
		SBL	50	120	20	33	120	20	33	120	20	33	120	22	37	120	22	37
		SBR	-	120	10	17	120	10	17	120	10	17	120	11	18	120	11	18

Table 5c
Midday Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021			2022			2022+Project			2026			2026+Project		
				Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE	Cycle	VOL	QUEUE
1	Mooney Blvd & Walnut Ave	EBL	305	120	122	102	120	126	105	120	126	105	120	141	118	120	141	118
		EBR	365	120	126	210	120	130	217	120	134	223	120	146	243	120	150	250
		WBL	260	120	260	217	120	271	226	120	279	233	120	304	253	120	312	**260**
		WBR	285	120	120	200	120	124	207	120	124	207	120	139	232	120	139	232
		NBL	370	120	282	235	120	284	237	120	288	240	120	290	242	120	294	245
		NBR	175	120	154	257	120	157	**262**	120	160	**267**	120	161	**268**	120	164	**273**
		SBL	505	120	182	303	120	183	153	120	183	153	120	188	157	120	188	313
		SBR	130	120	111	**185**	120	112	**187**	120	112	**187**	120	115	**192**	120	115	**192**
2	Mooney Blvd & Beech Ave	EBL	200	105	176	128	105	181	132	105	181	132	105	204	149	105	204	149
		EBR	200	105	113	165	105	121	176	105	133	194	105	136	198	105	148	216
		NBL	440	105	207	151	105	212	155	105	217	158	105	217	158	105	222	162
		SBR	440	105	113	165	105	114	166	105	114	166	105	117	171	105	117	171
3	County Center Dr & Whitendale Ave	EBL	100	120	47	39	120	48	40	120	48	80	120	54	90	120	54	45
		WBL	125	120	48	40	120	48	40	120	48	80	120	50	83	120	49	41
		NBL	100	120	31	26	120	31	26	120	31	52	120	32	53	120	32	53
		NBR	55	120	52	**87**	120	52	**87**	120	52	**87**	120	54	**90**	120	54	**90**
		SBL	100	120	44	37	120	44	37	120	44	73	120	45	75	120	45	38
		SBR	55	120	33	**55**	120	33	**55**	120	33	**55**	120	34	**57**	120	34	**57**
4	Mooney Blvd & Whitendale Ave	EBL	155	120	86	72	120	88	73	120	88	73	120	98	82	120	98	82
		EBR	260	120	157	**262**	120	161	**268**	120	161	**268**	120	180	**300**	120	180	**300**
		WBL	250	120	166	138	120	194	162	120	194	162	120	216	180	120	216	180
		WBR	240	120	58	97	120	75	125	120	75	125	120	77	128	120	77	128
		NBL	290	120	179	149	120	180	150	120	215	179	120	185	154	120	220	183
		NBR	130	120	111	**185**	120	123	**205**	120	123	**205**	120	126	**210**	120	126	**210**
		SBL	450	120	102	85	120	126	105	120	184	153	120	128	107	120	186	155
		SBR	200	120	78	130	120	78	130	120	78	130	120	80	133	120	80	133
5	Driveway & Whitendale Ave	WBL	-	-	5	4	-	82	68	-	162	135	-	83	69	-	163	136
		NBL/R	-	-	10	8	-	84	70	-	132	110	-	102	85	-	150	125
6	Giddings St & Whitendale Ave	EBL	105	120	86	**143**	120	90	**150**	120	92	**153**	120	108	**180**	120	110	**183**
		EBR	200	120	13	22	120	14	23	120	17	28	120	16	27	120	19	32
		WBL	100	120	1	2	120	1	2	120	1	2	120	1	2	120	1	2
		WBR	100	120	58	97	120	60	**100**	120	60	**100**	120	71	**118**	120	71	**118**
		NBL	150	120	9	15	120	9	15	120	12	20	120	10	17	120	13	22
		NBR	50	120	2	3	120	2	3	120	2	3	120	2	3	120	2	3
		SBL	150	120	55	92	120	57	95	120	57	95	120	64	107	120	64	107
		SBR	50	120	136	227	120	140	**233**	120	142	**237**	120	158	**263**	120	160	**267**
7	Mooney Blvd & Driveway	EBR	-	-	12	10	-	12	10	-	12	10	-	12	10	-	12	10
		WBR	-	-	8	7	-	4	3	-	126	105	-	4	3	-	126	105
8	Mooney Blvd & Sunnyside Ave	EBL	170	120	113	**188**	120	120	**200**	120	126	**210**	120	123	**205**	120	129	**215**
		EBR	-	120	64	107	120	64	107	120	64	107	120	66	110	120	66	110
		WBL	100	120	8	13	120	8	13	120	8	13	120	8	13	120	8	13
		WBR	-	120	55	92	120	55	92	120	60	100	120	57	95	120	62	103
		NBL	400	120	73	122	120	73	122	120	73	122	120	75	125	120	75	125
		NBR	-	120	8	13	120	8	13	120	8	13	120	8	13	120	8	13
		SBL	275	120	79	132	120	80	133	120	80	133	120	84	140	120	84	140
		SBR	-	120	101	168	120	116	193	120	121	202	120	133	222	120	138	230
9	Mooney Blvd & Orchard Ave	EBL	125	120	25	42	120	28	47	120	31	52	120	31	52	120	34	57
		EBR	-	120	44	73	120	45	75	120	45	75	120	51	85	120	51	85
		WBL	110	120	32	53	120	33	55	120	33	55	120	39	65	120	39	65
		WBR	-	120	65	108	120	69	115	120	70	117	120	80	133	120	81	135
		NBL	125	120	69	58	120	69	58	120	69	58	120	71	59	120	71	59
		NBR	100	120	39	65	120	39	65	120	39	65	120	40	67	120	40	67
		SBL	250	120	143	238	120	147	**245**	120	148	**247**	120	153	**255**	120	154	**257**
		SBR	100	120	26	43	120	29	48	120	30	50	120	30	50	120	31	52
10	Mooney Blvd & Caldwell Ave	EBL	200	120	221	184	120	228	190	120	232	193	120	248	**207**	120	252	**210**
		EBR	-	120	178	297	120	182	303	120	182	303	120	198	330	120	198	330
		WBL	200	120	235	196	120	239	199	120	239	199	120	254	**212**	120	254	**212**
		WBR	-	120	122	203	120	128	213	120	133	222	120	136	227	120	141	235
		NBL	200	120	281	**234**	120	284	**237**	120	284	**237**	120	294	**245**	120	294	**245**
		NBR	150	120	124	**207**	120	125	**208**	120	125	**208**	120	130	**217**	120	130	**217**
		SBL	200	120	219	183	120	232	193	120	237	198	120	245	**204**	120	250	**208**
		SBR	150	120	153	**255**	120	160	**267**	120	163	**272**	120	166	**277**	120	169	**282**
11	Fairway St & Caldwell Ave	EBL	200	120	70	117	120	71	118	120	71	118	120	76	127	120	76	127
		EBR	-	120	90	150	120	91	152	120	91	152	120	97	162	120	97	162
		WBL	290	120	125	208	120	127	212	120	127	212	120	134	223	120	134	223
		WBR	-	120	61	102	120	62	103	120	62	103	120	65	108	120	65	108
		NBL	120	120	82	**137**	120	83	**138**	120	83	**138**	120	88	**147**	120	88	**147**
		NBR	-	120	100	167	120	102	170	120	102	170	120	108	180	120	108	180
		SBL	50	120	79	**132**	120	80	**133**	120	80	**133**	120	85	**142**	120	85	**142**
		SBR	-	120	30	50	120	30	50	120	30	50	120	32	53	120	32	53

DRIVE-THROUGH ANALYSIS

The project includes a drive-through lane which will offer food and beverage products from the convenience market. The layout of the drive-thru configuration is shown on the site plan (Figure 3). The drive-through lane can accommodate approximately nine total vehicles. The queue analysis was analyzed during the peak hour to determine the average number of vehicles in the drive-through lane. The AM peak was used, as shown in Table 1, with approximately 414 trips, or 207 vehicles that patronize the site. According to investigation conducted by Fastrip of other similar facilities in Texas, it appears that the drive through attracts approximately 10% of the customers to the site. Therefore, the anticipated number of vehicles entering the drive through in the AM peak hour would be approximately 21.

The service rate (time the vehicle reaches the service window to the time that it leaves the window) is estimated to be two minutes per vehicle based on anticipated operations of the drive-thru employees.

The queue analysis was performed using a M/M/c queue theory assuming the queue where arrivals to the server are determined by a Poisson process (random arrival). In order to determine the average queue length for the drive-through, the following assumptions were used:

- **Arrival Rate:** based on ITE trip generation and assumptions above, peak inbound traffic to the drive-through is 21 vehicles per hour:
  - $\lambda = 21$ vehicles/hour

- **Service Rate:** based on operator's provided anticipated processing time of approximately 2 minutes, the average service rate for the drive-thru during peak periods is assumed to be:
  - $\mu = 30$ vehicles/hour

Based on these values, the following results were determined:

- **Average Number in System:** 2.3 vehicles
- **Average Number in Queue:** 1.6

In conclusion, the average number of vehicles (2 to 3 vehicles) in the drive-through is anticipated to be less than the capacity of nine vehicles. Therefore, the drive-through is not anticipated to cause any operational issues for on-site or off-site circulation.

VEHICLE MILES TRAVELED (VMT) ANALYSIS

An evaluation of project vehicle miles traveled (VMT) was conducted based on VMT analysis guidelines adopted by the City of Visalia. The guidelines provide "screening thresholds" for identifying whether a land use project should be expected to result in a less than significant transportation impact under CEQA. Projects meeting one or more of these criteria would not be required to undergo a detailed VMT analysis. The project includes a retail use and is therefore analyzed as a retail development for VMT. One of the screening thresholds pertains to locally serving retail developments. A retail project is considered locally serving if it is less than 50,000 square feet. The proposed project would fall within the local serving retail since the total square footage of the project is 4,940. Therefore, the project would "screen out", and be expected to have less than significant transportation impacts. Therefore, the project would be expected to result in a less than significant transportation impact under CEQA.

REFERENCES

1. Annual Traffic Census, TCAG
2. Highway Capacity Manual, Special Report 209, Transportation Research Board
3. California Manual on Uniform Traffic Control Devices for Streets and Highways, 2012 Edition, Federal Highway Administration (FHA)
4. Trip Generation, 10th Edition, Institute of Transportation Engineers (ITE)
5. Visalia General Plan, October 2014

APPENDIX

LEVEL OF SERVICE ANALYSIS

Intersection 1
Mooney Blvd & Beech Ave

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	223	105	212	1174	1439	115
Future Volume (veh/h)	223	105	212	1174	1439	115
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	242	114	230	1276	1564	125
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	511	235	447	3413	2142	171
Arrive On Green	0.16	0.16	0.14	0.67	0.45	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4969	384
Grp Volume(v), veh/h	242	114	230	1276	1104	585
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.3	3.4	3.2	5.3	12.8	12.8
Cycle Q Clear(g_c), s	3.3	3.4	3.2	5.3	12.8	12.8
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	511	235	447	3413	1512	801
V/C Ratio(X)	0.47	0.49	0.51	0.37	0.73	0.73
Avail Cap(c_a), veh/h	2480	1141	2327	6368	1512	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	18.2	19.0	3.4	10.8	10.9
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	1.8	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.9	1.5	2.4	6.2	7.0
LnGrp Delay(d),s/veh	18.8	19.7	19.9	3.5	12.7	14.4
LnGrp LOS	B	B	B	A	B	B
Approach Vol, veh/h	356			1506	1689	
Approach Delay, s/veh	19.1			6.0	13.3	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.0		11.7	10.7	25.3		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.3		5.4	5.2	14.8		
Green Ext Time (p_c), s		23.8		1.4	0.9	4.4		

Intersection Summary	
HCM 2010 Ctrl Delay	10.8
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	108	213	1181	1448	116
Future Volume (veh/h)	230	108	213	1181	1448	116
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	250	117	232	1284	1574	126
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	518	238	449	3407	2137	171
Arrive On Green	0.16	0.16	0.14	0.67	0.45	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4969	384
Grp Volume(v), veh/h	250	117	232	1284	1111	589
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.4	3.5	3.3	5.4	13.0	13.0
Cycle Q Clear(g_c), s	3.4	3.5	3.3	5.4	13.0	13.0
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	518	238	449	3407	1509	799
V/C Ratio(X)	0.48	0.49	0.52	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2461	1132	2310	6320	1509	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	18.3	19.1	3.5	11.0	11.1
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	1.9	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.1	1.5	2.4	6.4	7.2
LnGrp Delay(d),s/veh	18.9	19.8	20.0	3.6	12.9	14.7
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	367			1516	1700	
Approach Delay, s/veh	19.2			6.1	13.5	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.2		11.9	10.8	25.4		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.4		5.5	5.3	15.0		
Green Ext Time (p_c), s		23.9		1.5	0.9	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	111	218	1198	1457	116
Future Volume (veh/h)	230	111	218	1198	1457	116
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	250	121	237	1302	1584	126
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	525	241	454	3406	2133	170
Arrive On Green	0.17	0.17	0.14	0.67	0.44	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4971	382
Grp Volume(v), veh/h	250	121	237	1302	1118	592
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.5	3.7	3.4	5.5	13.3	13.3
Cycle Q Clear(g_c), s	3.5	3.7	3.4	5.5	13.3	13.3
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	525	241	454	3406	1506	797
V/C Ratio(X)	0.48	0.50	0.52	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2436	1121	2286	6255	1506	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	18.4	19.3	3.6	11.2	11.3
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.1	1.5	2.6	6.5	7.3
LnGrp Delay(d),s/veh	19.0	20.0	20.2	3.6	13.2	15.1
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	371			1539	1710	
Approach Delay, s/veh	19.4			6.2	13.8	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.5		12.0	10.9	25.6		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.5		5.7	5.4	15.3		
Green Ext Time (p_c), s		24.1		1.5	0.9	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	108	213	1181	1448	116
Future Volume (veh/h)	230	108	213	1181	1448	116
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	250	117	232	1284	1574	126
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	518	238	449	3407	2137	171
Arrive On Green	0.16	0.16	0.14	0.67	0.45	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4969	384
Grp Volume(v), veh/h	250	117	232	1284	1111	589
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.4	3.5	3.3	5.4	13.0	13.0
Cycle Q Clear(g_c), s	3.4	3.5	3.3	5.4	13.0	13.0
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	518	238	449	3407	1509	799
V/C Ratio(X)	0.48	0.49	0.52	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2461	1132	2310	6320	1509	799
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.2	18.3	19.1	3.5	11.0	11.1
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	1.9	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.1	1.5	2.4	6.4	7.2
LnGrp Delay(d),s/veh	18.9	19.8	20.0	3.6	12.9	14.7
LnGrp LOS	B	B	C	A	B	B
Approach Vol, veh/h	367			1516	1700	
Approach Delay, s/veh	19.2			6.1	13.5	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.2		11.9	10.8	25.4		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.4		5.5	5.3	15.0		
Green Ext Time (p_c), s		23.9		1.5	0.9	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	11.0
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	230	111	218	1198	1457	116
Future Volume (veh/h)	230	111	218	1198	1457	116
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	250	121	237	1302	1584	126
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	525	241	454	3406	2133	170
Arrive On Green	0.17	0.17	0.14	0.67	0.44	0.43
Sat Flow, veh/h	3170	1458	3170	5253	4971	382
Grp Volume(v), veh/h	250	121	237	1302	1118	592
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1795
Q Serve(g_s), s	3.5	3.7	3.4	5.5	13.3	13.3
Cycle Q Clear(g_c), s	3.5	3.7	3.4	5.5	13.3	13.3
Prop In Lane	1.00	1.00	1.00			0.21
Lane Grp Cap(c), veh/h	525	241	454	3406	1506	797
V/C Ratio(X)	0.48	0.50	0.52	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2436	1121	2286	6255	1506	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.3	18.4	19.3	3.6	11.2	11.3
Incr Delay (d2), s/veh	0.7	1.6	0.9	0.1	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.1	1.5	2.6	6.5	7.3
LnGrp Delay(d),s/veh	19.0	20.0	20.2	3.6	13.2	15.1
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	371			1539	1710	
Approach Delay, s/veh	19.4			6.2	13.8	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.5		12.0	10.9	25.6		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.5		5.7	5.4	15.3		
Green Ext Time (p_c), s		24.1		1.5	0.9	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	192	116	236	1177	1394	118
Future Volume (veh/h)	192	116	236	1177	1394	118
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	209	126	257	1279	1515	128
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	525	242	482	3397	2067	175
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4946	404
Grp Volume(v), veh/h	209	126	257	1279	1075	568
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1792
Q Serve(g_s), s	2.8	3.8	3.6	5.4	12.7	12.7
Cycle Q Clear(g_c), s	2.8	3.8	3.6	5.4	12.7	12.7
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	525	242	482	3397	1467	775
V/C Ratio(X)	0.40	0.52	0.53	0.38	0.73	0.73
Avail Cap(c_a), veh/h	2459	1131	2308	6315	1467	775
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.9	18.3	18.8	3.5	11.3	11.4
Incr Delay (d2), s/veh	0.5	1.7	0.9	0.1	1.9	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.2	1.6	2.5	6.2	6.9
LnGrp Delay(d),s/veh	18.4	20.1	19.7	3.6	13.3	15.0
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h	335			1536	1643	
Approach Delay, s/veh	19.0			6.3	13.9	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.1		12.0	11.3	24.8		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.4		5.8	5.6	14.7		
Green Ext Time (p_c), s		23.8		1.4	1.0	4.4		

Intersection Summary	
HCM 2010 Ctrl Delay	11.1
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	119	237	1184	1403	119
Future Volume (veh/h)	198	119	237	1184	1403	119
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	215	129	258	1287	1525	129
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	532	245	482	3392	2065	175
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4945	404
Grp Volume(v), veh/h	215	129	258	1287	1082	572
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1791
Q Serve(g_s), s	2.9	3.9	3.6	5.5	12.9	12.9
Cycle Q Clear(g_c), s	2.9	3.9	3.6	5.5	12.9	12.9
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	532	245	482	3392	1465	774
V/C Ratio(X)	0.40	0.53	0.53	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2442	1123	2291	6269	1465	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	18.4	18.9	3.6	11.5	11.6
Incr Delay (d2), s/veh	0.5	1.8	0.9	0.1	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	1.6	2.5	6.3	7.0
LnGrp Delay(d),s/veh	18.5	20.1	19.9	3.7	13.5	15.3
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h	344			1545	1654	
Approach Delay, s/veh	19.1			6.4	14.1	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.3		12.1	11.4	24.9		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.5		5.9	5.6	14.9		
Green Ext Time (p_c), s		23.9		1.4	1.0	4.3		

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	122	242	1201	1412	119
Future Volume (veh/h)	198	122	242	1201	1412	119
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	215	133	263	1305	1535	129
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	539	248	487	3390	2061	173
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4948	402
Grp Volume(v), veh/h	215	133	263	1305	1088	576
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1792
Q Serve(g_s), s	3.0	4.1	3.7	5.6	13.2	13.2
Cycle Q Clear(g_c), s	3.0	4.1	3.7	5.6	13.2	13.2
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	539	248	487	3390	1462	773
V/C Ratio(X)	0.40	0.54	0.54	0.38	0.74	0.75
Avail Cap(c_a), veh/h	2416	1112	2267	6204	1462	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	18.5	19.1	3.7	11.7	11.8
Incr Delay (d2), s/veh	0.5	1.8	0.9	0.1	2.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.1	1.7	2.6	6.5	7.3
LnGrp Delay(d),s/veh	18.6	20.3	20.0	3.7	13.8	15.7
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	348			1568	1664	
Approach Delay, s/veh	19.2			6.5	14.4	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.6		12.3	11.5	25.1		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.6		6.1	5.7	15.2		
Green Ext Time (p_c), s		24.1		1.4	1.1	4.1		

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	119	237	1184	1403	119
Future Volume (veh/h)	198	119	237	1184	1403	119
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	215	129	258	1287	1525	129
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	532	245	482	3392	2065	175
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4945	404
Grp Volume(v), veh/h	215	129	258	1287	1082	572
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1791
Q Serve(g_s), s	2.9	3.9	3.6	5.5	12.9	12.9
Cycle Q Clear(g_c), s	2.9	3.9	3.6	5.5	12.9	12.9
Prop In Lane	1.00	1.00	1.00			0.23
Lane Grp Cap(c), veh/h	532	245	482	3392	1465	774
V/C Ratio(X)	0.40	0.53	0.53	0.38	0.74	0.74
Avail Cap(c_a), veh/h	2442	1123	2291	6269	1465	774
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.0	18.4	18.9	3.6	11.5	11.6
Incr Delay (d2), s/veh	0.5	1.8	0.9	0.1	2.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	3.3	1.6	2.5	6.3	7.0
LnGrp Delay(d),s/veh	18.5	20.1	19.9	3.7	13.5	15.3
LnGrp LOS	B	C	B	A	B	B
Approach Vol, veh/h	344			1545	1654	
Approach Delay, s/veh	19.1			6.4	14.1	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.3		12.1	11.4	24.9		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.5		5.9	5.6	14.9		
Green Ext Time (p_c), s		23.9		1.4	1.0	4.3		

Intersection Summary	
HCM 2010 Ctrl Delay	11.2
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	198	122	242	1201	1412	119
Future Volume (veh/h)	198	122	242	1201	1412	119
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	215	133	263	1305	1535	129
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	539	248	487	3390	2061	173
Arrive On Green	0.17	0.17	0.15	0.67	0.43	0.41
Sat Flow, veh/h	3170	1458	3170	5253	4948	402
Grp Volume(v), veh/h	215	133	263	1305	1088	576
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1792
Q Serve(g_s), s	3.0	4.1	3.7	5.6	13.2	13.2
Cycle Q Clear(g_c), s	3.0	4.1	3.7	5.6	13.2	13.2
Prop In Lane	1.00	1.00	1.00			0.22
Lane Grp Cap(c), veh/h	539	248	487	3390	1462	773
V/C Ratio(X)	0.40	0.54	0.54	0.38	0.74	0.75
Avail Cap(c_a), veh/h	2416	1112	2267	6204	1462	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.1	18.5	19.1	3.7	11.7	11.8
Incr Delay (d2), s/veh	0.5	1.8	0.9	0.1	2.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.1	1.7	2.6	6.5	7.3
LnGrp Delay(d),s/veh	18.6	20.3	20.0	3.7	13.8	15.7
LnGrp LOS	B	C	C	A	B	B
Approach Vol, veh/h	348			1568	1664	
Approach Delay, s/veh	19.2			6.5	14.4	
Approach LOS	B			A	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		36.6		12.3	11.5	25.1		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		7.6		6.1	5.7	15.2		
Green Ext Time (p_c), s		24.1		1.4	1.1	4.1		

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	17	37	493	442	29
Future Volume (veh/h)	42	17	37	493	442	29
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	46	18	40	536	480	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	136	238	2976	1705	113
Arrive On Green	0.09	0.09	0.07	0.59	0.35	0.31
Sat Flow, veh/h	3170	1458	3170	5253	5042	322
Grp Volume(v), veh/h	46	18	40	536	333	179
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.3	0.3	0.3	1.2	1.8	1.8
Cycle Q Clear(g_c), s	0.3	0.3	0.3	1.2	1.8	1.8
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	297	136	238	2976	1186	632
V/C Ratio(X)	0.16	0.13	0.17	0.18	0.28	0.28
Avail Cap(c_a), veh/h	4746	2184	4454	12187	2817	1501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	10.4	10.8	2.4	5.8	5.9
Incr Delay (d2), s/veh	0.2	0.4	0.3	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.6	0.8	0.9
LnGrp Delay(d),s/veh	10.6	10.8	11.1	2.4	6.0	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	64			576	512	
Approach Delay, s/veh	10.7			3.0	6.0	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		18.6		6.3	5.9	12.7		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.2		2.3	2.3	3.8		
Green Ext Time (p_c), s		4.8		0.2	0.1	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	18	37	496	445	29
Future Volume (veh/h)	43	18	37	496	445	29
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	47	20	40	539	484	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	303	139	237	2974	1708	112
Arrive On Green	0.10	0.10	0.07	0.58	0.35	0.31
Sat Flow, veh/h	3170	1458	3170	5253	5045	320
Grp Volume(v), veh/h	47	20	40	539	335	181
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.3	0.3	0.3	1.2	1.8	1.8
Cycle Q Clear(g_c), s	0.3	0.3	0.3	1.2	1.8	1.8
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	303	139	237	2974	1187	633
V/C Ratio(X)	0.16	0.14	0.17	0.18	0.28	0.29
Avail Cap(c_a), veh/h	4725	2174	4434	12133	2805	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	10.4	10.8	2.4	5.9	5.9
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.6	0.8	1.0
LnGrp Delay(d),s/veh	10.6	10.8	11.2	2.4	6.0	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	67			579	516	
Approach Delay, s/veh	10.7			3.0	6.1	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		18.6		6.4	5.9	12.8		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.2		2.3	2.3	3.8		
Green Ext Time (p_c), s		4.8		0.2	0.1	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	22	43	517	456	29
Future Volume (veh/h)	43	22	43	517	456	29
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	47	24	47	562	496	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	308	142	253	2995	1721	110
Arrive On Green	0.10	0.10	0.08	0.59	0.35	0.32
Sat Flow, veh/h	3170	1458	3170	5253	5053	313
Grp Volume(v), veh/h	47	24	47	562	343	185
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1808
Q Serve(g_s), s	0.3	0.4	0.4	1.3	1.9	1.9
Cycle Q Clear(g_c), s	0.3	0.4	0.4	1.3	1.9	1.9
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	308	142	253	2995	1194	637
V/C Ratio(X)	0.15	0.17	0.19	0.19	0.29	0.29
Avail Cap(c_a), veh/h	4638	2134	4352	11908	2753	1468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	10.6	11.0	2.4	5.9	6.0
Incr Delay (d2), s/veh	0.2	0.6	0.4	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.2	0.6	0.9	1.0
LnGrp Delay(d),s/veh	10.8	11.1	11.3	2.5	6.1	6.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	71			609	528	
Approach Delay, s/veh	10.9			3.1	6.1	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		19.0		6.5	6.0	13.0		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.3		2.4	2.4	3.9		
Green Ext Time (p_c), s		5.0		0.2	0.1	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	18	37	496	445	29
Future Volume (veh/h)	43	18	37	496	445	29
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	47	20	40	539	484	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	303	139	237	2974	1708	112
Arrive On Green	0.10	0.10	0.07	0.58	0.35	0.31
Sat Flow, veh/h	3170	1458	3170	5253	5045	320
Grp Volume(v), veh/h	47	20	40	539	335	181
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.3	0.3	0.3	1.2	1.8	1.8
Cycle Q Clear(g_c), s	0.3	0.3	0.3	1.2	1.8	1.8
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	303	139	237	2974	1187	633
V/C Ratio(X)	0.16	0.14	0.17	0.18	0.28	0.29
Avail Cap(c_a), veh/h	4725	2174	4434	12133	2805	1494
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	10.4	10.8	2.4	5.9	5.9
Incr Delay (d2), s/veh	0.2	0.5	0.3	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.6	0.8	1.0
LnGrp Delay(d),s/veh	10.6	10.8	11.2	2.4	6.0	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	67			579	516	
Approach Delay, s/veh	10.7			3.0	6.1	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		18.6		6.4	5.9	12.8		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.2		2.3	2.3	3.8		
Green Ext Time (p_c), s		4.8		0.2	0.1	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	43	22	43	517	456	29
Future Volume (veh/h)	43	22	43	517	456	29
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	47	24	47	562	496	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	308	142	253	2995	1721	110
Arrive On Green	0.10	0.10	0.08	0.59	0.35	0.32
Sat Flow, veh/h	3170	1458	3170	5253	5053	313
Grp Volume(v), veh/h	47	24	47	562	343	185
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1808
Q Serve(g_s), s	0.3	0.4	0.4	1.3	1.9	1.9
Cycle Q Clear(g_c), s	0.3	0.4	0.4	1.3	1.9	1.9
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	308	142	253	2995	1194	637
V/C Ratio(X)	0.15	0.17	0.19	0.19	0.29	0.29
Avail Cap(c_a), veh/h	4638	2134	4352	11908	2753	1468
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.5	10.6	11.0	2.4	5.9	6.0
Incr Delay (d2), s/veh	0.2	0.6	0.4	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.3	0.2	0.6	0.9	1.0
LnGrp Delay(d),s/veh	10.8	11.1	11.3	2.5	6.1	6.3
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	71			609	528	
Approach Delay, s/veh	10.9			3.1	6.1	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		19.0		6.5	6.0	13.0		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.3		2.4	2.4	3.9		
Green Ext Time (p_c), s		5.0		0.2	0.1	4.2		

Intersection Summary	
HCM 2010 Ctrl Delay	4.9
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	42	17	37	493	442	29
Future Volume (veh/h)	42	17	37	493	442	29
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	46	18	40	536	480	32
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	297	136	238	2976	1705	113
Arrive On Green	0.09	0.09	0.07	0.59	0.35	0.31
Sat Flow, veh/h	3170	1458	3170	5253	5042	322
Grp Volume(v), veh/h	46	18	40	536	333	179
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.3	0.3	0.3	1.2	1.8	1.8
Cycle Q Clear(g_c), s	0.3	0.3	0.3	1.2	1.8	1.8
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	297	136	238	2976	1186	632
V/C Ratio(X)	0.16	0.13	0.17	0.18	0.28	0.28
Avail Cap(c_a), veh/h	4746	2184	4454	12187	2817	1501
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.4	10.4	10.8	2.4	5.8	5.9
Incr Delay (d2), s/veh	0.2	0.4	0.3	0.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.6	0.8	0.9
LnGrp Delay(d),s/veh	10.6	10.8	11.1	2.4	6.0	6.2
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	64			576	512	
Approach Delay, s/veh	10.7			3.0	6.0	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		18.6		6.3	5.9	12.7		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.2		2.3	2.3	3.8		
Green Ext Time (p_c), s		4.8		0.2	0.1	4.0		

Intersection Summary	
HCM 2010 Ctrl Delay	4.8
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	31	42	553	502	33
Future Volume (veh/h)	76	31	42	553	502	33
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	83	34	46	601	546	36
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	380	175	243	2966	1748	114
Arrive On Green	0.12	0.12	0.08	0.58	0.36	0.32
Sat Flow, veh/h	3170	1458	3170	5253	5045	319
Grp Volume(v), veh/h	83	34	46	601	378	204
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.6	0.6	0.4	1.5	2.2	2.2
Cycle Q Clear(g_c), s	0.6	0.6	0.4	1.5	2.2	2.2
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	380	175	243	2966	1215	647
V/C Ratio(X)	0.22	0.19	0.19	0.20	0.31	0.31
Avail Cap(c_a), veh/h	4385	2018	4115	11260	2603	1387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	10.7	11.7	2.7	6.2	6.3
Incr Delay (d2), s/veh	0.3	0.5	0.4	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.2	0.7	1.0	1.1
LnGrp Delay(d),s/veh	11.0	11.2	12.0	2.7	6.4	6.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	117			647	582	
Approach Delay, s/veh	11.1			3.4	6.5	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		19.7		7.2	6.1	13.7		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.5		2.6	2.4	4.2		
Green Ext Time (p_c), s		5.6		0.4	0.1	4.5		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	35	48	574	513	33
Future Volume (veh/h)	76	35	48	574	513	33
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	83	38	52	624	558	36
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	383	176	255	2986	1762	113
Arrive On Green	0.12	0.12	0.08	0.59	0.36	0.33
Sat Flow, veh/h	3170	1458	3170	5253	5053	313
Grp Volume(v), veh/h	83	38	52	624	386	208
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1808
Q Serve(g_s), s	0.6	0.6	0.4	1.6	2.3	2.3
Cycle Q Clear(g_c), s	0.6	0.6	0.4	1.6	2.3	2.3
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	383	176	255	2986	1223	652
V/C Ratio(X)	0.22	0.22	0.20	0.21	0.32	0.32
Avail Cap(c_a), veh/h	4316	1986	4050	11082	2562	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	10.9	11.8	2.7	6.3	6.4
Incr Delay (d2), s/veh	0.3	0.6	0.4	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.2	0.7	1.0	1.2
LnGrp Delay(d),s/veh	11.2	11.5	12.2	2.7	6.5	6.7
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	121			676	594	
Approach Delay, s/veh	11.3			3.4	6.5	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		20.1		7.3	6.2	13.9		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.6		2.6	2.4	4.3		
Green Ext Time (p_c), s		5.8		0.4	0.2	4.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	31	42	553	502	33
Future Volume (veh/h)	76	31	42	553	502	33
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	83	34	46	601	546	36
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	380	175	243	2966	1748	114
Arrive On Green	0.12	0.12	0.08	0.58	0.36	0.32
Sat Flow, veh/h	3170	1458	3170	5253	5045	319
Grp Volume(v), veh/h	83	34	46	601	378	204
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1806
Q Serve(g_s), s	0.6	0.6	0.4	1.5	2.2	2.2
Cycle Q Clear(g_c), s	0.6	0.6	0.4	1.5	2.2	2.2
Prop In Lane	1.00	1.00	1.00			0.18
Lane Grp Cap(c), veh/h	380	175	243	2966	1215	647
V/C Ratio(X)	0.22	0.19	0.19	0.20	0.31	0.31
Avail Cap(c_a), veh/h	4385	2018	4115	11260	2603	1387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.7	10.7	11.7	2.7	6.2	6.3
Incr Delay (d2), s/veh	0.3	0.5	0.4	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.5	0.2	0.7	1.0	1.1
LnGrp Delay(d),s/veh	11.0	11.2	12.0	2.7	6.4	6.6
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	117			647	582	
Approach Delay, s/veh	11.1			3.4	6.5	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		19.7		7.2	6.1	13.7		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.5		2.6	2.4	4.2		
Green Ext Time (p_c), s		5.6		0.4	0.1	4.5		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	76	35	48	574	513	33
Future Volume (veh/h)	76	35	48	574	513	33
Number	7	14	5	2	6	16
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1716	1716	1863	1863	1750
Adj Flow Rate, veh/h	83	38	52	624	558	36
Adj No. of Lanes	2	1	2	3	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	383	176	255	2986	1762	113
Arrive On Green	0.12	0.12	0.08	0.59	0.36	0.33
Sat Flow, veh/h	3170	1458	3170	5253	5053	313
Grp Volume(v), veh/h	83	38	52	624	386	208
Grp Sat Flow(s),veh/h/ln	1585	1458	1585	1695	1695	1808
Q Serve(g_s), s	0.6	0.6	0.4	1.6	2.3	2.3
Cycle Q Clear(g_c), s	0.6	0.6	0.4	1.6	2.3	2.3
Prop In Lane	1.00	1.00	1.00			0.17
Lane Grp Cap(c), veh/h	383	176	255	2986	1223	652
V/C Ratio(X)	0.22	0.22	0.20	0.21	0.32	0.32
Avail Cap(c_a), veh/h	4316	1986	4050	11082	2562	1366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	10.9	10.9	11.8	2.7	6.3	6.4
Incr Delay (d2), s/veh	0.3	0.6	0.4	0.0	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.6	0.2	0.7	1.0	1.2
LnGrp Delay(d),s/veh	11.2	11.5	12.2	2.7	6.5	6.7
LnGrp LOS	B	B	B	A	A	A
Approach Vol, veh/h	121			676	594	
Approach Delay, s/veh	11.3			3.4	6.5	
Approach LOS	B			A	A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4	5	6		
Phs Duration (G+Y+Rc), s		20.1		7.3	6.2	13.9		
Change Period (Y+Rc), s		4.9		4.9	4.9	4.9		
Max Green Setting (Gmax), s		58.8		36.4	34.1	19.8		
Max Q Clear Time (g_c+I1), s		3.6		2.6	2.4	4.3		
Green Ext Time (p_c), s		5.8		0.4	0.2	4.7		

Intersection Summary	
HCM 2010 Ctrl Delay	5.4
HCM 2010 LOS	A

Intersection 2
Mooney Blvd & Whitendale Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	105	271	170	221	239	82	233	1114	203	168	1366	94
Future Volume (veh/h)	105	271	170	221	239	82	233	1114	203	168	1366	94
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	114	295	185	240	260	89	253	1211	221	183	1485	102
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	195	781	315	338	940	380	320	2084	588	265	1997	563
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.41	0.41	0.08	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	114	295	185	240	260	89	253	1211	221	183	1485	102
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	6.3	10.4	6.5	5.2	4.3	7.0	16.5	9.6	5.0	22.4	4.2
Cycle Q Clear(g_c), s	3.1	6.3	10.4	6.5	5.2	4.3	7.0	16.5	9.6	5.0	22.4	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	195	781	315	338	940	380	320	2084	588	265	1997	563
V/C Ratio(X)	0.58	0.38	0.59	0.71	0.28	0.23	0.79	0.58	0.38	0.69	0.74	0.18
Avail Cap(c_a), veh/h	469	1649	666	568	1760	711	320	2188	617	284	2131	601
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	29.6	31.1	38.5	26.0	25.7	39.2	20.4	18.4	39.8	23.2	17.7
Incr Delay (d2), s/veh	2.7	0.3	1.7	2.8	0.2	0.3	12.7	0.4	0.4	6.4	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	3.1	4.2	3.0	2.5	1.8	3.6	7.7	3.9	2.4	10.7	1.7
LnGrp Delay(d),s/veh	43.5	29.9	32.9	41.3	26.1	26.0	51.9	20.8	18.8	46.2	24.6	17.9
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		594			589			1685			1770	
Approach Delay, s/veh		33.4			32.3			25.2			26.4	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.6	13.5	23.7	13.0	39.1	9.5	27.7
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.0	18.5	8.5	12.4	9.0	24.4	5.1	7.2
Green Ext Time (p_c), s	0.0	14.0	0.5	3.5	0.0	9.8	0.2	3.6

Intersection Summary	
HCM 2010 Ctrl Delay	27.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	278	175	222	250	82	234	1121	204	169	1374	95
Future Volume (veh/h)	108	278	175	222	250	82	234	1121	204	169	1374	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	302	190	241	272	89	254	1218	222	184	1493	103
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	792	320	338	948	383	317	2074	585	266	1991	561
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.41	0.41	0.08	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	117	302	190	241	272	89	254	1218	222	184	1493	103
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.2	6.5	10.7	6.6	5.5	4.4	7.0	16.8	9.8	5.1	22.7	4.2
Cycle Q Clear(g_c), s	3.2	6.5	10.7	6.6	5.5	4.4	7.0	16.8	9.8	5.1	22.7	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	792	320	338	948	383	317	2074	585	266	1991	561
V/C Ratio(X)	0.59	0.38	0.59	0.71	0.29	0.23	0.80	0.59	0.38	0.69	0.75	0.18
Avail Cap(c_a), veh/h	465	1637	661	564	1747	706	317	2171	612	282	2115	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	29.6	31.2	38.8	26.1	25.7	39.6	20.7	18.7	40.1	23.6	17.9
Incr Delay (d2), s/veh	2.8	0.3	1.8	2.8	0.2	0.3	13.6	0.4	0.4	6.6	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.2	4.4	3.0	2.7	1.8	3.7	7.9	3.9	2.5	10.9	1.7
LnGrp Delay(d),s/veh	43.8	29.9	33.0	41.6	26.3	26.0	53.2	21.1	19.1	46.7	25.0	18.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		609			602			1694			1780	
Approach Delay, s/veh		33.5			32.4			25.7			26.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.7	13.6	24.1	13.0	39.2	9.6	28.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.1	18.8	8.6	12.7	9.0	24.7	5.2	7.5
Green Ext Time (p_c), s	0.0	13.9	0.5	3.6	0.0	9.6	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	283	175	222	250	82	269	1147	204	223	1374	95
Future Volume (veh/h)	108	283	175	222	250	82	269	1147	204	223	1374	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	308	190	241	272	89	292	1247	222	242	1493	103
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	793	320	338	948	383	317	2049	578	282	1992	562
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.40	0.40	0.09	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	117	308	190	241	272	89	292	1247	222	242	1493	103
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.2	6.7	10.7	6.6	5.5	4.4	8.2	17.5	9.8	6.8	22.8	4.2
Cycle Q Clear(g_c), s	3.2	6.7	10.7	6.6	5.5	4.4	8.2	17.5	9.8	6.8	22.8	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	793	320	338	948	383	317	2049	578	282	1992	562
V/C Ratio(X)	0.59	0.39	0.59	0.71	0.29	0.23	0.92	0.61	0.38	0.86	0.75	0.18
Avail Cap(c_a), veh/h	465	1635	660	563	1745	705	317	2169	612	282	2112	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	29.7	31.3	38.9	26.1	25.7	40.2	21.3	19.0	40.5	23.6	17.9
Incr Delay (d2), s/veh	2.8	0.3	1.8	2.8	0.2	0.3	31.1	0.5	0.4	22.4	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.3	4.4	3.0	2.7	1.8	5.0	8.2	3.9	3.8	10.9	1.7
LnGrp Delay(d),s/veh	43.8	30.0	33.0	41.7	26.3	26.0	71.3	21.7	19.4	62.9	25.0	18.1
LnGrp LOS	D	C	C	D	C	C	E	C	B	E	C	B
Approach Vol, veh/h		615			602			1761			1838	
Approach Delay, s/veh		33.6			32.4			29.6			29.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	40.3	13.6	24.2	13.0	39.3	9.6	28.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	8.8	19.5	8.6	12.7	10.2	24.8	5.2	7.5
Green Ext Time (p_c), s	0.0	13.6	0.5	3.6	0.0	9.6	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	278	175	222	250	82	234	1121	204	169	1374	95
Future Volume (veh/h)	108	278	175	222	250	82	234	1121	204	169	1374	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	302	190	241	272	89	254	1218	222	184	1493	103
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	792	320	338	948	383	317	2074	585	266	1991	561
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.41	0.41	0.08	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	117	302	190	241	272	89	254	1218	222	184	1493	103
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.2	6.5	10.7	6.6	5.5	4.4	7.0	16.8	9.8	5.1	22.7	4.2
Cycle Q Clear(g_c), s	3.2	6.5	10.7	6.6	5.5	4.4	7.0	16.8	9.8	5.1	22.7	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	792	320	338	948	383	317	2074	585	266	1991	561
V/C Ratio(X)	0.59	0.38	0.59	0.71	0.29	0.23	0.80	0.59	0.38	0.69	0.75	0.18
Avail Cap(c_a), veh/h	465	1637	661	564	1747	706	317	2171	612	282	2115	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	29.6	31.2	38.8	26.1	25.7	39.6	20.7	18.7	40.1	23.6	17.9
Incr Delay (d2), s/veh	2.8	0.3	1.8	2.8	0.2	0.3	13.6	0.4	0.4	6.6	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.2	4.4	3.0	2.7	1.8	3.7	7.9	3.9	2.5	10.9	1.7
LnGrp Delay(d),s/veh	43.8	29.9	33.0	41.6	26.3	26.0	53.2	21.1	19.1	46.7	25.0	18.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		609			602			1694			1780	
Approach Delay, s/veh		33.5			32.4			25.7			26.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.5	40.7	13.6	24.1	13.0	39.2	9.6	28.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.1	18.8	8.6	12.7	9.0	24.7	5.2	7.5
Green Ext Time (p_c), s	0.0	13.9	0.5	3.6	0.0	9.6	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	28.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	108	283	175	222	250	82	269	1147	204	223	1374	95
Future Volume (veh/h)	108	283	175	222	250	82	269	1147	204	223	1374	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	117	308	190	241	272	89	292	1247	222	242	1493	103
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	793	320	338	948	383	317	2049	578	282	1992	562
Arrive On Green	0.06	0.22	0.22	0.11	0.27	0.27	0.10	0.40	0.40	0.09	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	117	308	190	241	272	89	292	1247	222	242	1493	103
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.2	6.7	10.7	6.6	5.5	4.4	8.2	17.5	9.8	6.8	22.8	4.2
Cycle Q Clear(g_c), s	3.2	6.7	10.7	6.6	5.5	4.4	8.2	17.5	9.8	6.8	22.8	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	793	320	338	948	383	317	2049	578	282	1992	562
V/C Ratio(X)	0.59	0.39	0.59	0.71	0.29	0.23	0.92	0.61	0.38	0.86	0.75	0.18
Avail Cap(c_a), veh/h	465	1635	660	563	1745	705	317	2169	612	282	2112	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.1	29.7	31.3	38.9	26.1	25.7	40.2	21.3	19.0	40.5	23.6	17.9
Incr Delay (d2), s/veh	2.8	0.3	1.8	2.8	0.2	0.3	31.1	0.5	0.4	22.4	1.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	3.3	4.4	3.0	2.7	1.8	5.0	8.2	3.9	3.8	10.9	1.7
LnGrp Delay(d),s/veh	43.8	30.0	33.0	41.7	26.3	26.0	71.3	21.7	19.4	62.9	25.0	18.1
LnGrp LOS	D	C	C	D	C	C	E	C	B	E	C	B
Approach Vol, veh/h		615			602			1761			1838	
Approach Delay, s/veh		33.6			32.4			29.6			29.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	40.3	13.6	24.2	13.0	39.3	9.6	28.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	8.8	19.5	8.6	12.7	10.2	24.8	5.2	7.5
Green Ext Time (p_c), s	0.0	13.6	0.5	3.6	0.0	9.6	0.2	3.7

Intersection Summary	
HCM 2010 Ctrl Delay	30.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	106	170	169	196	201	69	214	1125	188	137	1307	79
Future Volume (veh/h)	106	170	169	196	201	69	214	1125	188	137	1307	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	115	185	184	213	218	75	233	1223	204	149	1421	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	199	765	309	314	894	361	319	2157	608	234	2020	570
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	115	185	184	213	218	75	233	1223	204	149	1421	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.0	3.7	9.9	5.6	4.2	3.5	6.1	15.6	8.2	3.9	20.0	3.3
Cycle Q Clear(g_c), s	3.0	3.7	9.9	5.6	4.2	3.5	6.1	15.6	8.2	3.9	20.0	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	199	765	309	314	894	361	319	2157	608	234	2020	570
V/C Ratio(X)	0.58	0.24	0.60	0.68	0.24	0.21	0.73	0.57	0.34	0.64	0.70	0.15
Avail Cap(c_a), veh/h	489	1719	694	592	1835	741	333	2280	643	296	2221	626
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.0	27.8	30.2	37.3	25.5	25.3	37.4	18.7	16.6	38.6	21.6	16.5
Incr Delay (d2), s/veh	2.6	0.2	1.8	2.6	0.1	0.3	7.6	0.3	0.3	2.9	0.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	1.8	4.0	2.5	2.1	1.4	3.0	7.3	3.3	1.8	9.5	1.3
LnGrp Delay(d),s/veh	41.7	27.9	32.0	39.8	25.6	25.5	45.0	19.0	16.9	41.5	22.5	16.7
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		484			506			1660			1656	
Approach Delay, s/veh		32.7			31.6			22.4			23.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.3	40.3	12.5	22.5	12.6	38.0	9.4	25.6
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	5.9	17.6	7.6	11.9	8.1	22.0	5.0	6.2
Green Ext Time (p_c), s	0.1	14.2	0.5	2.7	0.0	11.1	0.2	2.8

Intersection Summary	
HCM 2010 Ctrl Delay	25.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	175	174	197	210	69	215	1132	189	138	1315	79
Future Volume (veh/h)	109	175	174	197	210	69	215	1132	189	138	1315	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	118	190	189	214	228	75	234	1230	205	150	1429	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	776	313	314	901	364	319	2150	606	234	2014	568
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	118	190	189	214	228	75	234	1230	205	150	1429	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	3.8	10.3	5.6	4.4	3.6	6.2	15.9	8.3	4.0	20.4	3.3
Cycle Q Clear(g_c), s	3.1	3.8	10.3	5.6	4.4	3.6	6.2	15.9	8.3	4.0	20.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	776	313	314	901	364	319	2150	606	234	2014	568
V/C Ratio(X)	0.58	0.24	0.60	0.68	0.25	0.21	0.73	0.57	0.34	0.64	0.71	0.15
Avail Cap(c_a), veh/h	484	1704	687	587	1818	735	330	2260	637	293	2201	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	27.8	30.4	37.6	25.7	25.3	37.7	19.0	16.8	38.9	21.9	16.8
Incr Delay (d2), s/veh	2.7	0.2	1.9	2.6	0.1	0.3	7.9	0.3	0.3	3.1	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.9	4.2	2.6	2.2	1.4	3.0	7.5	3.4	1.9	9.7	1.3
LnGrp Delay(d),s/veh	42.0	28.0	32.2	40.2	25.8	25.6	45.7	19.3	17.1	42.0	22.9	16.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		497			517			1669			1665	
Approach Delay, s/veh		32.9			31.7			22.7			24.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	40.5	12.6	22.9	12.7	38.2	9.5	26.0
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	6.0	17.9	7.6	12.3	8.2	22.4	5.1	6.4
Green Ext Time (p_c), s	0.1	14.1	0.5	2.8	0.0	10.9	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	180	174	197	210	69	250	1158	189	192	1315	79
Future Volume (veh/h)	109	180	174	197	210	69	250	1158	189	192	1315	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	118	196	189	214	228	75	272	1259	205	209	1429	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	775	313	313	899	363	328	2066	583	291	2008	566
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.41	0.41	0.09	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	118	196	189	214	228	75	272	1259	205	209	1429	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	4.0	10.4	5.7	4.5	3.6	7.3	17.0	8.6	5.6	20.6	3.4
Cycle Q Clear(g_c), s	3.1	4.0	10.4	5.7	4.5	3.6	7.3	17.0	8.6	5.6	20.6	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	775	313	313	899	363	328	2066	583	291	2008	566
V/C Ratio(X)	0.58	0.25	0.60	0.68	0.25	0.21	0.83	0.61	0.35	0.72	0.71	0.15
Avail Cap(c_a), veh/h	481	1692	683	583	1806	730	328	2244	633	291	2186	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	28.1	30.6	37.9	25.9	25.5	38.3	20.4	17.9	38.4	22.2	16.9
Incr Delay (d2), s/veh	2.7	0.2	1.9	2.6	0.1	0.3	16.2	0.4	0.4	8.2	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.0	4.3	2.6	2.2	1.4	3.9	8.0	3.5	2.8	9.7	1.3
LnGrp Delay(d),s/veh	42.3	28.3	32.5	40.5	26.0	25.8	54.4	20.8	18.3	46.6	23.2	17.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		503			517			1736			1724	
Approach Delay, s/veh		33.1			32.0			25.8			25.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	39.4	12.6	23.1	13.0	38.4	9.5	26.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.6	19.0	7.7	12.4	9.3	22.6	5.1	6.5
Green Ext Time (p_c), s	0.0	13.6	0.5	2.8	0.0	10.9	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	175	174	197	210	69	215	1132	189	138	1315	79
Future Volume (veh/h)	109	175	174	197	210	69	215	1132	189	138	1315	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	118	190	189	214	228	75	234	1230	205	150	1429	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	776	313	314	901	364	319	2150	606	234	2014	568
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.42	0.42	0.07	0.40	0.40
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	118	190	189	214	228	75	234	1230	205	150	1429	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	3.8	10.3	5.6	4.4	3.6	6.2	15.9	8.3	4.0	20.4	3.3
Cycle Q Clear(g_c), s	3.1	3.8	10.3	5.6	4.4	3.6	6.2	15.9	8.3	4.0	20.4	3.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	776	313	314	901	364	319	2150	606	234	2014	568
V/C Ratio(X)	0.58	0.24	0.60	0.68	0.25	0.21	0.73	0.57	0.34	0.64	0.71	0.15
Avail Cap(c_a), veh/h	484	1704	687	587	1818	735	330	2260	637	293	2201	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.3	27.8	30.4	37.6	25.7	25.3	37.7	19.0	16.8	38.9	21.9	16.8
Incr Delay (d2), s/veh	2.7	0.2	1.9	2.6	0.1	0.3	7.9	0.3	0.3	3.1	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	1.9	4.2	2.6	2.2	1.4	3.0	7.5	3.4	1.9	9.7	1.3
LnGrp Delay(d),s/veh	42.0	28.0	32.2	40.2	25.8	25.6	45.7	19.3	17.1	42.0	22.9	16.9
LnGrp LOS	D	C	C	D	C	C	D	B	B	D	C	B
Approach Vol, veh/h		497			517			1669			1665	
Approach Delay, s/veh		32.9			31.7			22.7			24.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.4	40.5	12.6	22.9	12.7	38.2	9.5	26.0
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	6.0	17.9	7.6	12.3	8.2	22.4	5.1	6.4
Green Ext Time (p_c), s	0.1	14.1	0.5	2.8	0.0	10.9	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	25.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	180	174	197	210	69	250	1158	189	192	1315	79
Future Volume (veh/h)	109	180	174	197	210	69	250	1158	189	192	1315	79
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	118	196	189	214	228	75	272	1259	205	209	1429	86
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	202	775	313	313	899	363	328	2066	583	291	2008	566
Arrive On Green	0.06	0.22	0.22	0.10	0.25	0.25	0.10	0.41	0.41	0.09	0.39	0.39
Sat Flow, veh/h	3170	3539	1428	3170	3539	1430	3170	5085	1434	3170	5085	1434
Grp Volume(v), veh/h	118	196	189	214	228	75	272	1259	205	209	1429	86
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1430	1585	1695	1434	1585	1695	1434
Q Serve(g_s), s	3.1	4.0	10.4	5.7	4.5	3.6	7.3	17.0	8.6	5.6	20.6	3.4
Cycle Q Clear(g_c), s	3.1	4.0	10.4	5.7	4.5	3.6	7.3	17.0	8.6	5.6	20.6	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	202	775	313	313	899	363	328	2066	583	291	2008	566
V/C Ratio(X)	0.58	0.25	0.60	0.68	0.25	0.21	0.83	0.61	0.35	0.72	0.71	0.15
Avail Cap(c_a), veh/h	481	1692	683	583	1806	730	328	2244	633	291	2186	616
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	28.1	30.6	37.9	25.9	25.5	38.3	20.4	17.9	38.4	22.2	16.9
Incr Delay (d2), s/veh	2.7	0.2	1.9	2.6	0.1	0.3	16.2	0.4	0.4	8.2	1.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	2.0	4.3	2.6	2.2	1.4	3.9	8.0	3.5	2.8	9.7	1.3
LnGrp Delay(d),s/veh	42.3	28.3	32.5	40.5	26.0	25.8	54.4	20.8	18.3	46.6	23.2	17.1
LnGrp LOS	D	C	C	D	C	C	D	C	B	D	C	B
Approach Vol, veh/h		503			517			1736			1724	
Approach Delay, s/veh		33.1			32.0			25.8			25.7	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	39.4	12.6	23.1	13.0	38.4	9.5	26.1
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	7.6	19.0	7.7	12.4	9.3	22.6	5.1	6.5
Green Ext Time (p_c), s	0.0	13.6	0.5	2.8	0.0	10.9	0.2	2.9

Intersection Summary	
HCM 2010 Ctrl Delay	27.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	116	66	130	260	63	49	441	56	32	360	43
Future Volume (veh/h)	53	116	66	130	260	63	49	441	56	32	360	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	126	72	141	283	68	53	479	61	35	391	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	742	299	288	857	346	176	1434	404	138	1374	387
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.06	0.28	0.28	0.04	0.27	0.27
Sat Flow, veh/h	3170	3539	1428	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	58	126	72	141	283	68	53	479	61	35	391	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.2	1.8	1.8	2.8	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Cycle Q Clear(g_c), s	0.8	1.2	1.8	1.8	2.8	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	742	299	288	857	346	176	1434	404	138	1374	387
V/C Ratio(X)	0.31	0.17	0.24	0.49	0.33	0.20	0.30	0.33	0.15	0.25	0.28	0.12
Avail Cap(c_a), veh/h	978	3441	1388	1185	3672	1483	667	4564	1284	593	4445	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	13.9	14.1	18.5	13.4	12.9	19.4	12.2	11.5	19.8	12.3	11.8
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.3	0.2	0.3	1.0	0.1	0.2	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.7	0.8	1.4	0.7	0.3	1.5	0.6	0.2	1.2	0.4
LnGrp Delay(d),s/veh	20.3	14.0	14.5	19.8	13.6	13.2	20.4	12.3	11.7	20.7	12.5	11.9
LnGrp LOS	C	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		256			492			593			473	
Approach Delay, s/veh		15.5			15.3			13.0			13.0	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	16.1	7.9	13.0	6.4	15.6	6.5	14.4
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.5	5.2	3.8	3.8	2.7	4.6	2.8	4.8
Green Ext Time (p_c), s	0.0	4.5	0.3	2.2	0.0	4.5	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	119	68	131	272	63	49	444	56	32	362	43
Future Volume (veh/h)	54	119	68	131	272	63	49	444	56	32	362	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	129	74	142	296	68	53	483	61	35	393	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	750	302	289	864	349	175	1435	404	138	1375	387
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.06	0.28	0.28	0.04	0.27	0.27
Sat Flow, veh/h	3170	3539	1428	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	59	129	74	142	296	68	53	483	61	35	393	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.3	1.9	1.8	3.0	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Cycle Q Clear(g_c), s	0.8	1.3	1.9	1.8	3.0	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	750	302	289	864	349	175	1435	404	138	1375	387
V/C Ratio(X)	0.32	0.17	0.24	0.49	0.34	0.19	0.30	0.34	0.15	0.25	0.29	0.12
Avail Cap(c_a), veh/h	972	3418	1379	1178	3648	1474	662	4534	1276	589	4416	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	13.9	14.1	18.6	13.4	12.9	19.5	12.3	11.6	19.9	12.4	11.9
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.3	0.2	0.3	1.0	0.1	0.2	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.8	0.8	1.5	0.7	0.3	1.5	0.6	0.2	1.3	0.4
LnGrp Delay(d),s/veh	20.4	14.0	14.5	19.9	13.7	13.2	20.5	12.4	11.8	20.9	12.5	12.0
LnGrp LOS	C	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		262			506			597			475	
Approach Delay, s/veh		15.6			15.4			13.1			13.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	16.2	7.9	13.1	6.4	15.6	6.5	14.5
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.5	5.2	3.8	3.9	2.7	4.6	2.8	5.0
Green Ext Time (p_c), s	0.0	4.5	0.4	2.3	0.0	4.5	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	125	68	131	272	63	91	476	56	98	362	43
Future Volume (veh/h)	54	125	68	131	272	63	91	476	56	98	362	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	136	74	142	296	68	99	517	61	107	393	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	726	293	284	841	340	233	1428	402	240	1440	405
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.07	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	3170	3539	1427	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	59	136	74	142	296	68	99	517	61	107	393	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1427	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.5	2.0	2.0	3.2	1.7	1.4	3.7	1.5	1.5	2.8	1.1
Cycle Q Clear(g_c), s	0.8	1.5	2.0	2.0	3.2	1.7	1.4	3.7	1.5	1.5	2.8	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	726	293	284	841	340	233	1428	402	240	1440	405
V/C Ratio(X)	0.33	0.19	0.25	0.50	0.35	0.20	0.43	0.36	0.15	0.45	0.27	0.12
Avail Cap(c_a), veh/h	912	3210	1294	1106	3426	1383	622	4257	1198	553	4146	1167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	15.1	15.3	19.9	14.5	14.0	20.3	13.2	12.4	20.3	12.8	12.2
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.4	0.3	0.3	1.2	0.2	0.2	1.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.8	0.9	1.6	0.7	0.6	1.7	0.6	0.7	1.3	0.5
LnGrp Delay(d),s/veh	21.8	15.2	15.7	21.3	14.8	14.3	21.6	13.4	12.6	21.6	12.9	12.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		269			506			677			547	
Approach Delay, s/veh		16.8			16.5			14.5			14.5	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	16.9	8.1	13.4	7.4	17.0	6.6	14.9
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	3.5	5.7	4.0	4.0	3.4	4.8	2.8	5.2
Green Ext Time (p_c), s	0.1	4.7	0.3	2.4	0.1	4.7	0.1	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	119	68	131	272	63	49	444	56	32	362	43
Future Volume (veh/h)	54	119	68	131	272	63	49	444	56	32	362	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	129	74	142	296	68	53	483	61	35	393	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	186	750	302	289	864	349	175	1435	404	138	1375	387
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.06	0.28	0.28	0.04	0.27	0.27
Sat Flow, veh/h	3170	3539	1428	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	59	129	74	142	296	68	53	483	61	35	393	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.3	1.9	1.8	3.0	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Cycle Q Clear(g_c), s	0.8	1.3	1.9	1.8	3.0	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	186	750	302	289	864	349	175	1435	404	138	1375	387
V/C Ratio(X)	0.32	0.17	0.24	0.49	0.34	0.19	0.30	0.34	0.15	0.25	0.29	0.12
Avail Cap(c_a), veh/h	972	3418	1379	1178	3648	1474	662	4534	1276	589	4416	1242
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.4	13.9	14.1	18.6	13.4	12.9	19.5	12.3	11.6	19.9	12.4	11.9
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.3	0.2	0.3	1.0	0.1	0.2	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.8	0.8	1.5	0.7	0.3	1.5	0.6	0.2	1.3	0.4
LnGrp Delay(d),s/veh	20.4	14.0	14.5	19.9	13.7	13.2	20.5	12.4	11.8	20.9	12.5	12.0
LnGrp LOS	C	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		262			506			597			475	
Approach Delay, s/veh		15.6			15.4			13.1			13.1	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	16.2	7.9	13.1	6.4	15.6	6.5	14.5
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.5	5.2	3.8	3.9	2.7	4.6	2.8	5.0
Green Ext Time (p_c), s	0.0	4.5	0.4	2.3	0.0	4.5	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	125	68	131	272	63	91	476	56	98	362	43
Future Volume (veh/h)	54	125	68	131	272	63	91	476	56	98	362	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	59	136	74	142	296	68	99	517	61	107	393	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	181	726	293	284	841	340	233	1428	402	240	1440	405
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.07	0.28	0.28	0.08	0.28	0.28
Sat Flow, veh/h	3170	3539	1427	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	59	136	74	142	296	68	99	517	61	107	393	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1427	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.5	2.0	2.0	3.2	1.7	1.4	3.7	1.5	1.5	2.8	1.1
Cycle Q Clear(g_c), s	0.8	1.5	2.0	2.0	3.2	1.7	1.4	3.7	1.5	1.5	2.8	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	181	726	293	284	841	340	233	1428	402	240	1440	405
V/C Ratio(X)	0.33	0.19	0.25	0.50	0.35	0.20	0.43	0.36	0.15	0.45	0.27	0.12
Avail Cap(c_a), veh/h	912	3210	1294	1106	3426	1383	622	4257	1198	553	4146	1167
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.8	15.1	15.3	19.9	14.5	14.0	20.3	13.2	12.4	20.3	12.8	12.2
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.4	0.3	0.3	1.2	0.2	0.2	1.3	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.7	0.8	0.9	1.6	0.7	0.6	1.7	0.6	0.7	1.3	0.5
LnGrp Delay(d),s/veh	21.8	15.2	15.7	21.3	14.8	14.3	21.6	13.4	12.6	21.6	12.9	12.3
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		269			506			677			547	
Approach Delay, s/veh		16.8			16.5			14.5			14.5	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.5	16.9	8.1	13.4	7.4	17.0	6.6	14.9
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	3.5	5.7	4.0	4.0	3.4	4.8	2.8	5.2
Green Ext Time (p_c), s	0.1	4.7	0.3	2.4	0.1	4.7	0.1	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	15.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	53	116	66	130	260	63	49	441	56	32	360	43
Future Volume (veh/h)	53	116	66	130	260	63	49	441	56	32	360	43
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	58	126	72	141	283	68	53	479	61	35	391	47
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	185	742	299	288	857	346	176	1434	404	138	1374	387
Arrive On Green	0.06	0.21	0.21	0.09	0.24	0.24	0.06	0.28	0.28	0.04	0.27	0.27
Sat Flow, veh/h	3170	3539	1428	3170	3539	1429	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	58	126	72	141	283	68	53	479	61	35	391	47
Grp Sat Flow(s),veh/h/ln	1585	1770	1428	1585	1770	1429	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	0.8	1.2	1.8	1.8	2.8	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Cycle Q Clear(g_c), s	0.8	1.2	1.8	1.8	2.8	1.6	0.7	3.2	1.4	0.5	2.6	1.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	185	742	299	288	857	346	176	1434	404	138	1374	387
V/C Ratio(X)	0.31	0.17	0.24	0.49	0.33	0.20	0.30	0.33	0.15	0.25	0.28	0.12
Avail Cap(c_a), veh/h	978	3441	1388	1185	3672	1483	667	4564	1284	593	4445	1250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	13.9	14.1	18.5	13.4	12.9	19.4	12.2	11.5	19.8	12.3	11.8
Incr Delay (d2), s/veh	1.0	0.1	0.4	1.3	0.2	0.3	1.0	0.1	0.2	1.0	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.6	0.7	0.8	1.4	0.7	0.3	1.5	0.6	0.2	1.2	0.4
LnGrp Delay(d),s/veh	20.3	14.0	14.5	19.8	13.6	13.2	20.4	12.3	11.7	20.7	12.5	11.9
LnGrp LOS	C	B	B	B	B	B	C	B	B	C	B	B
Approach Vol, veh/h		256			492			593			473	
Approach Delay, s/veh		15.5			15.3			13.0			13.0	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.9	16.1	7.9	13.0	6.4	15.6	6.5	14.4
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.5	5.2	3.8	3.8	2.7	4.6	2.8	4.8
Green Ext Time (p_c), s	0.0	4.5	0.3	2.2	0.0	4.5	0.1	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	14.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	199	113	148	645	71	56	501	64	36	404	48
Future Volume (veh/h)	91	199	113	148	645	71	56	501	64	36	404	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	99	216	123	161	701	77	61	545	70	39	439	52
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1099	445	295	1197	485	168	1349	380	132	1291	363
Arrive On Green	0.07	0.31	0.31	0.09	0.34	0.34	0.05	0.27	0.27	0.04	0.25	0.25
Sat Flow, veh/h	3170	3539	1432	3170	3539	1433	3170	5085	1430	3170	5085	1430
Grp Volume(v), veh/h	99	216	123	161	701	77	61	545	70	39	439	52
Grp Sat Flow(s),veh/h/ln	1585	1770	1432	1585	1770	1433	1585	1695	1430	1585	1695	1430
Q Serve(g_s), s	1.7	2.5	3.6	2.7	9.0	2.1	1.0	4.9	2.1	0.7	3.9	1.6
Cycle Q Clear(g_c), s	1.7	2.5	3.6	2.7	9.0	2.1	1.0	4.9	2.1	0.7	3.9	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	1099	445	295	1197	485	168	1349	380	132	1291	363
V/C Ratio(X)	0.48	0.20	0.28	0.55	0.59	0.16	0.36	0.40	0.18	0.30	0.34	0.14
Avail Cap(c_a), veh/h	756	2661	1077	917	2841	1150	516	3530	993	458	3438	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	14.0	14.4	24.0	15.1	12.8	25.3	16.7	15.7	25.7	16.8	16.0
Incr Delay (d2), s/veh	1.7	0.1	0.3	1.6	0.5	0.2	1.3	0.2	0.2	1.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.2	1.4	1.2	4.5	0.8	0.5	2.3	0.9	0.3	1.8	0.6
LnGrp Delay(d),s/veh	26.6	14.1	14.7	25.5	15.6	13.0	26.6	16.9	15.9	27.0	17.0	16.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		438			939			676			530	
Approach Delay, s/veh		17.1			17.1			17.7			17.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	18.7	9.2	21.2	6.9	18.0	7.6	22.7
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.7	6.9	4.7	5.6	3.0	5.9	3.7	11.0
Green Ext Time (p_c), s	0.0	5.2	0.4	5.2	0.1	5.2	0.2	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	205	113	148	645	71	98	533	64	102	404	48
Future Volume (veh/h)	91	205	113	148	645	71	98	533	64	102	404	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	99	223	123	161	701	77	107	579	70	111	439	52
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1073	434	290	1173	475	207	1350	380	212	1357	382
Arrive On Green	0.06	0.30	0.30	0.09	0.33	0.33	0.07	0.27	0.27	0.07	0.27	0.27
Sat Flow, veh/h	3170	3539	1432	3170	3539	1432	3170	5085	1430	3170	5085	1430
Grp Volume(v), veh/h	99	223	123	161	701	77	107	579	70	111	439	52
Grp Sat Flow(s),veh/h/ln	1585	1770	1432	1585	1770	1432	1585	1695	1430	1585	1695	1430
Q Serve(g_s), s	1.8	2.7	3.8	2.8	9.7	2.2	1.9	5.5	2.2	2.0	4.1	1.6
Cycle Q Clear(g_c), s	1.8	2.7	3.8	2.8	9.7	2.2	1.9	5.5	2.2	2.0	4.1	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1073	434	290	1173	475	207	1350	380	212	1357	382
V/C Ratio(X)	0.49	0.21	0.28	0.56	0.60	0.16	0.52	0.43	0.18	0.52	0.32	0.14
Avail Cap(c_a), veh/h	715	2514	1017	866	2683	1086	487	3335	938	433	3248	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	15.2	15.6	25.5	16.3	13.8	26.5	17.8	16.6	26.4	17.2	16.3
Incr Delay (d2), s/veh	1.9	0.1	0.4	1.7	0.5	0.2	2.0	0.2	0.2	2.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.3	1.5	1.3	4.8	0.9	0.9	2.6	0.9	0.9	1.9	0.7
LnGrp Delay(d),s/veh	28.4	15.3	15.9	27.1	16.8	14.0	28.5	18.0	16.8	28.4	17.4	16.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		445			939			756			602	
Approach Delay, s/veh		18.4			18.3			19.4			19.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	19.5	9.4	21.7	7.8	19.6	7.7	23.4
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	4.0	7.5	4.8	5.8	3.9	6.1	3.8	11.7
Green Ext Time (p_c), s	0.1	5.4	0.4	5.2	0.1	5.4	0.2	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	199	113	148	645	71	56	501	64	36	404	48
Future Volume (veh/h)	91	199	113	148	645	71	56	501	64	36	404	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	99	216	123	161	701	77	61	545	70	39	439	52
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1099	445	295	1197	485	168	1349	380	132	1291	363
Arrive On Green	0.07	0.31	0.31	0.09	0.34	0.34	0.05	0.27	0.27	0.04	0.25	0.25
Sat Flow, veh/h	3170	3539	1432	3170	3539	1433	3170	5085	1430	3170	5085	1430
Grp Volume(v), veh/h	99	216	123	161	701	77	61	545	70	39	439	52
Grp Sat Flow(s),veh/h/ln	1585	1770	1432	1585	1770	1433	1585	1695	1430	1585	1695	1430
Q Serve(g_s), s	1.7	2.5	3.6	2.7	9.0	2.1	1.0	4.9	2.1	0.7	3.9	1.6
Cycle Q Clear(g_c), s	1.7	2.5	3.6	2.7	9.0	2.1	1.0	4.9	2.1	0.7	3.9	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	208	1099	445	295	1197	485	168	1349	380	132	1291	363
V/C Ratio(X)	0.48	0.20	0.28	0.55	0.59	0.16	0.36	0.40	0.18	0.30	0.34	0.14
Avail Cap(c_a), veh/h	756	2661	1077	917	2841	1150	516	3530	993	458	3438	967
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.9	14.0	14.4	24.0	15.1	12.8	25.3	16.7	15.7	25.7	16.8	16.0
Incr Delay (d2), s/veh	1.7	0.1	0.3	1.6	0.5	0.2	1.3	0.2	0.2	1.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.2	1.4	1.2	4.5	0.8	0.5	2.3	0.9	0.3	1.8	0.6
LnGrp Delay(d),s/veh	26.6	14.1	14.7	25.5	15.6	13.0	26.6	16.9	15.9	27.0	17.0	16.2
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		438			939			676			530	
Approach Delay, s/veh		17.1			17.1			17.7			17.7	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.3	18.7	9.2	21.2	6.9	18.0	7.6	22.7
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	2.7	6.9	4.7	5.6	3.0	5.9	3.7	11.0
Green Ext Time (p_c), s	0.0	5.2	0.4	5.2	0.1	5.2	0.2	5.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.4
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	91	205	113	148	645	71	98	533	64	102	404	48
Future Volume (veh/h)	91	205	113	148	645	71	98	533	64	102	404	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	99	223	123	161	701	77	107	579	70	111	439	52
Adj No. of Lanes	2	2	1	2	2	1	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	200	1073	434	290	1173	475	207	1350	380	212	1357	382
Arrive On Green	0.06	0.30	0.30	0.09	0.33	0.33	0.07	0.27	0.27	0.07	0.27	0.27
Sat Flow, veh/h	3170	3539	1432	3170	3539	1432	3170	5085	1430	3170	5085	1430
Grp Volume(v), veh/h	99	223	123	161	701	77	107	579	70	111	439	52
Grp Sat Flow(s),veh/h/ln	1585	1770	1432	1585	1770	1432	1585	1695	1430	1585	1695	1430
Q Serve(g_s), s	1.8	2.7	3.8	2.8	9.7	2.2	1.9	5.5	2.2	2.0	4.1	1.6
Cycle Q Clear(g_c), s	1.8	2.7	3.8	2.8	9.7	2.2	1.9	5.5	2.2	2.0	4.1	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	200	1073	434	290	1173	475	207	1350	380	212	1357	382
V/C Ratio(X)	0.49	0.21	0.28	0.56	0.60	0.16	0.52	0.43	0.18	0.52	0.32	0.14
Avail Cap(c_a), veh/h	715	2514	1017	866	2683	1086	487	3335	938	433	3248	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	15.2	15.6	25.5	16.3	13.8	26.5	17.8	16.6	26.4	17.2	16.3
Incr Delay (d2), s/veh	1.9	0.1	0.4	1.7	0.5	0.2	2.0	0.2	0.2	2.0	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	1.3	1.5	1.3	4.8	0.9	0.9	2.6	0.9	0.9	1.9	0.7
LnGrp Delay(d),s/veh	28.4	15.3	15.9	27.1	16.8	14.0	28.5	18.0	16.8	28.4	17.4	16.5
LnGrp LOS	C	B	B	C	B	B	C	B	B	C	B	B
Approach Vol, veh/h		445			939			756			602	
Approach Delay, s/veh		18.4			18.3			19.4			19.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	7.9	19.5	9.4	21.7	7.8	19.6	7.7	23.4
Change Period (Y+Rc), s	4.5	4.9	4.5	4.9	4.5	4.9	4.5	4.9
Max Green Setting (Gmax), s	7.5	37.5	15.5	40.7	8.5	36.5	12.7	43.5
Max Q Clear Time (g_c+I1), s	4.0	7.5	4.8	5.8	3.9	6.1	3.8	11.7
Green Ext Time (p_c), s	0.1	5.4	0.4	5.2	0.1	5.4	0.2	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	18.9
HCM 2010 LOS	B

Intersection 3
Driveway 1 & Whitendale Ave

Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Ideal Flow (vphpl)	1900	1750	1750	1900	1750	1750
Lane Width (ft)	12	12	12	12	12	12
Grade (%)	0%			0%	0%	
Storage Length (ft)		0	0		0	0
Storage Lanes		1	1		1	0
Taper Length (ft)			25		25	
Link Speed (mph)	55			55	55	
Link Distance (ft)	363			2230	125	
Travel Time (s)	4.5			27.6	1.5	

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	569	17	5	518	5	10
Future Vol, veh/h	569	17	5	518	5	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	-	-	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	618	18	5	563	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	618	0	910	309
Stage 1	-	-	-	-	618	-
Stage 2	-	-	-	-	292	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	958	-	274	687
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	732	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	958	-	272	687
Mov Cap-2 Maneuver	-	-	-	-	272	-
Stage 1	-	-	-	-	500	-
Stage 2	-	-	-	-	726	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	455	-	-	958	-
HCM Lane V/C Ratio	0.036	-	-	0.006	-
HCM Control Delay (s)	13.2	-	-	8.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	595	18	5	542	5	10
Future Vol, veh/h	595	18	5	542	5	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	-	-	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	647	20	5	589	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	647	0	952	323
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	934	-	257	673
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	255	673
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	934	-
HCM Lane V/C Ratio	0.037	-	-	0.006	-
HCM Control Delay (s)	13.6	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	595	98	47	542	5	58
Future Vol, veh/h	595	98	47	542	5	58
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	-	-	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	647	107	51	589	5	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	647	0	1044	323
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	397	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	934	-	225	673
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	207	673
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	571	-	-	934	-
HCM Lane V/C Ratio	0.12	-	-	0.055	-
HCM Control Delay (s)	12.2	-	-	9.1	0.3
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	595	18	5	542	5	10
Future Vol, veh/h	595	18	5	542	5	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	-	-	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	647	20	5	589	5	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	647	0	952	323
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	305	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	934	-	257	673
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	721	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	255	673
Mov Cap-2 Maneuver	-	-	-	-	255	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	715	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	13.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	435	-	-	934	-
HCM Lane V/C Ratio	0.037	-	-	0.006	-
HCM Control Delay (s)	13.6	-	-	8.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	595	98	47	542	5	58
Future Vol, veh/h	595	98	47	542	5	58
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	-	-	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	647	107	51	589	5	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	647	0	1044	323
Stage 1	-	-	-	-	647	-
Stage 2	-	-	-	-	397	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	934	-	225	673
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	648	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	934	-	207	673
Mov Cap-2 Maneuver	-	-	-	-	207	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	596	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	12.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	571	-	-	934	-
HCM Lane V/C Ratio	0.12	-	-	0.055	-
HCM Control Delay (s)	12.2	-	-	9.1	0.3
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	379	6	2	419	11	4
Future Vol, veh/h	379	6	2	419	11	4
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	-	-	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	412	7	2	455	12	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	412	0	644	206
Stage 1	-	-	-	-	412	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1143	-	405	800
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	785	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1143	-	404	800
Mov Cap-2 Maneuver	-	-	-	-	404	-
Stage 1	-	-	-	-	637	-
Stage 2	-	-	-	-	783	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	465	-	-	1143	-
HCM Lane V/C Ratio	0.035	-	-	0.002	-
HCM Control Delay (s)	13	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	397	6	2	438	11	4
Future Vol, veh/h	397	6	2	438	11	4
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	-	-	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	432	7	2	476	12	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	674	216
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1124	-	388	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1124	-	387	789
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1124	-
HCM Lane V/C Ratio	0.036	-	-	0.002	-
HCM Control Delay (s)	13.3	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	397	86	44	438	11	52
Future Vol, veh/h	397	86	44	438	11	52
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	-	-	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	432	93	48	476	12	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	766	216
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	334	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1124	-	339	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1124	-	319	789
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	628	-	-	1124	-
HCM Lane V/C Ratio	0.109	-	-	0.043	-
HCM Control Delay (s)	11.4	-	-	8.3	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	397	6	2	438	11	4
Future Vol, veh/h	397	6	2	438	11	4
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	-	-	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	432	7	2	476	12	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	674	216
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	242	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1124	-	388	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1124	-	387	789
Mov Cap-2 Maneuver	-	-	-	-	387	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	774	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	448	-	-	1124	-
HCM Lane V/C Ratio	0.036	-	-	0.002	-
HCM Control Delay (s)	13.3	-	-	8.2	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	397	86	44	438	11	52
Future Vol, veh/h	397	86	44	438	11	52
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	-	-	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	432	93	48	476	12	57

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	432	0	766	216
Stage 1	-	-	-	-	432	-
Stage 2	-	-	-	-	334	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1124	-	339	789
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	697	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1124	-	319	789
Mov Cap-2 Maneuver	-	-	-	-	319	-
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	657	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	11.4
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	628	-	-	1124	-
HCM Lane V/C Ratio	0.109	-	-	0.043	-
HCM Control Delay (s)	11.4	-	-	8.3	0.2
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	188	0	0	466	0	0
Future Vol, veh/h	188	0	0	466	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	-	-	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	204	0	0	507	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	457	102
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1365	-	532	933
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1365	-	532	933
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1365	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	197	0	0	488	0	0
Future Vol, veh/h	197	0	0	488	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	-	-	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	214	0	0	530	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	479	107
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1353	-	516	926
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	516	926
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1353	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	197	98	51	488	0	58
Future Vol, veh/h	197	98	51	488	0	58
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	-	-	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	214	107	55	530	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	590	107
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1353	-	439	926
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	414	926
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	1353	-
HCM Lane V/C Ratio	0.068	-	-	0.041	-
HCM Control Delay (s)	9.2	-	-	7.8	0.2
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	197	0	0	488	0	0
Future Vol, veh/h	197	0	0	488	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	-	-	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	214	0	0	530	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	479	107
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1353	-	516	926
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	516	926
Mov Cap-2 Maneuver	-	-	-	-	516	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	755	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1353	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	197	98	51	488	0	58
Future Vol, veh/h	197	98	51	488	0	58
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	-	-	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	214	107	55	530	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	214	0	590	107
Stage 1	-	-	-	-	214	-
Stage 2	-	-	-	-	376	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1353	-	439	926
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	664	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1353	-	414	926
Mov Cap-2 Maneuver	-	-	-	-	414	-
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	625	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.9	9.2
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	926	-	-	1353	-
HCM Lane V/C Ratio	0.068	-	-	0.041	-
HCM Control Delay (s)	9.2	-	-	7.8	0.2
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	188	0	0	466	0	0
Future Vol, veh/h	188	0	0	466	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	-	-	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	204	0	0	507	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	204	0	457	102
Stage 1	-	-	-	-	204	-
Stage 2	-	-	-	-	253	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1365	-	532	933
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	766	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1365	-	532	933
Mov Cap-2 Maneuver	-	-	-	-	532	-
Stage 1	-	-	-	-	810	-
Stage 2	-	-	-	-	766	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1365	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	0	0	1157	0	0
Future Vol, veh/h	467	0	0	1157	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	-	-	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	508	0	0	1258	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1137	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	629	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	195	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	195	745
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	494	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1053	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	98	51	1157	0	58
Future Vol, veh/h	467	98	51	1157	0	58
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	-	-	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	508	107	55	1258	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1248	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	740	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	165	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	433	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	136	745
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	358	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	745	-	-	1053	-
HCM Lane V/C Ratio	0.085	-	-	0.053	-
HCM Control Delay (s)	10.3	-	-	8.6	0.7
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	0	0	1157	0	0
Future Vol, veh/h	467	0	0	1157	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	-	-	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	508	0	0	1258	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1137	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	629	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	195	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	494	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	195	745
Mov Cap-2 Maneuver	-	-	-	-	195	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	494	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1053	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Traffic Vol, veh/h	467	98	51	1157	0	58
Future Vol, veh/h	467	98	51	1157	0	58
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	-	-	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	508	107	55	1258	0	63

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	508	0	1248	254
Stage 1	-	-	-	-	508	-
Stage 2	-	-	-	-	740	-
Critical Hdwy	-	-	4.14	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.22	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	1053	-	165	745
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	433	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1053	-	136	745
Mov Cap-2 Maneuver	-	-	-	-	136	-
Stage 1	-	-	-	-	569	-
Stage 2	-	-	-	-	358	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1	10.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	745	-	-	1053	-
HCM Lane V/C Ratio	0.085	-	-	0.053	-
HCM Control Delay (s)	10.3	-	-	8.6	0.7
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.3	-	-	0.2	-

Intersection 4
Giddings St & Whitendale Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	185	267	22	2	236	95	11	12	4	133	17	197
Future Volume (veh/h)	185	267	22	2	236	95	11	12	4	133	17	197
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	201	290	24	2	257	103	12	13	4	145	18	214
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	614	1271	971	16	589	437	69	53	13	186	387	845
Arrive On Green	0.38	0.68	0.68	0.01	0.32	0.31	0.06	0.06	0.05	0.11	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	432	879	210	1634	1863	1427
Grp Volume(v), veh/h	201	290	24	2	257	103	29	0	0	145	18	214
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1521	0	0	1634	1863	1427
Q Serve(g_s), s	10.5	7.0	0.7	0.1	13.1	6.5	0.0	0.0	0.0	10.4	0.9	0.0
Cycle Q Clear(g_c), s	10.5	7.0	0.7	0.1	13.1	6.5	1.9	0.0	0.0	10.4	0.9	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.41		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	614	1271	971	16	589	437	135	0	0	186	387	845
V/C Ratio(X)	0.33	0.23	0.02	0.13	0.44	0.24	0.22	0.00	0.00	0.78	0.05	0.25
Avail Cap(c_a), veh/h	614	1271	971	67	589	437	287	0	0	231	638	1037
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.7	7.2	6.2	58.9	32.5	30.9	53.9	0.0	0.0	51.7	38.0	12.2
Incr Delay (d2), s/veh	0.3	0.4	0.0	3.6	0.5	0.3	0.8	0.0	0.0	12.5	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	3.8	0.3	0.1	6.9	2.6	0.9	0.0	0.0	5.3	0.5	3.5
LnGrp Delay(d),s/veh	27.0	7.6	6.2	62.5	33.0	31.2	54.7	0.0	0.0	64.2	38.1	12.3
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		515			362			29			377	
Approach Delay, s/veh		15.1			32.7			54.7			33.5	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	17.7	11.3	5.2	85.9		29.0	49.1	42.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.4	3.9	2.1	9.0		2.9	12.5	15.1
Green Ext Time (p_c), s	0.5	0.0	0.0	1.9		1.5	1.7	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	279	23	2	245	99	11	12	4	137	18	203
Future Volume (veh/h)	194	279	23	2	245	99	11	12	4	137	18	203
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	211	303	25	2	266	108	12	13	4	149	20	221
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	1267	967	16	592	439	69	53	13	190	392	843
Arrive On Green	0.37	0.68	0.68	0.01	0.32	0.31	0.06	0.06	0.05	0.12	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	430	877	209	1634	1863	1428
Grp Volume(v), veh/h	211	303	25	2	266	108	29	0	0	149	20	221
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1516	0	0	1634	1863	1428
Q Serve(g_s), s	11.2	7.5	0.7	0.1	13.6	6.8	0.0	0.0	0.0	10.6	1.0	0.0
Cycle Q Clear(g_c), s	11.2	7.5	0.7	0.1	13.6	6.8	1.9	0.0	0.0	10.6	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.41		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	608	1267	967	16	592	439	134	0	0	190	392	843
V/C Ratio(X)	0.35	0.24	0.03	0.13	0.45	0.25	0.22	0.00	0.00	0.78	0.05	0.26
Avail Cap(c_a), veh/h	608	1267	967	67	592	439	286	0	0	231	638	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	7.3	6.3	58.9	32.6	30.9	53.9	0.0	0.0	51.5	37.8	12.3
Incr Delay (d2), s/veh	0.3	0.4	0.0	3.6	0.5	0.3	0.8	0.0	0.0	13.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	3.9	0.3	0.1	7.1	2.7	0.9	0.0	0.0	5.5	0.5	3.6
LnGrp Delay(d),s/veh	27.5	7.8	6.3	62.5	33.1	31.2	54.7	0.0	0.0	64.8	37.9	12.5
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		539			376			29			390	
Approach Delay, s/veh		15.4			32.7			54.7			33.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	11.3	5.2	85.6		29.2	48.6	42.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.6	3.9	2.1	9.5		3.0	13.2	15.6
Green Ext Time (p_c), s	0.5	0.0	0.0	2.0		1.5	1.8	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	298	26	2	261	99	14	12	4	137	18	205
Future Volume (veh/h)	196	298	26	2	261	99	14	12	4	137	18	205
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	213	324	28	2	284	108	15	13	4	149	20	223
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	596	1264	965	16	603	447	75	49	11	190	394	834
Arrive On Green	0.36	0.68	0.68	0.01	0.32	0.32	0.06	0.06	0.05	0.12	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	495	799	185	1634	1863	1428
Grp Volume(v), veh/h	213	324	28	2	284	108	32	0	0	149	20	223
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1479	0	0	1634	1863	1428
Q Serve(g_s), s	11.4	8.1	0.8	0.1	14.6	6.8	0.4	0.0	0.0	10.6	1.0	0.0
Cycle Q Clear(g_c), s	11.4	8.1	0.8	0.1	14.6	6.8	2.1	0.0	0.0	10.6	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.47		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	596	1264	965	16	603	447	136	0	0	190	394	834
V/C Ratio(X)	0.36	0.26	0.03	0.13	0.47	0.24	0.24	0.00	0.00	0.78	0.05	0.27
Avail Cap(c_a), veh/h	596	1264	965	67	603	447	281	0	0	231	638	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	7.5	6.3	58.9	32.4	30.4	53.8	0.0	0.0	51.5	37.7	12.7
Incr Delay (d2), s/veh	0.4	0.5	0.1	3.6	0.6	0.3	0.9	0.0	0.0	13.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	4.3	0.3	0.1	7.6	2.7	1.0	0.0	0.0	5.5	0.5	3.7
LnGrp Delay(d),s/veh	28.2	8.0	6.4	62.5	33.0	30.7	54.7	0.0	0.0	64.8	37.7	12.9
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		565			394			32			392	
Approach Delay, s/veh		15.5			32.5			54.7			33.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	11.4	5.2	85.4		29.4	47.8	42.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.6	4.1	2.1	10.1		3.0	13.4	16.6
Green Ext Time (p_c), s	0.5	0.0	0.0	2.1		1.5	1.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	194	279	23	2	245	99	11	12	4	137	18	203
Future Volume (veh/h)	194	279	23	2	245	99	11	12	4	137	18	203
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	211	303	25	2	266	108	12	13	4	149	20	221
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	608	1267	967	16	592	439	69	53	13	190	392	843
Arrive On Green	0.37	0.68	0.68	0.01	0.32	0.31	0.06	0.06	0.05	0.12	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	430	877	209	1634	1863	1428
Grp Volume(v), veh/h	211	303	25	2	266	108	29	0	0	149	20	221
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1516	0	0	1634	1863	1428
Q Serve(g_s), s	11.2	7.5	0.7	0.1	13.6	6.8	0.0	0.0	0.0	10.6	1.0	0.0
Cycle Q Clear(g_c), s	11.2	7.5	0.7	0.1	13.6	6.8	1.9	0.0	0.0	10.6	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.41		0.14	1.00		1.00
Lane Grp Cap(c), veh/h	608	1267	967	16	592	439	134	0	0	190	392	843
V/C Ratio(X)	0.35	0.24	0.03	0.13	0.45	0.25	0.22	0.00	0.00	0.78	0.05	0.26
Avail Cap(c_a), veh/h	608	1267	967	67	592	439	286	0	0	231	638	1031
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.2	7.3	6.3	58.9	32.6	30.9	53.9	0.0	0.0	51.5	37.8	12.3
Incr Delay (d2), s/veh	0.3	0.4	0.0	3.6	0.5	0.3	0.8	0.0	0.0	13.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.1	3.9	0.3	0.1	7.1	2.7	0.9	0.0	0.0	5.5	0.5	3.6
LnGrp Delay(d),s/veh	27.5	7.8	6.3	62.5	33.1	31.2	54.7	0.0	0.0	64.8	37.9	12.5
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		539			376			29			390	
Approach Delay, s/veh		15.4			32.7			54.7			33.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	11.3	5.2	85.6		29.2	48.6	42.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.6	3.9	2.1	9.5		3.0	13.2	15.6
Green Ext Time (p_c), s	0.5	0.0	0.0	2.0		1.5	1.8	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	196	298	26	2	261	99	14	12	4	137	18	205
Future Volume (veh/h)	196	298	26	2	261	99	14	12	4	137	18	205
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.92	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	213	324	28	2	284	108	15	13	4	149	20	223
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	596	1264	965	16	603	447	75	49	11	190	394	834
Arrive On Green	0.36	0.68	0.68	0.01	0.32	0.32	0.06	0.06	0.05	0.12	0.21	0.21
Sat Flow, veh/h	1634	1863	1422	1634	1863	1414	495	799	185	1634	1863	1428
Grp Volume(v), veh/h	213	324	28	2	284	108	32	0	0	149	20	223
Grp Sat Flow(s),veh/h/ln	1634	1863	1422	1634	1863	1414	1479	0	0	1634	1863	1428
Q Serve(g_s), s	11.4	8.1	0.8	0.1	14.6	6.8	0.4	0.0	0.0	10.6	1.0	0.0
Cycle Q Clear(g_c), s	11.4	8.1	0.8	0.1	14.6	6.8	2.1	0.0	0.0	10.6	1.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.47		0.12	1.00		1.00
Lane Grp Cap(c), veh/h	596	1264	965	16	603	447	136	0	0	190	394	834
V/C Ratio(X)	0.36	0.26	0.03	0.13	0.47	0.24	0.24	0.00	0.00	0.78	0.05	0.27
Avail Cap(c_a), veh/h	596	1264	965	67	603	447	281	0	0	231	638	1021
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.8	7.5	6.3	58.9	32.4	30.4	53.8	0.0	0.0	51.5	37.7	12.7
Incr Delay (d2), s/veh	0.4	0.5	0.1	3.6	0.6	0.3	0.9	0.0	0.0	13.3	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	4.3	0.3	0.1	7.6	2.7	1.0	0.0	0.0	5.5	0.5	3.7
LnGrp Delay(d),s/veh	28.2	8.0	6.4	62.5	33.0	30.7	54.7	0.0	0.0	64.8	37.7	12.9
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		565			394			32			392	
Approach Delay, s/veh		15.5			32.5			54.7			33.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	18.0	11.4	5.2	85.4		29.4	47.8	42.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	12.6	4.1	2.1	10.1		3.0	13.4	16.6
Green Ext Time (p_c), s	0.5	0.0	0.0	2.1		1.5	1.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	239	19	4	208	83	20	14	4	86	14	158
Future Volume (veh/h)	110	239	19	4	208	83	20	14	4	86	14	158
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	120	260	21	4	226	90	22	15	4	93	15	172
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	641	1316	1005	19	607	450	87	49	10	133	339	832
Arrive On Green	0.39	0.71	0.71	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.18	0.18
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	602	724	143	1634	1863	1426
Grp Volume(v), veh/h	120	260	21	4	226	90	41	0	0	93	15	172
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1469	0	0	1634	1863	1426
Q Serve(g_s), s	5.8	5.7	0.5	0.3	11.2	5.6	1.4	0.0	0.0	6.7	0.8	0.0
Cycle Q Clear(g_c), s	5.8	5.7	0.5	0.3	11.2	5.6	2.9	0.0	0.0	6.7	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.54		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	641	1316	1005	19	607	450	145	0	0	133	339	832
V/C Ratio(X)	0.19	0.20	0.02	0.21	0.37	0.20	0.28	0.00	0.00	0.70	0.04	0.21
Avail Cap(c_a), veh/h	641	1316	1005	67	607	450	284	0	0	231	638	1060
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	6.0	5.3	58.8	31.1	29.8	53.5	0.0	0.0	53.7	40.5	12.3
Incr Delay (d2), s/veh	0.1	0.3	0.0	5.3	0.4	0.2	1.0	0.0	0.0	6.6	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	3.0	0.2	0.2	5.8	2.2	1.3	0.0	0.0	3.2	0.4	2.8
LnGrp Delay(d),s/veh	24.0	6.4	5.3	64.1	31.4	30.0	54.5	0.0	0.0	60.3	40.5	12.4
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		401			320			41			280	
Approach Delay, s/veh		11.6			31.4			54.5			29.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	13.7	12.1	5.4	88.8		25.8	51.1	43.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.7	4.9	2.3	7.7		2.8	7.8	13.2
Green Ext Time (p_c), s	0.6	0.1	0.0	1.4		1.1	1.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	250	20	4	216	86	21	14	4	89	14	163
Future Volume (veh/h)	115	250	20	4	216	86	21	14	4	89	14	163
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	125	272	22	4	235	93	23	15	4	97	15	177
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	635	1309	1000	19	607	450	88	48	9	137	346	831
Arrive On Green	0.39	0.70	0.70	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.19	0.19
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	614	706	139	1634	1863	1426
Grp Volume(v), veh/h	125	272	22	4	235	93	42	0	0	97	15	177
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1459	0	0	1634	1863	1426
Q Serve(g_s), s	6.1	6.1	0.6	0.3	11.7	5.8	1.5	0.0	0.0	6.9	0.8	0.0
Cycle Q Clear(g_c), s	6.1	6.1	0.6	0.3	11.7	5.8	3.0	0.0	0.0	6.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.55		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	635	1309	1000	19	607	450	146	0	0	137	346	831
V/C Ratio(X)	0.20	0.21	0.02	0.21	0.39	0.21	0.29	0.00	0.00	0.71	0.04	0.21
Avail Cap(c_a), veh/h	635	1309	1000	67	607	450	283	0	0	231	638	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	6.2	5.4	58.8	31.2	29.8	53.4	0.0	0.0	53.5	40.1	12.4
Incr Delay (d2), s/veh	0.2	0.4	0.0	5.3	0.4	0.2	1.1	0.0	0.0	6.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.2	0.2	0.2	6.1	2.3	1.4	0.0	0.0	3.4	0.4	2.8
LnGrp Delay(d),s/veh	24.4	6.6	5.4	64.1	31.6	30.1	54.5	0.0	0.0	60.1	40.2	12.5
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		419			332			42			289	
Approach Delay, s/veh		11.8			31.6			54.5			29.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.1	12.2	5.4	88.3		26.3	50.6	43.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.9	5.0	2.3	8.1		2.8	8.1	13.7
Green Ext Time (p_c), s	0.6	0.1	0.0	1.5		1.1	1.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	269	23	4	232	86	24	14	4	89	14	165
Future Volume (veh/h)	117	269	23	4	232	86	24	14	4	89	14	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	127	292	25	4	252	93	26	15	4	97	15	179
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	624	1305	997	19	615	457	93	46	9	137	350	825
Arrive On Green	0.38	0.70	0.70	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.19	0.19
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	654	656	128	1634	1863	1426
Grp Volume(v), veh/h	127	292	25	4	252	93	45	0	0	97	15	179
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1438	0	0	1634	1863	1426
Q Serve(g_s), s	6.2	6.7	0.6	0.3	12.6	5.7	1.9	0.0	0.0	6.9	0.8	0.0
Cycle Q Clear(g_c), s	6.2	6.7	0.6	0.3	12.6	5.7	3.3	0.0	0.0	6.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.58		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	624	1305	997	19	615	457	149	0	0	137	350	825
V/C Ratio(X)	0.20	0.22	0.03	0.21	0.41	0.20	0.30	0.00	0.00	0.71	0.04	0.22
Avail Cap(c_a), veh/h	624	1305	997	67	615	457	281	0	0	231	638	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	6.4	5.5	58.8	31.1	29.5	53.3	0.0	0.0	53.5	39.9	12.7
Incr Delay (d2), s/veh	0.2	0.4	0.0	5.3	0.4	0.2	1.1	0.0	0.0	6.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.6	0.3	0.2	6.5	2.3	1.5	0.0	0.0	3.4	0.4	2.9
LnGrp Delay(d),s/veh	25.0	6.8	5.5	64.1	31.6	29.7	54.4	0.0	0.0	60.0	40.0	12.8
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		444			349			45			291	
Approach Delay, s/veh		11.9			31.4			54.4			29.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.1	12.5	5.4	88.1		26.5	49.8	43.6
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.9	5.3	2.3	8.7		2.8	8.2	14.6
Green Ext Time (p_c), s	0.6	0.1	0.0	1.6		1.1	1.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	250	20	4	216	86	21	14	4	89	14	163
Future Volume (veh/h)	115	250	20	4	216	86	21	14	4	89	14	163
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	125	272	22	4	235	93	23	15	4	97	15	177
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	635	1309	1000	19	607	450	88	48	9	137	346	831
Arrive On Green	0.39	0.70	0.70	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.19	0.19
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	614	706	139	1634	1863	1426
Grp Volume(v), veh/h	125	272	22	4	235	93	42	0	0	97	15	177
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1459	0	0	1634	1863	1426
Q Serve(g_s), s	6.1	6.1	0.6	0.3	11.7	5.8	1.5	0.0	0.0	6.9	0.8	0.0
Cycle Q Clear(g_c), s	6.1	6.1	0.6	0.3	11.7	5.8	3.0	0.0	0.0	6.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.55		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	635	1309	1000	19	607	450	146	0	0	137	346	831
V/C Ratio(X)	0.20	0.21	0.02	0.21	0.39	0.21	0.29	0.00	0.00	0.71	0.04	0.21
Avail Cap(c_a), veh/h	635	1309	1000	67	607	450	283	0	0	231	638	1055
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.3	6.2	5.4	58.8	31.2	29.8	53.4	0.0	0.0	53.5	40.1	12.4
Incr Delay (d2), s/veh	0.2	0.4	0.0	5.3	0.4	0.2	1.1	0.0	0.0	6.5	0.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.2	0.2	0.2	6.1	2.3	1.4	0.0	0.0	3.4	0.4	2.8
LnGrp Delay(d),s/veh	24.4	6.6	5.4	64.1	31.6	30.1	54.5	0.0	0.0	60.1	40.2	12.5
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		419			332			42			289	
Approach Delay, s/veh		11.8			31.6			54.5			29.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.1	12.2	5.4	88.3		26.3	50.6	43.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.9	5.0	2.3	8.1		2.8	8.1	13.7
Green Ext Time (p_c), s	0.6	0.1	0.0	1.5		1.1	1.4	1.0

Intersection Summary	
HCM 2010 Ctrl Delay	24.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	117	269	23	4	232	86	24	14	4	89	14	165
Future Volume (veh/h)	117	269	23	4	232	86	24	14	4	89	14	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	127	292	25	4	252	93	26	15	4	97	15	179
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	624	1305	997	19	615	457	93	46	9	137	350	825
Arrive On Green	0.38	0.70	0.70	0.01	0.33	0.32	0.07	0.07	0.06	0.08	0.19	0.19
Sat Flow, veh/h	1634	1863	1423	1634	1863	1415	654	656	128	1634	1863	1426
Grp Volume(v), veh/h	127	292	25	4	252	93	45	0	0	97	15	179
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1415	1438	0	0	1634	1863	1426
Q Serve(g_s), s	6.2	6.7	0.6	0.3	12.6	5.7	1.9	0.0	0.0	6.9	0.8	0.0
Cycle Q Clear(g_c), s	6.2	6.7	0.6	0.3	12.6	5.7	3.3	0.0	0.0	6.9	0.8	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.58		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	624	1305	997	19	615	457	149	0	0	137	350	825
V/C Ratio(X)	0.20	0.22	0.03	0.21	0.41	0.20	0.30	0.00	0.00	0.71	0.04	0.22
Avail Cap(c_a), veh/h	624	1305	997	67	615	457	281	0	0	231	638	1045
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	6.4	5.5	58.8	31.1	29.5	53.3	0.0	0.0	53.5	39.9	12.7
Incr Delay (d2), s/veh	0.2	0.4	0.0	5.3	0.4	0.2	1.1	0.0	0.0	6.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	3.6	0.3	0.2	6.5	2.3	1.5	0.0	0.0	3.4	0.4	2.9
LnGrp Delay(d),s/veh	25.0	6.8	5.5	64.1	31.6	29.7	54.4	0.0	0.0	60.0	40.0	12.8
LnGrp LOS	C	A	A	E	C	C	D			E	D	B
Approach Vol, veh/h		444			349			45			291	
Approach Delay, s/veh		11.9			31.4			54.4			29.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	14.1	12.5	5.4	88.1		26.5	49.8	43.6
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	8.9	5.3	2.3	8.7		2.8	8.2	14.6
Green Ext Time (p_c), s	0.6	0.1	0.0	1.6		1.1	1.5	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	150	5	0	201	129	18	17	2	59	6	163
Future Volume (veh/h)	92	150	5	0	201	129	18	17	2	59	6	163
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	100	163	5	0	218	140	20	18	2	64	7	177
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	581	1440	1100	1	716	534	83	58	5	99	298	747
Arrive On Green	0.36	0.77	0.77	0.00	0.38	0.38	0.07	0.07	0.06	0.06	0.16	0.16
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	567	867	75	1634	1863	1423
Grp Volume(v), veh/h	100	163	5	0	218	140	40	0	0	64	7	177
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1510	0	0	1634	1863	1423
Q Serve(g_s), s	5.0	2.6	0.1	0.0	9.8	8.2	1.1	0.0	0.0	4.6	0.4	0.0
Cycle Q Clear(g_c), s	5.0	2.6	0.1	0.0	9.8	8.2	2.8	0.0	0.0	4.6	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.50		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	581	1440	1100	1	716	534	145	0	0	99	298	747
V/C Ratio(X)	0.17	0.11	0.00	0.00	0.30	0.26	0.28	0.00	0.00	0.65	0.02	0.24
Avail Cap(c_a), veh/h	581	1440	1100	67	716	534	289	0	0	231	638	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	3.4	3.1	0.0	25.8	25.9	53.5	0.0	0.0	55.1	42.5	16.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.2	0.3	1.0	0.0	0.0	6.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.4	0.0	0.0	5.1	3.3	1.3	0.0	0.0	2.3	0.2	3.2
LnGrp Delay(d),s/veh	26.7	3.5	3.1	0.0	26.0	26.1	54.5	0.0	0.0	62.1	42.5	16.2
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		268			358			40			248	
Approach Delay, s/veh		12.2			26.1			54.5			28.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.3	12.0	0.0	96.8		23.2	46.7	50.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.6	4.8	0.0	4.6		2.4	7.0	11.8
Green Ext Time (p_c), s	0.6	0.1	0.0	0.9		1.0	0.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	157	5	0	209	134	19	18	2	61	6	168
Future Volume (veh/h)	96	157	5	0	209	134	19	18	2	61	6	168
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	104	171	5	0	227	146	21	20	2	66	7	183
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	575	1434	1096	1	716	534	83	60	5	101	304	746
Arrive On Green	0.35	0.77	0.77	0.00	0.38	0.38	0.07	0.07	0.06	0.06	0.16	0.16
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	557	886	70	1634	1863	1424
Grp Volume(v), veh/h	104	171	5	0	227	146	43	0	0	66	7	183
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1513	0	0	1634	1863	1424
Q Serve(g_s), s	5.3	2.8	0.1	0.0	10.3	8.6	1.3	0.0	0.0	4.7	0.4	0.0
Cycle Q Clear(g_c), s	5.3	2.8	0.1	0.0	10.3	8.6	3.0	0.0	0.0	4.7	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.49		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	575	1434	1096	1	716	534	148	0	0	101	304	746
V/C Ratio(X)	0.18	0.12	0.00	0.00	0.32	0.27	0.29	0.00	0.00	0.65	0.02	0.25
Avail Cap(c_a), veh/h	575	1434	1096	67	716	534	290	0	0	231	638	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	3.5	3.2	0.0	25.9	26.0	53.4	0.0	0.0	55.0	42.2	16.1
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	0.3	1.1	0.0	0.0	6.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.5	0.0	0.0	5.3	3.4	1.4	0.0	0.0	2.3	0.2	3.3
LnGrp Delay(d),s/veh	27.0	3.7	3.2	0.0	26.1	26.2	54.5	0.0	0.0	61.8	42.2	16.3
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		280			373			43			256	
Approach Delay, s/veh		12.3			26.2			54.5			28.7	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.5	12.2	0.0	96.4		23.6	46.3	50.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.7	5.0	0.0	4.8		2.4	7.3	12.3
Green Ext Time (p_c), s	0.6	0.1	0.0	1.0		1.0	0.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	180	9	0	228	134	23	18	2	61	6	170
Future Volume (veh/h)	98	180	9	0	228	134	23	18	2	61	6	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	107	196	10	0	248	146	25	20	2	66	7	185
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	1429	1092	1	725	541	89	57	4	102	310	739
Arrive On Green	0.34	0.77	0.77	0.00	0.39	0.38	0.07	0.07	0.06	0.06	0.17	0.17
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	612	807	63	1634	1863	1424
Grp Volume(v), veh/h	107	196	10	0	248	146	47	0	0	66	7	185
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1482	0	0	1634	1863	1424
Q Serve(g_s), s	5.5	3.3	0.2	0.0	11.3	8.5	1.8	0.0	0.0	4.7	0.4	0.0
Cycle Q Clear(g_c), s	5.5	3.3	0.2	0.0	11.3	8.5	3.4	0.0	0.0	4.7	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.53		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	563	1429	1092	1	725	541	151	0	0	102	310	739
V/C Ratio(X)	0.19	0.14	0.01	0.00	0.34	0.27	0.31	0.00	0.00	0.65	0.02	0.25
Avail Cap(c_a), veh/h	563	1429	1092	67	725	541	286	0	0	231	638	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	3.6	3.3	0.0	25.8	25.6	53.3	0.0	0.0	55.0	41.9	16.4
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.3	0.3	1.2	0.0	0.0	6.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.8	0.1	0.0	5.8	3.4	1.5	0.0	0.0	2.3	0.2	3.5
LnGrp Delay(d),s/veh	27.7	3.8	3.3	0.0	26.1	25.8	54.4	0.0	0.0	61.8	41.9	16.6
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		313			394			47			258	
Approach Delay, s/veh		12.0			26.0			54.4			28.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.5	12.5	0.0	96.0		24.0	45.4	50.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.7	5.4	0.0	5.3		2.4	7.5	13.3
Green Ext Time (p_c), s	0.6	0.1	0.0	1.1		1.0	1.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	157	5	0	209	134	19	18	2	61	6	168
Future Volume (veh/h)	96	157	5	0	209	134	19	18	2	61	6	168
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	104	171	5	0	227	146	21	20	2	66	7	183
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	575	1434	1096	1	716	534	83	60	5	101	304	746
Arrive On Green	0.35	0.77	0.77	0.00	0.38	0.38	0.07	0.07	0.06	0.06	0.16	0.16
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	557	886	70	1634	1863	1424
Grp Volume(v), veh/h	104	171	5	0	227	146	43	0	0	66	7	183
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1513	0	0	1634	1863	1424
Q Serve(g_s), s	5.3	2.8	0.1	0.0	10.3	8.6	1.3	0.0	0.0	4.7	0.4	0.0
Cycle Q Clear(g_c), s	5.3	2.8	0.1	0.0	10.3	8.6	3.0	0.0	0.0	4.7	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.49		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	575	1434	1096	1	716	534	148	0	0	101	304	746
V/C Ratio(X)	0.18	0.12	0.00	0.00	0.32	0.27	0.29	0.00	0.00	0.65	0.02	0.25
Avail Cap(c_a), veh/h	575	1434	1096	67	716	534	290	0	0	231	638	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.9	3.5	3.2	0.0	25.9	26.0	53.4	0.0	0.0	55.0	42.2	16.1
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.3	0.3	1.1	0.0	0.0	6.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	1.5	0.0	0.0	5.3	3.4	1.4	0.0	0.0	2.3	0.2	3.3
LnGrp Delay(d),s/veh	27.0	3.7	3.2	0.0	26.1	26.2	54.5	0.0	0.0	61.8	42.2	16.3
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		280			373			43			256	
Approach Delay, s/veh		12.3			26.2			54.5			28.7	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.5	12.2	0.0	96.4		23.6	46.3	50.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.7	5.0	0.0	4.8		2.4	7.3	12.3
Green Ext Time (p_c), s	0.6	0.1	0.0	1.0		1.0	0.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	180	9	0	228	134	23	18	2	61	6	170
Future Volume (veh/h)	98	180	9	0	228	134	23	18	2	61	6	170
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	107	196	10	0	248	146	25	20	2	66	7	185
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	1429	1092	1	725	541	89	57	4	102	310	739
Arrive On Green	0.34	0.77	0.77	0.00	0.39	0.38	0.07	0.07	0.06	0.06	0.17	0.17
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	612	807	63	1634	1863	1424
Grp Volume(v), veh/h	107	196	10	0	248	146	47	0	0	66	7	185
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1482	0	0	1634	1863	1424
Q Serve(g_s), s	5.5	3.3	0.2	0.0	11.3	8.5	1.8	0.0	0.0	4.7	0.4	0.0
Cycle Q Clear(g_c), s	5.5	3.3	0.2	0.0	11.3	8.5	3.4	0.0	0.0	4.7	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.53		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	563	1429	1092	1	725	541	151	0	0	102	310	739
V/C Ratio(X)	0.19	0.14	0.01	0.00	0.34	0.27	0.31	0.00	0.00	0.65	0.02	0.25
Avail Cap(c_a), veh/h	563	1429	1092	67	725	541	286	0	0	231	638	990
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	27.6	3.6	3.3	0.0	25.8	25.6	53.3	0.0	0.0	55.0	41.9	16.4
Incr Delay (d2), s/veh	0.2	0.2	0.0	0.0	0.3	0.3	1.2	0.0	0.0	6.8	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	1.8	0.1	0.0	5.8	3.4	1.5	0.0	0.0	2.3	0.2	3.5
LnGrp Delay(d),s/veh	27.7	3.8	3.3	0.0	26.1	25.8	54.4	0.0	0.0	61.8	41.9	16.6
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		313			394			47			258	
Approach Delay, s/veh		12.0			26.0			54.4			28.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.5	12.5	0.0	96.0		24.0	45.4	50.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.7	5.4	0.0	5.3		2.4	7.5	13.3
Green Ext Time (p_c), s	0.6	0.1	0.0	1.1		1.0	1.0	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	150	5	0	201	129	18	17	2	59	6	163
Future Volume (veh/h)	92	150	5	0	201	129	18	17	2	59	6	163
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.98		0.93	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	100	163	5	0	218	140	20	18	2	64	7	177
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	581	1440	1100	1	716	534	83	58	5	99	298	747
Arrive On Green	0.36	0.77	0.77	0.00	0.38	0.38	0.07	0.07	0.06	0.06	0.16	0.16
Sat Flow, veh/h	1634	1863	1423	1634	1863	1417	567	867	75	1634	1863	1423
Grp Volume(v), veh/h	100	163	5	0	218	140	40	0	0	64	7	177
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1417	1510	0	0	1634	1863	1423
Q Serve(g_s), s	5.0	2.6	0.1	0.0	9.8	8.2	1.1	0.0	0.0	4.6	0.4	0.0
Cycle Q Clear(g_c), s	5.0	2.6	0.1	0.0	9.8	8.2	2.8	0.0	0.0	4.6	0.4	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.50		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	581	1440	1100	1	716	534	145	0	0	99	298	747
V/C Ratio(X)	0.17	0.11	0.00	0.00	0.30	0.26	0.28	0.00	0.00	0.65	0.02	0.24
Avail Cap(c_a), veh/h	581	1440	1100	67	716	534	289	0	0	231	638	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.5	3.4	3.1	0.0	25.8	25.9	53.5	0.0	0.0	55.1	42.5	16.0
Incr Delay (d2), s/veh	0.1	0.2	0.0	0.0	0.2	0.3	1.0	0.0	0.0	6.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	1.4	0.0	0.0	5.1	3.3	1.3	0.0	0.0	2.3	0.2	3.2
LnGrp Delay(d),s/veh	26.7	3.5	3.1	0.0	26.0	26.1	54.5	0.0	0.0	62.1	42.5	16.2
LnGrp LOS	C	A	A		C	C	D			E	D	B
Approach Vol, veh/h		268			358			40			248	
Approach Delay, s/veh		12.2			26.1			54.5			28.8	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	11.3	12.0	0.0	96.8		23.2	46.7	50.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	6.6	4.8	0.0	4.6		2.4	7.0	11.8
Green Ext Time (p_c), s	0.6	0.1	0.0	0.9		1.0	0.9	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	372	12	0	440	283	33	31	4	107	11	294
Future Volume (veh/h)	228	372	12	0	440	283	33	31	4	107	11	294
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.99		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	248	404	13	0	478	308	36	34	4	116	12	320
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	1328	1014	1	802	600	92	70	7	162	411	678
Arrive On Green	0.25	0.71	0.71	0.00	0.43	0.42	0.09	0.09	0.08	0.10	0.22	0.22
Sat Flow, veh/h	1634	1863	1423	1634	1863	1418	542	790	76	1634	1863	1428
Grp Volume(v), veh/h	248	404	13	0	478	308	74	0	0	116	12	320
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1418	1408	0	0	1634	1863	1428
Q Serve(g_s), s	16.1	9.5	0.3	0.0	23.6	19.2	4.1	0.0	0.0	8.3	0.6	0.0
Cycle Q Clear(g_c), s	16.1	9.5	0.3	0.0	23.6	19.2	5.8	0.0	0.0	8.3	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.49		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	407	1328	1014	1	802	600	169	0	0	162	411	678
V/C Ratio(X)	0.61	0.30	0.01	0.00	0.60	0.51	0.44	0.00	0.00	0.72	0.03	0.47
Avail Cap(c_a), veh/h	475	1328	1014	67	802	600	274	0	0	231	638	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	6.3	5.0	0.0	26.2	25.5	52.3	0.0	0.0	52.4	36.7	21.6
Incr Delay (d2), s/veh	1.7	0.6	0.0	0.0	1.2	0.7	1.8	0.0	0.0	5.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	5.0	0.1	0.0	12.4	7.6	2.4	0.0	0.0	4.0	0.3	7.2
LnGrp Delay(d),s/veh	41.6	6.9	5.0	0.0	27.4	26.2	54.1	0.0	0.0	58.3	36.7	22.2
LnGrp LOS	D	A	A		C	C	D			E	D	C
Approach Vol, veh/h		665			786			74			448	
Approach Delay, s/veh		19.8			26.9			54.1			31.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.9	14.6	0.0	89.5		30.5	33.9	55.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	10.3	7.8	0.0	11.5		2.6	18.1	25.6
Green Ext Time (p_c), s	0.9	0.1	0.0	2.5		1.8	2.2	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	395	16	0	459	283	37	31	4	107	11	296
Future Volume (veh/h)	230	395	16	0	459	283	37	31	4	107	11	296
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.99		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	250	429	17	0	499	308	40	34	4	116	12	322
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	1322	1009	1	811	607	98	68	6	162	417	671
Arrive On Green	0.24	0.71	0.71	0.00	0.44	0.43	0.09	0.09	0.08	0.10	0.22	0.22
Sat Flow, veh/h	1634	1863	1423	1634	1863	1418	573	740	71	1634	1863	1428
Grp Volume(v), veh/h	250	429	17	0	499	308	78	0	0	116	12	322
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1418	1384	0	0	1634	1863	1428
Q Serve(g_s), s	16.5	10.4	0.4	0.0	24.8	19.0	4.6	0.0	0.0	8.3	0.6	0.0
Cycle Q Clear(g_c), s	16.5	10.4	0.4	0.0	24.8	19.0	6.2	0.0	0.0	8.3	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.51		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	393	1322	1009	1	811	607	172	0	0	162	417	671
V/C Ratio(X)	0.64	0.32	0.02	0.00	0.62	0.51	0.45	0.00	0.00	0.72	0.03	0.48
Avail Cap(c_a), veh/h	475	1322	1009	67	811	607	271	0	0	231	638	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	6.6	5.1	0.0	26.1	25.1	52.2	0.0	0.0	52.4	36.4	22.1
Incr Delay (d2), s/veh	2.0	0.7	0.0	0.0	1.4	0.7	1.9	0.0	0.0	5.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	5.6	0.2	0.0	13.1	7.5	2.6	0.0	0.0	4.0	0.3	7.4
LnGrp Delay(d),s/veh	42.9	7.2	5.2	0.0	27.5	25.8	54.0	0.0	0.0	58.3	36.4	22.6
LnGrp LOS	D	A	A		C	C	D			E	D	C
Approach Vol, veh/h		696			807			78			450	
Approach Delay, s/veh		20.0			26.8			54.0			32.2	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.9	15.0	0.0	89.1		30.9	32.9	56.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	10.3	8.2	0.0	12.4		2.6	18.5	26.8
Green Ext Time (p_c), s	0.9	0.2	0.0	2.6		1.9	2.3	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	228	372	12	0	440	283	33	31	4	107	11	294
Future Volume (veh/h)	228	372	12	0	440	283	33	31	4	107	11	294
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.99		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	248	404	13	0	478	308	36	34	4	116	12	320
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	407	1328	1014	1	802	600	92	70	7	162	411	678
Arrive On Green	0.25	0.71	0.71	0.00	0.43	0.42	0.09	0.09	0.08	0.10	0.22	0.22
Sat Flow, veh/h	1634	1863	1423	1634	1863	1418	542	790	76	1634	1863	1428
Grp Volume(v), veh/h	248	404	13	0	478	308	74	0	0	116	12	320
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1418	1408	0	0	1634	1863	1428
Q Serve(g_s), s	16.1	9.5	0.3	0.0	23.6	19.2	4.1	0.0	0.0	8.3	0.6	0.0
Cycle Q Clear(g_c), s	16.1	9.5	0.3	0.0	23.6	19.2	5.8	0.0	0.0	8.3	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.49		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	407	1328	1014	1	802	600	169	0	0	162	411	678
V/C Ratio(X)	0.61	0.30	0.01	0.00	0.60	0.51	0.44	0.00	0.00	0.72	0.03	0.47
Avail Cap(c_a), veh/h	475	1328	1014	67	802	600	274	0	0	231	638	852
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.9	6.3	5.0	0.0	26.2	25.5	52.3	0.0	0.0	52.4	36.7	21.6
Incr Delay (d2), s/veh	1.7	0.6	0.0	0.0	1.2	0.7	1.8	0.0	0.0	5.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.5	5.0	0.1	0.0	12.4	7.6	2.4	0.0	0.0	4.0	0.3	7.2
LnGrp Delay(d),s/veh	41.6	6.9	5.0	0.0	27.4	26.2	54.1	0.0	0.0	58.3	36.7	22.2
LnGrp LOS	D	A	A		C	C	D			E	D	C
Approach Vol, veh/h		665			786			74			448	
Approach Delay, s/veh		19.8			26.9			54.1			31.9	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.9	14.6	0.0	89.5		30.5	33.9	55.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	10.3	7.8	0.0	11.5		2.6	18.1	25.6
Green Ext Time (p_c), s	0.9	0.1	0.0	2.5		1.8	2.2	1.7

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

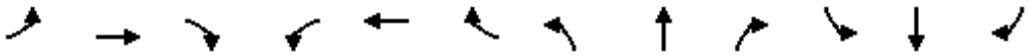
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	395	16	0	459	283	37	31	4	107	11	296
Future Volume (veh/h)	230	395	16	0	459	283	37	31	4	107	11	296
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	0.99		0.94	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1750	1863	1750	1716	1863	1716
Adj Flow Rate, veh/h	250	429	17	0	499	308	40	34	4	116	12	322
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	393	1322	1009	1	811	607	98	68	6	162	417	671
Arrive On Green	0.24	0.71	0.71	0.00	0.44	0.43	0.09	0.09	0.08	0.10	0.22	0.22
Sat Flow, veh/h	1634	1863	1423	1634	1863	1418	573	740	71	1634	1863	1428
Grp Volume(v), veh/h	250	429	17	0	499	308	78	0	0	116	12	322
Grp Sat Flow(s),veh/h/ln	1634	1863	1423	1634	1863	1418	1384	0	0	1634	1863	1428
Q Serve(g_s), s	16.5	10.4	0.4	0.0	24.8	19.0	4.6	0.0	0.0	8.3	0.6	0.0
Cycle Q Clear(g_c), s	16.5	10.4	0.4	0.0	24.8	19.0	6.2	0.0	0.0	8.3	0.6	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.51		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	393	1322	1009	1	811	607	172	0	0	162	417	671
V/C Ratio(X)	0.64	0.32	0.02	0.00	0.62	0.51	0.45	0.00	0.00	0.72	0.03	0.48
Avail Cap(c_a), veh/h	475	1322	1009	67	811	607	271	0	0	231	638	840
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	6.6	5.1	0.0	26.1	25.1	52.2	0.0	0.0	52.4	36.4	22.1
Incr Delay (d2), s/veh	2.0	0.7	0.0	0.0	1.4	0.7	1.9	0.0	0.0	5.9	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	5.6	0.2	0.0	13.1	7.5	2.6	0.0	0.0	4.0	0.3	7.4
LnGrp Delay(d),s/veh	42.9	7.2	5.2	0.0	27.5	25.8	54.0	0.0	0.0	58.3	36.4	22.6
LnGrp LOS	D	A	A		C	C	D			E	D	C
Approach Vol, veh/h		696			807			78			450	
Approach Delay, s/veh		20.0			26.8			54.0			32.2	
Approach LOS		B			C			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4		6	7	8
Phs Duration (G+Y+Rc), s	15.9	15.0	0.0	89.1		30.9	32.9	56.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9		4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	19.2	4.0	61.1		40.2	34.0	31.1
Max Q Clear Time (g_c+I1), s	10.3	8.2	0.0	12.4		2.6	18.5	26.8
Green Ext Time (p_c), s	0.9	0.2	0.0	2.6		1.9	2.3	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Intersection 5
Mooney Blvd & Driveway 2/Monte Vista Ave

Lanes and Geometrics
5: Mooney Blvd & Monte Vista Ave/Driveway 2



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Ideal Flow (vphpl)	1750	1900	1750	1750	1900	1750	1750	1900	1750	1750	1900	1750
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	0		0	0		0	0		0
Storage Lanes	0		0	0		0	0		0	0		0
Taper Length (ft)	25			25			25			25		
Link Speed (mph)		55			55			55			55	
Link Distance (ft)		173			183			589			248	
Travel Time (s)		2.1			2.3			7.3			3.1	

Intersection Summary	
Area Type:	Other

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	13	0	1486	17	0	1789	10
Future Vol, veh/h	0	0	7	0	0	13	0	1486	17	0	1789	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	14	0	1615	18	0	1945	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2596	3584	978	2402	3579	817	1955	0	0	1634	0	0
Stage 1	1950	1950	-	1624	1624	-	-	-	-	-	-	-
Stage 2	646	1634	-	778	1955	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	27	5	215	35	5	274	132	-	-	191	-	-
Stage 1	42	109	-	72	159	-	-	-	-	-	-	-
Stage 2	388	158	-	323	109	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	5	215	34	5	274	132	-	-	191	-	-
Mov Cap-2 Maneuver	26	5	-	34	5	-	-	-	-	-	-	-
Stage 1	42	109	-	72	159	-	-	-	-	-	-	-
Stage 2	368	158	-	312	109	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.4	18.9	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	132	-	-	215	274	191	-	-
HCM Lane V/C Ratio	-	-	-	0.035	0.052	-	-	-
HCM Control Delay (s)	0	-	-	22.4	18.9	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	13	0	1495	17	0	1800	10
Future Vol, veh/h	0	0	7	0	0	13	0	1495	17	0	1800	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	14	0	1625	18	0	1957	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2612	3605	984	2417	3601	822	1967	0	0	1643	0	0
Stage 1	1962	1962	-	1634	1634	-	-	-	-	-	-	-
Stage 2	650	1643	-	783	1967	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	26	5	213	35	5	272	130	-	-	189	-	-
Stage 1	41	108	-	71	158	-	-	-	-	-	-	-
Stage 2	386	156	-	320	107	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	5	213	34	5	272	130	-	-	189	-	-
Mov Cap-2 Maneuver	25	5	-	34	5	-	-	-	-	-	-	-
Stage 1	41	108	-	71	158	-	-	-	-	-	-	-
Stage 2	366	156	-	309	107	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	19	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	130	-	-	213	272	189	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.052	-	-	-
HCM Control Delay (s)	0	-	-	22.5	19	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	135	0	1516	38	0	1828	12
Future Vol, veh/h	0	0	7	0	0	135	0	1516	38	0	1828	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	147	0	1648	41	0	1987	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2652	3682	1000	2463	3668	845	2000	0	0	1689	0	0
Stage 1	1993	1993	-	1668	1668	-	-	-	-	-	-	-
Stage 2	659	1689	-	795	2000	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	25	5	207	32	5	263	125	-	-	179	-	-
Stage 1	39	104	-	67	152	-	-	-	-	-	-	-
Stage 2	381	148	-	315	103	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	5	207	31	5	263	125	-	-	179	-	-
Mov Cap-2 Maneuver	11	5	-	31	5	-	-	-	-	-	-	-
Stage 1	39	104	-	67	152	-	-	-	-	-	-	-
Stage 2	168	148	-	303	103	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.1	34.7	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	125	-	-	207	263	179	-	-
HCM Lane V/C Ratio	-	-	-	0.037	0.558	-	-	-
HCM Control Delay (s)	0	-	-	23.1	34.7	0	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	13	0	1495	17	0	1800	10
Future Vol, veh/h	0	0	7	0	0	13	0	1495	17	0	1800	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	14	0	1625	18	0	1957	11

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2612	3605	984	2417	3601	822	1967	0	0	1643	0	0
Stage 1	1962	1962	-	1634	1634	-	-	-	-	-	-	-
Stage 2	650	1643	-	783	1967	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	26	5	213	35	5	272	130	-	-	189	-	-
Stage 1	41	108	-	71	158	-	-	-	-	-	-	-
Stage 2	386	156	-	320	107	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	25	5	213	34	5	272	130	-	-	189	-	-
Mov Cap-2 Maneuver	25	5	-	34	5	-	-	-	-	-	-	-
Stage 1	41	108	-	71	158	-	-	-	-	-	-	-
Stage 2	366	156	-	309	107	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.5	19	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	130	-	-	213	272	189	-	-
HCM Lane V/C Ratio	-	-	-	0.036	0.052	-	-	-
HCM Control Delay (s)	0	-	-	22.5	19	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0	-	-

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	7	0	0	135	0	1516	38	0	1828	12
Future Vol, veh/h	0	0	7	0	0	135	0	1516	38	0	1828	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	0	0	147	0	1648	41	0	1987	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2652	3682	1000	2463	3668	845	2000	0	0	1689	0	0
Stage 1	1993	1993	-	1668	1668	-	-	-	-	-	-	-
Stage 2	659	1689	-	795	2000	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	25	5	207	32	5	263	125	-	-	179	-	-
Stage 1	39	104	-	67	152	-	-	-	-	-	-	-
Stage 2	381	148	-	315	103	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	11	5	207	31	5	263	125	-	-	179	-	-
Mov Cap-2 Maneuver	11	5	-	31	5	-	-	-	-	-	-	-
Stage 1	39	104	-	67	152	-	-	-	-	-	-	-
Stage 2	168	148	-	303	103	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.1	34.7	0	0
HCM LOS	C	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	125	-	-	207	263	179	-	-
HCM Lane V/C Ratio	-	-	-	0.037	0.558	-	-	-
HCM Control Delay (s)	0	-	-	23.1	34.7	0	-	-
HCM Lane LOS	A	-	-	C	D	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	3.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	8	0	1524	15	0	1691	13
Future Vol, veh/h	0	0	25	0	0	8	0	1524	15	0	1691	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	9	0	1657	16	0	1838	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2508	3518	926	2400	3517	836	1852	0	0	1673	0	0
Stage 1	1845	1845	-	1665	1665	-	-	-	-	-	-	-
Stage 2	663	1673	-	735	1852	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	30	6	232	36	6	267	149	-	-	183	-	-
Stage 1	50	124	-	67	152	-	-	-	-	-	-	-
Stage 2	379	151	-	343	123	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	6	232	32	6	267	149	-	-	183	-	-
Mov Cap-2 Maneuver	29	6	-	32	6	-	-	-	-	-	-	-
Stage 1	50	124	-	67	152	-	-	-	-	-	-	-
Stage 2	367	151	-	303	123	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.6	18.9	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	149	-	-	232	267	183	-	-
HCM Lane V/C Ratio	-	-	-	0.117	0.033	-	-	-
HCM Control Delay (s)	0	-	-	22.6	18.9	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	8	0	1533	15	0	1702	13
Future Vol, veh/h	0	0	25	0	0	8	0	1533	15	0	1702	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	9	0	1666	16	0	1850	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2524	3540	932	2414	3538	841	1864	0	0	1683	0	0
Stage 1	1857	1857	-	1674	1674	-	-	-	-	-	-	-
Stage 2	667	1683	-	740	1864	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	30	6	230	35	6	264	147	-	-	181	-	-
Stage 1	49	122	-	66	151	-	-	-	-	-	-	-
Stage 2	377	149	-	340	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	6	230	31	6	264	147	-	-	181	-	-
Mov Cap-2 Maneuver	29	6	-	31	6	-	-	-	-	-	-	-
Stage 1	49	122	-	66	151	-	-	-	-	-	-	-
Stage 2	365	149	-	300	121	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.7	19.1	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	230	264	181	-	-
HCM Lane V/C Ratio	-	-	-	0.118	0.033	-	-	-
HCM Control Delay (s)	0	-	-	22.7	19.1	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	130	0	1554	36	0	1730	15
Future Vol, veh/h	0	0	25	0	0	130	0	1554	36	0	1730	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	141	0	1689	39	0	1880	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2565	3617	948	2461	3606	864	1897	0	0	1728	0	0
Stage 1	1889	1889	-	1709	1709	-	-	-	-	-	-	-
Stage 2	676	1728	-	752	1897	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	28	5	225	33	5	255	141	-	-	172	-	-
Stage 1	46	117	-	63	145	-	-	-	-	-	-	-
Stage 2	372	142	-	335	116	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	5	225	29	5	255	141	-	-	172	-	-
Mov Cap-2 Maneuver	12	5	-	29	5	-	-	-	-	-	-	-
Stage 1	46	117	-	63	145	-	-	-	-	-	-	-
Stage 2	166	142	-	295	116	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	35.4	0	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	141	-	-	225	255	172	-	-
HCM Lane V/C Ratio	-	-	-	0.121	0.554	-	-	-
HCM Control Delay (s)	0	-	-	23.2	35.4	0	-	-
HCM Lane LOS	A	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	3.1	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	8	0	1533	15	0	1702	13
Future Vol, veh/h	0	0	25	0	0	8	0	1533	15	0	1702	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	9	0	1666	16	0	1850	14

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2524	3540	932	2414	3538	841	1864	0	0	1683	0	0
Stage 1	1857	1857	-	1674	1674	-	-	-	-	-	-	-
Stage 2	667	1683	-	740	1864	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	30	6	230	35	6	264	147	-	-	181	-	-
Stage 1	49	122	-	66	151	-	-	-	-	-	-	-
Stage 2	377	149	-	340	121	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	29	6	230	31	6	264	147	-	-	181	-	-
Mov Cap-2 Maneuver	29	6	-	31	6	-	-	-	-	-	-	-
Stage 1	49	122	-	66	151	-	-	-	-	-	-	-
Stage 2	365	149	-	300	121	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	22.7	19.1	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	147	-	-	230	264	181	-	-
HCM Lane V/C Ratio	-	-	-	0.118	0.033	-	-	-
HCM Control Delay (s)	0	-	-	22.7	19.1	0	-	-
HCM Lane LOS	A	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	25	0	0	130	0	1554	36	0	1730	15
Future Vol, veh/h	0	0	25	0	0	130	0	1554	36	0	1730	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	27	0	0	141	0	1689	39	0	1880	16

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2565	3617	948	2461	3606	864	1897	0	0	1728	0	0
Stage 1	1889	1889	-	1709	1709	-	-	-	-	-	-	-
Stage 2	676	1728	-	752	1897	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	28	5	225	33	5	255	141	-	-	172	-	-
Stage 1	46	117	-	63	145	-	-	-	-	-	-	-
Stage 2	372	142	-	335	116	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	12	5	225	29	5	255	141	-	-	172	-	-
Mov Cap-2 Maneuver	12	5	-	29	5	-	-	-	-	-	-	-
Stage 1	46	117	-	63	145	-	-	-	-	-	-	-
Stage 2	166	142	-	295	116	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	23.2	35.4	0	0
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	141	-	-	225	255	172	-	-
HCM Lane V/C Ratio	-	-	-	0.121	0.554	-	-	-
HCM Control Delay (s)	0	-	-	23.2	35.4	0	-	-
HCM Lane LOS	A	-	-	C	E	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	3.1	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	2	0	584	4	0	560	1
Future Vol, veh/h	0	0	4	0	0	2	0	584	4	0	560	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	2	0	635	4	0	609	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	863	1248	305	880	1247	320	610	0	0	639	0	0
Stage 1	609	609	-	637	637	-	-	-	-	-	-	-
Stage 2	254	639	-	243	610	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	307	172	589	300	172	577	601	-	-	582	-	-
Stage 1	370	484	-	354	470	-	-	-	-	-	-	-
Stage 2	668	469	-	678	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	172	589	298	172	577	601	-	-	582	-	-
Mov Cap-2 Maneuver	306	172	-	298	172	-	-	-	-	-	-	-
Stage 1	370	484	-	354	470	-	-	-	-	-	-	-
Stage 2	665	469	-	673	483	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	601	-	-	589	577	582	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.2	11.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	2	0	587	4	0	564	1
Future Vol, veh/h	0	0	4	0	0	2	0	587	4	0	564	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	2	0	638	4	0	613	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	869	1256	307	885	1254	321	614	0	0	642	0	0
Stage 1	614	614	-	640	640	-	-	-	-	-	-	-
Stage 2	255	642	-	245	614	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	305	170	588	298	171	576	598	-	-	581	-	-
Stage 1	367	481	-	352	468	-	-	-	-	-	-	-
Stage 2	667	467	-	676	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	170	588	296	171	576	598	-	-	581	-	-
Mov Cap-2 Maneuver	304	170	-	296	171	-	-	-	-	-	-	-
Stage 1	367	481	-	352	468	-	-	-	-	-	-	-
Stage 2	664	467	-	671	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	598	-	-	588	576	581	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.2	11.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	150	0	612	29	0	597	3
Future Vol, veh/h	0	0	4	0	0	150	0	612	29	0	597	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	163	0	665	32	0	649	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	917	1348	326	941	1333	348	652	0	0	697	0	0
Stage 1	651	651	-	681	681	-	-	-	-	-	-	-
Stage 2	266	697	-	260	652	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	286	150	572	277	153	553	574	-	-	547	-	-
Stage 1	346	463	-	330	448	-	-	-	-	-	-	-
Stage 2	657	441	-	663	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	150	572	275	153	553	574	-	-	547	-	-
Mov Cap-2 Maneuver	202	150	-	275	153	-	-	-	-	-	-	-
Stage 1	346	463	-	330	448	-	-	-	-	-	-	-
Stage 2	463	441	-	658	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	14.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	574	-	-	572	553	547	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.295	-	-	-
HCM Control Delay (s)	0	-	-	11.3	14.2	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	2	0	587	4	0	564	1
Future Vol, veh/h	0	0	4	0	0	2	0	587	4	0	564	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	2	0	638	4	0	613	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	869	1256	307	885	1254	321	614	0	0	642	0	0
Stage 1	614	614	-	640	640	-	-	-	-	-	-	-
Stage 2	255	642	-	245	614	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	305	170	588	298	171	576	598	-	-	581	-	-
Stage 1	367	481	-	352	468	-	-	-	-	-	-	-
Stage 2	667	467	-	676	481	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	304	170	588	296	171	576	598	-	-	581	-	-
Mov Cap-2 Maneuver	304	170	-	296	171	-	-	-	-	-	-	-
Stage 1	367	481	-	352	468	-	-	-	-	-	-	-
Stage 2	664	467	-	671	481	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	598	-	-	588	576	581	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.2	11.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	150	0	612	29	0	597	3
Future Vol, veh/h	0	0	4	0	0	150	0	612	29	0	597	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	163	0	665	32	0	649	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	917	1348	326	941	1333	348	652	0	0	697	0	0
Stage 1	651	651	-	681	681	-	-	-	-	-	-	-
Stage 2	266	697	-	260	652	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	286	150	572	277	153	553	574	-	-	547	-	-
Stage 1	346	463	-	330	448	-	-	-	-	-	-	-
Stage 2	657	441	-	663	462	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	202	150	572	275	153	553	574	-	-	547	-	-
Mov Cap-2 Maneuver	202	150	-	275	153	-	-	-	-	-	-	-
Stage 1	346	463	-	330	448	-	-	-	-	-	-	-
Stage 2	463	441	-	658	462	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.3	14.2	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	574	-	-	572	553	547	-	-
HCM Lane V/C Ratio	-	-	-	0.008	0.295	-	-	-
HCM Control Delay (s)	0	-	-	11.3	14.2	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.2	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	4	0	0	2	0	584	4	0	560	1
Future Vol, veh/h	0	0	4	0	0	2	0	584	4	0	560	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	4	0	0	2	0	635	4	0	609	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	863	1248	305	880	1247	320	610	0	0	639	0	0
Stage 1	609	609	-	637	637	-	-	-	-	-	-	-
Stage 2	254	639	-	243	610	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	307	172	589	300	172	577	601	-	-	582	-	-
Stage 1	370	484	-	354	470	-	-	-	-	-	-	-
Stage 2	668	469	-	678	483	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	306	172	589	298	172	577	601	-	-	582	-	-
Mov Cap-2 Maneuver	306	172	-	298	172	-	-	-	-	-	-	-
Stage 1	370	484	-	354	470	-	-	-	-	-	-	-
Stage 2	665	469	-	673	483	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.2	11.3	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	601	-	-	589	577	582	-	-
HCM Lane V/C Ratio	-	-	-	0.007	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.2	11.3	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	2	0	656	4	0	635	1
Future Vol, veh/h	0	0	5	0	0	2	0	656	4	0	635	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	2	0	713	4	0	690	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	976	1408	346	991	1406	359	691	0	0	717	0	0
Stage 1	691	691	-	715	715	-	-	-	-	-	-	-
Stage 2	285	717	-	276	691	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	264	138	555	259	138	544	550	-	-	535	-	-
Stage 1	325	444	-	313	433	-	-	-	-	-	-	-
Stage 2	641	432	-	648	444	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	138	555	256	138	544	550	-	-	535	-	-
Mov Cap-2 Maneuver	263	138	-	256	138	-	-	-	-	-	-	-
Stage 1	325	444	-	313	433	-	-	-	-	-	-	-
Stage 2	638	432	-	642	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	11.6	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	550	-	-	555	544	535	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.6	11.6	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	150	0	681	29	0	668	3
Future Vol, veh/h	0	0	5	0	0	150	0	681	29	0	668	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	163	0	740	32	0	726	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1024	1500	365	1046	1485	386	729	0	0	772	0	0
Stage 1	728	728	-	756	756	-	-	-	-	-	-	-
Stage 2	296	772	-	290	729	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	247	121	540	240	124	523	528	-	-	504	-	-
Stage 1	307	427	-	293	414	-	-	-	-	-	-	-
Stage 2	631	407	-	636	426	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	121	540	238	124	523	528	-	-	504	-	-
Mov Cap-2 Maneuver	170	121	-	238	124	-	-	-	-	-	-	-
Stage 1	307	427	-	293	414	-	-	-	-	-	-	-
Stage 2	434	407	-	630	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	15	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	528	-	-	540	523	504	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.312	-	-	-
HCM Control Delay (s)	0	-	-	11.7	15	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	2	0	656	4	0	635	1
Future Vol, veh/h	0	0	5	0	0	2	0	656	4	0	635	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	2	0	713	4	0	690	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	976	1408	346	991	1406	359	691	0	0	717	0	0
Stage 1	691	691	-	715	715	-	-	-	-	-	-	-
Stage 2	285	717	-	276	691	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	264	138	555	259	138	544	550	-	-	535	-	-
Stage 1	325	444	-	313	433	-	-	-	-	-	-	-
Stage 2	641	432	-	648	444	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	263	138	555	256	138	544	550	-	-	535	-	-
Mov Cap-2 Maneuver	263	138	-	256	138	-	-	-	-	-	-	-
Stage 1	325	444	-	313	433	-	-	-	-	-	-	-
Stage 2	638	432	-	642	444	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.6	11.6	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	550	-	-	555	544	535	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.004	-	-	-
HCM Control Delay (s)	0	-	-	11.6	11.6	0	-	-
HCM Lane LOS	A	-	-	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Traffic Vol, veh/h	0	0	5	0	0	150	0	681	29	0	668	3
Future Vol, veh/h	0	0	5	0	0	150	0	681	29	0	668	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	5	0	0	163	0	740	32	0	726	3

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1024	1500	365	1046	1485	386	729	0	0	772	0	0
Stage 1	728	728	-	756	756	-	-	-	-	-	-	-
Stage 2	296	772	-	290	729	-	-	-	-	-	-	-
Critical Hdwy	6.44	6.54	7.14	6.44	6.54	7.14	5.34	-	-	5.34	-	-
Critical Hdwy Stg 1	7.34	5.54	-	7.34	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.74	5.54	-	6.74	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.82	4.02	3.92	3.82	4.02	3.92	3.12	-	-	3.12	-	-
Pot Cap-1 Maneuver	247	121	540	240	124	523	528	-	-	504	-	-
Stage 1	307	427	-	293	414	-	-	-	-	-	-	-
Stage 2	631	407	-	636	426	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	170	121	540	238	124	523	528	-	-	504	-	-
Mov Cap-2 Maneuver	170	121	-	238	124	-	-	-	-	-	-	-
Stage 1	307	427	-	293	414	-	-	-	-	-	-	-
Stage 2	434	407	-	630	426	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	11.7	15	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	528	-	-	540	523	504	-	-
HCM Lane V/C Ratio	-	-	-	0.01	0.312	-	-	-
HCM Control Delay (s)	0	-	-	11.7	15	0	-	-
HCM Lane LOS	A	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0	1.3	0	-	-

Intersection 6
Mooney Blvd & Sunnyside Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	5	68	4	4	78	85	1325	7	93	1611	87
Future Volume (veh/h)	140	5	68	4	4	78	85	1325	7	93	1611	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	152	5	74	4	4	85	92	1440	8	101	1751	95
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	21	315	19	8	170	112	2911	16	134	2819	153
Arrive On Green	0.11	0.21	0.21	0.01	0.11	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	70	1479	1634	5218	29	1634	4930	267
Grp Volume(v), veh/h	152	0	79	4	0	89	92	936	512	101	1203	643
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1548	1634	1695	1857	1634	1695	1807
Q Serve(g_s), s	10.9	0.0	5.0	0.3	0.0	6.5	6.7	25.4	25.4	7.3	28.3	28.4
Cycle Q Clear(g_c), s	10.9	0.0	5.0	0.3	0.0	6.5	6.7	25.4	25.4	7.3	28.3	28.4
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	182	0	337	19	0	178	112	1891	1036	134	1938	1033
V/C Ratio(X)	0.83	0.00	0.23	0.21	0.00	0.50	0.82	0.49	0.49	0.75	0.62	0.62
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1891	1036	158	1938	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.8	0.0	50.3	56.5	24.6	24.6	53.9	17.1	17.1
Incr Delay (d2), s/veh	26.8	0.0	0.4	5.3	0.0	2.2	34.1	0.8	1.5	15.5	1.5	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.0	2.2	0.2	0.0	2.9	4.1	12.2	13.5	3.9	13.6	14.9
LnGrp Delay(d),s/veh	79.0	0.0	39.7	64.1	0.0	52.4	90.6	25.4	26.1	69.4	18.6	20.0
LnGrp LOS	E		D	E		D	F	C	C	E	B	B
Approach Vol, veh/h		231			93			1540			1947	
Approach Delay, s/veh		65.5			53.0			29.5			21.7	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	70.9	5.4	29.8	12.2	72.6	17.4	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	27.4	2.3	7.0	8.7	30.4	12.9	8.5
Green Ext Time (p_c), s	0.0	12.9	0.0	0.6	0.0	13.2	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	5	68	4	4	78	86	1333	7	94	1621	90
Future Volume (veh/h)	141	5	68	4	4	78	86	1333	7	94	1621	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	153	5	74	4	4	85	93	1449	8	102	1762	98
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	21	315	19	8	170	112	2908	16	135	2815	156
Arrive On Green	0.11	0.21	0.21	0.01	0.11	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	70	1479	1634	5218	29	1634	4923	273
Grp Volume(v), veh/h	153	0	79	4	0	89	93	941	516	102	1213	647
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1548	1634	1695	1857	1634	1695	1806
Q Serve(g_s), s	11.0	0.0	5.0	0.3	0.0	6.5	6.8	25.7	25.7	7.3	28.6	28.8
Cycle Q Clear(g_c), s	11.0	0.0	5.0	0.3	0.0	6.5	6.8	25.7	25.7	7.3	28.6	28.8
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	182	0	337	19	0	178	112	1889	1035	135	1938	1033
V/C Ratio(X)	0.84	0.00	0.23	0.21	0.00	0.50	0.83	0.50	0.50	0.75	0.63	0.63
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1889	1035	158	1938	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.8	0.0	50.3	56.6	24.7	24.7	53.8	17.1	17.2
Incr Delay (d2), s/veh	27.7	0.0	0.4	5.3	0.0	2.2	35.5	0.8	1.5	15.8	1.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	2.2	0.2	0.0	2.9	4.2	12.2	13.6	3.9	13.7	15.0
LnGrp Delay(d),s/veh	79.9	0.0	39.7	64.1	0.0	52.4	92.1	25.5	26.2	69.6	18.7	20.1
LnGrp LOS	E		D	E		D	F	C	C	E	B	C
Approach Vol, veh/h		232			93			1550			1962	
Approach Delay, s/veh		66.2			53.0			29.7			21.8	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	70.9	5.4	29.8	12.2	72.6	17.4	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	27.7	2.3	7.0	8.8	30.8	13.0	8.5
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.0	13.0	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	5	68	4	4	83	86	1357	7	94	1637	95
Future Volume (veh/h)	147	5	68	4	4	83	86	1357	7	94	1637	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	160	5	74	4	4	90	93	1475	8	102	1779	103
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	22	319	19	8	174	112	2894	16	135	2794	161
Arrive On Green	0.11	0.22	0.21	0.01	0.12	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	66	1483	1634	5219	28	1634	4910	284
Grp Volume(v), veh/h	160	0	79	4	0	94	93	958	525	102	1227	655
Grp Sat Flow(s),veh/h/ln	1634	0	1567	1634	0	1548	1634	1695	1857	1634	1695	1804
Q Serve(g_s), s	11.6	0.0	5.0	0.3	0.0	6.9	6.8	26.3	26.3	7.3	29.3	29.5
Cycle Q Clear(g_c), s	11.6	0.0	5.0	0.3	0.0	6.9	6.8	26.3	26.3	7.3	29.3	29.5
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	182	0	341	19	0	182	112	1880	1030	135	1929	1026
V/C Ratio(X)	0.88	0.00	0.23	0.21	0.00	0.52	0.83	0.51	0.51	0.75	0.64	0.64
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1880	1030	158	1929	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	0.0	39.0	58.8	0.0	50.1	56.6	25.1	25.1	53.8	17.5	17.6
Incr Delay (d2), s/veh	34.8	0.0	0.3	5.3	0.0	2.3	35.3	0.9	1.6	15.8	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	2.2	0.2	0.0	3.1	4.2	12.5	13.9	3.9	14.1	15.4
LnGrp Delay(d),s/veh	87.3	0.0	39.4	64.1	0.0	52.4	91.9	25.9	26.6	69.6	19.1	20.6
LnGrp LOS	F		D	E		D	F	C	C	E	B	C
Approach Vol, veh/h		239			98			1576			1984	
Approach Delay, s/veh		71.5			52.9			30.1			22.2	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	70.5	5.4	30.1	12.2	72.3	17.4	18.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	28.3	2.3	7.0	8.8	31.5	13.6	8.9
Green Ext Time (p_c), s	0.0	12.5	0.0	0.7	0.0	12.6	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	5	68	4	4	78	86	1333	7	94	1621	90
Future Volume (veh/h)	141	5	68	4	4	78	86	1333	7	94	1621	90
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	153	5	74	4	4	85	93	1449	8	102	1762	98
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	21	315	19	8	170	112	2908	16	135	2815	156
Arrive On Green	0.11	0.21	0.21	0.01	0.11	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	70	1479	1634	5218	29	1634	4923	273
Grp Volume(v), veh/h	153	0	79	4	0	89	93	941	516	102	1213	647
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1548	1634	1695	1857	1634	1695	1806
Q Serve(g_s), s	11.0	0.0	5.0	0.3	0.0	6.5	6.8	25.7	25.7	7.3	28.6	28.8
Cycle Q Clear(g_c), s	11.0	0.0	5.0	0.3	0.0	6.5	6.8	25.7	25.7	7.3	28.6	28.8
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.15
Lane Grp Cap(c), veh/h	182	0	337	19	0	178	112	1889	1035	135	1938	1033
V/C Ratio(X)	0.84	0.00	0.23	0.21	0.00	0.50	0.83	0.50	0.50	0.75	0.63	0.63
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1889	1035	158	1938	1033
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.8	0.0	50.3	56.6	24.7	24.7	53.8	17.1	17.2
Incr Delay (d2), s/veh	27.7	0.0	0.4	5.3	0.0	2.2	35.5	0.8	1.5	15.8	1.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	2.2	0.2	0.0	2.9	4.2	12.2	13.6	3.9	13.7	15.0
LnGrp Delay(d),s/veh	79.9	0.0	39.7	64.1	0.0	52.4	92.1	25.5	26.2	69.6	18.7	20.1
LnGrp LOS	E		D	E		D	F	C	C	E	B	C
Approach Vol, veh/h		232			93			1550			1962	
Approach Delay, s/veh		66.2			53.0			29.7			21.8	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	70.9	5.4	29.8	12.2	72.6	17.4	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	27.7	2.3	7.0	8.8	30.8	13.0	8.5
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.0	13.0	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	28.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	5	68	4	4	83	86	1357	7	94	1637	95
Future Volume (veh/h)	147	5	68	4	4	83	86	1357	7	94	1637	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	160	5	74	4	4	90	93	1475	8	102	1779	103
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	22	319	19	8	174	112	2894	16	135	2794	161
Arrive On Green	0.11	0.22	0.21	0.01	0.12	0.11	0.05	0.37	0.37	0.08	0.57	0.56
Sat Flow, veh/h	1634	99	1467	1634	66	1483	1634	5219	28	1634	4910	284
Grp Volume(v), veh/h	160	0	79	4	0	94	93	958	525	102	1227	655
Grp Sat Flow(s),veh/h/ln	1634	0	1567	1634	0	1548	1634	1695	1857	1634	1695	1804
Q Serve(g_s), s	11.6	0.0	5.0	0.3	0.0	6.9	6.8	26.3	26.3	7.3	29.3	29.5
Cycle Q Clear(g_c), s	11.6	0.0	5.0	0.3	0.0	6.9	6.8	26.3	26.3	7.3	29.3	29.5
Prop In Lane	1.00		0.94	1.00		0.96	1.00		0.02	1.00		0.16
Lane Grp Cap(c), veh/h	182	0	341	19	0	182	112	1880	1030	135	1929	1026
V/C Ratio(X)	0.88	0.00	0.23	0.21	0.00	0.52	0.83	0.51	0.51	0.75	0.64	0.64
Avail Cap(c_a), veh/h	182	0	560	67	0	444	112	1880	1030	158	1929	1026
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.5	0.0	39.0	58.8	0.0	50.1	56.6	25.1	25.1	53.8	17.5	17.6
Incr Delay (d2), s/veh	34.8	0.0	0.3	5.3	0.0	2.3	35.3	0.9	1.6	15.8	1.6	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	0.0	2.2	0.2	0.0	3.1	4.2	12.5	13.9	3.9	14.1	15.4
LnGrp Delay(d),s/veh	87.3	0.0	39.4	64.1	0.0	52.4	91.9	25.9	26.6	69.6	19.1	20.6
LnGrp LOS	F		D	E		D	F	C	C	E	B	C
Approach Vol, veh/h		239			98			1576			1984	
Approach Delay, s/veh		71.5			52.9			30.1			22.2	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.9	70.5	5.4	30.1	12.2	72.3	17.4	18.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	9.3	28.3	2.3	7.0	8.8	31.5	13.6	8.9
Green Ext Time (p_c), s	0.0	12.5	0.0	0.7	0.0	12.6	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	29.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	132	8	50	12	6	77	102	1286	13	87	1452	112
Future Volume (veh/h)	132	8	50	12	6	77	102	1286	13	87	1452	112
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	143	9	54	13	7	84	111	1398	14	95	1578	122
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	178	46	279	31	14	166	112	2929	29	128	2759	213
Arrive On Green	0.11	0.20	0.20	0.02	0.12	0.11	0.05	0.38	0.37	0.08	0.57	0.57
Sat Flow, veh/h	1634	227	1360	1634	120	1438	1634	5190	52	1634	4805	371
Grp Volume(v), veh/h	143	0	63	13	0	91	111	913	499	95	1113	587
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1557	1634	1695	1852	1634	1695	1786
Q Serve(g_s), s	10.3	0.0	4.0	0.9	0.0	6.6	8.1	24.5	24.5	6.8	25.0	25.1
Cycle Q Clear(g_c), s	10.3	0.0	4.0	0.9	0.0	6.6	8.1	24.5	24.5	6.8	25.0	25.1
Prop In Lane	1.00		0.86	1.00		0.92	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	178	0	325	31	0	179	112	1913	1045	128	1947	1025
V/C Ratio(X)	0.80	0.00	0.19	0.41	0.00	0.51	0.99	0.48	0.48	0.74	0.57	0.57
Avail Cap(c_a), veh/h	182	0	567	67	0	446	112	1913	1045	158	1947	1025
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.8	58.2	0.0	50.3	57.2	23.9	23.9	54.1	16.2	16.3
Incr Delay (d2), s/veh	22.0	0.0	0.3	8.5	0.0	2.2	78.4	0.8	1.4	13.6	1.2	2.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	0.0	1.8	0.5	0.0	3.0	6.1	11.7	13.0	3.6	11.9	12.9
LnGrp Delay(d),s/veh	74.2	0.0	40.1	66.7	0.0	52.5	135.7	24.6	25.3	67.8	17.4	18.6
LnGrp LOS	E		D	E		D	F	C	C	E	B	B
Approach Vol, veh/h		206			104			1523			1795	
Approach Delay, s/veh		63.8			54.3			32.9			20.5	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.4	71.7	6.3	28.6	12.2	72.9	17.1	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.8	26.5	2.9	6.0	10.1	27.1	12.3	8.6
Green Ext Time (p_c), s	0.0	12.9	0.0	0.6	0.0	14.5	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	8	50	12	6	77	103	1294	13	88	1461	115
Future Volume (veh/h)	133	8	50	12	6	77	103	1294	13	88	1461	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	145	9	54	13	7	84	112	1407	14	96	1588	125
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	47	280	31	14	166	112	2920	29	129	2749	216
Arrive On Green	0.11	0.21	0.20	0.02	0.12	0.11	0.05	0.38	0.37	0.08	0.57	0.57
Sat Flow, veh/h	1634	227	1361	1634	120	1438	1634	5191	52	1634	4797	377
Grp Volume(v), veh/h	145	0	63	13	0	91	112	919	502	96	1122	591
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1557	1634	1695	1852	1634	1695	1784
Q Serve(g_s), s	10.4	0.0	4.0	0.9	0.0	6.6	8.2	24.8	24.8	6.9	25.3	25.4
Cycle Q Clear(g_c), s	10.4	0.0	4.0	0.9	0.0	6.6	8.2	24.8	24.8	6.9	25.3	25.4
Prop In Lane	1.00		0.86	1.00		0.92	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	180	0	327	31	0	179	112	1907	1042	129	1943	1023
V/C Ratio(X)	0.81	0.00	0.19	0.41	0.00	0.51	1.00	0.48	0.48	0.74	0.58	0.58
Avail Cap(c_a), veh/h	182	0	567	67	0	446	112	1907	1042	158	1943	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	0.0	39.7	58.2	0.0	50.3	57.3	24.1	24.1	54.1	16.3	16.4
Incr Delay (d2), s/veh	22.5	0.0	0.3	8.5	0.0	2.2	81.0	0.8	1.4	14.0	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	1.8	0.5	0.0	3.0	6.2	11.9	13.1	3.6	12.2	13.2
LnGrp Delay(d),s/veh	74.6	0.0	40.0	66.7	0.0	52.5	138.3	24.9	25.5	68.0	17.6	18.8
LnGrp LOS	E		D	E		D	F	C	C	E	B	B
Approach Vol, veh/h		208			104			1533			1809	
Approach Delay, s/veh		64.1			54.3			33.4			20.7	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	71.5	6.3	28.7	12.2	72.8	17.2	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	26.8	2.9	6.0	10.2	27.4	12.4	8.6
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.0	14.3	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	29.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	8	50	12	6	82	103	1318	13	88	1477	120
Future Volume (veh/h)	139	8	50	12	6	82	103	1318	13	88	1477	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	151	9	54	13	7	89	112	1433	14	96	1605	130
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	48	286	31	13	170	112	2898	28	129	2721	220
Arrive On Green	0.11	0.21	0.20	0.02	0.12	0.11	0.07	0.56	0.55	0.08	0.57	0.56
Sat Flow, veh/h	1634	227	1361	1634	114	1443	1634	5192	51	1634	4785	387
Grp Volume(v), veh/h	151	0	63	13	0	96	112	936	511	96	1137	598
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1557	1634	1695	1852	1634	1695	1782
Q Serve(g_s), s	10.9	0.0	3.9	0.9	0.0	7.0	8.2	20.2	20.2	6.9	26.1	26.2
Cycle Q Clear(g_c), s	10.9	0.0	3.9	0.9	0.0	7.0	8.2	20.2	20.2	6.9	26.1	26.2
Prop In Lane	1.00		0.86	1.00		0.93	1.00		0.03	1.00		0.22
Lane Grp Cap(c), veh/h	182	0	334	31	0	184	112	1892	1034	129	1928	1014
V/C Ratio(X)	0.83	0.00	0.19	0.41	0.00	0.52	1.00	0.49	0.49	0.74	0.59	0.59
Avail Cap(c_a), veh/h	182	0	568	67	0	446	112	1892	1034	158	1928	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.2	0.0	50.2	55.9	16.2	16.2	54.1	16.8	16.9
Incr Delay (d2), s/veh	25.9	0.0	0.3	8.5	0.0	2.3	80.8	0.8	1.5	14.0	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	1.8	0.5	0.0	3.1	6.2	9.6	10.7	3.6	12.5	13.5
LnGrp Delay(d),s/veh	78.1	0.0	39.6	66.7	0.0	52.4	136.7	17.0	17.7	68.0	18.1	19.4
LnGrp LOS	E		D	E		D	F	B	B	E	B	B
Approach Vol, veh/h		214			109			1559			1831	
Approach Delay, s/veh		66.7			54.1			25.8			21.2	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	71.0	6.3	29.2	12.2	72.2	17.4	18.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	22.2	2.9	5.9	10.2	28.2	12.9	9.0
Green Ext Time (p_c), s	0.0	15.5	0.0	0.6	0.0	14.1	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	8	50	12	6	77	103	1294	13	88	1461	115
Future Volume (veh/h)	133	8	50	12	6	77	103	1294	13	88	1461	115
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	145	9	54	13	7	84	112	1407	14	96	1588	125
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	180	47	280	31	14	166	112	2920	29	129	2749	216
Arrive On Green	0.11	0.21	0.20	0.02	0.12	0.11	0.05	0.38	0.37	0.08	0.57	0.57
Sat Flow, veh/h	1634	227	1361	1634	120	1438	1634	5191	52	1634	4797	377
Grp Volume(v), veh/h	145	0	63	13	0	91	112	919	502	96	1122	591
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1557	1634	1695	1852	1634	1695	1784
Q Serve(g_s), s	10.4	0.0	4.0	0.9	0.0	6.6	8.2	24.8	24.8	6.9	25.3	25.4
Cycle Q Clear(g_c), s	10.4	0.0	4.0	0.9	0.0	6.6	8.2	24.8	24.8	6.9	25.3	25.4
Prop In Lane	1.00		0.86	1.00		0.92	1.00		0.03	1.00		0.21
Lane Grp Cap(c), veh/h	180	0	327	31	0	179	112	1907	1042	129	1943	1023
V/C Ratio(X)	0.81	0.00	0.19	0.41	0.00	0.51	1.00	0.48	0.48	0.74	0.58	0.58
Avail Cap(c_a), veh/h	182	0	567	67	0	446	112	1907	1042	158	1943	1023
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.89	0.89	0.89	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.1	0.0	39.7	58.2	0.0	50.3	57.3	24.1	24.1	54.1	16.3	16.4
Incr Delay (d2), s/veh	22.5	0.0	0.3	8.5	0.0	2.2	81.0	0.8	1.4	14.0	1.3	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	0.0	1.8	0.5	0.0	3.0	6.2	11.9	13.1	3.6	12.2	13.2
LnGrp Delay(d),s/veh	74.6	0.0	40.0	66.7	0.0	52.5	138.3	24.9	25.5	68.0	17.6	18.8
LnGrp LOS	E		D	E		D	F	C	C	E	B	B
Approach Vol, veh/h		208			104			1533			1809	
Approach Delay, s/veh		64.1			54.3			33.4			20.7	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	71.5	6.3	28.7	12.2	72.8	17.2	17.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	26.8	2.9	6.0	10.2	27.4	12.4	8.6
Green Ext Time (p_c), s	0.0	12.8	0.0	0.6	0.0	14.3	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	29.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	139	8	50	12	6	82	103	1318	13	88	1477	120
Future Volume (veh/h)	139	8	50	12	6	82	103	1318	13	88	1477	120
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	151	9	54	13	7	89	112	1433	14	96	1605	130
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	182	48	286	31	13	170	112	2898	28	129	2721	220
Arrive On Green	0.11	0.21	0.20	0.02	0.12	0.11	0.07	0.56	0.55	0.08	0.57	0.56
Sat Flow, veh/h	1634	227	1361	1634	114	1443	1634	5192	51	1634	4785	387
Grp Volume(v), veh/h	151	0	63	13	0	96	112	936	511	96	1137	598
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1557	1634	1695	1852	1634	1695	1782
Q Serve(g_s), s	10.9	0.0	3.9	0.9	0.0	7.0	8.2	20.2	20.2	6.9	26.1	26.2
Cycle Q Clear(g_c), s	10.9	0.0	3.9	0.9	0.0	7.0	8.2	20.2	20.2	6.9	26.1	26.2
Prop In Lane	1.00		0.86	1.00		0.93	1.00		0.03	1.00		0.22
Lane Grp Cap(c), veh/h	182	0	334	31	0	184	112	1892	1034	129	1928	1014
V/C Ratio(X)	0.83	0.00	0.19	0.41	0.00	0.52	1.00	0.49	0.49	0.74	0.59	0.59
Avail Cap(c_a), veh/h	182	0	568	67	0	446	112	1892	1034	158	1928	1014
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	52.2	0.0	39.3	58.2	0.0	50.2	55.9	16.2	16.2	54.1	16.8	16.9
Incr Delay (d2), s/veh	25.9	0.0	0.3	8.5	0.0	2.3	80.8	0.8	1.5	14.0	1.3	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	1.8	0.5	0.0	3.1	6.2	9.6	10.7	3.6	12.5	13.5
LnGrp Delay(d),s/veh	78.1	0.0	39.6	66.7	0.0	52.4	136.7	17.0	17.7	68.0	18.1	19.4
LnGrp LOS	E		D	E		D	F	B	B	E	B	B
Approach Vol, veh/h		214			109			1559			1831	
Approach Delay, s/veh		66.7			54.1			25.8			21.2	
Approach LOS		E			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.5	71.0	6.3	29.2	12.2	72.2	17.4	18.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	8.9	22.2	2.9	5.9	10.2	28.2	12.9	9.0
Green Ext Time (p_c), s	0.0	15.5	0.0	0.6	0.0	14.1	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	26.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	2	13	1	1	21	26	510	0	50	453	53
Future Volume (veh/h)	22	2	13	1	1	21	26	510	0	50	453	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	2	14	1	1	23	28	554	0	54	492	58
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	17	122	14	5	106	46	3661	0	80	3414	396
Arrive On Green	0.03	0.09	0.08	0.01	0.07	0.06	0.01	0.24	0.00	0.05	0.74	0.73
Sat Flow, veh/h	1634	195	1367	1634	64	1466	1634	5253	0	1634	4609	534
Grp Volume(v), veh/h	24	0	16	1	0	24	28	554	0	54	360	190
Grp Sat Flow(s),veh/h/ln	1634	0	1563	1634	0	1530	1634	1695	0	1634	1695	1753
Q Serve(g_s), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.3	0.0	3.9	3.7	3.8
Cycle Q Clear(g_c), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.3	0.0	3.9	3.7	3.8
Prop In Lane	1.00		0.88	1.00		0.96	1.00		0.00	1.00		0.30
Lane Grp Cap(c), veh/h	42	0	140	14	0	110	46	3661	0	80	2511	1298
V/C Ratio(X)	0.57	0.00	0.11	0.07	0.00	0.22	0.61	0.15	0.00	0.68	0.14	0.15
Avail Cap(c_a), veh/h	182	0	559	67	0	438	112	3661	0	158	2511	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	50.6	59.0	0.0	52.9	58.8	16.8	0.0	56.1	4.5	4.6
Incr Delay (d2), s/veh	11.4	0.0	0.4	2.1	0.0	1.0	12.4	0.1	0.0	9.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	0.0	0.0	0.8	1.1	4.9	0.0	2.0	1.7	1.9
LnGrp Delay(d),s/veh	69.2	0.0	51.0	61.1	0.0	53.9	71.2	16.8	0.0	65.7	4.6	4.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		40			25			582			604	
Approach Delay, s/veh		61.9			54.2			19.5			10.2	
Approach LOS		E			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	90.4	5.0	14.7	7.4	92.9	7.1	12.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	12.3	2.1	3.1	4.0	5.8	3.7	3.8
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	5.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	2	13	1	1	21	26	513	0	50	456	55
Future Volume (veh/h)	22	2	13	1	1	21	26	513	0	50	456	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	2	14	1	1	23	28	558	0	54	496	60
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	17	122	14	5	106	46	3661	0	80	3403	405
Arrive On Green	0.03	0.09	0.08	0.01	0.07	0.06	0.01	0.24	0.00	0.05	0.74	0.73
Sat Flow, veh/h	1634	195	1367	1634	64	1466	1634	5253	0	1634	4594	546
Grp Volume(v), veh/h	24	0	16	1	0	24	28	558	0	54	364	192
Grp Sat Flow(s),veh/h/ln	1634	0	1563	1634	0	1530	1634	1695	0	1634	1695	1750
Q Serve(g_s), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.4	0.0	3.9	3.7	3.9
Cycle Q Clear(g_c), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.4	0.0	3.9	3.7	3.9
Prop In Lane	1.00		0.88	1.00		0.96	1.00		0.00	1.00		0.31
Lane Grp Cap(c), veh/h	42	0	140	14	0	110	46	3661	0	80	2511	1296
V/C Ratio(X)	0.57	0.00	0.11	0.07	0.00	0.22	0.61	0.15	0.00	0.68	0.14	0.15
Avail Cap(c_a), veh/h	182	0	559	67	0	438	112	3661	0	158	2511	1296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	50.6	59.0	0.0	52.9	58.8	16.8	0.0	56.1	4.5	4.6
Incr Delay (d2), s/veh	11.4	0.0	0.4	2.1	0.0	1.0	12.4	0.1	0.0	9.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	0.0	0.0	0.8	1.1	4.9	0.0	2.0	1.8	1.9
LnGrp Delay(d),s/veh	69.2	0.0	51.0	61.1	0.0	53.9	71.2	16.9	0.0	65.7	4.6	4.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		40			25			586			610	
Approach Delay, s/veh		61.9			54.2			19.5			10.1	
Approach LOS		E			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	90.4	5.0	14.7	7.4	92.9	7.1	12.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	12.4	2.1	3.1	4.0	5.9	3.7	3.8
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	5.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	2	13	1	1	27	26	542	0	50	475	61
Future Volume (veh/h)	30	2	13	1	1	27	26	542	0	50	475	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	2	14	1	1	29	28	589	0	54	516	66
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	19	135	14	4	111	46	3613	0	80	3335	419
Arrive On Green	0.03	0.10	0.09	0.01	0.08	0.07	0.01	0.23	0.00	0.05	0.73	0.72
Sat Flow, veh/h	1634	196	1370	1634	51	1478	1634	5253	0	1634	4561	573
Grp Volume(v), veh/h	33	0	16	1	0	30	28	589	0	54	381	201
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1529	1634	1695	0	1634	1695	1745
Q Serve(g_s), s	2.4	0.0	1.1	0.1	0.0	2.2	2.0	11.1	0.0	3.9	4.1	4.2
Cycle Q Clear(g_c), s	2.4	0.0	1.1	0.1	0.0	2.2	2.0	11.1	0.0	3.9	4.1	4.2
Prop In Lane	1.00		0.88	1.00		0.97	1.00		0.00	1.00		0.33
Lane Grp Cap(c), veh/h	52	0	155	14	0	115	46	3613	0	80	2479	1276
V/C Ratio(X)	0.63	0.00	0.10	0.07	0.00	0.26	0.61	0.16	0.00	0.68	0.15	0.16
Avail Cap(c_a), veh/h	182	0	560	67	0	438	112	3613	0	158	2479	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	49.6	59.0	0.0	52.7	58.8	17.5	0.0	56.1	4.9	4.9
Incr Delay (d2), s/veh	11.8	0.0	0.3	2.1	0.0	1.2	12.4	0.1	0.0	9.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.5	0.0	0.0	1.0	1.1	5.2	0.0	2.0	2.0	2.1
LnGrp Delay(d),s/veh	69.2	0.0	49.9	61.1	0.0	53.9	71.2	17.6	0.0	65.7	5.0	5.2
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		49			31			617			636	
Approach Delay, s/veh		62.9			54.2			20.1			10.2	
Approach LOS		E			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	89.2	5.0	15.9	7.4	91.7	7.8	13.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	13.1	2.1	3.1	4.0	6.2	4.4	4.2
Green Ext Time (p_c), s	0.0	5.3	0.0	0.1	0.0	5.5	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	2	13	1	1	21	26	513	0	50	456	55
Future Volume (veh/h)	22	2	13	1	1	21	26	513	0	50	456	55
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	2	14	1	1	23	28	558	0	54	496	60
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	17	122	14	5	106	46	3661	0	80	3403	405
Arrive On Green	0.03	0.09	0.08	0.01	0.07	0.06	0.01	0.24	0.00	0.05	0.74	0.73
Sat Flow, veh/h	1634	195	1367	1634	64	1466	1634	5253	0	1634	4594	546
Grp Volume(v), veh/h	24	0	16	1	0	24	28	558	0	54	364	192
Grp Sat Flow(s),veh/h/ln	1634	0	1563	1634	0	1530	1634	1695	0	1634	1695	1750
Q Serve(g_s), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.4	0.0	3.9	3.7	3.9
Cycle Q Clear(g_c), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.4	0.0	3.9	3.7	3.9
Prop In Lane	1.00		0.88	1.00		0.96	1.00		0.00	1.00		0.31
Lane Grp Cap(c), veh/h	42	0	140	14	0	110	46	3661	0	80	2511	1296
V/C Ratio(X)	0.57	0.00	0.11	0.07	0.00	0.22	0.61	0.15	0.00	0.68	0.14	0.15
Avail Cap(c_a), veh/h	182	0	559	67	0	438	112	3661	0	158	2511	1296
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	50.6	59.0	0.0	52.9	58.8	16.8	0.0	56.1	4.5	4.6
Incr Delay (d2), s/veh	11.4	0.0	0.4	2.1	0.0	1.0	12.4	0.1	0.0	9.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	0.0	0.0	0.8	1.1	4.9	0.0	2.0	1.8	1.9
LnGrp Delay(d),s/veh	69.2	0.0	51.0	61.1	0.0	53.9	71.2	16.9	0.0	65.7	4.6	4.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		40			25			586			610	
Approach Delay, s/veh		61.9			54.2			19.5			10.1	
Approach LOS		E			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	90.4	5.0	14.7	7.4	92.9	7.1	12.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	12.4	2.1	3.1	4.0	5.9	3.7	3.8
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	5.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	2	13	1	1	27	26	542	0	50	475	61
Future Volume (veh/h)	30	2	13	1	1	27	26	542	0	50	475	61
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	33	2	14	1	1	29	28	589	0	54	516	66
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	19	135	14	4	111	46	3613	0	80	3335	419
Arrive On Green	0.03	0.10	0.09	0.01	0.08	0.07	0.01	0.23	0.00	0.05	0.73	0.72
Sat Flow, veh/h	1634	196	1370	1634	51	1478	1634	5253	0	1634	4561	573
Grp Volume(v), veh/h	33	0	16	1	0	30	28	589	0	54	381	201
Grp Sat Flow(s),veh/h/ln	1634	0	1566	1634	0	1529	1634	1695	0	1634	1695	1745
Q Serve(g_s), s	2.4	0.0	1.1	0.1	0.0	2.2	2.0	11.1	0.0	3.9	4.1	4.2
Cycle Q Clear(g_c), s	2.4	0.0	1.1	0.1	0.0	2.2	2.0	11.1	0.0	3.9	4.1	4.2
Prop In Lane	1.00		0.88	1.00		0.97	1.00		0.00	1.00		0.33
Lane Grp Cap(c), veh/h	52	0	155	14	0	115	46	3613	0	80	2479	1276
V/C Ratio(X)	0.63	0.00	0.10	0.07	0.00	0.26	0.61	0.16	0.00	0.68	0.15	0.16
Avail Cap(c_a), veh/h	182	0	560	67	0	438	112	3613	0	158	2479	1276
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.4	0.0	49.6	59.0	0.0	52.7	58.8	17.5	0.0	56.1	4.9	4.9
Incr Delay (d2), s/veh	11.8	0.0	0.3	2.1	0.0	1.2	12.4	0.1	0.0	9.6	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	0.5	0.0	0.0	1.0	1.1	5.2	0.0	2.0	2.0	2.1
LnGrp Delay(d),s/veh	69.2	0.0	49.9	61.1	0.0	53.9	71.2	17.6	0.0	65.7	5.0	5.2
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		49			31			617			636	
Approach Delay, s/veh		62.9			54.2			20.1			10.2	
Approach LOS		E			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	89.2	5.0	15.9	7.4	91.7	7.8	13.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	13.1	2.1	3.1	4.0	6.2	4.4	4.2
Green Ext Time (p_c), s	0.0	5.3	0.0	0.1	0.0	5.5	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	2	13	1	1	21	26	510	0	50	453	53
Future Volume (veh/h)	22	2	13	1	1	21	26	510	0	50	453	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	24	2	14	1	1	23	28	554	0	54	492	58
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	42	17	122	14	5	106	46	3661	0	80	3414	396
Arrive On Green	0.03	0.09	0.08	0.01	0.07	0.06	0.01	0.24	0.00	0.05	0.74	0.73
Sat Flow, veh/h	1634	195	1367	1634	64	1466	1634	5253	0	1634	4609	534
Grp Volume(v), veh/h	24	0	16	1	0	24	28	554	0	54	360	190
Grp Sat Flow(s),veh/h/ln	1634	0	1563	1634	0	1530	1634	1695	0	1634	1695	1753
Q Serve(g_s), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.3	0.0	3.9	3.7	3.8
Cycle Q Clear(g_c), s	1.7	0.0	1.1	0.1	0.0	1.8	2.0	10.3	0.0	3.9	3.7	3.8
Prop In Lane	1.00		0.88	1.00		0.96	1.00		0.00	1.00		0.30
Lane Grp Cap(c), veh/h	42	0	140	14	0	110	46	3661	0	80	2511	1298
V/C Ratio(X)	0.57	0.00	0.11	0.07	0.00	0.22	0.61	0.15	0.00	0.68	0.14	0.15
Avail Cap(c_a), veh/h	182	0	559	67	0	438	112	3661	0	158	2511	1298
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.8	0.0	50.6	59.0	0.0	52.9	58.8	16.8	0.0	56.1	4.5	4.6
Incr Delay (d2), s/veh	11.4	0.0	0.4	2.1	0.0	1.0	12.4	0.1	0.0	9.6	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.5	0.0	0.0	0.8	1.1	4.9	0.0	2.0	1.7	1.9
LnGrp Delay(d),s/veh	69.2	0.0	51.0	61.1	0.0	53.9	71.2	16.8	0.0	65.7	4.6	4.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		40			25			582			604	
Approach Delay, s/veh		61.9			54.2			19.5			10.2	
Approach LOS		E			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	90.4	5.0	14.7	7.4	92.9	7.1	12.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	5.9	12.3	2.1	3.1	4.0	5.8	3.7	3.8
Green Ext Time (p_c), s	0.0	5.0	0.0	0.1	0.0	5.1	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	15	1	1	24	29	578	0	57	514	96
Future Volume (veh/h)	25	2	15	1	1	24	29	578	0	57	514	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	27	2	16	1	1	26	32	628	0	62	559	104
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	16	128	14	4	109	51	3613	0	90	3162	576
Arrive On Green	0.03	0.09	0.09	0.01	0.07	0.07	0.01	0.23	0.00	0.05	0.73	0.73
Sat Flow, veh/h	1634	173	1387	1634	57	1473	1634	5253	0	1634	4306	785
Grp Volume(v), veh/h	27	0	18	1	0	27	32	628	0	62	438	225
Grp Sat Flow(s),veh/h/ln	1634	0	1560	1634	0	1530	1634	1695	0	1634	1695	1701
Q Serve(g_s), s	2.0	0.0	1.3	0.1	0.0	2.0	2.3	11.8	0.0	4.5	4.7	4.9
Cycle Q Clear(g_c), s	2.0	0.0	1.3	0.1	0.0	2.0	2.3	11.8	0.0	4.5	4.7	4.9
Prop In Lane	1.00		0.89	1.00		0.96	1.00		0.00	1.00		0.46
Lane Grp Cap(c), veh/h	45	0	144	14	0	113	51	3613	0	90	2489	1249
V/C Ratio(X)	0.61	0.00	0.12	0.07	0.00	0.24	0.63	0.17	0.00	0.69	0.18	0.18
Avail Cap(c_a), veh/h	182	0	558	67	0	438	112	3613	0	158	2489	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	50.3	59.0	0.0	52.8	58.7	17.8	0.0	55.7	4.9	5.0
Incr Delay (d2), s/veh	12.5	0.0	0.4	2.1	0.0	1.1	11.8	0.1	0.0	9.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.6	0.0	0.0	0.9	1.2	5.6	0.0	2.2	2.2	2.4
LnGrp Delay(d),s/veh	70.2	0.0	50.7	61.1	0.0	53.9	70.5	17.9	0.0	64.8	5.0	5.3
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		45			28			660			725	
Approach Delay, s/veh		62.4			54.1			20.5			10.2	
Approach LOS		E			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	89.3	5.0	15.1	7.8	92.1	7.3	12.9
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	13.8	2.1	3.3	4.3	6.9	4.0	4.0
Green Ext Time (p_c), s	0.0	6.0	0.0	0.1	0.0	6.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	2	15	1	1	30	29	607	0	57	533	102
Future Volume (veh/h)	33	2	15	1	1	30	29	607	0	57	533	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	2	16	1	1	33	32	660	0	62	579	111
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	18	145	14	4	116	51	3554	0	90	3094	582
Arrive On Green	0.03	0.10	0.10	0.01	0.08	0.07	0.01	0.23	0.00	0.05	0.72	0.71
Sat Flow, veh/h	1634	174	1390	1634	45	1485	1634	5253	0	1634	4282	805
Grp Volume(v), veh/h	36	0	18	1	0	34	32	660	0	62	456	234
Grp Sat Flow(s),veh/h/ln	1634	0	1564	1634	0	1530	1634	1695	0	1634	1695	1697
Q Serve(g_s), s	2.6	0.0	1.3	0.1	0.0	2.5	2.3	12.5	0.0	4.5	5.2	5.4
Cycle Q Clear(g_c), s	2.6	0.0	1.3	0.1	0.0	2.5	2.3	12.5	0.0	4.5	5.2	5.4
Prop In Lane	1.00		0.89	1.00		0.97	1.00		0.00	1.00		0.47
Lane Grp Cap(c), veh/h	56	0	163	14	0	120	51	3554	0	90	2449	1226
V/C Ratio(X)	0.64	0.00	0.11	0.07	0.00	0.28	0.63	0.19	0.00	0.69	0.19	0.19
Avail Cap(c_a), veh/h	182	0	559	67	0	439	112	3554	0	158	2449	1226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	0.0	49.1	59.0	0.0	52.5	58.7	18.7	0.0	55.7	5.3	5.4
Incr Delay (d2), s/veh	11.4	0.0	0.3	2.1	0.0	1.3	11.8	0.1	0.0	9.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.6	0.0	0.0	1.1	1.2	5.9	0.0	2.2	2.5	2.6
LnGrp Delay(d),s/veh	68.6	0.0	49.4	61.1	0.0	53.8	70.5	18.8	0.0	64.8	5.5	5.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		54			35			692			752	
Approach Delay, s/veh		62.2			54.0			21.2			10.5	
Approach LOS		E			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	87.9	5.0	16.5	7.8	90.7	8.1	13.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	14.5	2.1	3.3	4.3	7.4	4.6	4.5
Green Ext Time (p_c), s	0.0	6.4	0.0	0.2	0.0	6.6	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	2	15	1	1	24	29	578	0	57	514	96
Future Volume (veh/h)	25	2	15	1	1	24	29	578	0	57	514	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	27	2	16	1	1	26	32	628	0	62	559	104
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	45	16	128	14	4	109	51	3613	0	90	3162	576
Arrive On Green	0.03	0.09	0.09	0.01	0.07	0.07	0.01	0.23	0.00	0.05	0.73	0.73
Sat Flow, veh/h	1634	173	1387	1634	57	1473	1634	5253	0	1634	4306	785
Grp Volume(v), veh/h	27	0	18	1	0	27	32	628	0	62	438	225
Grp Sat Flow(s),veh/h/ln	1634	0	1560	1634	0	1530	1634	1695	0	1634	1695	1701
Q Serve(g_s), s	2.0	0.0	1.3	0.1	0.0	2.0	2.3	11.8	0.0	4.5	4.7	4.9
Cycle Q Clear(g_c), s	2.0	0.0	1.3	0.1	0.0	2.0	2.3	11.8	0.0	4.5	4.7	4.9
Prop In Lane	1.00		0.89	1.00		0.96	1.00		0.00	1.00		0.46
Lane Grp Cap(c), veh/h	45	0	144	14	0	113	51	3613	0	90	2489	1249
V/C Ratio(X)	0.61	0.00	0.12	0.07	0.00	0.24	0.63	0.17	0.00	0.69	0.18	0.18
Avail Cap(c_a), veh/h	182	0	558	67	0	438	112	3613	0	158	2489	1249
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.7	0.0	50.3	59.0	0.0	52.8	58.7	17.8	0.0	55.7	4.9	5.0
Incr Delay (d2), s/veh	12.5	0.0	0.4	2.1	0.0	1.1	11.8	0.1	0.0	9.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.6	0.0	0.0	0.9	1.2	5.6	0.0	2.2	2.2	2.4
LnGrp Delay(d),s/veh	70.2	0.0	50.7	61.1	0.0	53.9	70.5	17.9	0.0	64.8	5.0	5.3
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		45			28			660			725	
Approach Delay, s/veh		62.4			54.1			20.5			10.2	
Approach LOS		E			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	89.3	5.0	15.1	7.8	92.1	7.3	12.9
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	13.8	2.1	3.3	4.3	6.9	4.0	4.0
Green Ext Time (p_c), s	0.0	6.0	0.0	0.1	0.0	6.2	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	2	15	1	1	30	29	607	0	57	533	102
Future Volume (veh/h)	33	2	15	1	1	30	29	607	0	57	533	102
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.96	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	36	2	16	1	1	33	32	660	0	62	579	111
Adj No. of Lanes	1	1	0	1	1	0	1	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	18	145	14	4	116	51	3554	0	90	3094	582
Arrive On Green	0.03	0.10	0.10	0.01	0.08	0.07	0.01	0.23	0.00	0.05	0.72	0.71
Sat Flow, veh/h	1634	174	1390	1634	45	1485	1634	5253	0	1634	4282	805
Grp Volume(v), veh/h	36	0	18	1	0	34	32	660	0	62	456	234
Grp Sat Flow(s),veh/h/ln	1634	0	1564	1634	0	1530	1634	1695	0	1634	1695	1697
Q Serve(g_s), s	2.6	0.0	1.3	0.1	0.0	2.5	2.3	12.5	0.0	4.5	5.2	5.4
Cycle Q Clear(g_c), s	2.6	0.0	1.3	0.1	0.0	2.5	2.3	12.5	0.0	4.5	5.2	5.4
Prop In Lane	1.00		0.89	1.00		0.97	1.00		0.00	1.00		0.47
Lane Grp Cap(c), veh/h	56	0	163	14	0	120	51	3554	0	90	2449	1226
V/C Ratio(X)	0.64	0.00	0.11	0.07	0.00	0.28	0.63	0.19	0.00	0.69	0.19	0.19
Avail Cap(c_a), veh/h	182	0	559	67	0	439	112	3554	0	158	2449	1226
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.99	0.99	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	0.0	49.1	59.0	0.0	52.5	58.7	18.7	0.0	55.7	5.3	5.4
Incr Delay (d2), s/veh	11.4	0.0	0.3	2.1	0.0	1.3	11.8	0.1	0.0	9.1	0.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.6	0.0	0.0	1.1	1.2	5.9	0.0	2.2	2.5	2.6
LnGrp Delay(d),s/veh	68.6	0.0	49.4	61.1	0.0	53.8	70.5	18.8	0.0	64.8	5.5	5.8
LnGrp LOS	E		D	E		D	E	B		E	A	A
Approach Vol, veh/h		54			35			692			752	
Approach Delay, s/veh		62.2			54.0			21.2			10.5	
Approach LOS		E			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	87.9	5.0	16.5	7.8	90.7	8.1	13.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	10.7	43.7	4.0	42.0	7.3	47.1	12.5	33.5
Max Q Clear Time (g_c+I1), s	6.5	14.5	2.1	3.3	4.3	7.4	4.6	4.5
Green Ext Time (p_c), s	0.0	6.4	0.0	0.2	0.0	6.6	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Intersection 7
Mooney Blvd & Orchard Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	46	13	57	45	7	70	64	1188	34	162	1462	58
Future Volume (veh/h)	46	13	57	45	7	70	64	1188	34	162	1462	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	50	14	62	49	8	76	70	1291	37	176	1589	63
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	75	35	153	73	17	166	1236	2933	820	208	1752	536
Arrive On Green	0.05	0.12	0.11	0.04	0.12	0.11	0.72	1.00	1.00	0.25	0.69	0.69
Sat Flow, veh/h	1634	293	1296	1634	149	1414	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	50	0	76	49	0	84	70	1291	37	176	1589	63
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1563	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.6	0.0	5.3	3.5	0.0	6.0	0.7	0.0	0.0	12.3	31.1	1.3
Cycle Q Clear(g_c), s	3.6	0.0	5.3	3.5	0.0	6.0	0.7	0.0	0.0	12.3	31.1	1.3
Prop In Lane	1.00		0.82	1.00		0.90	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	75	0	188	73	0	183	1236	2933	820	208	1752	536
V/C Ratio(X)	0.67	0.00	0.40	0.67	0.00	0.46	0.06	0.44	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	531	123	0	508	1236	2933	820	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.68	0.68	0.68
Uniform Delay (d), s/veh	56.4	0.0	49.4	56.4	0.0	49.8	10.9	0.0	0.0	43.7	17.1	8.1
Incr Delay (d2), s/veh	10.0	0.0	1.4	10.1	0.0	1.8	0.0	0.4	0.1	16.6	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	2.4	1.8	0.0	2.7	0.3	0.1	0.0	6.4	15.1	0.6
LnGrp Delay(d),s/veh	66.3	0.0	50.8	66.5	0.0	51.6	10.9	0.4	0.1	60.3	23.1	8.4
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		126			133			1398			1828	
Approach Delay, s/veh		56.9			57.1			0.9			26.2	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.2	73.2	9.4	18.2	47.1	45.3	9.5	18.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.3	2.0	5.5	7.3	2.7	33.1	5.6	8.0
Green Ext Time (p_c), s	0.1	7.5	0.0	0.6	0.9	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	13	59	47	7	73	64	1195	34	163	1471	58
Future Volume (veh/h)	47	13	59	47	7	73	64	1195	34	163	1471	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	51	14	64	51	8	79	70	1299	37	177	1599	63
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	34	155	76	17	169	1222	2917	815	208	1760	538
Arrive On Green	0.05	0.12	0.11	0.05	0.12	0.11	0.71	1.00	1.00	0.26	0.69	0.69
Sat Flow, veh/h	1634	285	1302	1634	144	1419	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	51	0	78	51	0	87	70	1299	37	177	1599	63
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1562	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.7	0.0	5.5	3.7	0.0	6.3	0.7	0.0	0.0	12.4	31.3	1.3
Cycle Q Clear(g_c), s	3.7	0.0	5.5	3.7	0.0	6.3	0.7	0.0	0.0	12.4	31.3	1.3
Prop In Lane	1.00		0.82	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	0	189	76	0	186	1222	2917	815	208	1760	538
V/C Ratio(X)	0.67	0.00	0.41	0.67	0.00	0.47	0.06	0.45	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	530	123	0	508	1222	2917	815	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.68	0.68	0.68
Uniform Delay (d), s/veh	56.3	0.0	49.3	56.3	0.0	49.7	11.3	0.0	0.0	43.6	16.9	8.0
Incr Delay (d2), s/veh	9.9	0.0	1.4	9.9	0.0	1.8	0.0	0.4	0.1	16.7	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.5	1.9	0.0	2.8	0.4	0.1	0.0	6.5	15.2	0.6
LnGrp Delay(d),s/veh	66.2	0.0	50.8	66.2	0.0	51.5	11.3	0.4	0.1	60.2	22.9	8.3
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		129			138			1406			1839	
Approach Delay, s/veh		56.9			57.0			0.9			26.0	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	72.8	9.6	18.3	46.6	45.5	9.6	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	5.7	7.5	2.7	33.3	5.7	8.3
Green Ext Time (p_c), s	0.1	7.6	0.0	0.6	0.8	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	13	59	47	7	74	64	1215	34	164	1485	59
Future Volume (veh/h)	50	13	59	47	7	74	64	1215	34	164	1485	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	54	14	64	51	8	80	70	1321	37	178	1614	64
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	35	159	76	17	170	1204	2900	810	209	1773	542
Arrive On Green	0.05	0.12	0.11	0.05	0.12	0.11	0.70	1.00	1.00	0.26	0.70	0.70
Sat Flow, veh/h	1634	285	1303	1634	142	1420	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	54	0	78	51	0	88	70	1321	37	178	1614	64
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1562	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.9	0.0	5.5	3.7	0.0	6.3	0.8	0.0	0.0	12.4	31.6	1.3
Cycle Q Clear(g_c), s	3.9	0.0	5.5	3.7	0.0	6.3	0.8	0.0	0.0	12.4	31.6	1.3
Prop In Lane	1.00		0.82	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	0	194	76	0	187	1204	2900	810	209	1773	542
V/C Ratio(X)	0.68	0.00	0.40	0.67	0.00	0.47	0.06	0.46	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	531	123	0	508	1204	2900	810	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.66	0.66	0.66
Uniform Delay (d), s/veh	56.2	0.0	49.0	56.3	0.0	49.7	11.8	0.0	0.0	43.5	16.6	7.7
Incr Delay (d2), s/veh	9.7	0.0	1.3	9.9	0.0	1.8	0.0	0.4	0.1	16.6	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.5	1.9	0.0	2.8	0.4	0.1	0.0	6.5	15.3	0.6
LnGrp Delay(d),s/veh	65.8	0.0	50.3	66.2	0.0	51.5	11.8	0.4	0.1	60.1	22.6	8.0
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		132			139			1428			1856	
Approach Delay, s/veh		56.7			56.9			1.0			25.7	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	72.4	9.6	18.6	46.0	45.8	9.8	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	5.7	7.5	2.8	33.6	5.9	8.3
Green Ext Time (p_c), s	0.1	7.8	0.0	0.6	0.8	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	13	59	47	7	73	64	1195	34	163	1471	58
Future Volume (veh/h)	47	13	59	47	7	73	64	1195	34	163	1471	58
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	51	14	64	51	8	79	70	1299	37	177	1599	63
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	76	34	155	76	17	169	1222	2917	815	208	1760	538
Arrive On Green	0.05	0.12	0.11	0.05	0.12	0.11	0.71	1.00	1.00	0.26	0.69	0.69
Sat Flow, veh/h	1634	285	1302	1634	144	1419	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	51	0	78	51	0	87	70	1299	37	177	1599	63
Grp Sat Flow(s),veh/h/ln	1634	0	1587	1634	0	1562	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.7	0.0	5.5	3.7	0.0	6.3	0.7	0.0	0.0	12.4	31.3	1.3
Cycle Q Clear(g_c), s	3.7	0.0	5.5	3.7	0.0	6.3	0.7	0.0	0.0	12.4	31.3	1.3
Prop In Lane	1.00		0.82	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	76	0	189	76	0	186	1222	2917	815	208	1760	538
V/C Ratio(X)	0.67	0.00	0.41	0.67	0.00	0.47	0.06	0.45	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	530	123	0	508	1222	2917	815	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.68	0.68	0.68
Uniform Delay (d), s/veh	56.3	0.0	49.3	56.3	0.0	49.7	11.3	0.0	0.0	43.6	16.9	8.0
Incr Delay (d2), s/veh	9.9	0.0	1.4	9.9	0.0	1.8	0.0	0.4	0.1	16.7	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	0.0	2.5	1.9	0.0	2.8	0.4	0.1	0.0	6.5	15.2	0.6
LnGrp Delay(d),s/veh	66.2	0.0	50.8	66.2	0.0	51.5	11.3	0.4	0.1	60.2	22.9	8.3
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		129			138			1406			1839	
Approach Delay, s/veh		56.9			57.0			0.9			26.0	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.3	72.8	9.6	18.3	46.6	45.5	9.6	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	5.7	7.5	2.7	33.3	5.7	8.3
Green Ext Time (p_c), s	0.1	7.6	0.0	0.6	0.8	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	13	59	47	7	74	64	1215	34	164	1485	59
Future Volume (veh/h)	50	13	59	47	7	74	64	1215	34	164	1485	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	54	14	64	51	8	80	70	1321	37	178	1614	64
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	80	35	159	76	17	170	1204	2900	810	209	1773	542
Arrive On Green	0.05	0.12	0.11	0.05	0.12	0.11	0.70	1.00	1.00	0.26	0.70	0.70
Sat Flow, veh/h	1634	285	1303	1634	142	1420	3442	5085	1421	1634	5085	1556
Grp Volume(v), veh/h	54	0	78	51	0	88	70	1321	37	178	1614	64
Grp Sat Flow(s),veh/h/ln	1634	0	1588	1634	0	1562	1721	1695	1421	1634	1695	1556
Q Serve(g_s), s	3.9	0.0	5.5	3.7	0.0	6.3	0.8	0.0	0.0	12.4	31.6	1.3
Cycle Q Clear(g_c), s	3.9	0.0	5.5	3.7	0.0	6.3	0.8	0.0	0.0	12.4	31.6	1.3
Prop In Lane	1.00		0.82	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	80	0	194	76	0	187	1204	2900	810	209	1773	542
V/C Ratio(X)	0.68	0.00	0.40	0.67	0.00	0.47	0.06	0.46	0.05	0.85	0.91	0.12
Avail Cap(c_a), veh/h	138	0	531	123	0	508	1204	2900	810	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.66	0.66	0.66
Uniform Delay (d), s/veh	56.2	0.0	49.0	56.3	0.0	49.7	11.8	0.0	0.0	43.5	16.6	7.7
Incr Delay (d2), s/veh	9.7	0.0	1.3	9.9	0.0	1.8	0.0	0.4	0.1	16.6	6.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.0	2.5	1.9	0.0	2.8	0.4	0.1	0.0	6.5	15.3	0.6
LnGrp Delay(d),s/veh	65.8	0.0	50.3	66.2	0.0	51.5	11.8	0.4	0.1	60.1	22.6	8.0
LnGrp LOS	E		D	E		D	B	A	A	E	C	A
Approach Vol, veh/h		132			139			1428			1856	
Approach Delay, s/veh		56.7			56.9			1.0			25.7	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	72.4	9.6	18.6	46.0	45.8	9.8	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	5.7	7.5	2.8	33.6	5.9	8.3
Green Ext Time (p_c), s	0.1	7.8	0.0	0.6	0.8	7.3	0.0	0.6

Intersection Summary	
HCM 2010 Ctrl Delay	18.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	35	5	50	51	10	59	57	1203	40	164	1347	30
Future Volume (veh/h)	35	5	50	51	10	59	57	1203	40	164	1347	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	38	5	54	55	11	64	62	1308	43	178	1464	33
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	59	14	151	81	28	160	1338	2966	829	209	1641	502
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.78	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	132	1425	1634	231	1346	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	38	0	59	55	0	75	62	1308	43	178	1464	33
Grp Sat Flow(s),veh/h/ln	1634	0	1557	1634	0	1578	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	2.8	0.0	4.2	4.0	0.0	5.3	0.5	0.0	0.0	12.4	28.9	0.8
Cycle Q Clear(g_c), s	2.8	0.0	4.2	4.0	0.0	5.3	0.5	0.0	0.0	12.4	28.9	0.8
Prop In Lane	1.00		0.92	1.00		0.85	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	59	0	165	81	0	188	1338	2966	829	209	1641	502
V/C Ratio(X)	0.64	0.00	0.36	0.68	0.00	0.40	0.05	0.44	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	513	1338	2966	829	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.72	0.72	0.72
Uniform Delay (d), s/veh	57.1	0.0	50.3	56.1	0.0	49.2	8.2	0.0	0.0	43.5	19.5	9.9
Incr Delay (d2), s/veh	11.2	0.0	1.3	9.6	0.0	1.4	0.0	0.4	0.1	17.6	5.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	1.9	2.0	0.0	2.4	0.2	0.1	0.0	6.6	13.9	0.3
LnGrp Delay(d),s/veh	68.3	0.0	51.6	65.7	0.0	50.6	8.2	0.4	0.1	61.1	25.3	10.1
LnGrp LOS	E		D	E		D	A	A	A	E	C	B
Approach Vol, veh/h		97			130			1413			1675	
Approach Delay, s/veh		58.1			57.0			0.7			28.8	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	74.0	9.9	16.7	50.6	42.7	8.3	18.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.4	2.0	6.0	6.2	2.5	30.9	4.8	7.3
Green Ext Time (p_c), s	0.1	7.7	0.0	0.5	1.0	7.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	52	53	10	61	57	1211	40	165	1355	30
Future Volume (veh/h)	36	5	52	53	10	61	57	1211	40	165	1355	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	39	5	57	58	11	66	62	1316	43	179	1473	33
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	13	154	85	28	165	1319	2943	822	210	1649	504
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.77	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	126	1431	1634	225	1352	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	39	0	62	58	0	77	62	1316	43	179	1473	33
Grp Sat Flow(s),veh/h/ln	1634	0	1556	1634	0	1577	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	2.8	0.0	4.5	4.2	0.0	5.4	0.5	0.0	0.0	12.5	29.0	0.8
Cycle Q Clear(g_c), s	2.8	0.0	4.5	4.2	0.0	5.4	0.5	0.0	0.0	12.5	29.0	0.8
Prop In Lane	1.00		0.92	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	0	167	85	0	193	1319	2943	822	210	1649	504
V/C Ratio(X)	0.65	0.00	0.37	0.69	0.00	0.40	0.05	0.45	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	513	1319	2943	822	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.71	0.71	0.71
Uniform Delay (d), s/veh	57.0	0.0	50.2	55.9	0.0	49.0	8.7	0.0	0.0	43.5	19.3	9.8
Incr Delay (d2), s/veh	11.1	0.0	1.4	9.4	0.0	1.3	0.0	0.4	0.1	17.6	5.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	2.0	2.1	0.0	2.4	0.2	0.1	0.0	6.6	14.0	0.3
LnGrp Delay(d),s/veh	68.1	0.0	51.5	65.4	0.0	50.3	8.7	0.4	0.1	61.1	25.1	10.0
LnGrp LOS	E		D	E		D	A	A	A	E	C	A
Approach Vol, veh/h		101			135			1421			1685	
Approach Delay, s/veh		57.9			56.8			0.7			28.6	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	73.4	10.2	16.9	50.0	42.9	8.4	18.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.5	2.0	6.2	6.5	2.5	31.0	4.8	7.4
Green Ext Time (p_c), s	0.1	7.7	0.0	0.5	1.0	7.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	5	52	53	10	62	57	1231	40	166	1369	31
Future Volume (veh/h)	39	5	52	53	10	62	57	1231	40	166	1369	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	42	5	57	58	11	67	62	1338	43	180	1488	34
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	13	154	85	27	162	1309	2940	822	211	1663	508
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.76	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	126	1431	1634	222	1354	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	42	0	62	58	0	78	62	1338	43	180	1488	34
Grp Sat Flow(s),veh/h/ln	1634	0	1556	1634	0	1576	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	3.0	0.0	4.5	4.2	0.0	5.5	0.5	0.0	0.0	12.6	29.3	0.8
Cycle Q Clear(g_c), s	3.0	0.0	4.5	4.2	0.0	5.5	0.5	0.0	0.0	12.6	29.3	0.8
Prop In Lane	1.00		0.92	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	167	85	0	189	1309	2940	822	211	1663	508
V/C Ratio(X)	0.65	0.00	0.37	0.69	0.00	0.41	0.05	0.46	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	512	1309	2940	822	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.69	0.69	0.69
Uniform Delay (d), s/veh	56.8	0.0	50.2	55.9	0.0	49.3	9.0	0.0	0.0	43.4	19.0	9.5
Incr Delay (d2), s/veh	10.7	0.0	1.4	9.4	0.0	1.4	0.0	0.4	0.1	17.5	5.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.0	2.1	0.0	2.5	0.2	0.1	0.0	6.6	14.1	0.3
LnGrp Delay(d),s/veh	67.6	0.0	51.5	65.4	0.0	50.7	9.0	0.4	0.1	60.9	24.7	9.7
LnGrp LOS	E		D	E		D	A	A	A	E	C	A
Approach Vol, veh/h		104			136			1443			1702	
Approach Delay, s/veh		58.0			57.0			0.8			28.3	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	73.4	10.2	16.9	49.7	43.2	8.7	18.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.6	2.0	6.2	6.5	2.5	31.3	5.0	7.5
Green Ext Time (p_c), s	0.1	7.9	0.0	0.5	1.0	7.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	36	5	52	53	10	61	57	1211	40	165	1355	30
Future Volume (veh/h)	36	5	52	53	10	61	57	1211	40	165	1355	30
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	39	5	57	58	11	66	62	1316	43	179	1473	33
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	60	13	154	85	28	165	1319	2943	822	210	1649	504
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.77	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	126	1431	1634	225	1352	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	39	0	62	58	0	77	62	1316	43	179	1473	33
Grp Sat Flow(s),veh/h/ln	1634	0	1556	1634	0	1577	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	2.8	0.0	4.5	4.2	0.0	5.4	0.5	0.0	0.0	12.5	29.0	0.8
Cycle Q Clear(g_c), s	2.8	0.0	4.5	4.2	0.0	5.4	0.5	0.0	0.0	12.5	29.0	0.8
Prop In Lane	1.00		0.92	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	0	167	85	0	193	1319	2943	822	210	1649	504
V/C Ratio(X)	0.65	0.00	0.37	0.69	0.00	0.40	0.05	0.45	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	513	1319	2943	822	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.78	0.78	0.78	0.71	0.71	0.71
Uniform Delay (d), s/veh	57.0	0.0	50.2	55.9	0.0	49.0	8.7	0.0	0.0	43.5	19.3	9.8
Incr Delay (d2), s/veh	11.1	0.0	1.4	9.4	0.0	1.3	0.0	0.4	0.1	17.6	5.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	2.0	2.1	0.0	2.4	0.2	0.1	0.0	6.6	14.0	0.3
LnGrp Delay(d),s/veh	68.1	0.0	51.5	65.4	0.0	50.3	8.7	0.4	0.1	61.1	25.1	10.0
LnGrp LOS	E		D	E		D	A	A	A	E	C	A
Approach Vol, veh/h		101			135			1421			1685	
Approach Delay, s/veh		57.9			56.8			0.7			28.6	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.4	73.4	10.2	16.9	50.0	42.9	8.4	18.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.5	2.0	6.2	6.5	2.5	31.0	4.8	7.4
Green Ext Time (p_c), s	0.1	7.7	0.0	0.5	1.0	7.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.8
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	39	5	52	53	10	62	57	1231	40	166	1369	31
Future Volume (veh/h)	39	5	52	53	10	62	57	1231	40	166	1369	31
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	42	5	57	58	11	67	62	1338	43	180	1488	34
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	64	13	154	85	27	162	1309	2940	822	211	1663	508
Arrive On Green	0.04	0.11	0.10	0.05	0.12	0.11	0.76	1.00	1.00	0.26	0.65	0.65
Sat Flow, veh/h	1634	126	1431	1634	222	1354	3442	5085	1421	1634	5085	1555
Grp Volume(v), veh/h	42	0	62	58	0	78	62	1338	43	180	1488	34
Grp Sat Flow(s),veh/h/ln	1634	0	1556	1634	0	1576	1721	1695	1421	1634	1695	1555
Q Serve(g_s), s	3.0	0.0	4.5	4.2	0.0	5.5	0.5	0.0	0.0	12.6	29.3	0.8
Cycle Q Clear(g_c), s	3.0	0.0	4.5	4.2	0.0	5.5	0.5	0.0	0.0	12.6	29.3	0.8
Prop In Lane	1.00		0.92	1.00		0.86	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	64	0	167	85	0	189	1309	2940	822	211	1663	508
V/C Ratio(X)	0.65	0.00	0.37	0.69	0.00	0.41	0.05	0.46	0.05	0.85	0.89	0.07
Avail Cap(c_a), veh/h	138	0	520	123	0	512	1309	2940	822	231	2119	648
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.77	0.77	0.77	0.69	0.69	0.69
Uniform Delay (d), s/veh	56.8	0.0	50.2	55.9	0.0	49.3	9.0	0.0	0.0	43.4	19.0	9.5
Incr Delay (d2), s/veh	10.7	0.0	1.4	9.4	0.0	1.4	0.0	0.4	0.1	17.5	5.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	2.0	2.1	0.0	2.5	0.2	0.1	0.0	6.6	14.1	0.3
LnGrp Delay(d),s/veh	67.6	0.0	51.5	65.4	0.0	50.7	9.0	0.4	0.1	60.9	24.7	9.7
LnGrp LOS	E		D	E		D	A	A	A	E	C	A
Approach Vol, veh/h		104			136			1443			1702	
Approach Delay, s/veh		58.0			57.0			0.8			28.3	
Approach LOS		E			E			A			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.5	73.4	10.2	16.9	49.7	43.2	8.7	18.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	14.6	2.0	6.2	6.5	2.5	31.3	5.0	7.5
Green Ext Time (p_c), s	0.1	7.9	0.0	0.5	1.0	7.0	0.0	0.5

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	9	1	9	0	519	30	37	426	2
Future Volume (veh/h)	3	0	2	9	1	9	0	519	30	37	426	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	3	0	2	10	1	10	0	564	33	40	463	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	0	106	28	11	108	2224	3773	1056	61	679	206
Arrive On Green	0.01	0.00	0.06	0.02	0.08	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1516	1634	141	1406	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	3	0	2	10	0	11	0	564	33	40	463	2
Grp Sat Flow(s),veh/h/ln	1634	0	1516	1634	0	1547	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.8	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.8	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	0	106	28	0	118	2224	3773	1056	61	679	206
V/C Ratio(X)	0.17	0.00	0.02	0.36	0.00	0.09	0.00	0.15	0.03	0.65	0.68	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	503	2224	3773	1056	231	2119	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.8	0.0	52.4	58.3	0.0	51.9	0.0	0.0	0.0	54.7	41.7	30.5
Incr Delay (d2), s/veh	4.6	0.0	0.1	7.7	0.0	0.3	0.0	0.1	0.1	11.0	5.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	4.9	0.0
LnGrp Delay(d),s/veh	63.4	0.0	52.4	66.1	0.0	52.3	0.0	0.1	0.1	65.7	47.2	30.5
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		5			21			597			505	
Approach Delay, s/veh		59.0			58.8			0.1			48.6	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	93.0	6.0	12.4	81.5	20.0	5.3	13.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	11.8	2.2	2.8
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	9	1	9	0	522	30	37	429	2
Future Volume (veh/h)	3	0	2	9	1	9	0	522	30	37	429	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	3	0	2	10	1	10	0	567	33	40	466	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	0	106	28	11	108	2222	3773	1056	61	681	207
Arrive On Green	0.01	0.00	0.06	0.02	0.08	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1516	1634	141	1406	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	3	0	2	10	0	11	0	567	33	40	466	2
Grp Sat Flow(s),veh/h/ln	1634	0	1516	1634	0	1547	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.9	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.9	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	0	106	28	0	118	2222	3773	1056	61	681	207
V/C Ratio(X)	0.17	0.00	0.02	0.36	0.00	0.09	0.00	0.15	0.03	0.65	0.68	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	503	2222	3773	1056	231	2119	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.8	0.0	52.4	58.3	0.0	51.9	0.0	0.0	0.0	54.7	41.6	30.4
Incr Delay (d2), s/veh	4.6	0.0	0.1	7.7	0.0	0.3	0.0	0.1	0.1	11.0	5.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	4.9	0.0
LnGrp Delay(d),s/veh	63.4	0.0	52.4	66.1	0.0	52.3	0.0	0.1	0.1	65.7	47.1	30.5
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		5			21			600			508	
Approach Delay, s/veh		59.0			58.8			0.1			48.5	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	93.0	6.0	12.4	81.5	20.1	5.3	13.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	11.9	2.2	2.8
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	2	9	1	10	0	546	30	38	446	3
Future Volume (veh/h)	7	0	2	9	1	10	0	546	30	38	446	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	8	0	2	10	1	11	0	593	33	41	485	3
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	0	111	28	10	106	2199	3754	1050	63	699	212
Arrive On Green	0.02	0.00	0.07	0.02	0.07	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1519	1634	129	1415	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	8	0	2	10	0	12	0	593	33	41	485	3
Grp Sat Flow(s),veh/h/ln	1634	0	1519	1634	0	1543	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.6	0.0	0.1	0.7	0.0	0.9	0.0	0.0	0.0	2.9	10.3	0.2
Cycle Q Clear(g_c), s	0.6	0.0	0.1	0.7	0.0	0.9	0.0	0.0	0.0	2.9	10.3	0.2
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	0	111	28	0	115	2199	3754	1050	63	699	212
V/C Ratio(X)	0.32	0.00	0.02	0.36	0.00	0.10	0.00	0.16	0.03	0.65	0.69	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	502	2199	3754	1050	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.98	0.98	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.5	0.0	52.0	58.3	0.0	52.1	0.0	0.0	0.0	54.6	41.2	29.6
Incr Delay (d2), s/veh	7.2	0.0	0.1	7.7	0.0	0.4	0.0	0.1	0.1	10.9	5.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	5.1	0.1
LnGrp Delay(d),s/veh	65.6	0.0	52.1	66.1	0.0	52.5	0.0	0.1	0.1	65.5	46.8	29.7
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		10			22			626			529	
Approach Delay, s/veh		62.9			58.7			0.1			48.2	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	92.6	6.0	12.8	80.7	20.5	5.8	13.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	12.3	2.6	2.9
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	2.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	9	1	9	0	522	30	37	429	2
Future Volume (veh/h)	3	0	2	9	1	9	0	522	30	37	429	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	3	0	2	10	1	10	0	567	33	40	466	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	0	106	28	11	108	2222	3773	1056	61	681	207
Arrive On Green	0.01	0.00	0.06	0.02	0.08	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1516	1634	141	1406	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	3	0	2	10	0	11	0	567	33	40	466	2
Grp Sat Flow(s),veh/h/ln	1634	0	1516	1634	0	1547	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.9	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.9	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	0	106	28	0	118	2222	3773	1056	61	681	207
V/C Ratio(X)	0.17	0.00	0.02	0.36	0.00	0.09	0.00	0.15	0.03	0.65	0.68	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	503	2222	3773	1056	231	2119	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.8	0.0	52.4	58.3	0.0	51.9	0.0	0.0	0.0	54.7	41.6	30.4
Incr Delay (d2), s/veh	4.6	0.0	0.1	7.7	0.0	0.3	0.0	0.1	0.1	11.0	5.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	4.9	0.0
LnGrp Delay(d),s/veh	63.4	0.0	52.4	66.1	0.0	52.3	0.0	0.1	0.1	65.7	47.1	30.5
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		5			21			600			508	
Approach Delay, s/veh		59.0			58.8			0.1			48.5	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	93.0	6.0	12.4	81.5	20.1	5.3	13.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	11.9	2.2	2.8
Green Ext Time (p_c), s	0.0	2.7	0.0	0.0	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	0	2	9	1	10	0	546	30	38	446	3
Future Volume (veh/h)	7	0	2	9	1	10	0	546	30	38	446	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	8	0	2	10	1	11	0	593	33	41	485	3
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	25	0	111	28	10	106	2199	3754	1050	63	699	212
Arrive On Green	0.02	0.00	0.07	0.02	0.07	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1519	1634	129	1415	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	8	0	2	10	0	12	0	593	33	41	485	3
Grp Sat Flow(s),veh/h/ln	1634	0	1519	1634	0	1543	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.6	0.0	0.1	0.7	0.0	0.9	0.0	0.0	0.0	2.9	10.3	0.2
Cycle Q Clear(g_c), s	0.6	0.0	0.1	0.7	0.0	0.9	0.0	0.0	0.0	2.9	10.3	0.2
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	25	0	111	28	0	115	2199	3754	1050	63	699	212
V/C Ratio(X)	0.32	0.00	0.02	0.36	0.00	0.10	0.00	0.16	0.03	0.65	0.69	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	502	2199	3754	1050	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.98	0.98	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.5	0.0	52.0	58.3	0.0	52.1	0.0	0.0	0.0	54.6	41.2	29.6
Incr Delay (d2), s/veh	7.2	0.0	0.1	7.7	0.0	0.4	0.0	0.1	0.1	10.9	5.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	5.1	0.1
LnGrp Delay(d),s/veh	65.6	0.0	52.1	66.1	0.0	52.5	0.0	0.1	0.1	65.5	46.8	29.7
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		10			22			626			529	
Approach Delay, s/veh		62.9			58.7			0.1			48.2	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.6	92.6	6.0	12.8	80.7	20.5	5.8	13.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	12.3	2.6	2.9
Green Ext Time (p_c), s	0.0	2.8	0.0	0.0	0.0	2.1	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	3	0	2	9	1	9	0	519	30	37	426	2
Future Volume (veh/h)	3	0	2	9	1	9	0	519	30	37	426	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	3	0	2	10	1	10	0	564	33	40	463	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	17	0	106	28	11	108	2224	3773	1056	61	679	206
Arrive On Green	0.01	0.00	0.06	0.02	0.08	0.07	0.00	1.00	1.00	0.08	0.27	0.27
Sat Flow, veh/h	1634	0	1516	1634	141	1406	3442	5085	1423	1634	5085	1542
Grp Volume(v), veh/h	3	0	2	10	0	11	0	564	33	40	463	2
Grp Sat Flow(s),veh/h/ln	1634	0	1516	1634	0	1547	1721	1695	1423	1634	1695	1542
Q Serve(g_s), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.8	0.1
Cycle Q Clear(g_c), s	0.2	0.0	0.1	0.7	0.0	0.8	0.0	0.0	0.0	2.9	9.8	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	17	0	106	28	0	118	2224	3773	1056	61	679	206
V/C Ratio(X)	0.17	0.00	0.02	0.36	0.00	0.09	0.00	0.15	0.03	0.65	0.68	0.01
Avail Cap(c_a), veh/h	138	0	507	123	0	503	2224	3773	1056	231	2119	642
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.99	0.99	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.8	0.0	52.4	58.3	0.0	51.9	0.0	0.0	0.0	54.7	41.7	30.5
Incr Delay (d2), s/veh	4.6	0.0	0.1	7.7	0.0	0.3	0.0	0.1	0.1	11.0	5.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.4	0.0	0.4	0.0	0.0	0.0	1.5	4.9	0.0
LnGrp Delay(d),s/veh	63.4	0.0	52.4	66.1	0.0	52.3	0.0	0.1	0.1	65.7	47.2	30.5
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		5			21			597			505	
Approach Delay, s/veh		59.0			58.8			0.1			48.6	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	8.5	93.0	6.0	12.4	81.5	20.0	5.3	13.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	4.9	2.0	2.7	2.1	0.0	11.8	2.2	2.8
Green Ext Time (p_c), s	0.0	2.6	0.0	0.0	0.0	2.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	19	2	19	0	588	34	42	483	2
Future Volume (veh/h)	5	0	4	19	2	19	0	588	34	42	483	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	5	0	4	21	2	21	0	639	37	46	525	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	0	117	40	12	126	2136	3677	1029	69	736	223
Arrive On Green	0.01	0.00	0.07	0.02	0.09	0.08	0.00	1.00	1.00	0.08	0.29	0.29
Sat Flow, veh/h	1634	0	1521	1634	135	1417	3442	5085	1423	1634	5085	1543
Grp Volume(v), veh/h	5	0	4	21	0	23	0	639	37	46	525	2
Grp Sat Flow(s),veh/h/ln	1634	0	1521	1634	0	1552	1721	1695	1423	1634	1695	1543
Q Serve(g_s), s	0.4	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.1	0.1
Cycle Q Clear(g_c), s	0.4	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.1	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	21	0	117	40	0	138	2136	3677	1029	69	736	223
V/C Ratio(X)	0.24	0.00	0.03	0.53	0.00	0.17	0.00	0.17	0.04	0.66	0.71	0.01
Avail Cap(c_a), veh/h	138	0	508	123	0	504	2136	3677	1029	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.7	0.0	51.7	57.9	0.0	51.0	0.0	0.0	0.0	54.1	40.4	28.9
Incr Delay (d2), s/veh	5.9	0.0	0.1	10.5	0.0	0.6	0.0	0.1	0.1	10.3	5.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.8	0.0	0.7	0.0	0.0	0.0	1.7	5.5	0.0
LnGrp Delay(d),s/veh	64.6	0.0	51.8	68.4	0.0	51.5	0.0	0.1	0.1	64.4	46.2	29.0
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		9			44			676			573	
Approach Delay, s/veh		58.9			59.6			0.1			47.6	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	90.8	6.9	13.2	78.5	21.4	5.5	14.6
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	5.3	2.0	3.5	2.3	0.0	13.1	2.4	3.7
Green Ext Time (p_c), s	0.1	3.0	0.0	0.1	0.0	2.3	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	4	19	2	20	0	612	34	43	500	3
Future Volume (veh/h)	9	0	4	19	2	20	0	612	34	43	500	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	10	0	4	21	2	22	0	665	37	47	543	3
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	0	120	40	11	122	2119	3664	1025	70	752	228
Arrive On Green	0.02	0.00	0.07	0.02	0.09	0.08	0.00	1.00	1.00	0.09	0.30	0.30
Sat Flow, veh/h	1634	0	1522	1634	129	1420	3442	5085	1423	1634	5085	1544
Grp Volume(v), veh/h	10	0	4	21	0	24	0	665	37	47	543	3
Grp Sat Flow(s),veh/h/ln	1634	0	1522	1634	0	1549	1721	1695	1423	1634	1695	1544
Q Serve(g_s), s	0.7	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.5	0.1
Cycle Q Clear(g_c), s	0.7	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.5	0.1
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	28	0	120	40	0	133	2119	3664	1025	70	752	228
V/C Ratio(X)	0.36	0.00	0.03	0.53	0.00	0.18	0.00	0.18	0.04	0.67	0.72	0.01
Avail Cap(c_a), veh/h	138	0	509	123	0	504	2119	3664	1025	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.3	0.0	51.5	57.9	0.0	51.3	0.0	0.0	0.0	54.0	40.0	28.2
Incr Delay (d2), s/veh	7.7	0.0	0.1	10.5	0.0	0.6	0.0	0.1	0.1	10.2	5.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.8	0.0	0.8	0.0	0.0	0.0	1.7	5.7	0.1
LnGrp Delay(d),s/veh	66.1	0.0	51.6	68.4	0.0	51.9	0.0	0.1	0.1	64.2	45.9	28.3
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		14			45			702			593	
Approach Delay, s/veh		61.9			59.6			0.1			47.3	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	90.5	6.9	13.5	77.9	21.8	6.0	14.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	5.3	2.0	3.5	2.3	0.0	13.5	2.7	3.7
Green Ext Time (p_c), s	0.1	3.2	0.0	0.1	0.0	2.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	0	4	19	2	19	0	588	34	42	483	2
Future Volume (veh/h)	5	0	4	19	2	19	0	588	34	42	483	2
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	5	0	4	21	2	21	0	639	37	46	525	2
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	21	0	117	40	12	126	2136	3677	1029	69	736	223
Arrive On Green	0.01	0.00	0.07	0.02	0.09	0.08	0.00	1.00	1.00	0.08	0.29	0.29
Sat Flow, veh/h	1634	0	1521	1634	135	1417	3442	5085	1423	1634	5085	1543
Grp Volume(v), veh/h	5	0	4	21	0	23	0	639	37	46	525	2
Grp Sat Flow(s),veh/h/ln	1634	0	1521	1634	0	1552	1721	1695	1423	1634	1695	1543
Q Serve(g_s), s	0.4	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.1	0.1
Cycle Q Clear(g_c), s	0.4	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.1	0.1
Prop In Lane	1.00		1.00	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	21	0	117	40	0	138	2136	3677	1029	69	736	223
V/C Ratio(X)	0.24	0.00	0.03	0.53	0.00	0.17	0.00	0.17	0.04	0.66	0.71	0.01
Avail Cap(c_a), veh/h	138	0	508	123	0	504	2136	3677	1029	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.7	0.0	51.7	57.9	0.0	51.0	0.0	0.0	0.0	54.1	40.4	28.9
Incr Delay (d2), s/veh	5.9	0.0	0.1	10.5	0.0	0.6	0.0	0.1	0.1	10.3	5.8	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.8	0.0	0.7	0.0	0.0	0.0	1.7	5.5	0.0
LnGrp Delay(d),s/veh	64.6	0.0	51.8	68.4	0.0	51.5	0.0	0.1	0.1	64.4	46.2	29.0
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		9			44			676			573	
Approach Delay, s/veh		58.9			59.6			0.1			47.6	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.1	90.8	6.9	13.2	78.5	21.4	5.5	14.6
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	5.3	2.0	3.5	2.3	0.0	13.1	2.4	3.7
Green Ext Time (p_c), s	0.1	3.0	0.0	0.1	0.0	2.3	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	4	19	2	20	0	612	34	43	500	3
Future Volume (veh/h)	9	0	4	19	2	20	0	612	34	43	500	3
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.96	1.00		0.96	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1863	1863	1716	1716	1863	1863
Adj Flow Rate, veh/h	10	0	4	21	2	22	0	665	37	47	543	3
Adj No. of Lanes	1	1	0	1	1	0	2	3	1	1	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	0	120	40	11	122	2119	3664	1025	70	752	228
Arrive On Green	0.02	0.00	0.07	0.02	0.09	0.08	0.00	1.00	1.00	0.09	0.30	0.30
Sat Flow, veh/h	1634	0	1522	1634	129	1420	3442	5085	1423	1634	5085	1544
Grp Volume(v), veh/h	10	0	4	21	0	24	0	665	37	47	543	3
Grp Sat Flow(s),veh/h/ln	1634	0	1522	1634	0	1549	1721	1695	1423	1634	1695	1544
Q Serve(g_s), s	0.7	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.5	0.1
Cycle Q Clear(g_c), s	0.7	0.0	0.3	1.5	0.0	1.7	0.0	0.0	0.0	3.3	11.5	0.1
Prop In Lane	1.00		1.00	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	28	0	120	40	0	133	2119	3664	1025	70	752	228
V/C Ratio(X)	0.36	0.00	0.03	0.53	0.00	0.18	0.00	0.18	0.04	0.67	0.72	0.01
Avail Cap(c_a), veh/h	138	0	509	123	0	504	2119	3664	1025	231	2119	643
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	0.00	0.97	0.97	0.99	0.99	0.99
Uniform Delay (d), s/veh	58.3	0.0	51.5	57.9	0.0	51.3	0.0	0.0	0.0	54.0	40.0	28.2
Incr Delay (d2), s/veh	7.7	0.0	0.1	10.5	0.0	0.6	0.0	0.1	0.1	10.2	5.9	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.1	0.8	0.0	0.8	0.0	0.0	0.0	1.7	5.7	0.1
LnGrp Delay(d),s/veh	66.1	0.0	51.6	68.4	0.0	51.9	0.0	0.1	0.1	64.2	45.9	28.3
LnGrp LOS	E		D	E		D		A	A	E	D	C
Approach Vol, veh/h		14			45			702			593	
Approach Delay, s/veh		61.9			59.6			0.1			47.3	
Approach LOS		E			E			A			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.2	90.5	6.9	13.5	77.9	21.8	6.0	14.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	16.1	37.0	8.1	39.2	4.0	49.1	9.2	38.1
Max Q Clear Time (g_c+I1), s	5.3	2.0	3.5	2.3	0.0	13.5	2.7	3.7
Green Ext Time (p_c), s	0.1	3.2	0.0	0.1	0.0	2.4	0.0	0.1

Intersection Summary	
HCM 2010 Ctrl Delay	23.4
HCM 2010 LOS	C

Intersection 8
Mooney Blvd & Caldwell Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	277	487	171	240	396	130	307	1004	181	269	1182	128
Future Volume (veh/h)	277	487	171	240	396	130	307	1004	181	269	1182	128
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	301	529	186	261	430	141	334	1091	197	292	1285	139
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	413	779	265	336	704	221	850	1375	387	892	1443	406
Arrive On Green	0.13	0.21	0.20	0.11	0.18	0.18	0.27	0.27	0.27	0.56	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3813	1196	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	301	479	236	261	380	191	334	1091	197	292	1285	139
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1619	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.0	15.6	16.4	9.6	12.4	13.1	10.3	23.9	10.4	5.9	26.5	6.3
Cycle Q Clear(g_c), s	11.0	15.6	16.4	9.6	12.4	13.1	10.3	23.9	10.4	5.9	26.5	6.3
Prop In Lane	1.00		0.79	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	413	708	336	336	626	299	850	1375	387	892	1443	406
V/C Ratio(X)	0.73	0.68	0.70	0.78	0.61	0.64	0.39	0.79	0.51	0.33	0.89	0.34
Avail Cap(c_a), veh/h	413	1172	555	383	1215	580	850	1653	465	892	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	50.2	43.7	44.4	52.3	44.9	45.5	35.9	40.7	20.4	20.2	24.3	19.9
Incr Delay (d2), s/veh	6.4	1.1	2.7	7.3	0.8	1.9	0.3	4.8	4.7	0.2	7.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	7.4	7.5	4.5	5.9	6.0	4.6	11.8	4.6	2.6	13.2	2.7
LnGrp Delay(d),s/veh	56.6	44.9	47.0	59.6	45.7	47.4	36.2	45.4	25.2	20.3	32.0	21.9
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1016			832			1622			1716	
Approach Delay, s/veh		48.8			50.5			41.1			29.2	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.7	36.5	16.7	29.1	36.2	38.0	19.6	26.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.9	25.9	11.6	18.4	12.3	28.5	13.0	15.1
Green Ext Time (p_c), s	0.1	4.7	0.2	3.2	0.0	4.3	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	498	175	244	402	132	310	1013	183	271	1189	129
Future Volume (veh/h)	283	498	175	244	402	132	310	1013	183	271	1189	129
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	308	541	190	265	437	143	337	1101	199	295	1292	140
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	788	268	340	711	223	835	1384	389	875	1448	407
Arrive On Green	0.13	0.21	0.20	0.11	0.19	0.18	0.26	0.27	0.27	0.55	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3814	1195	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	308	490	241	265	386	194	337	1101	199	295	1292	140
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1619	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.2	16.0	16.7	9.8	12.6	13.3	10.5	24.1	10.5	6.1	26.7	6.3
Cycle Q Clear(g_c), s	11.2	16.0	16.7	9.8	12.6	13.3	10.5	24.1	10.5	6.1	26.7	6.3
Prop In Lane	1.00		0.79	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	716	339	340	632	302	835	1384	389	875	1448	407
V/C Ratio(X)	0.74	0.68	0.71	0.78	0.61	0.64	0.40	0.80	0.51	0.34	0.89	0.34
Avail Cap(c_a), veh/h	419	1172	556	383	1215	580	835	1653	465	875	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.1	43.6	44.2	52.2	44.8	45.4	36.4	40.6	20.3	20.8	24.2	19.8
Incr Delay (d2), s/veh	6.6	1.2	2.7	7.6	0.8	1.9	0.3	4.8	4.7	0.2	7.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	7.6	7.7	4.6	6.0	6.1	4.6	11.9	4.6	2.6	13.2	2.7
LnGrp Delay(d),s/veh	56.7	44.8	47.0	59.7	45.6	47.3	36.7	45.4	25.0	21.0	31.9	21.8
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1039			845			1637			1727	
Approach Delay, s/veh		48.8			50.5			41.1			29.2	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.1	36.6	16.9	29.4	35.6	38.2	19.9	26.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	8.1	26.1	11.8	18.7	12.5	28.7	13.2	15.3
Green Ext Time (p_c), s	0.0	4.7	0.2	3.2	0.0	4.3	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	498	175	244	402	137	310	1024	183	276	1195	132
Future Volume (veh/h)	287	498	175	244	402	137	310	1024	183	276	1195	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	312	541	190	265	437	149	337	1113	199	300	1299	143
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	789	269	340	708	231	831	1393	392	868	1453	409
Arrive On Green	0.13	0.21	0.20	0.11	0.19	0.18	0.26	0.27	0.27	0.55	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3772	1230	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	312	490	241	265	391	195	337	1113	199	300	1299	143
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1612	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.4	16.0	16.7	9.8	12.7	13.5	10.5	24.4	10.4	6.3	26.9	6.4
Cycle Q Clear(g_c), s	11.4	16.0	16.7	9.8	12.7	13.5	10.5	24.4	10.4	6.3	26.9	6.4
Prop In Lane	1.00		0.79	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	718	340	340	637	303	831	1393	392	868	1453	409
V/C Ratio(X)	0.75	0.68	0.71	0.78	0.61	0.64	0.41	0.80	0.51	0.35	0.89	0.35
Avail Cap(c_a), veh/h	416	1172	556	383	1215	578	831	1653	465	868	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.2	43.6	44.2	52.2	44.7	45.4	36.6	40.5	20.1	21.1	24.1	19.7
Incr Delay (d2), s/veh	7.4	1.2	2.7	7.5	0.8	1.9	0.3	4.9	4.6	0.2	7.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	7.6	7.7	4.6	6.0	6.1	4.7	12.1	4.6	2.8	13.3	2.7
LnGrp Delay(d),s/veh	57.7	44.8	46.9	59.7	45.5	47.3	36.9	45.4	24.8	21.3	31.8	21.8
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1043			851			1649			1742	
Approach Delay, s/veh		49.1			50.4			41.1			29.2	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.9	36.9	16.9	29.4	35.5	38.3	19.7	26.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	8.3	26.4	11.8	18.7	12.5	28.9	13.4	15.5
Green Ext Time (p_c), s	0.0	4.7	0.2	3.3	0.0	4.2	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	283	498	175	244	402	132	310	1013	183	271	1189	129
Future Volume (veh/h)	283	498	175	244	402	132	310	1013	183	271	1189	129
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	308	541	190	265	437	143	337	1101	199	295	1292	140
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	419	788	268	340	711	223	835	1384	389	875	1448	407
Arrive On Green	0.13	0.21	0.20	0.11	0.19	0.18	0.26	0.27	0.27	0.55	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3814	1195	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	308	490	241	265	386	194	337	1101	199	295	1292	140
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1619	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.2	16.0	16.7	9.8	12.6	13.3	10.5	24.1	10.5	6.1	26.7	6.3
Cycle Q Clear(g_c), s	11.2	16.0	16.7	9.8	12.6	13.3	10.5	24.1	10.5	6.1	26.7	6.3
Prop In Lane	1.00		0.79	1.00		0.74	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	419	716	339	340	632	302	835	1384	389	875	1448	407
V/C Ratio(X)	0.74	0.68	0.71	0.78	0.61	0.64	0.40	0.80	0.51	0.34	0.89	0.34
Avail Cap(c_a), veh/h	419	1172	556	383	1215	580	835	1653	465	875	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.86	0.86	0.86
Uniform Delay (d), s/veh	50.1	43.6	44.2	52.2	44.8	45.4	36.4	40.6	20.3	20.8	24.2	19.8
Incr Delay (d2), s/veh	6.6	1.2	2.7	7.6	0.8	1.9	0.3	4.8	4.7	0.2	7.6	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.3	7.6	7.7	4.6	6.0	6.1	4.6	11.9	4.6	2.6	13.2	2.7
LnGrp Delay(d),s/veh	56.7	44.8	47.0	59.7	45.6	47.3	36.7	45.4	25.0	21.0	31.9	21.8
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1039			845			1637			1727	
Approach Delay, s/veh		48.8			50.5			41.1			29.2	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.1	36.6	16.9	29.4	35.6	38.2	19.9	26.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	8.1	26.1	11.8	18.7	12.5	28.7	13.2	15.3
Green Ext Time (p_c), s	0.0	4.7	0.2	3.2	0.0	4.3	0.0	2.3

Intersection Summary	
HCM 2010 Ctrl Delay	40.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	287	498	175	244	402	137	310	1024	183	276	1195	132
Future Volume (veh/h)	287	498	175	244	402	137	310	1024	183	276	1195	132
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	312	541	190	265	437	149	337	1113	199	300	1299	143
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	416	789	269	340	708	231	831	1393	392	868	1453	409
Arrive On Green	0.13	0.21	0.20	0.11	0.19	0.18	0.26	0.27	0.27	0.55	0.57	0.57
Sat Flow, veh/h	3170	3728	1268	3170	3772	1230	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	312	490	241	265	391	195	337	1113	199	300	1299	143
Grp Sat Flow(s),veh/h/ln	1585	1695	1606	1585	1695	1612	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.4	16.0	16.7	9.8	12.7	13.5	10.5	24.4	10.4	6.3	26.9	6.4
Cycle Q Clear(g_c), s	11.4	16.0	16.7	9.8	12.7	13.5	10.5	24.4	10.4	6.3	26.9	6.4
Prop In Lane	1.00		0.79	1.00		0.76	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	416	718	340	340	637	303	831	1393	392	868	1453	409
V/C Ratio(X)	0.75	0.68	0.71	0.78	0.61	0.64	0.41	0.80	0.51	0.35	0.89	0.35
Avail Cap(c_a), veh/h	416	1172	556	383	1215	578	831	1653	465	868	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.84	0.84	0.84	1.00	1.00	1.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	50.2	43.6	44.2	52.2	44.7	45.4	36.6	40.5	20.1	21.1	24.1	19.7
Incr Delay (d2), s/veh	7.4	1.2	2.7	7.5	0.8	1.9	0.3	4.9	4.6	0.2	7.7	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	7.6	7.7	4.6	6.0	6.1	4.7	12.1	4.6	2.8	13.3	2.7
LnGrp Delay(d),s/veh	57.7	44.8	46.9	59.7	45.5	47.3	36.9	45.4	24.8	21.3	31.8	21.8
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1043			851			1649			1742	
Approach Delay, s/veh		49.1			50.4			41.1			29.2	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	36.9	36.9	16.9	29.4	35.5	38.3	19.7	26.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	8.3	26.4	11.8	18.7	12.5	28.9	13.4	15.5
Green Ext Time (p_c), s	0.0	4.7	0.2	3.3	0.0	4.2	0.0	2.4

Intersection Summary	
HCM 2010 Ctrl Delay	40.3
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	289	442	183	253	336	146	270	1014	136	256	1125	164
Future Volume (veh/h)	289	442	183	253	336	146	270	1014	136	256	1125	164
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	314	480	199	275	365	159	293	1102	148	278	1223	178
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	426	719	285	349	626	256	884	1379	388	898	1401	394
Arrive On Green	0.13	0.20	0.19	0.11	0.18	0.17	0.28	0.27	0.27	0.57	0.55	0.55
Sat Flow, veh/h	3170	3555	1412	3170	3521	1438	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	314	457	222	275	351	173	293	1102	148	278	1223	178
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1569	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.4	14.9	15.8	10.1	11.4	12.3	8.8	24.2	7.4	5.5	25.0	8.9
Cycle Q Clear(g_c), s	11.4	14.9	15.8	10.1	11.4	12.3	8.8	24.2	7.4	5.5	25.0	8.9
Prop In Lane	1.00		0.90	1.00		0.92	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	426	685	319	349	603	279	884	1379	388	898	1401	394
V/C Ratio(X)	0.74	0.67	0.70	0.79	0.58	0.62	0.33	0.80	0.38	0.31	0.87	0.45
Avail Cap(c_a), veh/h	426	1172	545	383	1215	562	884	1653	465	898	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.9	44.1	44.9	52.0	45.2	46.0	34.4	40.7	19.3	19.8	25.1	21.5
Incr Delay (d2), s/veh	6.6	1.1	2.8	9.1	0.8	2.1	0.2	4.9	2.8	0.2	7.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	7.1	7.1	4.9	5.4	5.5	3.9	12.0	3.2	2.4	12.4	3.8
LnGrp Delay(d),s/veh	56.5	45.3	47.6	61.2	46.1	48.1	34.6	45.6	22.1	20.0	32.1	24.8
LnGrp LOS	E	D	D	E	D	D	C	D	C	C	C	C
Approach Vol, veh/h		993			799			1543			1679	
Approach Delay, s/veh		49.4			51.7			41.3			29.3	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	38.0	36.5	17.2	28.3	37.5	37.1	20.1	25.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.5	26.2	12.1	17.8	10.8	27.0	13.4	14.3
Green Ext Time (p_c), s	0.2	4.6	0.2	2.9	0.0	4.7	0.0	2.1

Intersection Summary	
HCM 2010 Ctrl Delay	40.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	452	187	257	341	148	272	1023	137	258	1132	165
Future Volume (veh/h)	295	452	187	257	341	148	272	1023	137	258	1132	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	321	491	203	279	371	161	296	1112	149	280	1230	179
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	728	289	352	632	257	869	1387	390	881	1406	396
Arrive On Green	0.14	0.20	0.20	0.11	0.18	0.17	0.27	0.27	0.27	0.56	0.55	0.55
Sat Flow, veh/h	3170	3556	1411	3170	3524	1436	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	321	467	227	279	356	176	296	1112	149	280	1230	179
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1569	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.7	15.2	16.1	10.3	11.6	12.5	9.0	24.4	7.5	5.7	25.1	8.9
Cycle Q Clear(g_c), s	11.7	15.2	16.1	10.3	11.6	12.5	9.0	24.4	7.5	5.7	25.1	8.9
Prop In Lane	1.00		0.89	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	433	694	323	352	608	281	869	1387	390	881	1406	396
V/C Ratio(X)	0.74	0.67	0.70	0.79	0.59	0.63	0.34	0.80	0.38	0.32	0.87	0.45
Avail Cap(c_a), veh/h	433	1172	545	383	1215	562	869	1653	465	881	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.8	44.0	44.7	52.0	45.1	45.9	34.9	40.6	19.1	20.5	25.0	21.4
Incr Delay (d2), s/veh	6.7	1.1	2.8	9.4	0.8	2.1	0.2	5.0	2.8	0.2	7.1	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	7.2	7.3	5.0	5.5	5.6	4.0	12.1	3.2	2.5	12.5	3.8
LnGrp Delay(d),s/veh	56.4	45.1	47.5	61.4	46.0	48.0	35.1	45.6	21.9	20.7	32.1	24.7
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1015			811			1557			1689	
Approach Delay, s/veh		49.2			51.7			41.3			29.4	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.3	36.7	17.3	28.6	36.9	37.2	20.4	25.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.7	26.4	12.3	18.1	11.0	27.1	13.7	14.5
Green Ext Time (p_c), s	0.1	4.6	0.2	3.0	0.0	4.7	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	452	187	257	341	153	272	1034	137	263	1138	168
Future Volume (veh/h)	299	452	187	257	341	153	272	1034	137	263	1138	168
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	325	491	203	279	371	166	296	1124	149	286	1237	183
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	728	289	352	630	264	865	1396	393	875	1412	397
Arrive On Green	0.14	0.20	0.20	0.11	0.18	0.17	0.27	0.27	0.27	0.55	0.56	0.56
Sat Flow, veh/h	3170	3556	1411	3170	3490	1464	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	325	467	227	279	360	177	296	1124	149	286	1237	183
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1564	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.9	15.2	16.1	10.3	11.7	12.6	9.0	24.7	7.4	5.9	25.3	9.2
Cycle Q Clear(g_c), s	11.9	15.2	16.1	10.3	11.7	12.6	9.0	24.7	7.4	5.9	25.3	9.2
Prop In Lane	1.00		0.89	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	694	323	352	612	282	865	1396	393	875	1412	397
V/C Ratio(X)	0.76	0.67	0.70	0.79	0.59	0.63	0.34	0.80	0.38	0.33	0.88	0.46
Avail Cap(c_a), veh/h	430	1172	545	383	1215	560	865	1653	465	875	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	50.0	44.0	44.7	52.0	45.1	45.9	35.0	40.5	19.0	20.8	24.9	21.3
Incr Delay (d2), s/veh	7.5	1.1	2.8	9.4	0.8	2.1	0.2	5.0	2.8	0.2	7.1	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	7.2	7.3	5.0	5.5	5.6	4.0	12.2	3.2	2.6	12.6	3.9
LnGrp Delay(d),s/veh	57.5	45.1	47.5	61.4	45.9	48.0	35.2	45.6	21.8	21.0	32.0	24.7
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1019			816			1569			1706	
Approach Delay, s/veh		49.6			51.7			41.4			29.4	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.1	36.9	17.3	28.6	36.8	37.3	20.3	25.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.9	26.7	12.3	18.1	11.0	27.3	13.9	14.6
Green Ext Time (p_c), s	0.1	4.5	0.2	3.0	0.0	4.6	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	452	187	257	341	148	272	1023	137	258	1132	165
Future Volume (veh/h)	295	452	187	257	341	148	272	1023	137	258	1132	165
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	321	491	203	279	371	161	296	1112	149	280	1230	179
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	433	728	289	352	632	257	869	1387	390	881	1406	396
Arrive On Green	0.14	0.20	0.20	0.11	0.18	0.17	0.27	0.27	0.27	0.56	0.55	0.55
Sat Flow, veh/h	3170	3556	1411	3170	3524	1436	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	321	467	227	279	356	176	296	1112	149	280	1230	179
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1569	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.7	15.2	16.1	10.3	11.6	12.5	9.0	24.4	7.5	5.7	25.1	8.9
Cycle Q Clear(g_c), s	11.7	15.2	16.1	10.3	11.6	12.5	9.0	24.4	7.5	5.7	25.1	8.9
Prop In Lane	1.00		0.89	1.00		0.91	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	433	694	323	352	608	281	869	1387	390	881	1406	396
V/C Ratio(X)	0.74	0.67	0.70	0.79	0.59	0.63	0.34	0.80	0.38	0.32	0.87	0.45
Avail Cap(c_a), veh/h	433	1172	545	383	1215	562	869	1653	465	881	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	49.8	44.0	44.7	52.0	45.1	45.9	34.9	40.6	19.1	20.5	25.0	21.4
Incr Delay (d2), s/veh	6.7	1.1	2.8	9.4	0.8	2.1	0.2	5.0	2.8	0.2	7.1	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.5	7.2	7.3	5.0	5.5	5.6	4.0	12.1	3.2	2.5	12.5	3.8
LnGrp Delay(d),s/veh	56.4	45.1	47.5	61.4	46.0	48.0	35.1	45.6	21.9	20.7	32.1	24.7
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1015			811			1557			1689	
Approach Delay, s/veh		49.2			51.7			41.3			29.4	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.3	36.7	17.3	28.6	36.9	37.2	20.4	25.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.7	26.4	12.3	18.1	11.0	27.1	13.7	14.5
Green Ext Time (p_c), s	0.1	4.6	0.2	3.0	0.0	4.7	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	299	452	187	257	341	153	272	1034	137	263	1138	168
Future Volume (veh/h)	299	452	187	257	341	153	272	1034	137	263	1138	168
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	325	491	203	279	371	166	296	1124	149	286	1237	183
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	430	728	289	352	630	264	865	1396	393	875	1412	397
Arrive On Green	0.14	0.20	0.20	0.11	0.18	0.17	0.27	0.27	0.27	0.55	0.56	0.56
Sat Flow, veh/h	3170	3556	1411	3170	3490	1464	3170	5085	1431	3170	5085	1431
Grp Volume(v), veh/h	325	467	227	279	360	177	296	1124	149	286	1237	183
Grp Sat Flow(s),veh/h/ln	1585	1695	1577	1585	1695	1564	1585	1695	1431	1585	1695	1431
Q Serve(g_s), s	11.9	15.2	16.1	10.3	11.7	12.6	9.0	24.7	7.4	5.9	25.3	9.2
Cycle Q Clear(g_c), s	11.9	15.2	16.1	10.3	11.7	12.6	9.0	24.7	7.4	5.9	25.3	9.2
Prop In Lane	1.00		0.89	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	430	694	323	352	612	282	865	1396	393	875	1412	397
V/C Ratio(X)	0.76	0.67	0.70	0.79	0.59	0.63	0.34	0.80	0.38	0.33	0.88	0.46
Avail Cap(c_a), veh/h	430	1172	545	383	1215	560	865	1653	465	875	1610	453
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	0.89	0.89	0.89
Uniform Delay (d), s/veh	50.0	44.0	44.7	52.0	45.1	45.9	35.0	40.5	19.0	20.8	24.9	21.3
Incr Delay (d2), s/veh	7.5	1.1	2.8	9.4	0.8	2.1	0.2	5.0	2.8	0.2	7.1	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.6	7.2	7.3	5.0	5.5	5.6	4.0	12.2	3.2	2.6	12.6	3.9
LnGrp Delay(d),s/veh	57.5	45.1	47.5	61.4	45.9	48.0	35.2	45.6	21.8	21.0	32.0	24.7
LnGrp LOS	E	D	D	E	D	D	D	D	C	C	C	C
Approach Vol, veh/h		1019			816			1569			1706	
Approach Delay, s/veh		49.6			51.7			41.4			29.4	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	37.1	36.9	17.3	28.6	36.8	37.3	20.3	25.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	7.9	26.7	12.3	18.1	11.0	27.3	13.9	14.6
Green Ext Time (p_c), s	0.1	4.5	0.2	3.0	0.0	4.6	0.0	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	40.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	259	75	91	340	38	101	443	81	49	328	41
Future Volume (veh/h)	92	259	75	91	340	38	101	443	81	49	328	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	282	82	99	370	41	110	482	88	53	357	45
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	624	171	172	701	76	1662	814	228	1567	661	184
Arrive On Green	0.06	0.16	0.15	0.05	0.15	0.14	0.52	0.16	0.16	0.99	0.26	0.26
Sat Flow, veh/h	3170	3948	1082	3170	4645	504	3170	5085	1423	3170	5085	1419
Grp Volume(v), veh/h	100	240	124	99	268	143	110	482	88	53	357	45
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1758	1585	1695	1423	1585	1695	1419
Q Serve(g_s), s	3.7	7.7	8.3	3.7	8.7	9.0	2.1	10.6	5.6	0.0	7.3	3.0
Cycle Q Clear(g_c), s	3.7	7.7	8.3	3.7	8.7	9.0	2.1	10.6	5.6	0.0	7.3	3.0
Prop In Lane	1.00		0.66	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	536	259	172	512	266	1662	814	228	1567	661	184
V/C Ratio(X)	0.51	0.45	0.48	0.58	0.52	0.54	0.07	0.59	0.39	0.03	0.54	0.24
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1662	1653	463	1567	1610	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	45.8	46.3	55.4	47.0	47.2	14.1	46.8	31.7	0.4	41.3	39.8
Incr Delay (d2), s/veh	2.1	0.6	1.4	2.9	0.8	1.6	0.0	3.2	4.9	0.0	3.1	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.6	3.9	1.7	4.1	4.5	0.9	5.2	2.5	0.0	3.6	1.3
LnGrp Delay(d),s/veh	56.7	46.3	47.7	58.3	47.7	48.8	14.1	49.9	36.6	0.4	44.5	42.9
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		464			510			680			455	
Approach Delay, s/veh		48.9			50.1			42.4			39.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	63.3	23.2	10.5	23.0	66.9	19.6	11.4	22.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.0	12.6	5.7	10.3	4.1	9.3	5.7	11.0
Green Ext Time (p_c), s	0.3	2.4	0.2	1.8	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	265	77	92	345	39	102	447	82	49	330	41
Future Volume (veh/h)	94	265	77	92	345	39	102	447	82	49	330	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	102	288	84	100	375	42	111	486	89	53	359	45
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	630	173	173	706	77	1655	818	229	1558	662	185
Arrive On Green	0.06	0.16	0.15	0.05	0.15	0.14	0.52	0.16	0.16	0.98	0.26	0.26
Sat Flow, veh/h	3170	3945	1085	3170	4639	509	3170	5085	1424	3170	5085	1419
Grp Volume(v), veh/h	102	245	127	100	272	145	111	486	89	53	359	45
Grp Sat Flow(s),veh/h/ln	1585	1695	1639	1585	1695	1758	1585	1695	1424	1585	1695	1419
Q Serve(g_s), s	3.7	7.9	8.5	3.7	8.9	9.2	2.1	10.6	5.6	0.0	7.3	3.0
Cycle Q Clear(g_c), s	3.7	7.9	8.5	3.7	8.9	9.2	2.1	10.6	5.6	0.0	7.3	3.0
Prop In Lane	1.00		0.66	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	541	262	173	516	267	1655	818	229	1558	662	185
V/C Ratio(X)	0.52	0.45	0.48	0.58	0.53	0.54	0.07	0.59	0.39	0.03	0.54	0.24
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1655	1653	463	1558	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	45.7	46.2	55.4	46.9	47.1	14.2	46.7	31.6	0.5	41.3	39.7
Incr Delay (d2), s/veh	2.1	0.6	1.4	2.9	0.8	1.6	0.0	3.2	4.9	0.0	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.7	4.0	1.7	4.2	4.6	0.9	5.2	2.5	0.0	3.6	1.3
LnGrp Delay(d),s/veh	56.6	46.3	47.6	58.3	47.7	48.8	14.2	49.9	36.5	0.5	44.4	42.8
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		474			517			686			457	
Approach Delay, s/veh		48.8			50.0			42.4			39.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	63.0	23.3	10.6	23.2	66.7	19.6	11.5	22.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.0	12.6	5.7	10.5	4.1	9.3	5.7	11.2
Green Ext Time (p_c), s	0.3	2.4	0.2	1.9	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	265	77	92	345	45	102	461	82	55	338	44
Future Volume (veh/h)	98	265	77	92	345	45	102	461	82	55	338	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	107	288	84	100	375	49	111	501	89	60	367	48
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	643	177	173	700	89	1640	832	233	1538	670	187
Arrive On Green	0.06	0.16	0.16	0.05	0.15	0.15	0.52	0.16	0.16	0.97	0.26	0.26
Sat Flow, veh/h	3170	3945	1085	3170	4552	580	3170	5085	1424	3170	5085	1420
Grp Volume(v), veh/h	107	245	127	100	277	147	111	501	89	60	367	48
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1743	1585	1695	1424	1585	1695	1420
Q Serve(g_s), s	3.9	7.8	8.5	3.7	9.0	9.4	2.1	11.0	5.6	0.1	7.5	3.2
Cycle Q Clear(g_c), s	3.9	7.8	8.5	3.7	9.0	9.4	2.1	11.0	5.6	0.1	7.5	3.2
Prop In Lane	1.00		0.66	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	553	267	173	521	268	1640	832	233	1538	670	187
V/C Ratio(X)	0.53	0.44	0.47	0.58	0.53	0.55	0.07	0.60	0.38	0.04	0.55	0.26
Avail Cap(c_a), veh/h	343	1172	567	383	1215	624	1640	1653	463	1538	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	45.3	45.8	55.4	46.8	47.1	14.5	46.6	31.4	0.9	41.1	39.6
Incr Delay (d2), s/veh	2.1	0.6	1.3	2.9	0.8	1.7	0.0	3.2	4.7	0.0	3.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.7	3.9	1.7	4.3	4.6	0.9	5.4	2.5	0.0	3.7	1.4
LnGrp Delay(d),s/veh	56.5	45.9	47.1	58.2	47.6	48.7	14.5	49.8	36.1	0.9	44.3	42.8
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		479			524			701			475	
Approach Delay, s/veh		48.6			49.9			42.4			38.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	62.2	23.6	10.6	23.6	66.1	19.8	11.7	22.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.1	13.0	5.7	10.5	4.1	9.5	5.9	11.4
Green Ext Time (p_c), s	0.3	2.5	0.2	1.9	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	94	265	77	92	345	39	102	447	82	49	330	41
Future Volume (veh/h)	94	265	77	92	345	39	102	447	82	49	330	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	102	288	84	100	375	42	111	486	89	53	359	45
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	197	630	173	173	706	77	1655	818	229	1558	662	185
Arrive On Green	0.06	0.16	0.15	0.05	0.15	0.14	0.52	0.16	0.16	0.98	0.26	0.26
Sat Flow, veh/h	3170	3945	1085	3170	4639	509	3170	5085	1424	3170	5085	1419
Grp Volume(v), veh/h	102	245	127	100	272	145	111	486	89	53	359	45
Grp Sat Flow(s),veh/h/ln	1585	1695	1639	1585	1695	1758	1585	1695	1424	1585	1695	1419
Q Serve(g_s), s	3.7	7.9	8.5	3.7	8.9	9.2	2.1	10.6	5.6	0.0	7.3	3.0
Cycle Q Clear(g_c), s	3.7	7.9	8.5	3.7	8.9	9.2	2.1	10.6	5.6	0.0	7.3	3.0
Prop In Lane	1.00		0.66	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	197	541	262	173	516	267	1655	818	229	1558	662	185
V/C Ratio(X)	0.52	0.45	0.48	0.58	0.53	0.54	0.07	0.59	0.39	0.03	0.54	0.24
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1655	1653	463	1558	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.5	45.7	46.2	55.4	46.9	47.1	14.2	46.7	31.6	0.5	41.3	39.7
Incr Delay (d2), s/veh	2.1	0.6	1.4	2.9	0.8	1.6	0.0	3.2	4.9	0.0	3.2	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.7	4.0	1.7	4.2	4.6	0.9	5.2	2.5	0.0	3.6	1.3
LnGrp Delay(d),s/veh	56.6	46.3	47.6	58.3	47.7	48.8	14.2	49.9	36.5	0.5	44.4	42.8
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		474			517			686			457	
Approach Delay, s/veh		48.8			50.0			42.4			39.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	63.0	23.3	10.6	23.2	66.7	19.6	11.5	22.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.0	12.6	5.7	10.5	4.1	9.3	5.7	11.2
Green Ext Time (p_c), s	0.3	2.4	0.2	1.9	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	265	77	92	345	45	102	461	82	55	338	44
Future Volume (veh/h)	98	265	77	92	345	45	102	461	82	55	338	44
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	107	288	84	100	375	49	111	501	89	60	367	48
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	203	643	177	173	700	89	1640	832	233	1538	670	187
Arrive On Green	0.06	0.16	0.16	0.05	0.15	0.15	0.52	0.16	0.16	0.97	0.26	0.26
Sat Flow, veh/h	3170	3945	1085	3170	4552	580	3170	5085	1424	3170	5085	1420
Grp Volume(v), veh/h	107	245	127	100	277	147	111	501	89	60	367	48
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1743	1585	1695	1424	1585	1695	1420
Q Serve(g_s), s	3.9	7.8	8.5	3.7	9.0	9.4	2.1	11.0	5.6	0.1	7.5	3.2
Cycle Q Clear(g_c), s	3.9	7.8	8.5	3.7	9.0	9.4	2.1	11.0	5.6	0.1	7.5	3.2
Prop In Lane	1.00		0.66	1.00		0.33	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	203	553	267	173	521	268	1640	832	233	1538	670	187
V/C Ratio(X)	0.53	0.44	0.47	0.58	0.53	0.55	0.07	0.60	0.38	0.04	0.55	0.26
Avail Cap(c_a), veh/h	343	1172	567	383	1215	624	1640	1653	463	1538	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.4	45.3	45.8	55.4	46.8	47.1	14.5	46.6	31.4	0.9	41.1	39.6
Incr Delay (d2), s/veh	2.1	0.6	1.3	2.9	0.8	1.7	0.0	3.2	4.7	0.0	3.2	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.7	3.9	1.7	4.3	4.6	0.9	5.4	2.5	0.0	3.7	1.4
LnGrp Delay(d),s/veh	56.5	45.9	47.1	58.2	47.6	48.7	14.5	49.8	36.1	0.9	44.3	42.8
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		479			524			701			475	
Approach Delay, s/veh		48.6			49.9			42.4			38.7	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	62.2	23.6	10.6	23.6	66.1	19.8	11.7	22.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.1	13.0	5.7	10.5	4.1	9.5	5.9	11.4
Green Ext Time (p_c), s	0.3	2.5	0.2	1.9	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	92	259	75	91	340	38	101	443	81	49	328	41
Future Volume (veh/h)	92	259	75	91	340	38	101	443	81	49	328	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.97	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	100	282	82	99	370	41	110	482	88	53	357	45
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	194	624	171	172	701	76	1662	814	228	1567	661	184
Arrive On Green	0.06	0.16	0.15	0.05	0.15	0.14	0.52	0.16	0.16	0.99	0.26	0.26
Sat Flow, veh/h	3170	3948	1082	3170	4645	504	3170	5085	1423	3170	5085	1419
Grp Volume(v), veh/h	100	240	124	99	268	143	110	482	88	53	357	45
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1758	1585	1695	1423	1585	1695	1419
Q Serve(g_s), s	3.7	7.7	8.3	3.7	8.7	9.0	2.1	10.6	5.6	0.0	7.3	3.0
Cycle Q Clear(g_c), s	3.7	7.7	8.3	3.7	8.7	9.0	2.1	10.6	5.6	0.0	7.3	3.0
Prop In Lane	1.00		0.66	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	194	536	259	172	512	266	1662	814	228	1567	661	184
V/C Ratio(X)	0.51	0.45	0.48	0.58	0.52	0.54	0.07	0.59	0.39	0.03	0.54	0.24
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1662	1653	463	1567	1610	449
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	54.6	45.8	46.3	55.4	47.0	47.2	14.1	46.8	31.7	0.4	41.3	39.8
Incr Delay (d2), s/veh	2.1	0.6	1.4	2.9	0.8	1.6	0.0	3.2	4.9	0.0	3.1	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.6	3.9	1.7	4.1	4.5	0.9	5.2	2.5	0.0	3.6	1.3
LnGrp Delay(d),s/veh	56.7	46.3	47.7	58.3	47.7	48.8	14.1	49.9	36.6	0.4	44.5	42.9
LnGrp LOS	E	D	D	E	D	D	B	D	D	A	D	D
Approach Vol, veh/h		464			510			680			455	
Approach Delay, s/veh		48.9			50.1			42.4			39.2	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	63.3	23.2	10.5	23.0	66.9	19.6	11.4	22.1
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.0	12.6	5.7	10.3	4.1	9.3	5.7	11.0
Green Ext Time (p_c), s	0.3	2.4	0.2	1.8	0.2	1.7	1.0	1.6

Intersection Summary	
HCM 2010 Ctrl Delay	45.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	397	115	124	464	52	121	529	97	56	372	46
Future Volume (veh/h)	141	397	115	124	464	52	121	529	97	56	372	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	153	432	125	135	504	57	132	575	105	61	404	50
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	758	211	212	825	92	1487	904	253	1362	703	196
Arrive On Green	0.08	0.19	0.18	0.07	0.18	0.17	0.47	0.18	0.18	0.86	0.28	0.28
Sat Flow, veh/h	3170	3936	1094	3170	4632	516	3170	5085	1425	3170	5085	1421
Grp Volume(v), veh/h	153	370	187	135	367	194	132	575	105	61	404	50
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1757	1585	1695	1425	1585	1695	1421
Q Serve(g_s), s	5.6	11.9	12.5	5.0	12.0	12.3	2.8	12.6	6.4	0.3	8.2	3.3
Cycle Q Clear(g_c), s	5.6	11.9	12.5	5.0	12.0	12.3	2.8	12.6	6.4	0.3	8.2	3.3
Prop In Lane	1.00		0.67	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	652	316	212	604	313	1487	904	253	1362	703	196
V/C Ratio(X)	0.59	0.57	0.59	0.64	0.61	0.62	0.09	0.64	0.41	0.04	0.57	0.25
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1487	1653	463	1362	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.9	44.5	54.6	45.4	45.7	17.6	45.7	29.4	4.8	40.4	38.6
Incr Delay (d2), s/veh	2.2	0.8	1.8	2.9	0.9	1.8	0.0	3.4	4.9	0.0	3.4	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.6	5.8	2.3	5.7	6.1	1.2	6.2	2.9	0.1	4.0	1.5
LnGrp Delay(d),s/veh	55.4	44.7	46.2	57.5	46.4	47.5	17.7	49.1	34.3	4.9	43.8	41.7
LnGrp LOS	E	D	D	E	D	D	B	D	C	A	D	D
Approach Vol, veh/h		710			696			812			515	
Approach Delay, s/veh		47.4			48.8			42.1			39.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	55.6	25.3	12.0	27.1	60.3	20.6	13.7	25.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.3	14.6	7.0	14.5	4.8	10.2	7.6	14.3
Green Ext Time (p_c), s	0.3	2.9	0.2	2.9	0.3	1.9	1.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	397	115	124	464	58	121	543	97	62	380	49
Future Volume (veh/h)	145	397	115	124	464	58	121	543	97	62	380	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	158	432	125	135	504	63	132	590	105	67	413	53
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	768	214	212	821	101	1473	918	257	1344	711	199
Arrive On Green	0.08	0.20	0.19	0.07	0.18	0.17	0.46	0.18	0.18	0.85	0.28	0.28
Sat Flow, veh/h	3170	3936	1094	3170	4576	562	3170	5085	1425	3170	5085	1421
Grp Volume(v), veh/h	158	370	187	135	371	196	132	590	105	67	413	53
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1748	1585	1695	1425	1585	1695	1421
Q Serve(g_s), s	5.8	11.8	12.5	5.0	12.1	12.4	2.8	12.9	6.4	0.4	8.4	3.5
Cycle Q Clear(g_c), s	5.8	11.8	12.5	5.0	12.1	12.4	2.8	12.9	6.4	0.4	8.4	3.5
Prop In Lane	1.00		0.67	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	662	320	212	609	314	1473	918	257	1344	711	199
V/C Ratio(X)	0.60	0.56	0.59	0.64	0.61	0.62	0.09	0.64	0.41	0.05	0.58	0.27
Avail Cap(c_a), veh/h	343	1172	567	383	1215	626	1473	1653	463	1344	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.6	44.2	54.6	45.4	45.6	17.9	45.6	29.2	5.3	40.2	38.4
Incr Delay (d2), s/veh	2.2	0.7	1.7	2.9	0.9	1.9	0.0	3.5	4.7	0.0	3.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.6	5.8	2.3	5.7	6.2	1.2	6.4	2.9	0.2	4.1	1.5
LnGrp Delay(d),s/veh	55.4	44.4	45.9	57.5	46.3	47.5	18.0	49.0	33.9	5.3	43.6	41.7
LnGrp LOS	E	D	D	E	D	D	B	D	C	A	D	D
Approach Vol, veh/h		715			702			827			533	
Approach Delay, s/veh		47.2			48.8			42.1			38.6	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	54.9	25.7	12.0	27.4	59.8	20.8	13.9	25.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.4	14.9	7.0	14.5	4.8	10.4	7.8	14.4
Green Ext Time (p_c), s	0.3	3.0	0.2	2.9	0.3	2.0	1.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	141	397	115	124	464	52	121	529	97	56	372	46
Future Volume (veh/h)	141	397	115	124	464	52	121	529	97	56	372	46
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	153	432	125	135	504	57	132	575	105	61	404	50
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	257	758	211	212	825	92	1487	904	253	1362	703	196
Arrive On Green	0.08	0.19	0.18	0.07	0.18	0.17	0.47	0.18	0.18	0.86	0.28	0.28
Sat Flow, veh/h	3170	3936	1094	3170	4632	516	3170	5085	1425	3170	5085	1421
Grp Volume(v), veh/h	153	370	187	135	367	194	132	575	105	61	404	50
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1757	1585	1695	1425	1585	1695	1421
Q Serve(g_s), s	5.6	11.9	12.5	5.0	12.0	12.3	2.8	12.6	6.4	0.3	8.2	3.3
Cycle Q Clear(g_c), s	5.6	11.9	12.5	5.0	12.0	12.3	2.8	12.6	6.4	0.3	8.2	3.3
Prop In Lane	1.00		0.67	1.00		0.29	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	257	652	316	212	604	313	1487	904	253	1362	703	196
V/C Ratio(X)	0.59	0.57	0.59	0.64	0.61	0.62	0.09	0.64	0.41	0.04	0.57	0.25
Avail Cap(c_a), veh/h	343	1172	567	383	1215	630	1487	1653	463	1362	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.9	44.5	54.6	45.4	45.7	17.6	45.7	29.4	4.8	40.4	38.6
Incr Delay (d2), s/veh	2.2	0.8	1.8	2.9	0.9	1.8	0.0	3.4	4.9	0.0	3.4	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	5.6	5.8	2.3	5.7	6.1	1.2	6.2	2.9	0.1	4.0	1.5
LnGrp Delay(d),s/veh	55.4	44.7	46.2	57.5	46.4	47.5	17.7	49.1	34.3	4.9	43.8	41.7
LnGrp LOS	E	D	D	E	D	D	B	D	C	A	D	D
Approach Vol, veh/h		710			696			812			515	
Approach Delay, s/veh		47.4			48.8			42.1			39.0	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	55.6	25.3	12.0	27.1	60.3	20.6	13.7	25.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.3	14.6	7.0	14.5	4.8	10.2	7.6	14.3
Green Ext Time (p_c), s	0.3	2.9	0.2	2.9	0.3	1.9	1.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	145	397	115	124	464	58	121	543	97	62	380	49
Future Volume (veh/h)	145	397	115	124	464	58	121	543	97	62	380	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1750	1716	1863	1750	1716	1863	1716	1716	1863	1716
Adj Flow Rate, veh/h	158	432	125	135	504	63	132	590	105	67	413	53
Adj No. of Lanes	2	3	0	2	3	0	2	3	1	2	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	262	768	214	212	821	101	1473	918	257	1344	711	199
Arrive On Green	0.08	0.20	0.19	0.07	0.18	0.17	0.46	0.18	0.18	0.85	0.28	0.28
Sat Flow, veh/h	3170	3936	1094	3170	4576	562	3170	5085	1425	3170	5085	1421
Grp Volume(v), veh/h	158	370	187	135	371	196	132	590	105	67	413	53
Grp Sat Flow(s),veh/h/ln	1585	1695	1640	1585	1695	1748	1585	1695	1425	1585	1695	1421
Q Serve(g_s), s	5.8	11.8	12.5	5.0	12.1	12.4	2.8	12.9	6.4	0.4	8.4	3.5
Cycle Q Clear(g_c), s	5.8	11.8	12.5	5.0	12.1	12.4	2.8	12.9	6.4	0.4	8.4	3.5
Prop In Lane	1.00		0.67	1.00		0.32	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	662	320	212	609	314	1473	918	257	1344	711	199
V/C Ratio(X)	0.60	0.56	0.59	0.64	0.61	0.62	0.09	0.64	0.41	0.05	0.58	0.27
Avail Cap(c_a), veh/h	343	1172	567	383	1215	626	1473	1653	463	1344	1610	450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.2	43.6	44.2	54.6	45.4	45.6	17.9	45.6	29.2	5.3	40.2	38.4
Incr Delay (d2), s/veh	2.2	0.7	1.7	2.9	0.9	1.9	0.0	3.5	4.7	0.0	3.4	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	5.6	5.8	2.3	5.7	6.2	1.2	6.4	2.9	0.2	4.1	1.5
LnGrp Delay(d),s/veh	55.4	44.4	45.9	57.5	46.3	47.5	18.0	49.0	33.9	5.3	43.6	41.7
LnGrp LOS	E	D	D	E	D	D	B	D	C	A	D	D
Approach Vol, veh/h		715			702			827			533	
Approach Delay, s/veh		47.2			48.8			42.1			38.6	
Approach LOS		D			D			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	54.9	25.7	12.0	27.4	59.8	20.8	13.9	25.5
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	8.1	38.1	13.6	40.6	9.1	37.1	12.1	42.1
Max Q Clear Time (g_c+I1), s	2.4	14.9	7.0	14.5	4.8	10.4	7.8	14.4
Green Ext Time (p_c), s	0.3	3.0	0.2	2.9	0.3	2.0	1.3	2.2

Intersection Summary	
HCM 2010 Ctrl Delay	44.4
HCM 2010 LOS	D

Intersection 9
Fairway St & Caldwell Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	113	670	102	158	594	97	106	27	129	143	21	48
Future Volume (veh/h)	113	670	102	158	594	97	106	27	129	143	21	48
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	123	728	111	172	646	105	115	29	140	155	23	52
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	177	1262	190	243	1374	220	170	51	246	227	111	250
Arrive On Green	0.11	0.28	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4439	670	1774	4398	704	1634	273	1320	1634	501	1133
Grp Volume(v), veh/h	123	554	285	172	496	255	115	0	169	155	0	75
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1712	1634	0	1593	1634	0	1634
Q Serve(g_s), s	4.6	8.8	9.0	5.8	7.4	7.6	4.3	0.0	6.1	5.7	0.0	2.4
Cycle Q Clear(g_c), s	4.6	8.8	9.0	5.8	7.4	7.6	4.3	0.0	6.1	5.7	0.0	2.4
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	177	964	488	243	1059	535	170	0	297	227	0	361
V/C Ratio(X)	0.69	0.58	0.58	0.71	0.47	0.48	0.68	0.00	0.57	0.68	0.00	0.21
Avail Cap(c_a), veh/h	347	1442	731	445	1571	793	524	0	870	700	0	1068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.1	19.3	19.5	26.0	17.4	17.7	27.2	0.0	23.7	25.8	0.0	20.3
Incr Delay (d2), s/veh	4.8	0.5	1.1	3.8	0.3	0.7	4.7	0.0	1.7	3.6	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	4.2	4.4	3.1	3.5	3.7	2.1	0.0	2.8	2.8	0.0	1.1
LnGrp Delay(d),s/veh	31.9	19.8	20.6	29.8	17.8	18.3	31.9	0.0	25.4	29.5	0.0	20.6
LnGrp LOS	C	B	C	C	B	B	C		C	C		C
Approach Vol, veh/h		962			923			284			230	
Approach Delay, s/veh		21.6			20.2			28.0			26.6	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.7	15.7	12.6	21.9	10.5	17.9	10.8	23.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.7	8.1	7.8	11.0	6.3	4.4	6.6	9.6
Green Ext Time (p_c), s	0.7	0.6	0.3	6.0	0.2	0.8	0.2	6.6

Intersection Summary	
HCM 2010 Ctrl Delay	22.3
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	681	104	160	602	98	107	28	131	145	22	49
Future Volume (veh/h)	115	681	104	160	602	98	107	28	131	145	22	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	125	740	113	174	654	107	116	30	142	158	24	53
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1265	191	244	1375	222	171	52	246	229	114	251
Arrive On Green	0.11	0.29	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4438	671	1774	4393	708	1634	278	1316	1634	510	1126
Grp Volume(v), veh/h	125	563	290	174	503	258	116	0	172	158	0	77
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1711	1634	0	1594	1634	0	1635
Q Serve(g_s), s	4.7	9.1	9.3	6.0	7.7	7.9	4.4	0.0	6.3	5.9	0.0	2.5
Cycle Q Clear(g_c), s	4.7	9.1	9.3	6.0	7.7	7.9	4.4	0.0	6.3	5.9	0.0	2.5
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	179	967	490	244	1061	536	171	0	298	229	0	365
V/C Ratio(X)	0.70	0.58	0.59	0.71	0.47	0.48	0.68	0.00	0.58	0.69	0.00	0.21
Avail Cap(c_a), veh/h	342	1418	719	438	1545	780	515	0	856	689	0	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	19.6	19.8	26.4	17.8	18.0	27.7	0.0	24.1	26.2	0.0	20.5
Incr Delay (d2), s/veh	4.8	0.6	1.1	3.8	0.3	0.7	4.7	0.0	1.8	3.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	4.5	3.2	3.6	3.8	2.2	0.0	2.9	2.9	0.0	1.2
LnGrp Delay(d),s/veh	32.3	20.2	21.0	30.2	18.1	18.6	32.3	0.0	25.8	29.8	0.0	20.8
LnGrp LOS	C	C	C	C	B	B	C		C	C		C
Approach Vol, veh/h		978			935			288			235	
Approach Delay, s/veh		22.0			20.5			28.5			26.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	16.0	12.8	22.3	10.7	18.3	11.0	24.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.9	8.3	8.0	11.3	6.4	4.5	6.7	9.9
Green Ext Time (p_c), s	0.7	0.6	0.3	6.1	0.2	0.8	0.2	6.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	686	104	160	607	98	107	28	131	145	22	49
Future Volume (veh/h)	115	686	104	160	607	98	107	28	131	145	22	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	125	746	113	174	660	107	116	30	142	158	24	53
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1271	191	244	1381	221	170	52	246	229	114	251
Arrive On Green	0.11	0.29	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4443	666	1774	4399	703	1634	278	1316	1634	510	1126
Grp Volume(v), veh/h	125	567	292	174	506	261	116	0	172	158	0	77
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1713	1634	0	1594	1634	0	1635
Q Serve(g_s), s	4.7	9.2	9.4	6.0	7.7	7.9	4.4	0.0	6.4	5.9	0.0	2.5
Cycle Q Clear(g_c), s	4.7	9.2	9.4	6.0	7.7	7.9	4.4	0.0	6.4	5.9	0.0	2.5
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	179	970	492	244	1064	538	170	0	298	229	0	365
V/C Ratio(X)	0.70	0.58	0.59	0.71	0.48	0.48	0.68	0.00	0.58	0.69	0.00	0.21
Avail Cap(c_a), veh/h	341	1414	717	436	1541	778	514	0	854	687	0	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	19.7	19.9	26.5	17.8	18.0	27.7	0.0	24.2	26.3	0.0	20.6
Incr Delay (d2), s/veh	4.8	0.6	1.1	3.8	0.3	0.7	4.7	0.0	1.8	3.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	4.6	3.2	3.6	3.8	2.2	0.0	2.9	2.9	0.0	1.2
LnGrp Delay(d),s/veh	32.4	20.2	21.0	30.3	18.1	18.7	32.4	0.0	25.9	29.9	0.0	20.9
LnGrp LOS	C	C	C	C	B	B	C		C	C		C
Approach Vol, veh/h		984			941			288			235	
Approach Delay, s/veh		22.0			20.5			28.5			27.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	16.0	12.8	22.4	10.7	18.3	11.0	24.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.9	8.4	8.0	11.4	6.4	4.5	6.7	9.9
Green Ext Time (p_c), s	0.7	0.6	0.3	6.1	0.2	0.8	0.2	6.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	681	104	160	602	98	107	28	131	145	22	49
Future Volume (veh/h)	115	681	104	160	602	98	107	28	131	145	22	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	125	740	113	174	654	107	116	30	142	158	24	53
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1265	191	244	1375	222	171	52	246	229	114	251
Arrive On Green	0.11	0.29	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4438	671	1774	4393	708	1634	278	1316	1634	510	1126
Grp Volume(v), veh/h	125	563	290	174	503	258	116	0	172	158	0	77
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1711	1634	0	1594	1634	0	1635
Q Serve(g_s), s	4.7	9.1	9.3	6.0	7.7	7.9	4.4	0.0	6.3	5.9	0.0	2.5
Cycle Q Clear(g_c), s	4.7	9.1	9.3	6.0	7.7	7.9	4.4	0.0	6.3	5.9	0.0	2.5
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	179	967	490	244	1061	536	171	0	298	229	0	365
V/C Ratio(X)	0.70	0.58	0.59	0.71	0.47	0.48	0.68	0.00	0.58	0.69	0.00	0.21
Avail Cap(c_a), veh/h	342	1418	719	438	1545	780	515	0	856	689	0	1052
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.5	19.6	19.8	26.4	17.8	18.0	27.7	0.0	24.1	26.2	0.0	20.5
Incr Delay (d2), s/veh	4.8	0.6	1.1	3.8	0.3	0.7	4.7	0.0	1.8	3.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	4.5	3.2	3.6	3.8	2.2	0.0	2.9	2.9	0.0	1.2
LnGrp Delay(d),s/veh	32.3	20.2	21.0	30.2	18.1	18.6	32.3	0.0	25.8	29.8	0.0	20.8
LnGrp LOS	C	C	C	C	B	B	C		C	C		C
Approach Vol, veh/h		978			935			288			235	
Approach Delay, s/veh		22.0			20.5			28.5			26.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	16.0	12.8	22.3	10.7	18.3	11.0	24.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.9	8.3	8.0	11.3	6.4	4.5	6.7	9.9
Green Ext Time (p_c), s	0.7	0.6	0.3	6.1	0.2	0.8	0.2	6.7

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	115	686	104	160	607	98	107	28	131	145	22	49
Future Volume (veh/h)	115	686	104	160	607	98	107	28	131	145	22	49
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	125	746	113	174	660	107	116	30	142	158	24	53
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	179	1271	191	244	1381	221	170	52	246	229	114	251
Arrive On Green	0.11	0.29	0.27	0.14	0.31	0.30	0.10	0.19	0.17	0.14	0.22	0.21
Sat Flow, veh/h	1634	4443	666	1774	4399	703	1634	278	1316	1634	510	1126
Grp Volume(v), veh/h	125	567	292	174	506	261	116	0	172	158	0	77
Grp Sat Flow(s),veh/h/ln	1634	1695	1719	1774	1695	1713	1634	0	1594	1634	0	1635
Q Serve(g_s), s	4.7	9.2	9.4	6.0	7.7	7.9	4.4	0.0	6.4	5.9	0.0	2.5
Cycle Q Clear(g_c), s	4.7	9.2	9.4	6.0	7.7	7.9	4.4	0.0	6.4	5.9	0.0	2.5
Prop In Lane	1.00		0.39	1.00		0.41	1.00		0.83	1.00		0.69
Lane Grp Cap(c), veh/h	179	970	492	244	1064	538	170	0	298	229	0	365
V/C Ratio(X)	0.70	0.58	0.59	0.71	0.48	0.48	0.68	0.00	0.58	0.69	0.00	0.21
Avail Cap(c_a), veh/h	341	1414	717	436	1541	778	514	0	854	687	0	1049
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	27.6	19.7	19.9	26.5	17.8	18.0	27.7	0.0	24.2	26.3	0.0	20.6
Incr Delay (d2), s/veh	4.8	0.6	1.1	3.8	0.3	0.7	4.7	0.0	1.8	3.7	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	4.3	4.6	3.2	3.6	3.8	2.2	0.0	2.9	2.9	0.0	1.2
LnGrp Delay(d),s/veh	32.4	20.2	21.0	30.3	18.1	18.7	32.4	0.0	25.9	29.9	0.0	20.9
LnGrp LOS	C	C	C	C	B	B	C		C	C		C
Approach Vol, veh/h		984			941			288			235	
Approach Delay, s/veh		22.0			20.5			28.5			27.0	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	16.0	12.8	22.4	10.7	18.3	11.0	24.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	7.9	8.4	8.0	11.4	6.4	4.5	6.7	9.9
Green Ext Time (p_c), s	0.7	0.6	0.3	6.1	0.2	0.8	0.2	6.8

Intersection Summary	
HCM 2010 Ctrl Delay	22.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	96	541	125	136	501	87	103	27	113	103	40	52
Future Volume (veh/h)	96	541	125	136	501	87	103	27	113	103	40	52
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	104	588	136	148	545	95	112	29	123	112	43	57
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	158	1159	262	222	1349	230	170	57	241	180	138	183
Arrive On Green	0.10	0.28	0.26	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4121	932	1774	4351	743	1634	305	1293	1634	718	951
Grp Volume(v), veh/h	104	481	243	148	422	218	112	0	152	112	0	100
Grp Sat Flow(s),veh/h/ln	1634	1695	1662	1774	1695	1704	1634	0	1598	1634	0	1669
Q Serve(g_s), s	3.3	6.4	6.7	4.3	5.3	5.5	3.5	0.0	4.6	3.5	0.0	2.8
Cycle Q Clear(g_c), s	3.3	6.4	6.7	4.3	5.3	5.5	3.5	0.0	4.6	3.5	0.0	2.8
Prop In Lane	1.00		0.56	1.00		0.44	1.00		0.81	1.00		0.57
Lane Grp Cap(c), veh/h	158	954	468	222	1051	528	170	0	297	180	0	320
V/C Ratio(X)	0.66	0.50	0.52	0.67	0.40	0.41	0.66	0.00	0.51	0.62	0.00	0.31
Avail Cap(c_a), veh/h	407	1689	828	521	1840	925	613	0	1022	820	0	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.5	16.2	16.5	22.5	14.6	14.9	23.2	0.0	20.0	22.9	0.0	18.9
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.4	0.2	0.5	4.3	0.0	1.4	3.5	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	3.0	3.2	2.3	2.5	2.6	1.8	0.0	2.2	1.8	0.0	1.3
LnGrp Delay(d),s/veh	28.1	16.6	17.4	25.9	14.9	15.4	27.5	0.0	21.4	26.4	0.0	19.5
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		828			788			264			212	
Approach Delay, s/veh		18.3			17.1			24.0			23.1	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	9.9	14.0	10.7	19.1	9.6	14.3	9.2	20.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.5	6.6	6.3	8.7	5.5	4.8	5.3	7.5
Green Ext Time (p_c), s	0.7	0.5	0.3	5.4	0.2	0.7	0.1	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	549	127	138	508	88	104	28	115	105	42	53
Future Volume (veh/h)	98	549	127	138	508	88	104	28	115	105	42	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	597	138	150	552	96	113	30	125	114	46	58
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1162	263	224	1347	229	171	58	241	183	143	181
Arrive On Green	0.10	0.28	0.27	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4121	932	1774	4353	741	1634	310	1290	1634	740	933
Grp Volume(v), veh/h	107	489	246	150	427	221	113	0	155	114	0	104
Grp Sat Flow(s),veh/h/ln	1634	1695	1662	1774	1695	1704	1634	0	1599	1634	0	1673
Q Serve(g_s), s	3.4	6.6	6.9	4.4	5.4	5.6	3.6	0.0	4.8	3.6	0.0	2.9
Cycle Q Clear(g_c), s	3.4	6.6	6.9	4.4	5.4	5.6	3.6	0.0	4.8	3.6	0.0	2.9
Prop In Lane	1.00		0.56	1.00		0.44	1.00		0.81	1.00		0.56
Lane Grp Cap(c), veh/h	161	956	469	224	1049	527	171	0	299	183	0	324
V/C Ratio(X)	0.66	0.51	0.53	0.67	0.41	0.42	0.66	0.00	0.52	0.62	0.00	0.32
Avail Cap(c_a), veh/h	401	1665	816	514	1815	912	605	0	1008	809	0	1263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.7	16.4	16.7	22.8	14.9	15.1	23.5	0.0	20.3	23.1	0.0	19.1
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.5	0.3	0.5	4.3	0.0	1.4	3.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.1	3.2	2.4	2.5	2.7	1.8	0.0	2.2	1.8	0.0	1.4
LnGrp Delay(d),s/veh	28.3	16.9	17.7	26.2	15.1	15.6	27.8	0.0	21.7	26.6	0.0	19.7
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		842			798			268			218	
Approach Delay, s/veh		18.5			17.4			24.3			23.3	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	14.2	10.9	19.4	9.7	14.6	9.4	20.9
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.6	6.8	6.4	8.9	5.6	4.9	5.4	7.6
Green Ext Time (p_c), s	0.7	0.5	0.3	5.5	0.2	0.8	0.1	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	554	127	138	513	88	104	28	115	105	42	53
Future Volume (veh/h)	98	554	127	138	513	88	104	28	115	105	42	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	602	138	150	558	96	113	30	125	114	46	58
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1168	262	224	1354	228	171	58	241	182	143	181
Arrive On Green	0.10	0.28	0.27	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4128	926	1774	4360	735	1634	310	1290	1634	740	933
Grp Volume(v), veh/h	107	492	248	150	431	223	113	0	155	114	0	104
Grp Sat Flow(s),veh/h/ln	1634	1695	1663	1774	1695	1705	1634	0	1599	1634	0	1673
Q Serve(g_s), s	3.5	6.7	6.9	4.4	5.5	5.7	3.6	0.0	4.8	3.6	0.0	2.9
Cycle Q Clear(g_c), s	3.5	6.7	6.9	4.4	5.5	5.7	3.6	0.0	4.8	3.6	0.0	2.9
Prop In Lane	1.00		0.56	1.00		0.43	1.00		0.81	1.00		0.56
Lane Grp Cap(c), veh/h	161	959	471	224	1052	529	171	0	299	182	0	324
V/C Ratio(X)	0.66	0.51	0.53	0.67	0.41	0.42	0.66	0.00	0.52	0.62	0.00	0.32
Avail Cap(c_a), veh/h	400	1661	815	513	1810	911	604	0	1006	807	0	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	16.4	16.7	22.8	14.9	15.1	23.5	0.0	20.4	23.2	0.0	19.2
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.5	0.3	0.5	4.3	0.0	1.4	3.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.1	3.3	2.4	2.6	2.8	1.8	0.0	2.2	1.8	0.0	1.4
LnGrp Delay(d),s/veh	28.4	16.9	17.7	26.3	15.2	15.7	27.9	0.0	21.8	26.7	0.0	19.7
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		847			804			268			218	
Approach Delay, s/veh		18.6			17.4			24.3			23.4	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	14.2	10.9	19.5	9.7	14.6	9.4	21.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.6	6.8	6.4	8.9	5.6	4.9	5.5	7.7
Green Ext Time (p_c), s	0.7	0.5	0.3	5.5	0.2	0.8	0.1	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	549	127	138	508	88	104	28	115	105	42	53
Future Volume (veh/h)	98	549	127	138	508	88	104	28	115	105	42	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	597	138	150	552	96	113	30	125	114	46	58
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1162	263	224	1347	229	171	58	241	183	143	181
Arrive On Green	0.10	0.28	0.27	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4121	932	1774	4353	741	1634	310	1290	1634	740	933
Grp Volume(v), veh/h	107	489	246	150	427	221	113	0	155	114	0	104
Grp Sat Flow(s),veh/h/ln	1634	1695	1662	1774	1695	1704	1634	0	1599	1634	0	1673
Q Serve(g_s), s	3.4	6.6	6.9	4.4	5.4	5.6	3.6	0.0	4.8	3.6	0.0	2.9
Cycle Q Clear(g_c), s	3.4	6.6	6.9	4.4	5.4	5.6	3.6	0.0	4.8	3.6	0.0	2.9
Prop In Lane	1.00		0.56	1.00		0.44	1.00		0.81	1.00		0.56
Lane Grp Cap(c), veh/h	161	956	469	224	1049	527	171	0	299	183	0	324
V/C Ratio(X)	0.66	0.51	0.53	0.67	0.41	0.42	0.66	0.00	0.52	0.62	0.00	0.32
Avail Cap(c_a), veh/h	401	1665	816	514	1815	912	605	0	1008	809	0	1263
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.7	16.4	16.7	22.8	14.9	15.1	23.5	0.0	20.3	23.1	0.0	19.1
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.5	0.3	0.5	4.3	0.0	1.4	3.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.1	3.2	2.4	2.5	2.7	1.8	0.0	2.2	1.8	0.0	1.4
LnGrp Delay(d),s/veh	28.3	16.9	17.7	26.2	15.1	15.6	27.8	0.0	21.7	26.6	0.0	19.7
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		842			798			268			218	
Approach Delay, s/veh		18.5			17.4			24.3			23.3	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	14.2	10.9	19.4	9.7	14.6	9.4	20.9
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.6	6.8	6.4	8.9	5.6	4.9	5.4	7.6
Green Ext Time (p_c), s	0.7	0.5	0.3	5.5	0.2	0.8	0.1	5.8

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	98	554	127	138	513	88	104	28	115	105	42	53
Future Volume (veh/h)	98	554	127	138	513	88	104	28	115	105	42	53
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	107	602	138	150	558	96	113	30	125	114	46	58
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	161	1168	262	224	1354	228	171	58	241	182	143	181
Arrive On Green	0.10	0.28	0.27	0.13	0.31	0.29	0.10	0.19	0.17	0.11	0.19	0.18
Sat Flow, veh/h	1634	4128	926	1774	4360	735	1634	310	1290	1634	740	933
Grp Volume(v), veh/h	107	492	248	150	431	223	113	0	155	114	0	104
Grp Sat Flow(s),veh/h/ln	1634	1695	1663	1774	1695	1705	1634	0	1599	1634	0	1673
Q Serve(g_s), s	3.5	6.7	6.9	4.4	5.5	5.7	3.6	0.0	4.8	3.6	0.0	2.9
Cycle Q Clear(g_c), s	3.5	6.7	6.9	4.4	5.5	5.7	3.6	0.0	4.8	3.6	0.0	2.9
Prop In Lane	1.00		0.56	1.00		0.43	1.00		0.81	1.00		0.56
Lane Grp Cap(c), veh/h	161	959	471	224	1052	529	171	0	299	182	0	324
V/C Ratio(X)	0.66	0.51	0.53	0.67	0.41	0.42	0.66	0.00	0.52	0.62	0.00	0.32
Avail Cap(c_a), veh/h	400	1661	815	513	1810	911	604	0	1006	807	0	1260
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.8	16.4	16.7	22.8	14.9	15.1	23.5	0.0	20.4	23.2	0.0	19.2
Incr Delay (d2), s/veh	4.6	0.4	0.9	3.5	0.3	0.5	4.3	0.0	1.4	3.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	3.1	3.3	2.4	2.6	2.8	1.8	0.0	2.2	1.8	0.0	1.4
LnGrp Delay(d),s/veh	28.4	16.9	17.7	26.3	15.2	15.7	27.9	0.0	21.8	26.7	0.0	19.7
LnGrp LOS	C	B	B	C	B	B	C		C	C		B
Approach Vol, veh/h		847			804			268			218	
Approach Delay, s/veh		18.6			17.4			24.3			23.4	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.1	14.2	10.9	19.5	9.7	14.6	9.4	21.0
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	5.6	6.8	6.4	8.9	5.6	4.9	5.5	7.7
Green Ext Time (p_c), s	0.7	0.5	0.3	5.5	0.2	0.8	0.1	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	286	19	51	434	57	28	8	37	20	0	10
Future Volume (veh/h)	50	286	19	51	434	57	28	8	37	20	0	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	54	311	21	55	472	62	30	9	40	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1320	88	125	1237	159	86	50	224	93	0	272
Arrive On Green	0.07	0.27	0.25	0.07	0.27	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4860	323	1774	4542	584	1634	293	1301	1634	0	1544
Grp Volume(v), veh/h	54	215	117	55	350	184	30	0	49	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1793	1774	1695	1736	1634	0	1594	1634	0	1544
Q Serve(g_s), s	1.2	1.8	1.9	1.1	3.1	3.2	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.8	1.9	1.1	3.1	3.2	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	114	921	487	125	923	473	86	0	274	93	0	272
V/C Ratio(X)	0.47	0.23	0.24	0.44	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	587	2435	1288	751	2653	1359	885	0	1470	1182	0	1705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	10.6	10.7	16.6	11.0	11.2	17.1	0.0	13.5	16.8	0.0	13.1
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.4	0.3	0.5	2.4	0.0	0.3	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	1.0	0.6	1.5	1.6	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.7	10.7	10.9	19.0	11.3	11.7	19.4	0.0	13.8	18.1	0.0	13.2
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		386			589			79			33	
Approach Delay, s/veh		12.0			12.1			16.0			16.5	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	10.4	6.6	14.1	6.0	10.6	6.6	14.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.1	3.9	2.7	2.2	3.2	5.2
Green Ext Time (p_c), s	0.1	0.1	0.1	3.4	0.0	0.1	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	290	19	52	440	58	28	8	38	20	0	10
Future Volume (veh/h)	51	290	19	52	440	58	28	8	38	20	0	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	55	315	21	57	478	63	30	9	41	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1326	87	127	1244	161	86	49	224	93	0	271
Arrive On Green	0.07	0.27	0.25	0.07	0.27	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4865	319	1774	4540	586	1634	287	1306	1634	0	1544
Grp Volume(v), veh/h	55	218	118	57	354	187	30	0	50	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1794	1774	1695	1736	1634	0	1593	1634	0	1544
Q Serve(g_s), s	1.2	1.9	1.9	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.9	1.9	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	115	924	489	127	929	475	86	0	273	93	0	271
V/C Ratio(X)	0.48	0.24	0.24	0.45	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	585	2426	1284	749	2644	1354	881	0	1463	1178	0	1699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	10.6	10.7	16.7	11.0	11.2	17.1	0.0	13.6	16.9	0.0	13.2
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.4	0.3	0.5	2.4	0.0	0.3	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	1.0	0.6	1.5	1.6	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.8	10.7	10.9	19.1	11.3	11.7	19.5	0.0	13.9	18.2	0.0	13.3
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		391			598			80			33	
Approach Delay, s/veh		12.1			12.2			16.0			16.5	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	10.4	6.7	14.2	6.0	10.6	6.6	14.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.2	3.9	2.7	2.2	3.2	5.3
Green Ext Time (p_c), s	0.1	0.1	0.1	3.4	0.0	0.1	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	296	19	52	446	58	28	8	38	20	0	10
Future Volume (veh/h)	51	296	19	52	446	58	28	8	38	20	0	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	55	322	21	57	485	63	30	9	41	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1338	86	127	1255	160	86	49	224	92	0	271
Arrive On Green	0.07	0.27	0.25	0.07	0.28	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4872	313	1774	4548	579	1634	287	1306	1634	0	1544
Grp Volume(v), veh/h	55	223	120	57	359	189	30	0	50	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1795	1774	1695	1738	1634	0	1593	1634	0	1544
Q Serve(g_s), s	1.2	1.9	2.0	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.9	2.0	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.17	1.00		0.33	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	115	931	493	127	935	479	86	0	273	92	0	271
V/C Ratio(X)	0.48	0.24	0.24	0.45	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	583	2419	1281	746	2636	1351	879	0	1459	1175	0	1694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	10.6	10.7	16.7	11.0	11.2	17.2	0.0	13.6	16.9	0.0	13.2
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.5	0.3	0.5	2.4	0.0	0.3	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	1.0	0.7	1.5	1.7	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.8	10.7	10.9	19.2	11.3	11.7	19.6	0.0	14.0	18.3	0.0	13.3
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		398			605			80			33	
Approach Delay, s/veh		12.0			12.2			16.1			16.6	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	10.4	6.7	14.3	6.0	10.6	6.6	14.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.2	4.0	2.7	2.2	3.2	5.3
Green Ext Time (p_c), s	0.1	0.1	0.1	3.5	0.0	0.1	0.1	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	290	19	52	440	58	28	8	38	20	0	10
Future Volume (veh/h)	51	290	19	52	440	58	28	8	38	20	0	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	55	315	21	57	478	63	30	9	41	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1326	87	127	1244	161	86	49	224	93	0	271
Arrive On Green	0.07	0.27	0.25	0.07	0.27	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4865	319	1774	4540	586	1634	287	1306	1634	0	1544
Grp Volume(v), veh/h	55	218	118	57	354	187	30	0	50	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1794	1774	1695	1736	1634	0	1593	1634	0	1544
Q Serve(g_s), s	1.2	1.9	1.9	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.9	1.9	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	115	924	489	127	929	475	86	0	273	93	0	271
V/C Ratio(X)	0.48	0.24	0.24	0.45	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	585	2426	1284	749	2644	1354	881	0	1463	1178	0	1699
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	10.6	10.7	16.7	11.0	11.2	17.1	0.0	13.6	16.9	0.0	13.2
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.4	0.3	0.5	2.4	0.0	0.3	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	1.0	0.6	1.5	1.6	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.8	10.7	10.9	19.1	11.3	11.7	19.5	0.0	13.9	18.2	0.0	13.3
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		391			598			80			33	
Approach Delay, s/veh		12.1			12.2			16.0			16.5	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	10.4	6.7	14.2	6.0	10.6	6.6	14.3
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.2	3.9	2.7	2.2	3.2	5.3
Green Ext Time (p_c), s	0.1	0.1	0.1	3.4	0.0	0.1	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	51	296	19	52	446	58	28	8	38	20	0	10
Future Volume (veh/h)	51	296	19	52	446	58	28	8	38	20	0	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	55	322	21	57	485	63	30	9	41	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	115	1338	86	127	1255	160	86	49	224	92	0	271
Arrive On Green	0.07	0.27	0.25	0.07	0.28	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4872	313	1774	4548	579	1634	287	1306	1634	0	1544
Grp Volume(v), veh/h	55	223	120	57	359	189	30	0	50	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1795	1774	1695	1738	1634	0	1593	1634	0	1544
Q Serve(g_s), s	1.2	1.9	2.0	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.9	2.0	1.2	3.2	3.3	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.17	1.00		0.33	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	115	931	493	127	935	479	86	0	273	92	0	271
V/C Ratio(X)	0.48	0.24	0.24	0.45	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	583	2419	1281	746	2636	1351	879	0	1459	1175	0	1694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.8	10.6	10.7	16.7	11.0	11.2	17.2	0.0	13.6	16.9	0.0	13.2
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.5	0.3	0.5	2.4	0.0	0.3	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	1.0	0.7	1.5	1.7	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.8	10.7	10.9	19.2	11.3	11.7	19.6	0.0	14.0	18.3	0.0	13.3
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		398			605			80			33	
Approach Delay, s/veh		12.0			12.2			16.1			16.6	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	10.4	6.7	14.3	6.0	10.6	6.6	14.4
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.2	4.0	2.7	2.2	3.2	5.3
Green Ext Time (p_c), s	0.1	0.1	0.1	3.5	0.0	0.1	0.1	3.5

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	286	19	51	434	57	28	8	37	20	0	10
Future Volume (veh/h)	50	286	19	51	434	57	28	8	37	20	0	10
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	54	311	21	55	472	62	30	9	40	22	0	11
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	114	1320	88	125	1237	159	86	50	224	93	0	272
Arrive On Green	0.07	0.27	0.25	0.07	0.27	0.25	0.05	0.17	0.15	0.06	0.00	0.15
Sat Flow, veh/h	1634	4860	323	1774	4542	584	1634	293	1301	1634	0	1544
Grp Volume(v), veh/h	54	215	117	55	350	184	30	0	49	22	0	11
Grp Sat Flow(s),veh/h/ln	1634	1695	1793	1774	1695	1736	1634	0	1594	1634	0	1544
Q Serve(g_s), s	1.2	1.8	1.9	1.1	3.1	3.2	0.7	0.0	1.0	0.5	0.0	0.2
Cycle Q Clear(g_c), s	1.2	1.8	1.9	1.1	3.1	3.2	0.7	0.0	1.0	0.5	0.0	0.2
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	114	921	487	125	923	473	86	0	274	93	0	272
V/C Ratio(X)	0.47	0.23	0.24	0.44	0.38	0.39	0.35	0.00	0.18	0.24	0.00	0.04
Avail Cap(c_a), veh/h	587	2435	1288	751	2653	1359	885	0	1470	1182	0	1705
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	10.6	10.7	16.6	11.0	11.2	17.1	0.0	13.5	16.8	0.0	13.1
Incr Delay (d2), s/veh	3.0	0.1	0.3	2.4	0.3	0.5	2.4	0.0	0.3	1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.9	1.0	0.6	1.5	1.6	0.4	0.0	0.5	0.2	0.0	0.1
LnGrp Delay(d),s/veh	19.7	10.7	10.9	19.0	11.3	11.7	19.4	0.0	13.8	18.1	0.0	13.2
LnGrp LOS	B	B	B	B	B	B	B		B	B		B
Approach Vol, veh/h		386			589			79			33	
Approach Delay, s/veh		12.0			12.1			16.0			16.5	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.1	10.4	6.6	14.1	6.0	10.6	6.6	14.2
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.5	3.0	3.1	3.9	2.7	2.2	3.2	5.2
Green Ext Time (p_c), s	0.1	0.1	0.1	3.4	0.0	0.1	0.1	3.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.5
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	391	26	67	574	75	37	14	51	27	0	13
Future Volume (veh/h)	68	391	26	67	574	75	37	14	51	27	0	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	425	28	73	624	82	40	15	55	29	0	14
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1515	99	137	1411	183	94	55	201	101	0	253
Arrive On Green	0.08	0.31	0.29	0.08	0.31	0.29	0.06	0.16	0.14	0.06	0.00	0.14
Sat Flow, veh/h	1634	4868	317	1774	4539	588	1634	343	1258	1634	0	1543
Grp Volume(v), veh/h	74	294	159	73	464	242	40	0	70	29	0	14
Grp Sat Flow(s),veh/h/ln	1634	1695	1795	1774	1695	1737	1634	0	1601	1634	0	1543
Q Serve(g_s), s	1.8	2.7	2.8	1.6	4.5	4.6	1.0	0.0	1.6	0.7	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.7	2.8	1.6	4.5	4.6	1.0	0.0	1.6	0.7	0.0	0.3
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	127	1055	559	137	1054	540	94	0	256	101	0	253
V/C Ratio(X)	0.58	0.28	0.28	0.53	0.44	0.45	0.42	0.00	0.27	0.29	0.00	0.06
Avail Cap(c_a), veh/h	534	2215	1173	683	2413	1236	805	0	1343	1075	0	1550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	10.7	10.7	18.2	11.3	11.5	18.7	0.0	15.5	18.4	0.0	14.8
Incr Delay (d2), s/veh	4.2	0.1	0.3	3.2	0.3	0.6	3.0	0.0	0.6	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	1.4	0.9	2.1	2.3	0.5	0.0	0.8	0.4	0.0	0.1
LnGrp Delay(d),s/veh	22.5	10.8	11.0	21.4	11.6	12.0	21.7	0.0	16.0	19.9	0.0	14.9
LnGrp LOS	C	B	B	C	B	B	C		B	B		B
Approach Vol, veh/h		527			779			110			43	
Approach Delay, s/veh		12.5			12.6			18.1			18.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	10.6	7.2	16.8	6.4	10.7	7.2	16.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.6	4.8	3.0	2.3	3.8	6.6
Green Ext Time (p_c), s	0.1	0.2	0.1	4.7	0.1	0.1	0.1	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	397	26	67	580	75	37	14	51	27	0	13
Future Volume (veh/h)	68	397	26	67	580	75	37	14	51	27	0	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	432	28	73	630	82	40	15	55	29	0	14
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	1525	98	136	1420	182	94	55	201	101	0	253
Arrive On Green	0.08	0.31	0.29	0.08	0.31	0.29	0.06	0.16	0.14	0.06	0.00	0.14
Sat Flow, veh/h	1634	4874	312	1774	4544	584	1634	343	1258	1634	0	1543
Grp Volume(v), veh/h	74	299	161	73	468	244	40	0	70	29	0	14
Grp Sat Flow(s),veh/h/ln	1634	1695	1796	1774	1695	1738	1634	0	1601	1634	0	1543
Q Serve(g_s), s	1.8	2.7	2.8	1.6	4.5	4.7	1.0	0.0	1.6	0.7	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.7	2.8	1.6	4.5	4.7	1.0	0.0	1.6	0.7	0.0	0.3
Prop In Lane	1.00		0.17	1.00		0.34	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	126	1061	562	136	1059	543	94	0	256	101	0	253
V/C Ratio(X)	0.59	0.28	0.29	0.54	0.44	0.45	0.43	0.00	0.27	0.29	0.00	0.06
Avail Cap(c_a), veh/h	532	2209	1170	681	2407	1234	802	0	1339	1073	0	1546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	10.6	10.7	18.3	11.3	11.4	18.7	0.0	15.5	18.4	0.0	14.9
Incr Delay (d2), s/veh	4.2	0.1	0.3	3.2	0.3	0.6	3.0	0.0	0.6	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.3	1.4	0.9	2.1	2.3	0.5	0.0	0.8	0.4	0.0	0.1
LnGrp Delay(d),s/veh	22.6	10.8	11.0	21.5	11.6	12.0	21.8	0.0	16.1	20.0	0.0	15.0
LnGrp LOS	C	B	B	C	B	B	C		B	B		B
Approach Vol, veh/h		534			785			110			43	
Approach Delay, s/veh		12.5			12.6			18.1			18.4	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	10.6	7.2	16.9	6.4	10.7	7.2	16.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.6	4.8	3.0	2.3	3.8	6.7
Green Ext Time (p_c), s	0.1	0.2	0.1	4.7	0.1	0.1	0.1	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	391	26	67	574	75	37	14	51	27	0	13
Future Volume (veh/h)	68	391	26	67	574	75	37	14	51	27	0	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	425	28	73	624	82	40	15	55	29	0	14
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1515	99	137	1411	183	94	55	201	101	0	253
Arrive On Green	0.08	0.31	0.29	0.08	0.31	0.29	0.06	0.16	0.14	0.06	0.00	0.14
Sat Flow, veh/h	1634	4868	317	1774	4539	588	1634	343	1258	1634	0	1543
Grp Volume(v), veh/h	74	294	159	73	464	242	40	0	70	29	0	14
Grp Sat Flow(s),veh/h/ln	1634	1695	1795	1774	1695	1737	1634	0	1601	1634	0	1543
Q Serve(g_s), s	1.8	2.7	2.8	1.6	4.5	4.6	1.0	0.0	1.6	0.7	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.7	2.8	1.6	4.5	4.6	1.0	0.0	1.6	0.7	0.0	0.3
Prop In Lane	1.00		0.18	1.00		0.34	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	127	1055	559	137	1054	540	94	0	256	101	0	253
V/C Ratio(X)	0.58	0.28	0.28	0.53	0.44	0.45	0.42	0.00	0.27	0.29	0.00	0.06
Avail Cap(c_a), veh/h	534	2215	1173	683	2413	1236	805	0	1343	1075	0	1550
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	10.7	10.7	18.2	11.3	11.5	18.7	0.0	15.5	18.4	0.0	14.8
Incr Delay (d2), s/veh	4.2	0.1	0.3	3.2	0.3	0.6	3.0	0.0	0.6	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.2	1.4	0.9	2.1	2.3	0.5	0.0	0.8	0.4	0.0	0.1
LnGrp Delay(d),s/veh	22.5	10.8	11.0	21.4	11.6	12.0	21.7	0.0	16.0	19.9	0.0	14.9
LnGrp LOS	C	B	B	C	B	B	C		B	B		B
Approach Vol, veh/h		527			779			110			43	
Approach Delay, s/veh		12.5			12.6			18.1			18.3	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	10.6	7.2	16.8	6.4	10.7	7.2	16.7
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.6	4.8	3.0	2.3	3.8	6.6
Green Ext Time (p_c), s	0.1	0.2	0.1	4.7	0.1	0.1	0.1	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	68	397	26	67	580	75	37	14	51	27	0	13
Future Volume (veh/h)	68	397	26	67	580	75	37	14	51	27	0	13
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1863	1863	1750	1716	1863	1750	1716	1863	1750
Adj Flow Rate, veh/h	74	432	28	73	630	82	40	15	55	29	0	14
Adj No. of Lanes	1	3	0	1	3	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	126	1525	98	136	1420	182	94	55	201	101	0	253
Arrive On Green	0.08	0.31	0.29	0.08	0.31	0.29	0.06	0.16	0.14	0.06	0.00	0.14
Sat Flow, veh/h	1634	4874	312	1774	4544	584	1634	343	1258	1634	0	1543
Grp Volume(v), veh/h	74	299	161	73	468	244	40	0	70	29	0	14
Grp Sat Flow(s),veh/h/ln	1634	1695	1796	1774	1695	1738	1634	0	1601	1634	0	1543
Q Serve(g_s), s	1.8	2.7	2.8	1.6	4.5	4.7	1.0	0.0	1.6	0.7	0.0	0.3
Cycle Q Clear(g_c), s	1.8	2.7	2.8	1.6	4.5	4.7	1.0	0.0	1.6	0.7	0.0	0.3
Prop In Lane	1.00		0.17	1.00		0.34	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	126	1061	562	136	1059	543	94	0	256	101	0	253
V/C Ratio(X)	0.59	0.28	0.29	0.54	0.44	0.45	0.43	0.00	0.27	0.29	0.00	0.06
Avail Cap(c_a), veh/h	532	2209	1170	681	2407	1234	802	0	1339	1073	0	1546
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	18.3	10.6	10.7	18.3	11.3	11.4	18.7	0.0	15.5	18.4	0.0	14.9
Incr Delay (d2), s/veh	4.2	0.1	0.3	3.2	0.3	0.6	3.0	0.0	0.6	1.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.3	1.4	0.9	2.1	2.3	0.5	0.0	0.8	0.4	0.0	0.1
LnGrp Delay(d),s/veh	22.6	10.8	11.0	21.5	11.6	12.0	21.8	0.0	16.1	20.0	0.0	15.0
LnGrp LOS	C	B	B	C	B	B	C		B	B		B
Approach Vol, veh/h		534			785			110			43	
Approach Delay, s/veh		12.5			12.6			18.1			18.4	
Approach LOS		B			B			B			B	

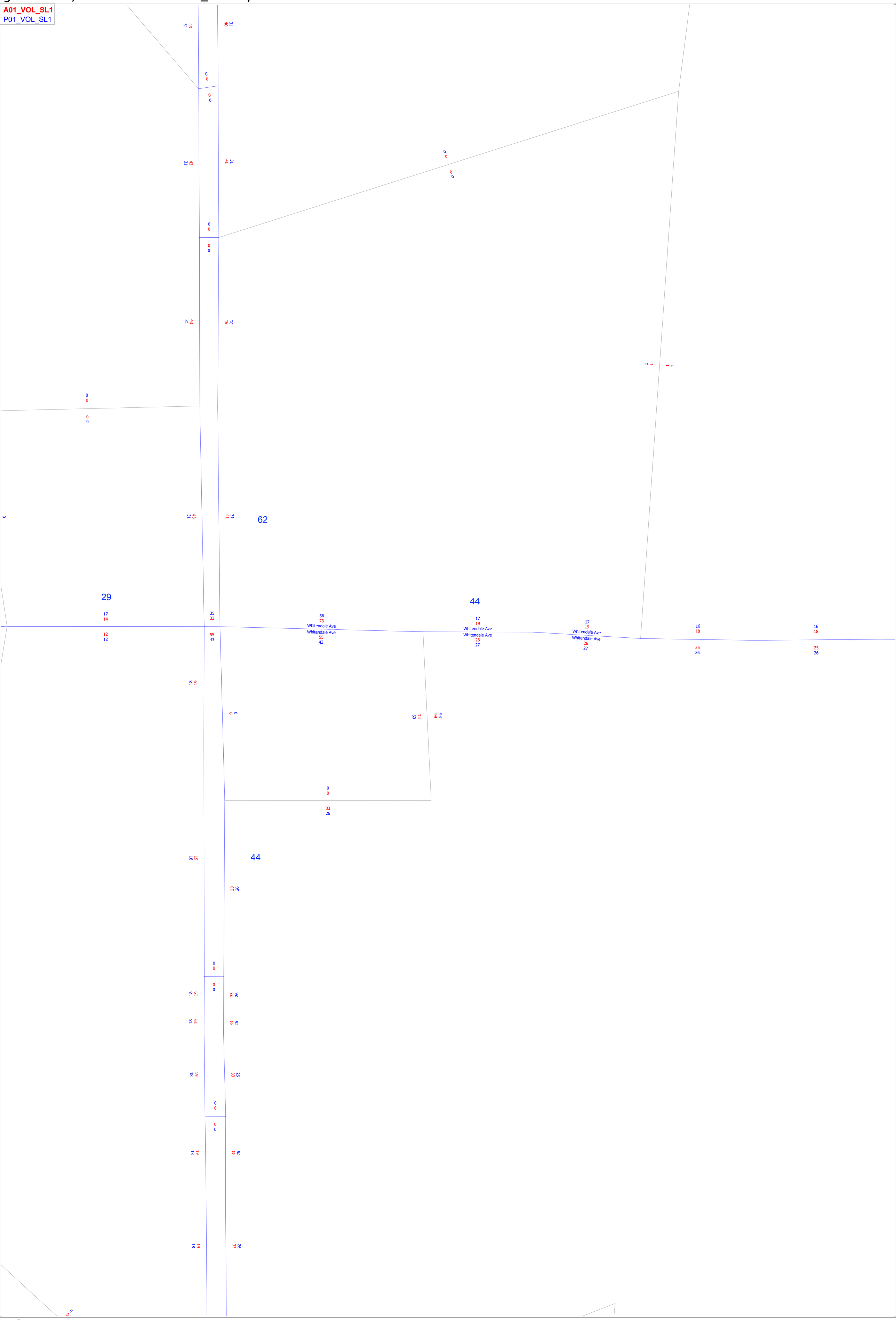
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	6.5	10.6	7.2	16.9	6.4	10.7	7.2	16.8
Change Period (Y+Rc), s	4.9	4.9	4.9	4.9	4.9	4.9	4.9	4.9
Max Green Setting (Gmax), s	26.1	33.5	14.9	25.9	19.3	40.3	12.5	28.3
Max Q Clear Time (g_c+I1), s	2.7	3.6	3.6	4.8	3.0	2.3	3.8	6.7
Green Ext Time (p_c), s	0.1	0.2	0.1	4.7	0.1	0.1	0.1	4.8

Intersection Summary	
HCM 2010 Ctrl Delay	13.2
HCM 2010 LOS	B

SELECT ZONE ANALYSIS

gas station / convenience market_ 2021 year

A01_VOL_SL1
P01_VOL_SL1



VEHICLE TURNING MOVEMENT COUNTS

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

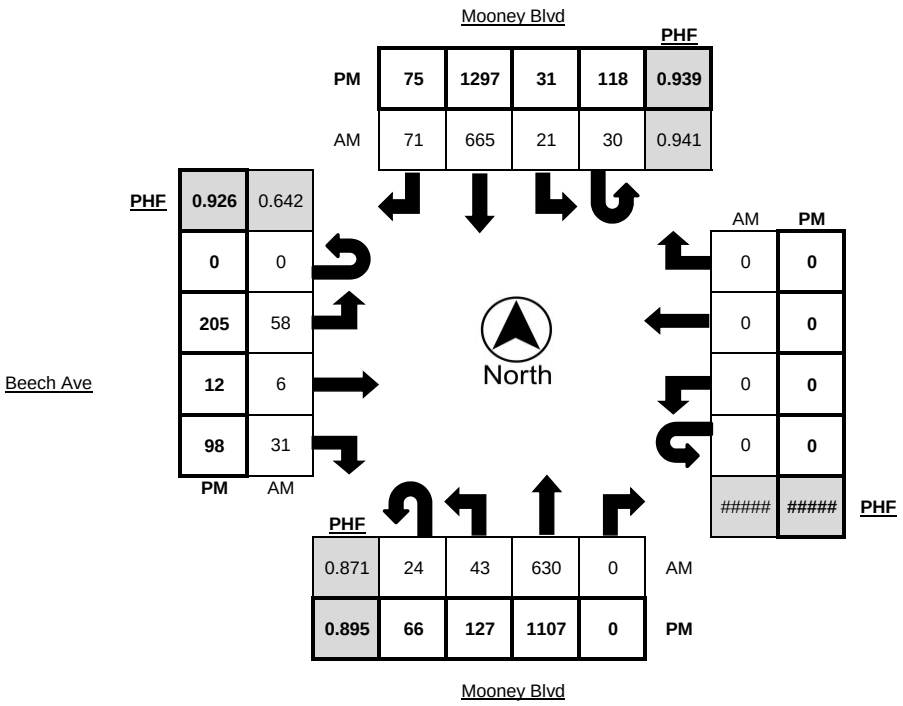
LOCATION Mooney Blvd @ Beech Ave
LATITUDE 36.3094
COUNTY Tulare
LONGITUDE -119.3138
COLLECTION DATE Tuesday, October 05, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	2	84	0	5	1	2	62	7	3	0	12	1	8	2	0	0	0	0	0
7:15 AM - 7:30 AM	6	3	97	0	2	2	0	95	8	5	0	7	1	1	0	0	0	0	0	0
7:30 AM - 7:45 AM	1	9	131	0	6	2	3	132	9	3	0	13	2	1	2	0	0	0	0	0
7:45 AM - 8:00 AM	2	13	181	0	2	3	5	153	5	6	0	10	0	7	0	0	0	0	0	0
8:00 AM - 8:15 AM	3	12	181	0	1	5	6	159	28	1	0	16	2	5	0	0	0	0	0	0
8:15 AM - 8:30 AM	6	12	146	0	1	14	5	199	17	2	0	16	2	3	1	0	0	0	0	0
8:30 AM - 8:45 AM	3	10	199	0	8	8	6	208	12	2	0	10	0	12	0	0	0	0	0	0
8:45 AM - 9:00 AM	15	16	199	0	3	8	8	199	25	7	0	24	2	16	1	0	0	0	0	0
TOTAL	**33**	**67**	**1058**	**0**	**25**	**38**	**30**	**1050**	**96**	**26**	**0**	**94**	**10**	**46**	**6**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	14	32	279	0	3	24	12	390	18	3	0	61	3	23	0	0	0	0	0	0
4:15 PM - 4:30 PM	16	46	304	1	3	13	13	355	35	5	0	56	1	26	1	0	0	0	0	0
4:30 PM - 4:45 PM	15	37	283	0	2	24	2	389	31	1	0	70	2	26	0	0	0	0	0	0
4:45 PM - 5:00 PM	9	43	308	0	2	23	8	305	31	0	0	36	0	30	1	0	0	0	0	0
5:00 PM - 5:15 PM	17	33	313	0	1	21	8	397	22	8	0	64	3	28	2	0	0	0	0	0
5:15 PM - 5:30 PM	21	43	354	0	2	41	10	383	13	5	0	63	3	31	0	0	0	0	0	0
5:30 PM - 5:45 PM	22	38	312	0	1	38	10	393	24	2	0	54	2	26	0	0	0	0	0	0
5:45 PM - 6:00 PM	16	32	294	0	1	36	7	319	28	1	0	54	5	28	0	0	0	0	0	0
TOTAL	**113**	**264**	**2128**	**1**	**15**	**191**	**61**	**2548**	**175**	**22**	**0**	**399**	**18**	**190**	**4**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	24	43	630	0	12	30	21	665	71	11	0	58	6	31	2	0	0	0	0	0
5:00 PM - 6:00 PM	66	127	1107	0	5	118	31	1297	75	14	0	205	12	98	2	0	0	0	0	0

	PHF	Trucks
AM	0.885	1.6%
PM	0.937	0.7%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

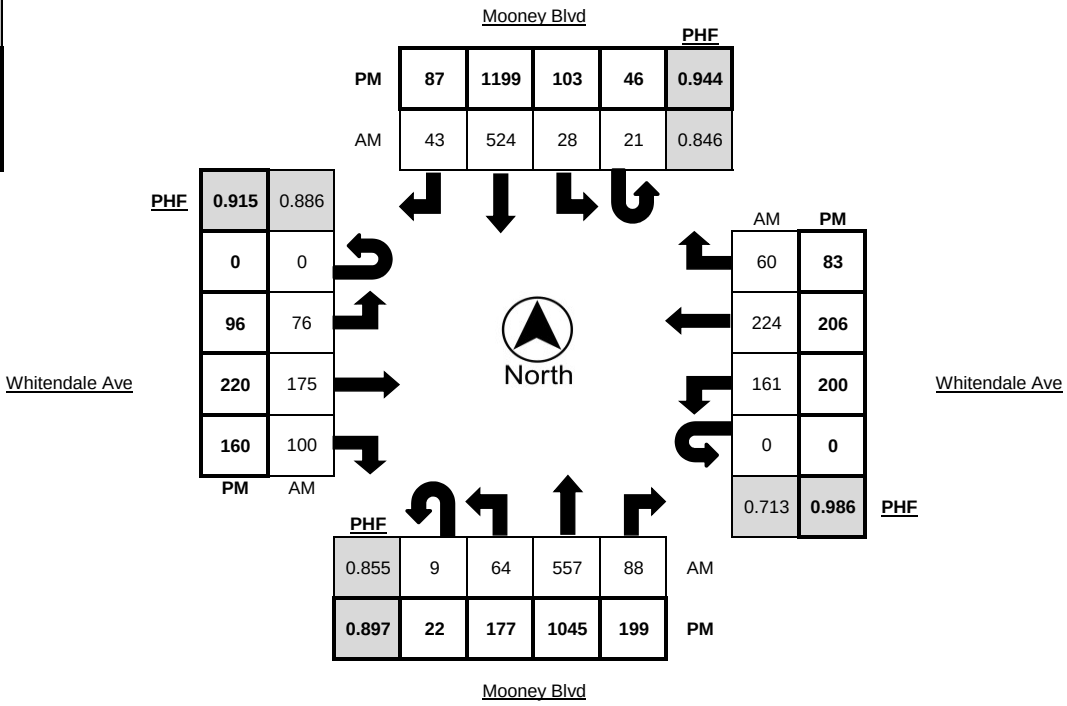
LOCATION Mooney Blvd @ Whitendale Ave
LATITUDE 36.3058
COUNTY Tulare
LONGITUDE -119.3138
COLLECTION DATE Tuesday, October 05, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	8	69	7	5	1	3	53	9	2	0	2	15	13	0	0	21	43	12	1
7:15 AM - 7:30 AM	0	8	84	16	2	2	0	77	12	7	0	7	24	9	5	0	25	37	9	0
7:30 AM - 7:45 AM	0	12	117	15	3	5	7	98	14	3	0	15	30	13	0	0	28	78	21	0
7:45 AM - 8:00 AM	3	17	171	18	2	9	5	132	8	6	0	29	47	31	0	0	56	102	21	1
8:00 AM - 8:15 AM	6	21	133	29	2	7	7	116	18	0	0	20	64	29	0	0	47	72	25	1
8:15 AM - 8:30 AM	0	15	145	25	5	5	10	169	13	3	0	25	60	29	1	0	52	56	13	0
8:30 AM - 8:45 AM	1	21	191	29	8	3	10	185	10	9	0	14	30	26	0	0	30	26	10	1
8:45 AM - 9:00 AM	2	17	173	24	3	10	7	177	9	2	0	18	23	22	3	0	26	37	20	1
TOTAL	**12**	**103**	**942**	**142**	**27**	**37**	**43**	**876**	**81**	**29**	**0**	**113**	**255**	**149**	**8**	**0**	**248**	**393**	**113**	**5**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	5	62	268	51	2	16	18	382	18	3	0	24	69	46	0	0	58	64	13	1
4:15 PM - 4:30 PM	9	47	301	37	5	21	24	320	25	5	0	21	63	39	1	0	59	49	21	1
4:30 PM - 4:45 PM	5	62	279	67	1	14	30	367	26	0	0	30	71	48	0	0	48	59	30	0
4:45 PM - 5:00 PM	3	40	266	48	3	13	32	297	25	1	0	30	68	37	1	0	56	67	18	0
5:00 PM - 5:15 PM	9	51	300	67	1	16	23	361	22	10	0	26	66	54	1	0	66	59	18	0
5:15 PM - 5:30 PM	8	51	357	47	2	10	33	354	26	3	0	24	48	45	0	0	60	53	29	0
5:30 PM - 5:45 PM	6	54	329	39	1	9	25	339	29	2	0	30	36	33	0	0	62	41	22	1
5:45 PM - 6:00 PM	10	53	273	49	2	16	15	306	23	1	0	25	45	38	0	0	48	51	9	0
TOTAL	**48**	**365**	**2063**	**352**	**16**	**100**	**175**	**2370**	**170**	**23**	**0**	**183**	**405**	**296**	**3**	**0**	**397**	**385**	**139**	**3**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	9	64	557	88	15	21	28	524	43	16	0	76	175	100	1	0	161	224	60	3
4:30 PM - 5:30 PM	22	177	1045	199	7	46	103	1199	87	13	0	96	220	160	2	0	200	206	83	0

	PHF	Trucks
AM	0.941	1.6%
PM	0.965	0.6%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

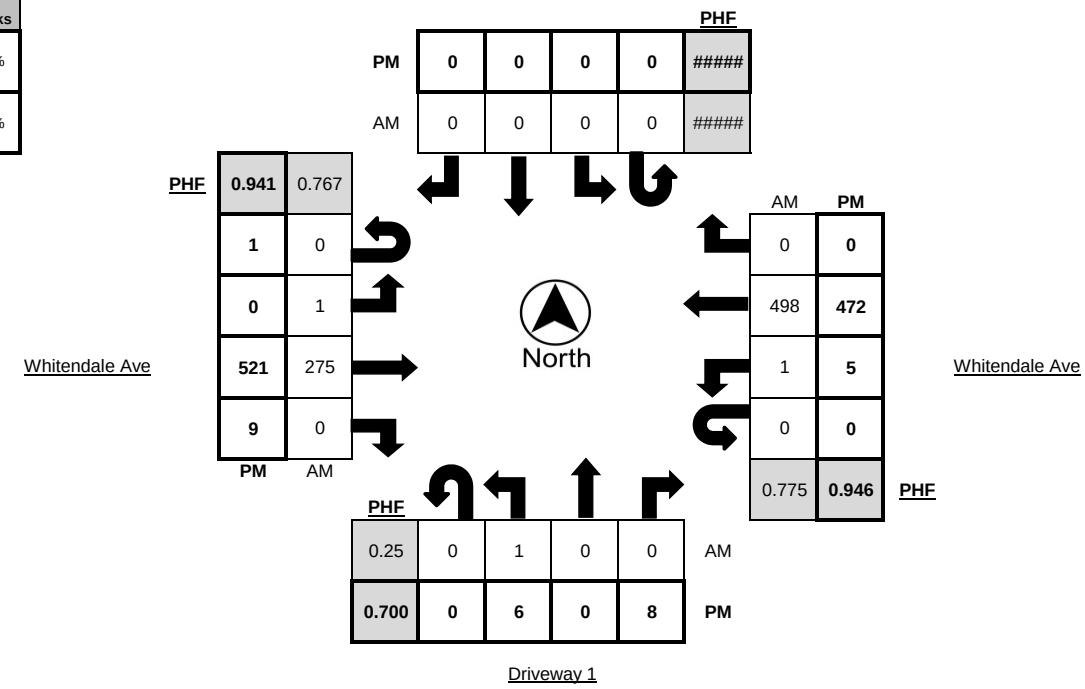
LOCATION Whitendale Ave @ Driveway
LATITUDE 36.3056
COUNTY Tulare
LONGITUDE -119.3125
COLLECTION DATE Tuesday, October 05, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	25	0	0	0	0	79	0	1
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	41	0	2	0	0	72	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	54	0	1	0	0	130	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	68	0	1	0	0	185	0	1
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	102	0	0	0	1	141	0	1
8:15 AM - 8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	92	0	1	0	0	116	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	70	0	2	0	0	71	0	1
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	58	1	2	0	1	87	0	1
TOTAL	**0**	**1**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**444**	**1**	**9**	**0**	**2**	**768**	**0**	**5**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	138	5	0	0	1	133	0	1
4:15 PM - 4:30 PM	0	3	0	5	0	0	0	0	0	0	1	0	118	6	2	0	0	128	0	2
4:30 PM - 4:45 PM	0	0	0	3	0	0	0	0	0	0	1	0	158	3	0	0	2	121	0	1
4:45 PM - 5:00 PM	0	1	0	1	0	0	0	0	0	0	0	0	155	3	1	0	2	136	0	0
5:00 PM - 5:15 PM	0	3	0	1	0	0	0	0	0	0	0	0	160	0	0	0	1	144	0	1
5:15 PM - 5:30 PM	0	2	0	3	0	0	0	0	0	0	0	0	127	3	0	0	0	143	0	1
5:30 PM - 5:45 PM	0	3	0	2	0	0	0	0	0	0	0	0	104	3	0	0	2	117	0	0
5:45 PM - 6:00 PM	0	5	0	2	0	0	0	0	0	0	0	0	104	6	0	0	3	106	0	0
TOTAL	**0**	**17**	**0**	**17**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**924**	**26**	**3**	**0**	**11**	**893**	**0**	**6**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	1	0	0	0	0	0	0	0	0	0	1	275	0	3	0	1	498	0	2
4:30 PM - 5:30 PM	0	6	0	8	0	0	0	0	0	0	1	0	521	9	1	0	5	472	0	3

	PHF	Trucks
AM	0.882	0.6%
PM	0.950	0.4%



Driveway 1

Metro Traffic Data Inc.
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Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

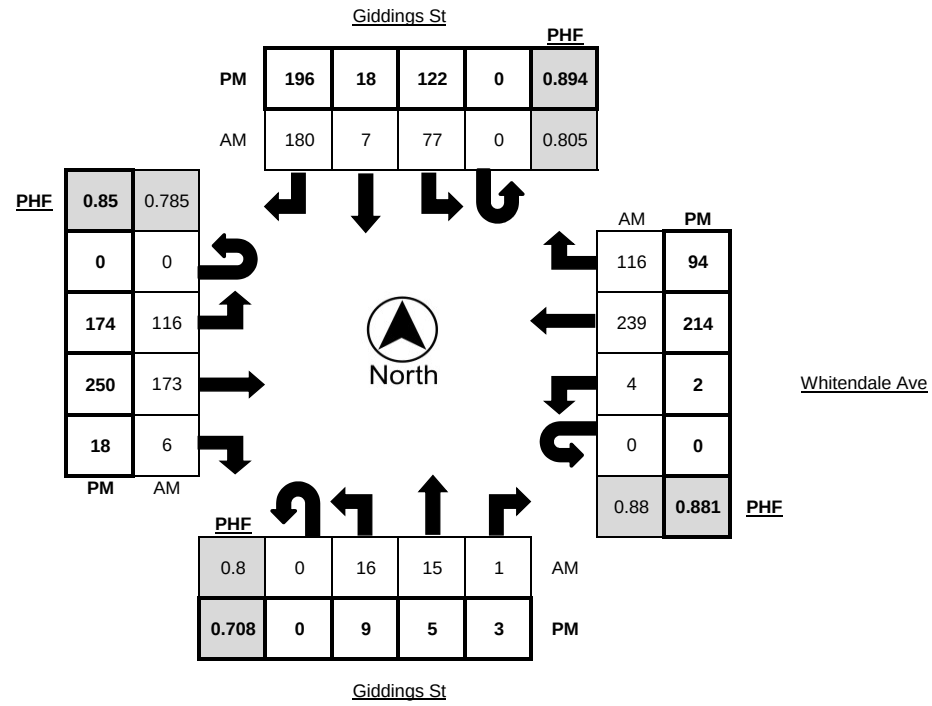
LOCATION Giddings St @ Whitendale Ave
LATITUDE 36.3057
COUNTY Tulare
LONGITUDE -119.3051
COLLECTION DATE Tuesday, October 05, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	2	6	2	0	0	10	2	30	0	0	10	23	1	0	0	0	20	20	0
7:15 AM - 7:30 AM	0	3	2	0	0	0	15	1	24	0	0	24	22	1	1	0	0	36	28	0
7:30 AM - 7:45 AM	0	6	6	0	0	0	12	2	38	0	0	26	45	2	1	0	0	74	35	0
7:45 AM - 8:00 AM	0	7	3	0	0	0	22	1	71	1	0	32	60	1	0	0	0	71	46	0
8:00 AM - 8:15 AM	0	3	6	1	0	0	23	5	49	0	0	45	62	1	0	0	5	74	32	3
8:15 AM - 8:30 AM	0	2	2	0	0	0	32	0	48	1	0	30	32	2	1	0	0	56	21	1
8:30 AM - 8:45 AM	0	2	5	3	1	0	20	1	29	0	0	29	43	5	1	0	0	32	7	1
8:45 AM - 9:00 AM	0	1	3	0	1	0	15	1	21	1	0	18	28	1	3	0	0	41	20	1
TOTAL	**0**	**24**	**29**	**6**	**2**	**0**	**129**	**12**	**270**	**3**	**0**	**187**	**273**	**13**	**7**	**0**	**4**	**351**	**180**	**6**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	2	6	2	0	0	26	2	45	1	0	52	61	9	0	0	1	58	24	1
4:15 PM - 4:30 PM	1	2	3	1	0	0	38	6	58	1	0	36	68	3	1	0	1	46	25	0
4:30 PM - 4:45 PM	0	5	2	0	0	0	33	7	46	0	0	43	78	7	0	0	0	60	17	0
4:45 PM - 5:00 PM	0	1	1	1	0	0	36	2	48	0	0	54	60	3	0	0	0	72	29	0
5:00 PM - 5:15 PM	0	1	2	0	0	0	33	2	72	0	0	66	79	5	0	0	1	48	43	0
5:15 PM - 5:30 PM	0	3	0	2	0	0	38	9	59	1	0	38	70	6	0	0	1	66	20	0
5:30 PM - 5:45 PM	0	0	6	0	0	0	39	6	54	0	0	31	63	2	0	0	0	49	29	0
5:45 PM - 6:00 PM	0	2	5	1	0	0	32	9	45	0	0	36	46	7	0	0	1	49	32	0
TOTAL	**1**	**15**	**22**	**7**	**0**	**0**	**240**	**38**	**371**	**3**	**0**	**308**	**457**	**37**	**1**	**0**	**5**	**390**	**190**	**1**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	16	15	1	0	0	77	7	180	2	0	116	173	6	2	0	4	239	116	4
4:30 PM - 5:30 PM	0	9	5	3	0	0	122	18	196	1	0	174	250	18	0	0	2	214	94	0

	PHF	Trucks
AM	0.867	0.8%
PM	0.900	0.1%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

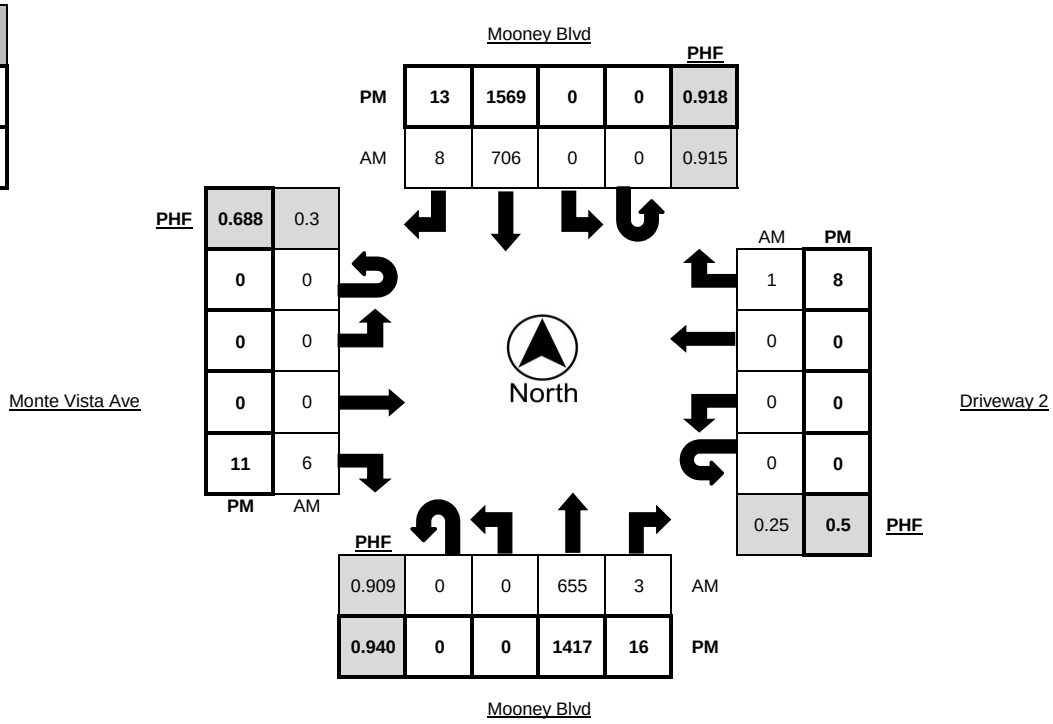
LOCATION Mooney Blvd @ Driveway / Monte Vista Ave
LATITUDE 36.3050
COUNTY Tulare
LONGITUDE -119.3136
COLLECTION DATE Wednesday, October 13, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	107	2	3	0	0	118	0	3	0	0	0	0	0	0	0	0	1	1
7:15 AM - 7:30 AM	0	0	132	0	5	0	0	113	0	3	0	0	0	1	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	146	1	6	0	0	131	0	1	0	0	0	1	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	199	1	2	0	0	198	1	5	0	0	0	2	0	0	0	0	1	0
8:00 AM - 8:15 AM	0	0	185	0	3	0	0	204	0	0	0	0	0	1	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	176	3	5	0	0	222	2	6	0	0	0	0	0	0	0	0	1	0
8:30 AM - 8:45 AM	0	0	184	0	1	0	0	184	5	6	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	208	0	5	0	0	202	2	3	0	0	0	6	0	0	0	0	0	0
TOTAL	0	**0**	**1163**	**7**	**26**	**0**	**0**	**1193**	**9**	**24**	**0**	**0**	**0**	**10**	**0**	**0**	**0**	**0**	**3**	**1**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	417	1	2	0	0	481	5	6	0	0	0	6	0	0	0	0	2	0
4:15 PM - 4:30 PM	0	0	351	8	2	0	0	416	1	5	0	0	0	0	0	0	0	0	1	0
4:30 PM - 4:45 PM	0	0	350	5	2	0	0	455	1	3	0	0	0	1	0	0	0	0	8	0
4:45 PM - 5:00 PM	0	0	368	3	7	0	0	437	3	2	0	0	0	0	0	0	0	0	2	0
5:00 PM - 5:15 PM	0	0	431	3	1	0	0	496	0	5	0	0	0	3	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	399	5	3	0	0	446	7	3	0	0	0	5	0	0	0	0	5	0
5:30 PM - 5:45 PM	0	0	431	7	2	0	0	426	5	1	0	0	0	5	0	0	0	0	2	0
5:45 PM - 6:00 PM	0	0	368	3	3	0	0	403	5	3	0	0	0	3	0	0	0	0	0	0
TOTAL	**0**	**0**	**2709**	**31**	**21**	**0**	**0**	**3095**	**23**	**25**	**0**	**0**	**0**	**20**	**0**	**0**	**0**	**0**	**18**	**0**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	655	3	12	0	0	706	8	13	0	0	0	6	0	0	0	0	1	0
4:45 PM - 5:45 PM	0	0	1417	16	12	0	0	1569	13	10	0	0	0	11	0	0	0	0	8	0

	PHF	Trucks
AM	0.947	1.8%
PM	0.934	0.7%



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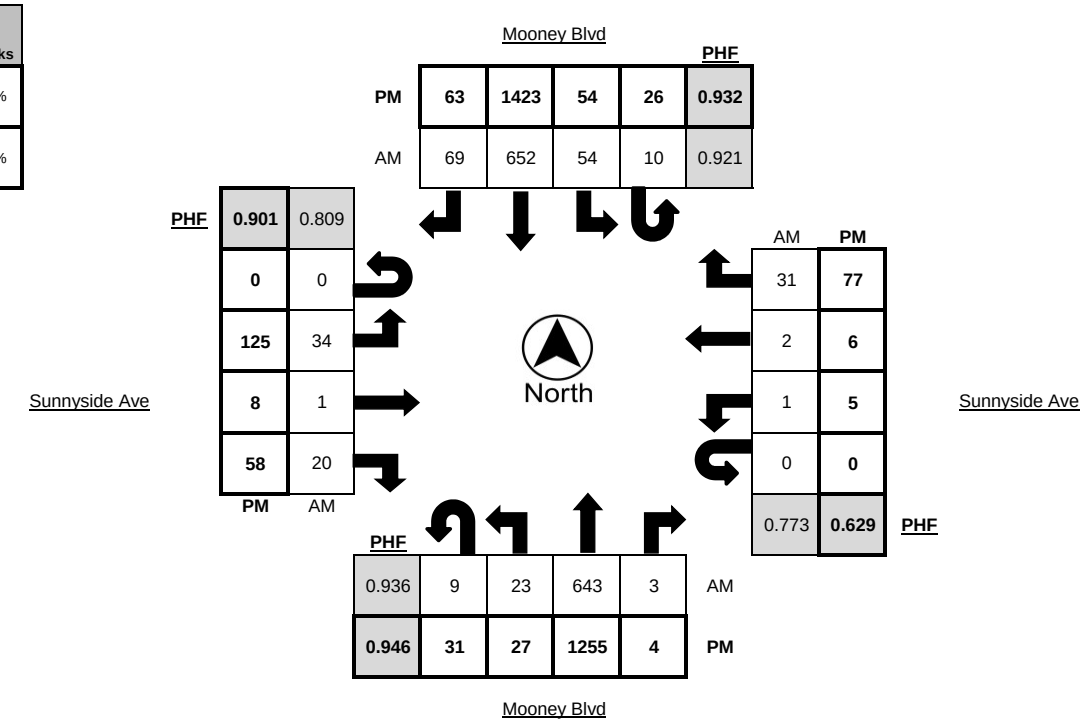
LOCATION Mooney Blvd @ Sunnyside Ave
LATITUDE 36.3035
COUNTY Tulare
LONGITUDE -119.3137
COLLECTION DATE Tuesday, October 05, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	1	83	0	5	0	3	81	3	1	0	2	0	5	0	0	0	0	6	0
7:15 AM - 7:30 AM	2	1	107	0	3	0	8	100	7	3	0	6	0	0	0	0	0	0	6	0
7:30 AM - 7:45 AM	0	7	130	0	2	0	9	117	8	3	0	6	2	3	0	0	0	0	3	0
7:45 AM - 8:00 AM	2	12	190	0	3	0	30	155	35	3	0	8	0	5	0	0	1	1	6	1
8:00 AM - 8:15 AM	2	3	176	1	1	1	16	159	22	1	0	8	0	5	0	0	0	0	5	0
8:15 AM - 8:30 AM	6	7	182	0	3	2	16	199	28	2	0	13	1	6	0	0	0	1	10	0
8:30 AM - 8:45 AM	0	8	199	1	5	3	15	199	17	7	0	9	0	7	0	0	0	0	10	1
8:45 AM - 9:00 AM	2	8	183	1	3	5	15	193	13	5	0	9	0	6	0	0	1	1	10	0
TOTAL	16	**41**	**1086**	**3**	**23**	**10**	**98**	**1046**	**115**	**23**	**0**	**53**	**3**	**31**	**0**	**0**	**2**	**3**	**49**	**2**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	12	9	309	2	2	14	13	458	21	2	0	33	0	22	0	0	0	1	22	1
4:15 PM - 4:30 PM	10	14	359	2	2	5	21	376	22	3	0	40	1	18	1	0	3	0	9	0
4:30 PM - 4:45 PM	10	8	322	1	2	5	15	431	22	0	0	37	3	14	0	0	1	0	33	0
4:45 PM - 5:00 PM	12	10	335	2	2	5	15	346	22	1	0	30	1	14	0	0	0	3	14	0
5:00 PM - 5:15 PM	3	5	352	0	1	8	16	444	15	10	0	36	3	22	0	0	5	0	36	0
5:15 PM - 5:30 PM	8	10	375	2	2	7	15	428	21	5	0	40	2	18	0	0	0	2	20	0
5:30 PM - 5:45 PM	13	6	382	0	1	10	16	419	15	2	0	38	2	13	0	0	1	1	20	0
5:45 PM - 6:00 PM	14	9	330	2	2	2	12	346	20	1	0	25	0	3	0	0	1	0	13	0
TOTAL	**71**	**62**	**2403**	**11**	**14**	**48**	**106**	**2824**	**136**	**22**	**0**	**243**	**12**	**108**	**1**	**0**	**10**	**7**	**144**	**1**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	9	23	643	3	11	10	54	652	69	13	0	34	1	20	0	0	1	2	31	1
4:45 PM - 5:45 PM	31	27	1255	4	6	26	54	1423	63	16	0	125	8	58	0	0	5	6	77	0

	PHF	Trucks
AM	0.949	1.6%
PM	0.958	0.7%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

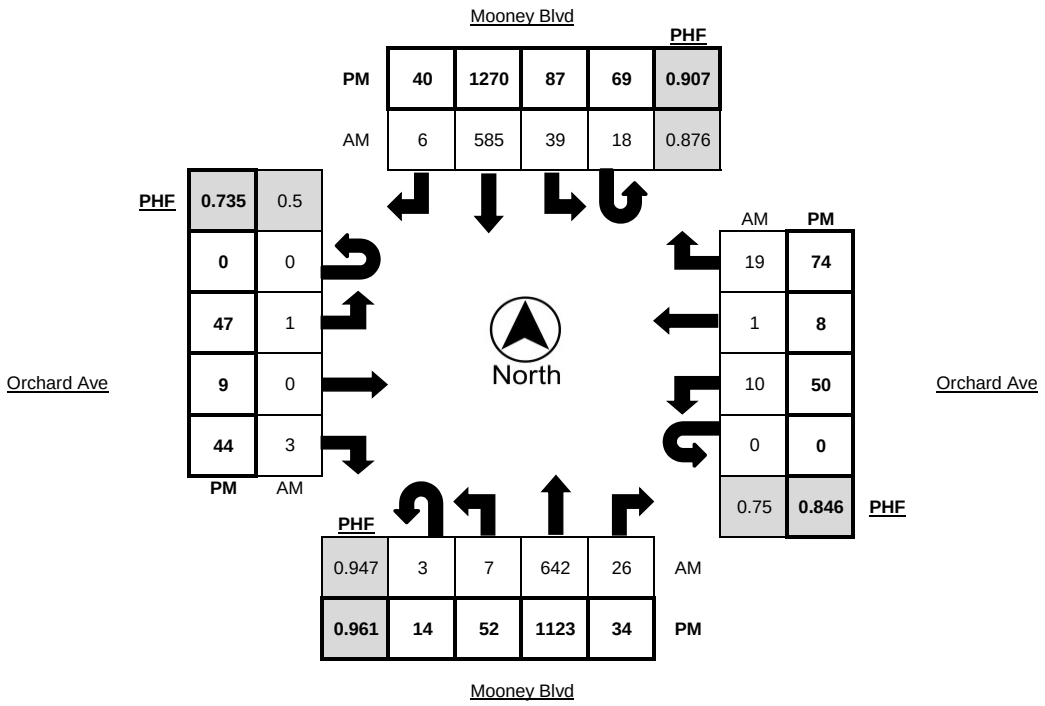
LOCATION Mooney Blvd @ Orchard Ave
LATITUDE 36.3003
COUNTY Tulare
LONGITUDE -119.3137
COLLECTION DATE Tuesday, October 05, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	85	5	6	0	6	82	0	2	0	0	0	0	0	0	2	0	1	1
7:15 AM - 7:30 AM	0	0	93	2	3	3	3	89	0	2	0	1	0	0	0	0	2	0	3	2
7:30 AM - 7:45 AM	0	0	143	8	6	1	6	110	2	3	0	1	0	1	0	0	3	0	5	1
7:45 AM - 8:00 AM	0	0	198	15	2	3	15	145	0	5	0	1	0	1	0	0	2	1	0	1
8:00 AM - 8:15 AM	1	2	192	10	5	1	3	133	2	1	0	0	0	2	0	0	3	0	7	1
8:15 AM - 8:30 AM	1	1	176	9	7	6	8	198	1	2	0	1	0	0	0	0	2	0	1	1
8:30 AM - 8:45 AM	1	2	190	7	7	5	18	175	1	5	0	0	0	0	0	0	3	0	6	1
8:45 AM - 9:00 AM	0	2	181	3	3	9	15	167	2	3	0	0	0	1	0	0	2	1	8	1
TOTAL	**3**	**7**	**1093**	**52**	**34**	**25**	**65**	**955**	**8**	**21**	**0**	**4**	**0**	**5**	**0**	**0**	**19**	**2**	**27**	**9**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	3	8	271	10	3	26	23	407	16	3	0	12	6	5	0	0	10	2	16	1
4:15 PM - 4:30 PM	5	14	334	5	3	14	22	348	7	2	0	9	1	22	0	0	7	3	20	1
4:30 PM - 4:45 PM	1	16	277	7	5	14	23	393	17	1	0	9	1	12	0	0	13	1	17	1
4:45 PM - 5:00 PM	2	15	306	12	2	18	22	314	18	1	0	16	5	18	0	0	15	1	17	1
5:00 PM - 5:15 PM	7	15	315	14	3	24	32	400	8	10	0	13	0	6	0	0	15	1	21	1
5:15 PM - 5:30 PM	1	13	335	7	2	20	24	378	12	5	0	17	3	15	0	0	16	3	25	1
5:30 PM - 5:45 PM	6	17	336	7	5	17	22	368	8	2	0	8	2	12	0	0	12	3	22	1
5:45 PM - 6:00 PM	3	14	311	7	2	16	21	344	2	1	0	14	1	14	0	0	13	0	17	1
TOTAL	**25**	**97**	**2160**	**59**	**23**	**130**	**164**	**2568**	**77**	**23**	**0**	**85**	**17**	**89**	**0**	**0**	**87**	**14**	**135**	**8**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	3	7	642	26	19	18	39	585	6	10	0	1	0	3	0	0	10	1	19	4
4:45 PM - 5:45 PM	14	52	1123	34	11	69	87	1270	40	16	0	47	9	44	0	0	50	8	74	4

	PHF	Trucks
AM	0.958	2.4%
PM	0.965	1.1%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

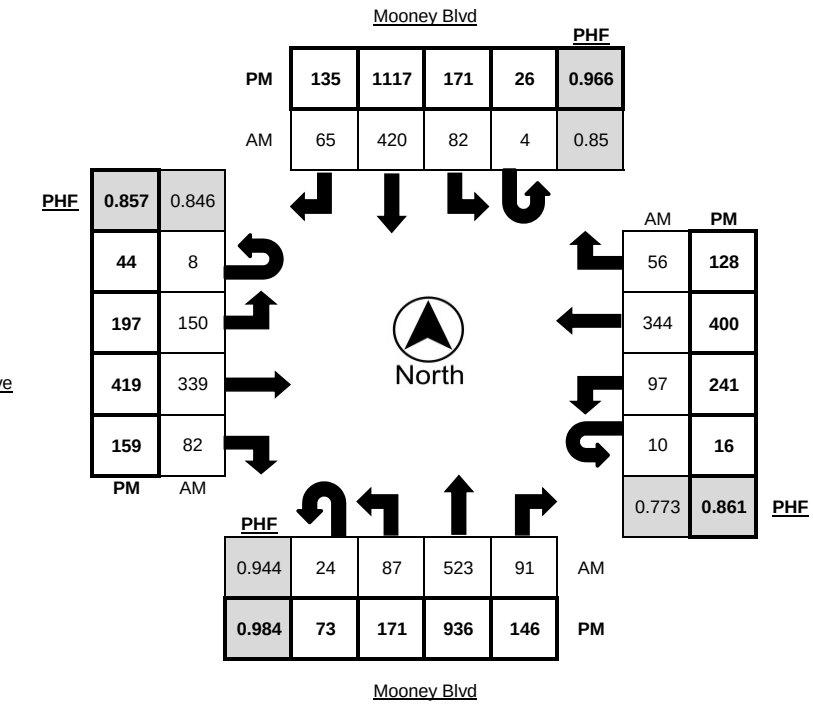
LOCATION Mooney Blvd @ Caldwell Ave
LATITUDE 36.2985
COUNTY Tulare
LONGITUDE -119.3137
COLLECTION DATE Tuesday, October 05, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	9	14	75	20	7	0	7	69	8	3	3	14	48	22	2	0	15	44	6	0
7:15 AM - 7:30 AM	6	13	90	20	3	0	9	68	6	2	2	18	51	13	8	0	21	60	7	1
7:30 AM - 7:45 AM	8	21	114	18	7	1	13	90	12	6	0	20	66	17	3	0	29	89	10	3
7:45 AM - 8:00 AM	6	24	164	23	3	1	18	101	15	5	0	35	94	23	1	1	25	147	15	1
8:00 AM - 8:15 AM	7	23	159	22	8	3	22	98	24	3	2	47	100	24	3	1	32	82	18	3
8:15 AM - 8:30 AM	7	30	118	30	3	0	20	155	18	2	5	56	113	23	8	6	21	82	12	0
8:30 AM - 8:45 AM	8	23	160	30	9	0	35	129	17	7	2	35	83	24	0	3	33	85	20	0
8:45 AM - 9:00 AM	12	36	132	24	2	2	20	120	21	5	1	41	85	20	9	0	29	74	20	0
TOTAL	**54**	**159**	**880**	**162**	**38**	**7**	**124**	**721**	**105**	**29**	**14**	**231**	**556**	**144**	**31**	**10**	**178**	**575**	**93**	**8**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	22	52	222	52	2	2	75	299	23	5	17	63	141	43	1	3	53	117	37	0
4:15 PM - 4:30 PM	26	60	263	37	2	13	63	263	37	3	15	58	99	41	2	8	60	93	30	3
4:30 PM - 4:45 PM	21	49	273	40	3	8	47	309	30	3	15	39	130	49	1	1	49	93	33	0
4:45 PM - 5:00 PM	25	52	246	52	3	8	53	311	38	2	9	61	117	38	1	3	63	93	30	0
5:00 PM - 5:15 PM	17	39	282	37	2	8	62	329	32	12	14	54	135	72	1	5	77	154	26	0
5:15 PM - 5:30 PM	14	52	284	38	2	9	36	335	40	5	10	53	129	40	2	5	68	100	45	1
5:30 PM - 5:45 PM	28	54	265	41	5	5	46	311	45	5	17	59	101	32	1	6	69	113	46	0
5:45 PM - 6:00 PM	24	51	267	45	1	5	48	251	33	2	10	52	132	59	2	6	63	108	29	0
TOTAL	**154**	**355**	**1827**	**297**	**19**	**50**	**374**	**2093**	**242**	**32**	**94**	**381**	**856**	**326**	**11**	**32**	**437**	**758**	**240**	**4**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	24	87	523	91	21	4	82	420	65	15	8	150	339	82	11	10	97	344	56	4
4:45 PM - 5:45 PM	73	171	936	146	11	26	171	1117	135	20	44	197	419	159	5	16	241	400	128	1

	PHF	Trucks
AM	0.986	2.1%
PM	0.937	0.8%



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Hanford, CA 93230

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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

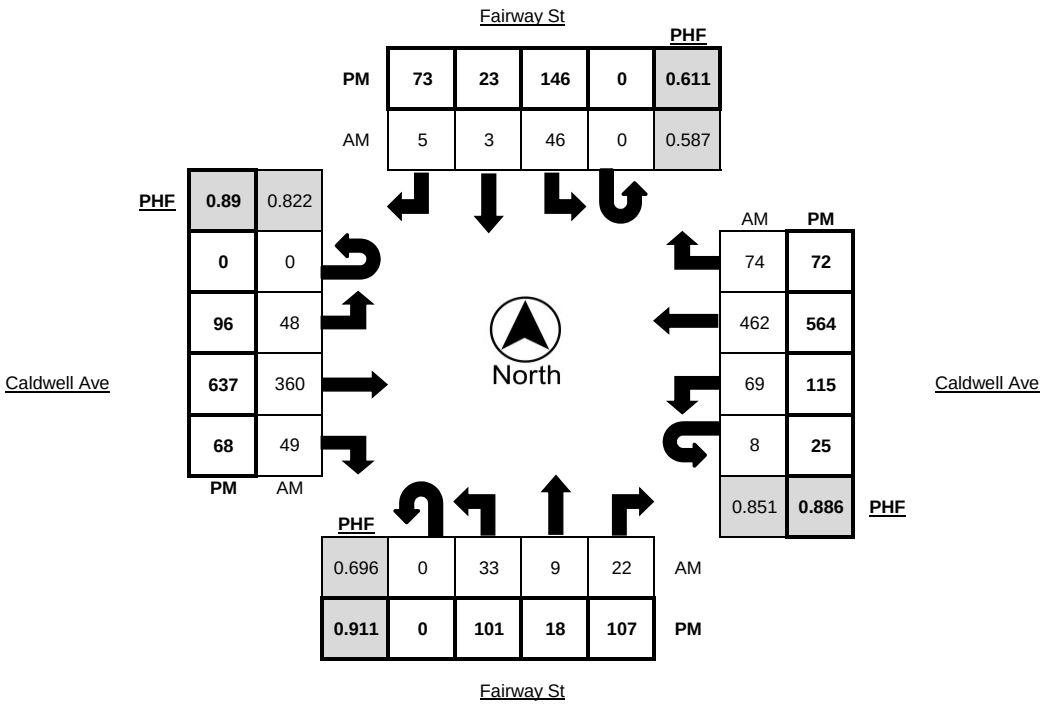
LOCATION Fairway St @ Caldwell Ave
LATITUDE 36.2985
COUNTY Tulare
LONGITUDE -119.3107
COLLECTION DATE Thursday, October 07, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	10	2	9	0	0	2	0	1	1	0	2	41	8	3	0	10	61	3	1
7:15 AM - 7:30 AM	0	7	2	13	3	0	2	0	2	0	0	8	71	1	5	0	9	86	12	1
7:30 AM - 7:45 AM	0	3	2	9	0	0	8	0	5	1	0	12	82	8	3	0	13	132	10	5
7:45 AM - 8:00 AM	0	8	2	6	2	0	8	0	2	3	0	28	92	2	1	3	16	155	32	1
8:00 AM - 8:15 AM	0	5	1	2	0	0	14	0	1	1	0	9	104	13	3	1	22	132	20	2
8:15 AM - 8:30 AM	0	12	2	9	0	0	10	0	0	0	0	13	128	20	2	2	28	132	16	5
8:30 AM - 8:45 AM	0	14	5	8	2	0	21	3	2	1	0	6	91	22	3	2	14	112	17	2
8:45 AM - 9:00 AM	0	10	5	8	0	0	15	3	2	1	0	5	75	17	3	3	46	115	28	2
TOTAL	**0**	**60**	**19**	**56**	**7**	**0**	**70**	**6**	**14**	**8**	**0**	**71**	**594**	**79**	**22**	**11**	**137**	**805**	**120**	**17**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	26	7	40	0	0	37	5	16	1	0	29	170	35	1	7	33	148	28	2
4:15 PM - 4:30 PM	0	20	7	25	0	0	37	6	7	1	0	31	155	30	3	8	30	139	28	0
4:30 PM - 4:45 PM	0	30	7	35	0	0	43	7	15	2	0	25	184	22	3	7	31	145	21	0
4:45 PM - 5:00 PM	0	30	6	29	0	0	26	3	10	1	0	28	161	15	1	7	35	162	20	5
5:00 PM - 5:15 PM	0	31	5	24	0	0	59	9	46	2	0	31	176	21	0	7	39	181	25	1
5:15 PM - 5:30 PM	0	25	3	36	0	0	40	7	13	0	0	26	212	21	0	8	28	161	17	3
5:30 PM - 5:45 PM	0	23	5	29	0	0	31	6	8	1	0	29	154	18	1	7	32	150	20	1
5:45 PM - 6:00 PM	0	30	10	31	0	0	38	7	18	2	0	26	164	25	1	2	29	133	20	0
TOTAL	**0**	**187**	**43**	**216**	**0**	**0**	**270**	**43**	**116**	**10**	**0**	**196**	**1197**	**162**	**10**	**46**	**223**	**1060**	**154**	**11**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	0	33	9	22	4	0	46	3	5	5	0	48	360	49	9	8	69	462	74	9
4:30 PM - 5:30 PM	0	101	18	107	0	0	146	23	73	5	0	96	637	68	4	25	115	564	72	8

	PHF	Trucks
AM	0.920	2.3%
PM	0.900	0.8%



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Turning Movement Report

Prepared For:
Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

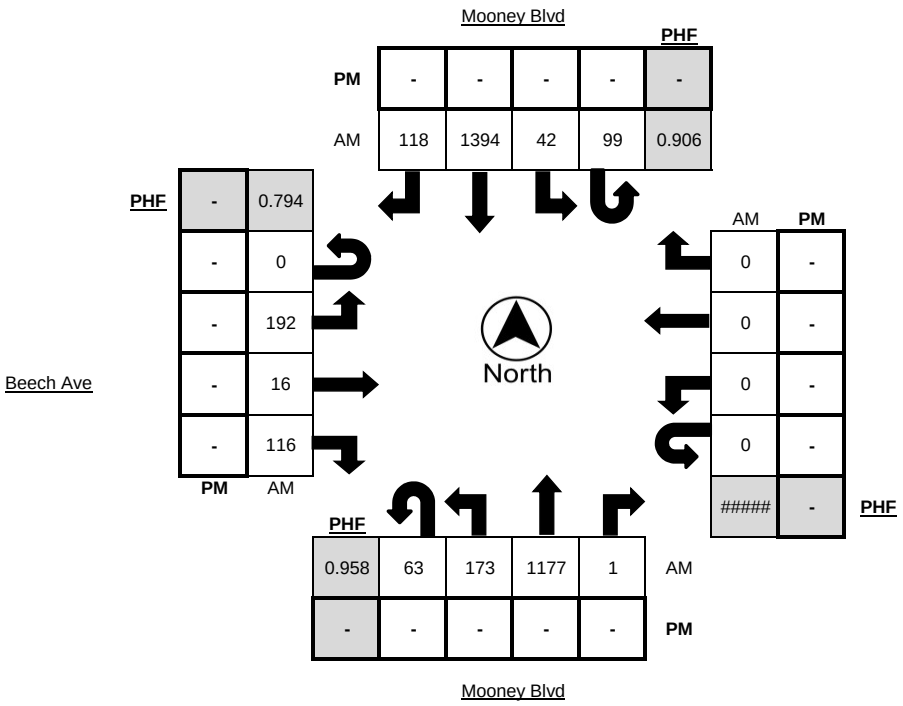
LOCATION Mooney Blvd @ Beech Ave
LATITUDE 36.3094
COUNTY Tulare
LONGITUDE -119.3138
COLLECTION DATE Tuesday, November 16, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	11	53	264	0	2	28	2	316	30	1	0	35	6	16	0	0	0	0	0	0
11:15 AM - 11:30 AM	17	35	255	0	3	28	6	311	31	2	0	51	8	39	0	0	0	0	0	0
11:30 AM - 11:45 AM	13	33	267	2	1	25	5	338	26	2	0	40	5	32	0	0	0	0	0	0
11:45 AM - 12:00 PM	13	32	248	0	3	27	11	332	26	3	0	50	4	26	1	0	0	0	0	0
12:00 PM - 12:15 PM	17	43	286	1	2	23	11	347	32	0	0	44	1	31	0	0	0	0	0	0
12:15 PM - 12:30 PM	15	41	291	0	1	27	12	384	33	2	0	38	3	23	0	0	0	0	0	0
12:30 PM - 12:45 PM	14	34	321	0	1	24	7	323	24	1	0	51	6	25	1	0	0	0	0	0
12:45 PM - 1:00 PM	17	55	279	0	1	25	12	340	29	3	0	59	6	37	0	0	0	0	0	0
TOTAL	**117**	**326**	**2211**	**3**	**14**	**207**	**66**	**2691**	**231**	**14**	**0**	**368**	**39**	**229**	**2**	**0**	**0**	**0**	**0**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	63	173	1177	1	5	99	42	1394	118	6	0	192	16	116	1	0	0	0	0	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.978	0.4%
PM	-	-



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

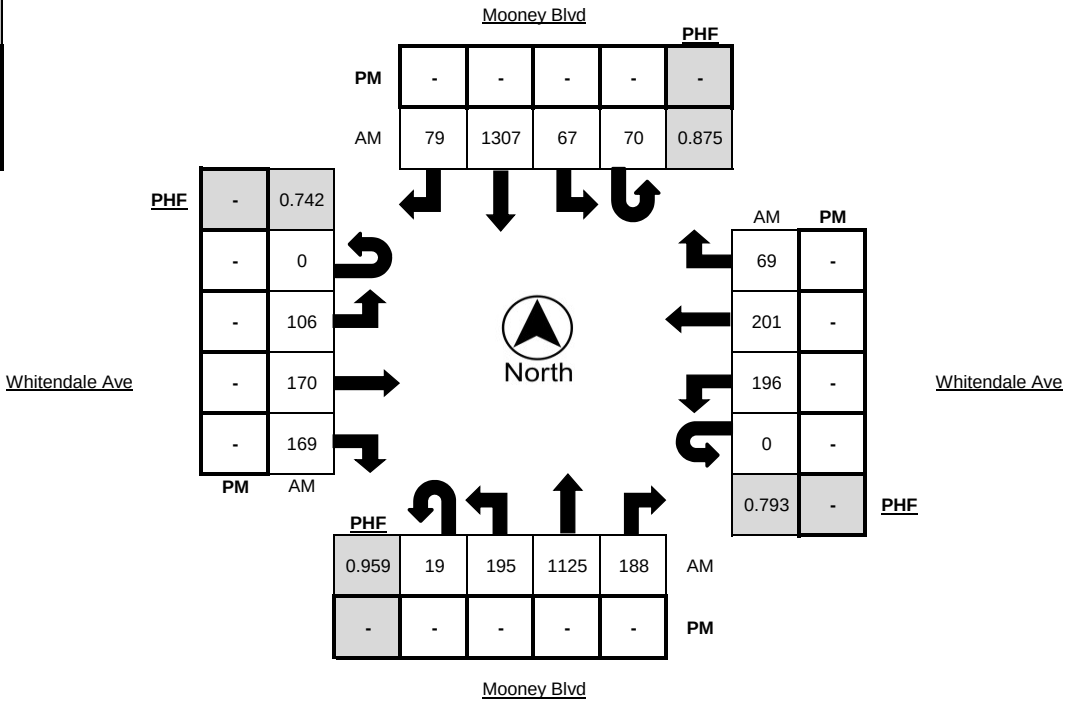
LOCATION Mooney Blvd @ Whitendale Ave
LATITUDE 36.3058
COUNTY Tulare
LONGITUDE -119.3138
COLLECTION DATE Tuesday, November 16, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	6	48	278	19	3	10	8	285	22	2	0	19	40	38	1	0	32	41	16	0
11:15 AM - 11:30 AM	2	33	253	37	4	16	17	318	18	2	0	14	26	39	2	0	44	36	19	1
11:30 AM - 11:45 AM	4	47	275	21	5	8	13	312	15	9	0	24	21	41	1	0	48	39	12	1
11:45 AM - 12:00 PM	4	35	244	34	3	9	21	299	23	4	0	29	33	39	0	0	42	43	11	3
12:00 PM - 12:15 PM	3	47	260	44	4	19	15	319	23	4	0	26	33	36	2	0	36	46	11	3
12:15 PM - 12:30 PM	2	48	291	43	1	12	21	380	22	4	0	23	44	34	1	0	47	42	14	2
12:30 PM - 12:45 PM	6	52	298	35	3	18	12	291	18	4	0	23	37	39	1	0	49	54	20	3
12:45 PM - 1:00 PM	8	48	276	66	4	21	19	317	16	2	0	34	56	60	1	0	64	59	24	2
TOTAL	**35**	**358**	**2175**	**299**	**27**	**113**	**126**	**2521**	**157**	**31**	**0**	**192**	**290**	**326**	**9**	**0**	**362**	**360**	**127**	**15**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	19	195	1125	188	12	70	67	1307	79	14	0	106	170	169	5	0	196	201	69	10
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.927	1.0%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

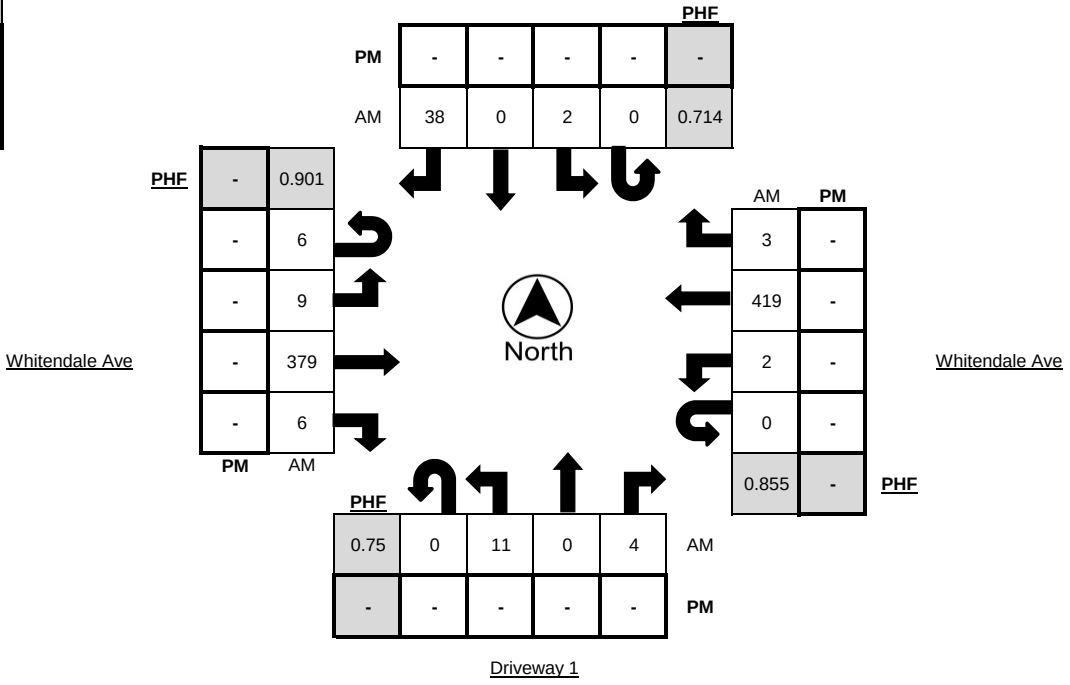
LOCATION Whitendale Ave @ Driveway
LATITUDE 36.3056
COUNTY Tulare
LONGITUDE -119.3125
COLLECTION DATE Tuesday, November 16, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	3	0	0	0	0	1	0	11	0	0	2	64	2	0	0	2	74	3	0
11:15 AM - 11:30 AM	0	3	0	1	1	0	0	0	8	0	0	4	79	1	1	0	0	89	1	0
11:30 AM - 11:45 AM	0	1	0	1	0	1	2	0	6	0	0	1	55	0	0	0	0	101	2	0
11:45 AM - 12:00 PM	0	1	0	0	0	0	0	0	11	0	2	2	82	2	1	0	0	71	1	0
12:00 PM - 12:15 PM	0	1	0	0	0	0	2	0	6	0	1	1	94	2	1	0	0	83	3	1
12:15 PM - 12:30 PM	0	2	0	2	0	0	0	0	14	0	2	1	107	1	0	0	1	96	0	0
12:30 PM - 12:45 PM	0	5	0	0	0	0	0	0	5	0	1	5	77	0	0	0	1	116	0	0
12:45 PM - 1:00 PM	0	3	0	2	0	0	0	0	13	0	2	2	101	3	1	0	0	124	0	0
TOTAL	**0**	**19**	**0**	**6**	**1**	**1**	**5**	**0**	**74**	**0**	**8**	**18**	**659**	**11**	**4**	**0**	**4**	**754**	**10**	**1**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	0	11	0	4	0	0	2	0	38	0	6	9	379	6	2	0	2	419	3	1
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.879	0.3%
PM	-	-



Driveway 1

Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

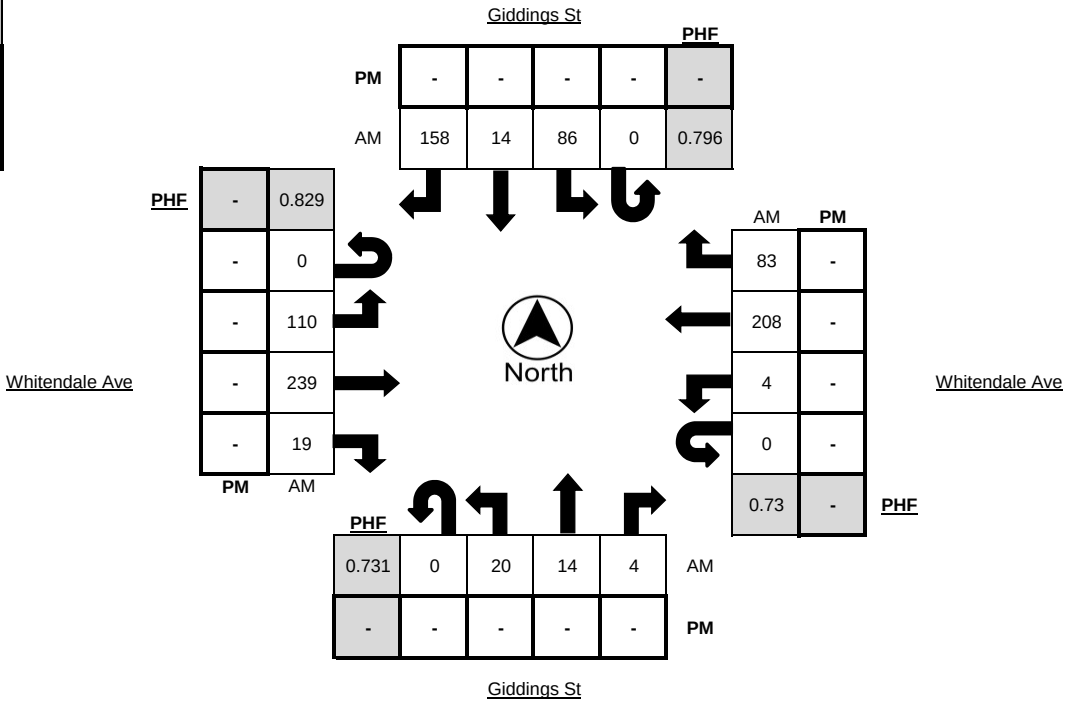
LOCATION Giddings St @ Whitendale Ave
LATITUDE 36.3057
COUNTY Tulare
LONGITUDE -119.3051
COLLECTION DATE Tuesday, November 16, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	2	0	0	0	0	9	3	32	0	0	21	39	5	1	0	0	31	13	1
11:15 AM - 11:30 AM	0	2	5	0	0	0	16	4	38	1	0	25	36	3	1	0	0	34	11	0
11:30 AM - 11:45 AM	0	3	5	1	0	0	12	3	43	3	0	21	37	5	2	0	0	39	21	2
11:45 AM - 12:00 PM	0	2	3	1	0	0	18	6	23	0	0	19	44	0	0	0	1	30	13	0
12:00 PM - 12:15 PM	0	2	1	2	0	0	14	6	35	3	0	19	56	4	2	0	2	38	19	1
12:15 PM - 12:30 PM	0	6	4	0	0	0	20	2	26	0	0	37	68	6	0	0	0	42	17	1
12:30 PM - 12:45 PM	0	6	5	2	0	0	23	3	48	0	0	34	43	4	1	0	2	51	23	0
12:45 PM - 1:00 PM	0	6	4	0	0	0	29	3	49	0	0	20	72	5	0	0	0	77	24	3
TOTAL	**0**	**29**	**27**	**6**	**0**	**0**	**141**	**30**	**294**	**7**	**0**	**196**	**395**	**32**	**7**	**0**	**5**	**342**	**141**	**8**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	0	20	14	4	0	0	86	14	158	3	0	110	239	19	3	0	4	208	83	5
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.830	1.1%
PM	-	-



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Turning Movement Report

Prepared For:

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Bakersfield, CA 93301

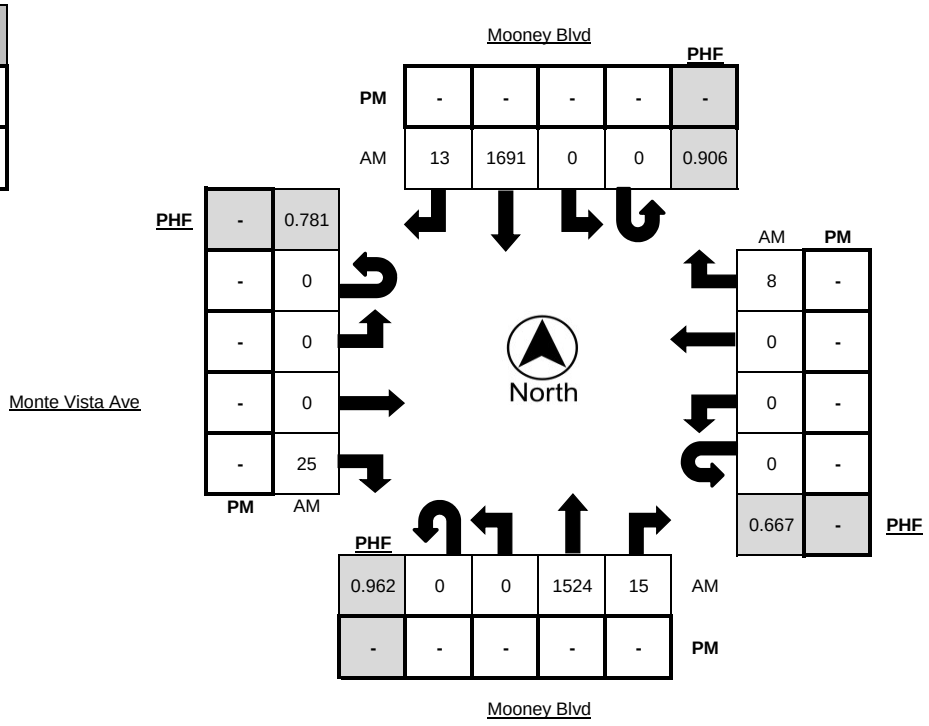
LOCATION Mooney Blvd @ Driveway / Monte Vista Ave
LATITUDE 36.3050
COUNTY Tulare
LONGITUDE -119.3136
COLLECTION DATE Tuesday, November 16, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	0	325	2	2	0	0	369	1	0	0	0	0	2	0	0	0	0	1	0
11:15 AM - 11:30 AM	0	0	341	3	5	0	0	418	3	4	0	0	0	3	0	0	0	0	2	0
11:30 AM - 11:45 AM	0	0	344	1	7	0	0	405	1	4	0	0	0	5	1	0	0	0	0	0
11:45 AM - 12:00 PM	0	0	349	2	3	0	0	384	1	5	0	0	0	2	0	0	0	0	1	0
12:00 PM - 12:15 PM	0	0	372	6	4	0	0	386	4	4	0	0	0	4	1	0	0	0	1	0
12:15 PM - 12:30 PM	0	0	371	4	1	0	0	470	0	5	0	0	0	5	0	0	0	0	3	0
12:30 PM - 12:45 PM	0	0	381	5	3	0	0	383	2	4	0	0	0	8	0	0	0	0	2	0
12:45 PM - 1:00 PM	0	0	400	0	3	0	0	452	7	2	0	0	0	8	0	0	0	0	2	0
TOTAL	**0**	**0**	**2883**	**23**	**28**	**0**	**0**	**3267**	**19**	**28**	**0**	**0**	**0**	**37**	**2**	**0**	**0**	**0**	**12**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	0	0	1524	15	11	0	0	1691	13	15	0	0	0	25	1	0	0	0	8	0
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.942	0.8%
PM	-	-



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LOCATION Mooney Blvd @ Sunnyside Ave
LATITUDE 36.3035
COUNTY Tulare
LONGITUDE -119.3137
COLLECTION DATE Tuesday, November 16, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	6	9	281	1	3	2	8	289	26	2	0	22	0	14	1	0	1	2	7	0
11:15 AM - 11:30 AM	8	8	294	3	4	5	21	388	24	3	0	32	0	11	0	0	1	1	13	0
11:30 AM - 11:45 AM	7	13	279	2	6	8	14	352	27	5	0	31	0	17	0	0	5	1	17	0
11:45 AM - 12:00 PM	13	9	301	2	3	7	14	329	24	6	0	28	2	22	1	0	1	1	18	0
12:00 PM - 12:15 PM	14	7	305	2	4	15	11	318	32	5	0	31	2	14	0	0	2	3	28	0
12:15 PM - 12:30 PM	13	8	296	2	1	10	13	375	22	4	0	47	4	13	0	0	3	2	14	0
12:30 PM - 12:45 PM	15	14	340	5	3	6	12	371	24	5	0	28	2	8	0	0	3	0	19	0
12:45 PM - 1:00 PM	14	17	345	4	3	1	19	388	34	5	0	26	0	15	0	0	4	1	16	0
TOTAL	**90**	**85**	**2441**	**21**	**27**	**54**	**112**	**2810**	**213**	**35**	**0**	**245**	**10**	**114**	**2**	**0**	**20**	**11**	**132**	**0**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	56	46	1286	13	11	32	55	1452	112	19	0	132	8	50	0	0	12	6	77	0
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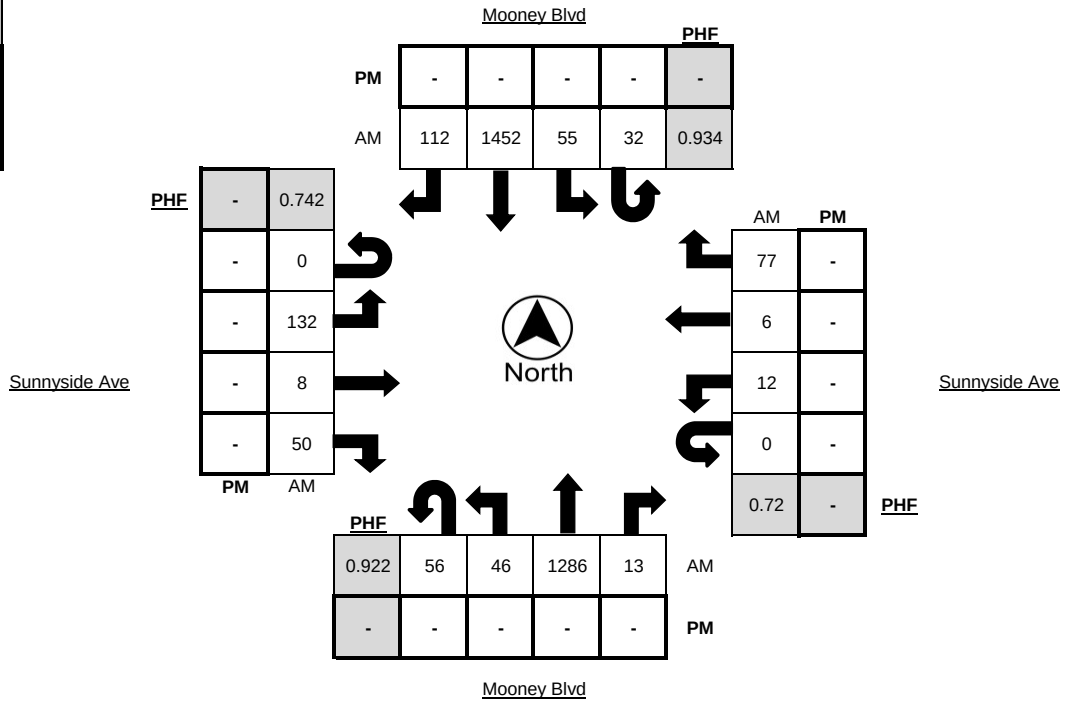
	PHF	Trucks
AM	0.944	0.9%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

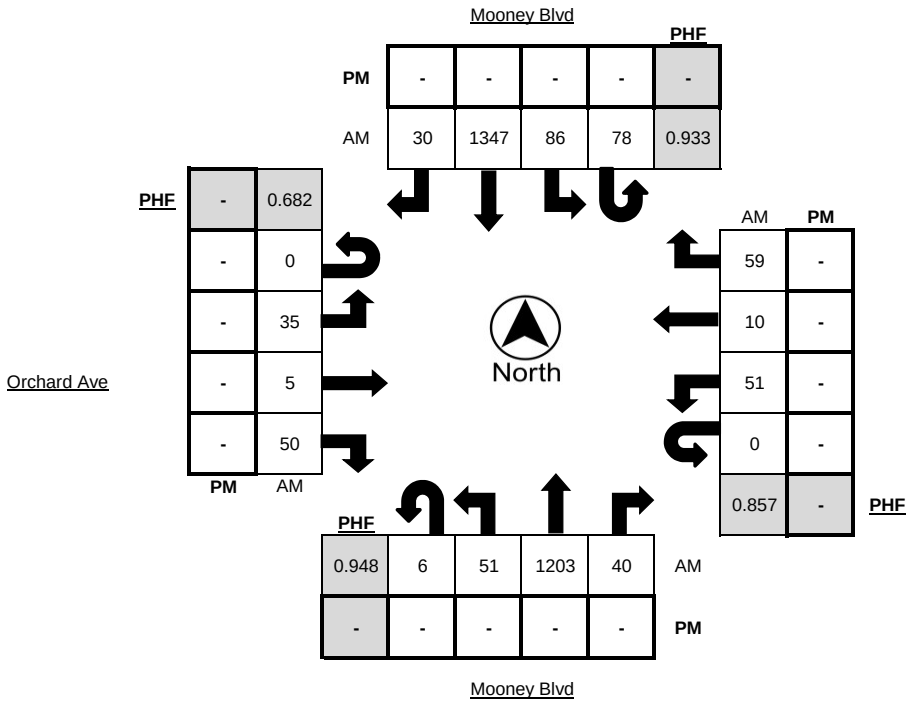
LOCATION Mooney Blvd @ Orchard Ave
LATITUDE 36.3003
COUNTY Tulare
LONGITUDE -119.3137
COLLECTION DATE Tuesday, November 16, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	2	15	246	12	4	20	20	270	9	2	0	8	1	8	0	0	5	0	20	1
11:15 AM - 11:30 AM	3	15	270	7	3	17	15	343	3	1	0	7	3	10	0	0	11	1	11	1
11:30 AM - 11:45 AM	1	15	248	13	5	15	21	347	6	2	0	5	1	10	0	0	6	2	16	1
11:45 AM - 12:00 PM	0	18	295	7	3	20	15	329	8	6	0	5	4	16	0	0	10	0	18	1
12:00 PM - 12:15 PM	1	17	297	14	6	12	24	323	7	5	0	6	0	5	0	0	9	1	11	1
12:15 PM - 12:30 PM	1	17	279	9	1	29	23	351	10	2	0	9	3	21	0	0	20	4	11	1
12:30 PM - 12:45 PM	0	9	305	8	4	19	20	312	6	5	0	12	2	14	0	0	9	4	22	0
12:45 PM - 1:00 PM	4	8	322	9	1	18	19	361	7	2	0	8	0	10	1	0	13	1	15	1
TOTAL	**12**	**114**	**2262**	**79**	**27**	**150**	**157**	**2636**	**56**	**25**	**0**	**60**	**14**	**94**	**1**	**0**	**83**	**13**	**124**	**7**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	6	51	1203	40	12	78	86	1347	30	14	0	35	5	50	1	0	51	10	59	3
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.959	1.0%
PM	-	-



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Turning Movement Report

Prepared For:

Ruettgers & Schuler Civil Engineers
1800 30th St, Ste 260
Bakersfield, CA 93301

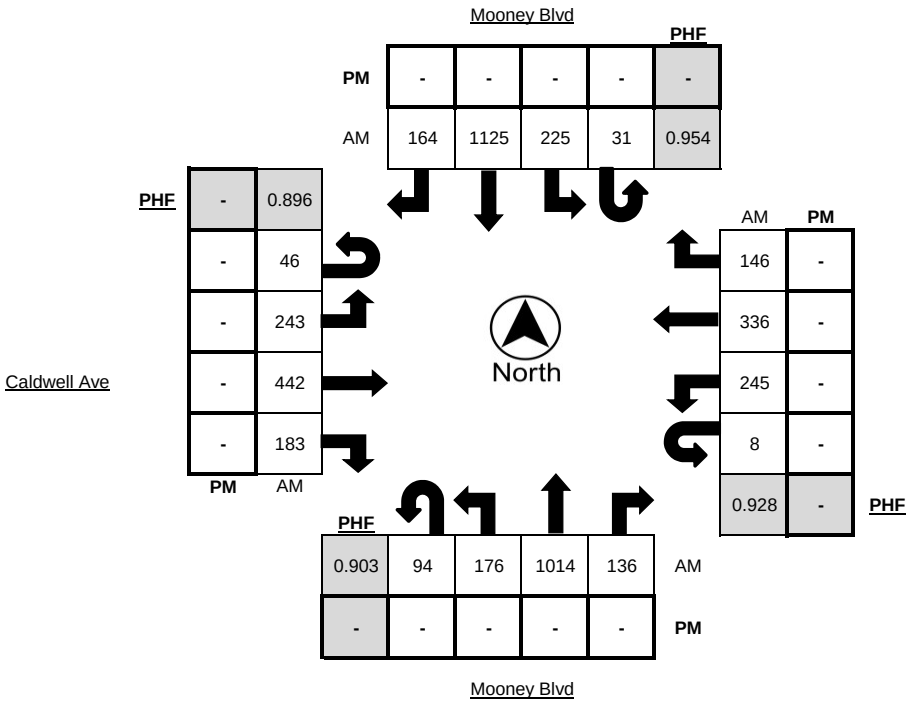
LOCATION Mooney Blvd @ Caldwell Ave
LATITUDE 36.2985
COUNTY Tulare
LONGITUDE -119.3137
COLLECTION DATE Tuesday, November 16, 2021
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	22	42	226	24	2	5	49	218	28	5	9	39	77	52	1	4	51	68	34	3
11:15 AM - 11:30 AM	14	41	240	31	3	8	42	273	38	4	9	51	74	40	5	4	64	73	27	1
11:30 AM - 11:45 AM	24	48	251	35	6	6	46	266	41	5	10	48	88	41	6	2	50	68	29	0
11:45 AM - 12:00 PM	34	56	240	34	3	9	54	268	46	8	9	46	89	45	5	8	52	87	32	2
12:00 PM - 12:15 PM	31	53	274	35	3	6	60	279	35	6	10	50	96	53	5	0	72	91	35	2
12:15 PM - 12:30 PM	18	39	242	31	4	7	57	297	44	4	15	56	119	48	3	3	46	84	31	2
12:30 PM - 12:45 PM	25	39	255	32	4	10	55	267	38	5	8	65	97	42	5	2	60	83	31	0
12:45 PM - 1:00 PM	20	45	243	38	3	8	53	282	47	6	13	72	130	40	3	3	67	78	49	0
TOTAL	**188**	**363**	**1971**	**260**	**28**	**59**	**416**	**2150**	**317**	**43**	**83**	**427**	**770**	**361**	**33**	**26**	**462**	**632**	**268**	**10**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	94	176	1014	136	14	31	225	1125	164	21	46	243	442	183	16	8	245	336	146	4
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.971	1.2%
PM	-	-



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LOCATION Fairway St @ Caldwell Ave
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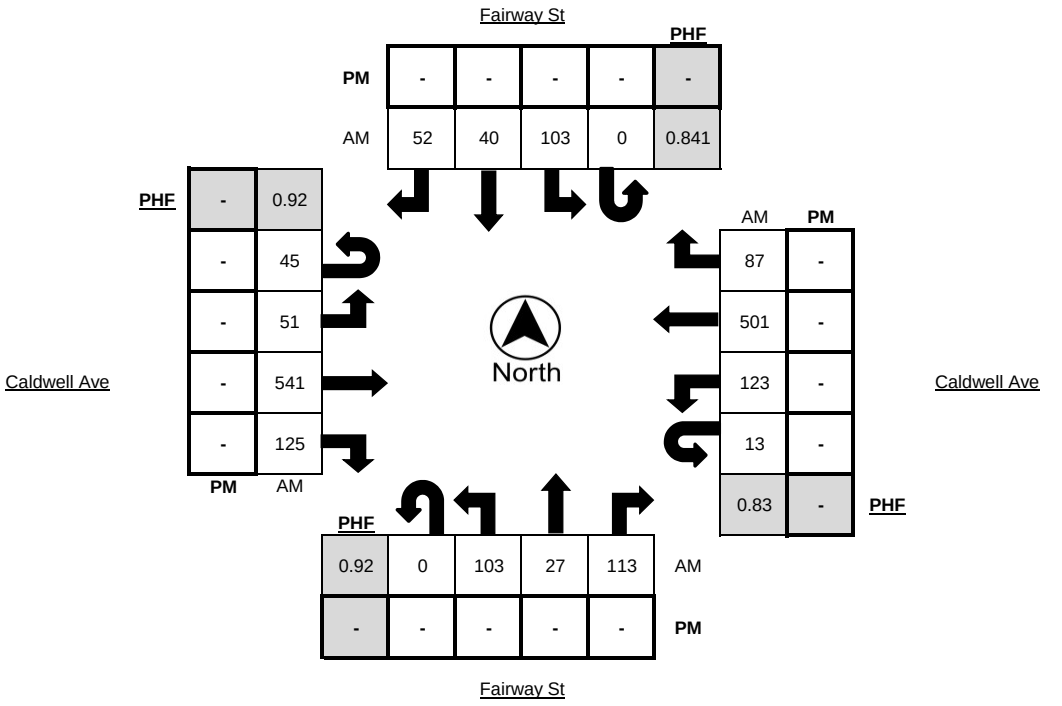
WEATHER Clear

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
11:00 AM - 11:15 AM	0	17	3	30	0	0	22	7	9	2	9	4	96	20	0	2	24	104	11	2
11:15 AM - 11:30 AM	0	25	9	24	0	0	16	5	6	0	15	9	105	20	2	2	26	131	16	2
11:30 AM - 11:45 AM	0	18	6	25	0	0	22	5	9	1	9	9	115	27	2	4	33	113	9	0
11:45 AM - 12:00 PM	0	22	11	21	1	0	19	9	6	2	6	9	136	23	5	4	30	136	25	3
12:00 PM - 12:15 PM	0	29	9	28	0	0	24	16	14	1	17	11	125	29	1	4	31	118	23	1
12:15 PM - 12:30 PM	0	24	7	25	0	0	30	5	7	0	5	16	128	34	3	2	33	108	21	4
12:30 PM - 12:45 PM	0	25	5	33	1	0	19	7	15	1	11	11	136	32	4	3	21	128	14	0
12:45 PM - 1:00 PM	0	25	6	27	0	0	30	12	16	1	12	13	152	30	2	4	38	147	29	1
TOTAL	**0**	**185**	**56**	**213**	**2**	**0**	**182**	**66**	**82**	**8**	**84**	**82**	**993**	**215**	**19**	**25**	**236**	**985**	**148**	**13**

	Northbound					Southbound					Eastbound					Westbound				
Time	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:15 PM - 4:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:30 PM - 4:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:45 PM - 5:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:00 PM - 5:15 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:15 PM - 5:30 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:30 PM - 5:45 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5:45 PM - 6:00 PM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

	Northbound					Southbound					Eastbound					Westbound				
PEAK HOUR	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**	**U-Turn**	**Left**	**Thru**	**Right**	**Trucks**
12:00 PM - 1:00 PM	0	103	27	113	1	0	103	40	52	3	45	51	541	125	10	13	123	501	87	6
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

	PHF	Trucks
AM	0.889	1.0%
PM	-	-



RUETTGERS & SCHULER CIVIL ENGINEERS

Memo

To: Lorena Mendibles, Chief, Transportation Planning – South (Kern and Tulare) California Department of Transportation

Cc: Scott Lau, Associate Transportation Planner, California Department of Transportation

From: Ian Parks

Date: August 29, 2022

Re: Caltrans Comments to Fastrip Traffic Study (Mooney Boulevard & Whitendale Avenue)

Pursuant to comments received in your August 2, 2022 comment letter in regards to the above mentioned traffic study, we offer the following responses. Comments one through four were further discussed with Scott Lau and our response is in accordance with final direction from Caltrans.

1. Caltrans confirmed that the analysis as presented in the study is acceptable (see attached email).
2. Caltrans confirmed that the counts and volumes shown in the study are acceptable (see attached email).
3. The accidents in the report along Mooney Boulevard were removed from the study in response to this comment.
4. Queue length analysis was performed for the 95th percentile queue lengths using Synchro. Queue length tables are attached to this letter as Tables 1-3. Queue lengths were analyzed along north/south Mooney Boulevard. Queue lengths that exceeded the available storage length were highlighted in bold. Queue lengths generally were within the available storage lengths.
    a. AM scenario: there were no queue lengths longer than available storage.
    b. Midday scenario: the only queue length that exceeded available storage was the southbound right turn lane at Mooney Blvd & Walnut Ave. While the queue length was exceeded, this movement does not include any project traffic.
    c. PM scenario: the only queue length that exceeded available storage was the southbound right turn lane at Mooney Blvd & Walnut Ave. While the queue length was exceeded, this movement does not include any project traffic.
5. Comment noted.

6. Comment noted. It is understood that the improvements are for future consideration and not responsibility of the project per discussions with Scott Lau, and reflected in the attached email dated August 8, 2022.
7. Comment noted. No work is going to be performed in Caltrans right of way, therefore the applicant will not be obtaining an encroachment permit.
8. Comment noted.
9. Comment noted.
10. Comment noted.
11. Comment noted.

Table 1
AM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021 QUEUE	2022 QUEUE	2022+ Project QUEUE	2026 QUEUE	2026+ Project QUEUE
1	Mooney Blvd & Walnut Ave	NBL	455	65	50	37	47	66
		NBR	375	45	37	41	4	38
		SBL	605	81	73	75	72	92
		SBR	200	23	22	25	29	22
2	Mooney Blvd & Beech Ave	NBL	515	52	59	71	58	63
4	Mooney Blvd & Whitendale Ave	NBL	425	70	65	103	60	102
		NBR	195	26	58	76	76	82
		SBL	565	52	58	98	61	110
		SBR	260	21	31	26	31	22
8	Mooney Blvd & Sunnyside Ave	NBR	510	76	89	90	99	91
		SBL	385	79	73	75	100	80
9	Mooney Blvd & Orchard Ave	NBR	160	29	26	15	12	49
		SBL	350	71	46	45	64	74
10	Mooney Blvd & Caldwell Ave	NBL	320	114	117	118	125	126
		NBR	150	44	38	38	49	41
		SBL	365	70	74	42	62	77
		SBR	150	42	44	33	35	40

Table 2
PM Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021 QUEUE	2022 QUEUE	2022+ Project QUEUE	2026 QUEUE	2026+ Project QUEUE
1	Mooney Blvd & Walnut Ave	NBL	455	161	156	158	167	173
		NBR	375	215	209	240	216	254
		SBL	605	188	205	193	192	253
		SBR	200	148	162	183	168	156
2	Mooney Blvd & Beech Ave	NBL	515	115	123	134	130	121
4	Mooney Blvd & Whitendale Ave	NBL	425	144	161	168	164	184
		NBR	195	151	142	153	166	175
		SBL	565	92	100	310	96	450
		SBR	260	179	238	**294**	224	**311**
8	Mooney Blvd & Sunnyside Ave	NBL	510	122	99	122	93	122
		SBL	385	83	138	92	139	185
9	Mooney Blvd & Orchard Ave	NBR	160	56	97	53	69	69
		SBL	350	149	208	201	144	169
10	Mooney Blvd & Caldwell Ave	NBL	320	200	205	214	240	210
		NBR	150	46	42	64	54	55
		SBL	365	163	187	181	153	166
		SBR	150	65	64	66	63	72

Table 3
Midday Queue Length Analysis

#	Intersection	Turn Movement	Storage Length	2021 QUEUE	2022 QUEUE	2022+ Project QUEUE	2026 QUEUE	2026+ Project QUEUE
1	Mooney Blvd & Walnut Ave	NBL	455	172	153	172	193	174
		NBR	375	172	190	210	209	218
		SBL	605	149	159	159	177	177
		SBR	200	125	144	154	116	176
2	Mooney Blvd & Beech Ave	NBL	515	124	111	141	144	150
4	Mooney Blvd & Whitendale Ave	NBL	425	164	145	179	176	173
		NBR	195	122	159	177	154	161
		SBL	565	92	111	496	115	436
		SBR	260	211	248	**296**	**286**	**308**
8	Mooney Blvd & Sunnyside Ave	NBL	510	81	104	107	110	240
		SBL	385	110	89	150	129	109
9	Mooney Blvd & Orchard Ave	NBL	215	115	141	109	92	153
		NBR	160	44	60	53	89	93
		SBL	350	178	181	238	136	178
		SBR	150	20	19	82	61	90
10	Mooney Blvd & Caldwell Ave	NBL	320	187	191	201	206	214
		NBR	150	47	46	57	60	55
		SBL	365	150	168	165	149	147
		SBR	150	59	79	65	88	65

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 840-6066 | FAX (559) 488-4195 | TTY 711
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August 2, 2022

06-TUL-63-6.489
SPR #21030
FASTRIP STATION
GTS: 06-TUL-2021-02449

SENT VIA EMAIL

Ms. Susan Currier, Senior Administrative Assistant
City of Visalia – Community Development – Site Plan Review
315 East Acequia Ave
Visalia, CA 93291

Dear Ms. Currier:

Thank you for the opportunity to review the Traffic Impact Study (TIS) for Site Plan Review #21030 proposing to construct a gas station with a convenience store. The project site is located on the southeast corner of State Route (SR) 63 (South Mooney Boulevard) and Whitendale Avenue, in the City of Visalia.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. On Page 12, Figure 5, Caltrans **requests** clarification in the traffic volumes as the SR 63 and Whitendale Avenue, as well as 'Driveway 2' on Monte Vista Avenue, does not match with the traffic counts in the Appendix. The Synchro output for this intersection also shows traffic counts at this intersection for U-turn movements for Northbound and Southbound traffic, but the Synchro runs did not show these movements.

2. Caltrans **requests** verification of the traffic volumes listed in Figures 5 to 14 with the traffic volumes in the Synchro analysis for every studied intersection.

3. In Page 26, please remove the "Accident Investigation" from the State facility.

4. The provided Synchro output prints did not include the 95-percentile queue length for each approach at the intersection as well as the signal "turn type," whether it is protected, permissive, or split. Please **provide** this information for the intersections to State facilities.

5. According to the Caltrans Transportation Concept Report (TCR), this segment of SR 63 in the vicinity of the proposed project is currently constructed and ultimately planned to be a 6-lane facility within a total of 110 feet of right-of-way (55 feet from the centerline). Caltrans right-of-way maps shows this segment of SR 63 existing at 110 feet with 55 feet from the centerline on the west side of SR 63.

6. The existing SR 63 northbound right-turn lane onto eastbound Whitendale Avenue has no shoulder and needs to be upgraded to standard per Index 405.3 of the Caltrans Highway Design Manual (HDM). Additionally, HDM Topic 403.6 states that a bicycle lane is needed between the thru-lane and a dedicated right-turn lane at the intersection. These improvements may require future right-of-way dedication.

7. As a point of information, any work completed in the State's right-of-way will require a Caltrans encroachment permit. It an encroachment permit is warranted, then the Project will be required to construct the above intersection improvements per HDM 405.3 and 403.6.

8. An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. The Streets and Highways Code Section 670 provides Caltrans discretionary approval authority for projects that encroach on the State Highway System. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit.

   Prior to an encroachment permit application submittal, the project proponent is required to schedule a "Pre-Submittal" meeting with District 6 Encroachment Permit Office. To schedule this meeting, please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at **(559) 383-5047** or **(559) 383-5235**.

- **Please review the permit application - required document checklist at:** https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=TR0402&distpath=MAOTO&brapath=PERM.

- **Please also review the permit application - processing checklist at:** https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/encroachment-permits/tr-0416-applicable-review-process-checklist.pdf.

9. Based on Caltrans VMT-Focused Transportation Impact Study Guide, dated May 20, 2020 and effective as of July 1, 2020, Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita Vehicle Miles Traveled (VMT), increase accessibility to destinations via cycling, walking, carpooling, transit and reduce greenhouse gas (GHG) emissions. Caltrans recommends that the project proponent continue to work with the **County of Tulare** to further implement improvements to reduce vehicles miles traveled and offer a variety of transportation modes for its employees.

10. Caltrans recommends the Project implement "smart growth" principles regarding parking solutions, providing alternative transportation choices to residents and employees. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share and/or ride-share programs.

11. Caltrans recommends the Project contributes towards the City of Visalia's developer impact fee program to fund future improvements of local and State transportation facilities in the vicinity due to cumulative traffic impact by continuous development.

If you have any other questions, please contact Scott Lau at (559) 981-7341 or scott.lau@dot.ca.gov.

Sincerely,

Lorena Mendibles

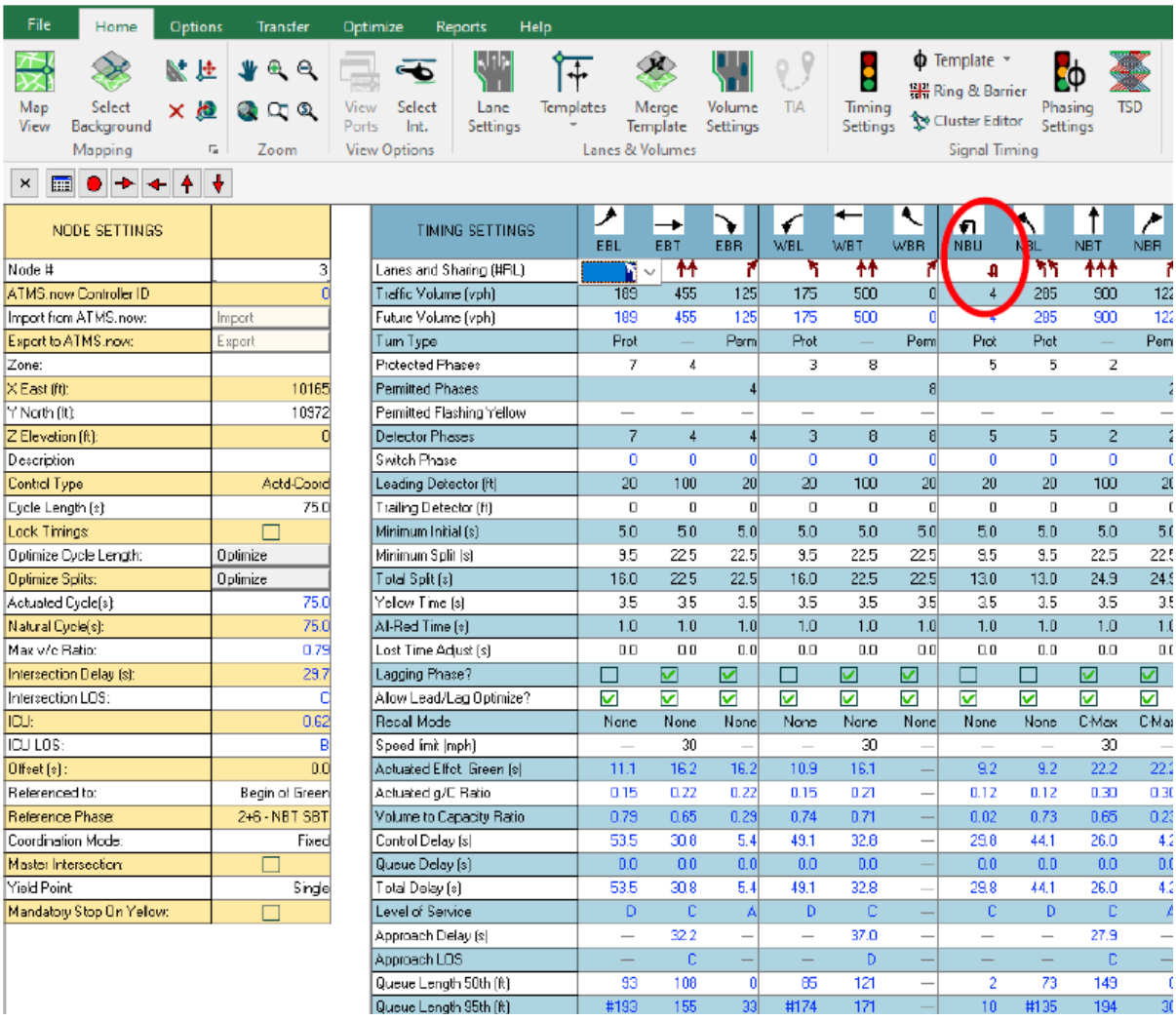
LORENA MENDIBLES, Chief
Transportation Planning – South

Subject: RE: Visalia Fastrip Traffic Study Comments
Date: Wednesday, August 10, 2022 at 10:12:19 AM Pacific Daylight Time
From: Lau, Scott@DOT
To: Ian Parks
CC: Cristobal Carrillo, Deel, David@DOT
Attachments: image002.png, image003.jpg, image004.jpg

Good afternoon Ian,

Here are the responses to your questions:

1. Caltrans runs on HCM 6 mode, not HCM 2010, and this is done through the Synchro mode. Caltrans uses this analysis for all operational projects in State facilities. (Please see the below image.)
    a. We are okay with the results for this Project because the traffic volumes for the U-turns are low. Additionally, please be advised that Caltrans does take pedestrian volumes into the equation because Caltrans pushes for a multimodal transportation approach. For future studies, please include pedestrian volumes in the Synchro.



Stops (vph)	168	396	17	157	444	—	7	253	760	1
Fuel Used (g/hr)	5	9	1	5	13	—	0	6	16	1

This is in Synchro mode

2. Noted and Caltrans is okay with the counts and volumes.

3. Listing the crashes/collisions in a facility (intersection or a segment of the highway) without any comparison to similar facilities can be very misleading to the reader (or the public) in a report. Our practice is not to report collisions in the State facility without a comparison between the "actual rates" of the study intersection to the "Statewide average rates" of the facility with similar geometric conditions and comparable traffic volumes.

4. If values were reported from the 95% queue length in Synchro, then Caltrans will accept it the numbers. Please be advised that we are expecting the analyses to be running in HCM Mode 6 or Synchro modes, not from the HCM 2010 mode.

Respectfully,

Scott Lau
Associate Transportation Planner
California Department of Transportation
1352 W. Olive Avenue
Fresno, CA 93778-2616
Cell: (559) 981-7341
District 6

From: Ian Parks <ian@rscivil.com>
Sent: Friday, August 5, 2022 9:41 AM
To: Lau, Scott@DOT <Scott.Lau@dot.ca.gov>
Subject: FW: Visalia Fastrip Traffic Study Comments

Good morning Scott, following up on my email below in response to comments to the traffic study. Have you had a chance to discuss internally?

Thanks,

Ian Parks, PE

RUETTGERS & SCHULER CIVIL ENGINEERS

1800 30th Street, Suite 260
Bakersfield, CA 93301
Office: 661.327.1969 ext. 204
Mobile: 661.337.0926

From: Lau, Scott@DOT [mailto:Scott.Lau@dot.ca.gov]
Sent: Monday, August 8, 2022 2:09 PM
To: Cristobal Carrillo <Cristobal.Carrillo@visalia.city>
Cc: James Davis <JamesD@jaco.com>
Subject: Re: Revised Letter Update -- SPR #21030 -- Fastrip

Hi Cristobal,

Yes, I can confirm our phone conversation.

#6 is not a requirement. Comment #7 is reminding that if the Project developer encroaches onto the right-of-way, the improvements listed in #6 will be required. The ultimate goal for the developer is to steer clear from encroaching into the right-of-way.

Respectfully,

Scott

From: Cristobal Carrillo <Cristobal.Carrillo@visalia.city>
Sent: Monday, August 8, 2022 1:19 PM
To: Lau, Scott@DOT <Scott.Lau@dot.ca.gov>
Subject: FW: Revised Letter Update -- SPR #21030 -- Fastrip

Scott, please see below, can you confirm?

Cristobal Carrillo, Associate Planner
City of Visalia
Community Development Dept., Planning Division
(559) 713-4443
Cristobal.Carrillo@visalia.city

From: James Davis <JamesD@jaco.com>
Sent: Monday, August 8, 2022 12:01 PM
To: Ian Parks <ian@rscivil.com>; 'Scott Mommer' <SMommer@larsandersen.com>; Janay Mommer <JMommer@larsandersen.com>; Cristobal Carrillo <Cristobal.Carrillo@visalia.city>; Tom Jamieson <tomj@JACO.COM>; Christopher David <chrisd@jaco.com>
Subject: FW: Revised Letter Update -- SPR #21030 -- Fastrip

Hi everyone,

I just got off the phone with Scott Lau with Caltrans. We discussed the attached Caltrans letter. In regard to #6 in the letter, these are simply items that may be implemented sometime in the future. This would be the right turn lane, bicycle lane and shoulder. They are not requirements that need to be implemented with our development. I just wanted to make sure that everyone is on the same page with this.

If we need to have a conference call on this, please let me know.

Thanks,

Jim Davis
Vice President of Real Estate
O: 661-633-7566| M: 661-529-6793
3101 State Road | Bakersfield | CA 93308
jamesD@jaco.com

From: Lau, Scott@DOT [mailto:Scott.Lau@dot.ca.gov]
Sent: Thursday, August 4, 2022 11:15 AM
To: Cristobal Carrillo <Cristobal.Carrillo@visalia.city>
Cc: James Davis <JamesD@jaco.com>
Subject: RE: Revised Letter Update -- SPR #21030 -- Fastrip

Hi,

Please see attached.

Respectfully,

Scott Lau
Associate Transportation Planner
California Department of Transportation
1352 W. Olive Avenue
Fresno, CA 93778-2616
Cell: (559) 981-7341
District 6

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	26	87	201	180	59	46	87	173	179	83	28	70
Average Queue (ft)	2	37	78	30	12	12	35	100	54	23	8	34
95th Queue (ft)	13	71	152	93	34	35	71	170	138	54	27	65
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	86	105	111	66	49	107	93	135	64	40		
Average Queue (ft)	31	44	50	16	4	38	39	37	21	7		
95th Queue (ft)	81	92	101	45	23	81	84	85	55	23		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	31	74	31	52	53	71	53	74	66	74	98	
Average Queue (ft)	5	30	12	4	23	11	8	18	19	15	35	
95th Queue (ft)	24	61	33	23	52	43	36	58	51	52	86	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	42	89	111	44	82	104	111	195	128	39	91	92
Average Queue (ft)	7	38	41	11	19	16	55	102	52	11	13	36
95th Queue (ft)	30	86	90	34	45	50	96	168	128	26	52	70
Link Distance (ft)			1238	1238				246	246			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	122	125	110	44	45	65	89	111	166	20
Average Queue (ft)	57	47	47	8	7	22	33	37	64	7
95th Queue (ft)	110	112	103	26	26	52	75	86	133	21
Link Distance (ft)	154	154	154				1202	1202	1202	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)			0							
Queuing Penalty (veh)			0							

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB
Directions Served	TR	TR
Maximum Queue (ft)	30	30
Average Queue (ft)	4	3
95th Queue (ft)	21	18
Link Distance (ft)	108	117
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	52	28	31	53	124	111	84	115	73	74	208
Average Queue (ft)	22	9	12	19	37	27	30	34	15	18	44
95th Queue (ft)	50	29	33	47	97	85	76	79	53	58	127
Link Distance (ft)		467	697		1088	1088	1088		524	524	524
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	170			400				275			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	T	T	T	R	L	T	T	T
Maximum Queue (ft)	21	25	43	44	140	137	105	52	70	49	55	272
Average Queue (ft)	2	3	5	3	31	23	23	7	32	3	8	33
95th Queue (ft)	11	16	23	17	88	81	68	29	71	20	35	149
Link Distance (ft)		294		572	548	548	548			1088	1088	1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110					100	250			
Storage Blk Time (%)					0		0					1
Queuing Penalty (veh)					0		0					0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	90	66	170	168	141	134	120	256	238	64	137	124
Average Queue (ft)	49	19	107	40	19	75	15	143	81	21	62	12
95th Queue (ft)	81	50	162	119	68	123	55	215	174	45	114	54
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	184	166	70	52	51	76	114	116	118	49
Average Queue (ft)	90	36	24	23	21	34	44	52	34	16
95th Queue (ft)	154	99	56	44	48	70	89	98	93	42
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	26	108	132	118	39	47	103	168	136	44	48	66
Average Queue (ft)	1	40	74	23	9	14	39	102	58	17	6	24
95th Queue (ft)	9	84	137	68	24	37	79	153	128	36	27	50
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	74	89	111	45	28	90	88	87	66	22		
Average Queue (ft)	30	38	48	15	8	38	40	27	23	8		
95th Queue (ft)	70	85	103	37	27	73	78	65	55	22		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	52	73	32	53	53	103	121	118	72	53	114	
Average Queue (ft)	2	32	13	6	29	14	16	21	22	16	20	
95th Queue (ft)	17	61	34	28	59	57	62	61	59	48	70	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	46	68	130	63	60	149	154	159	146	59	51	71
Average Queue (ft)	13	29	55	21	18	25	71	90	58	13	10	36
95th Queue (ft)	38	65	105	47	43	77	128	131	121	31	35	65
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	135	138	138	75	26	66	63	126	152	43
Average Queue (ft)	62	52	52	20	3	27	26	35	61	10
95th Queue (ft)	115	113	115	58	15	58	52	91	136	31
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	0	0	0							
Queuing Penalty (veh)	0	0	0							
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	0		0							
Queuing Penalty (veh)	0		0							

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	118	45
Average Queue (ft)	10	14
95th Queue (ft)	51	35
Link Distance (ft)	1089	60
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	SB
Directions Served	TR	TR	LT
Maximum Queue (ft)	30	30	73
Average Queue (ft)	2	3	10
95th Queue (ft)	14	18	42
Link Distance (ft)	108	117	152
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	74	30	50	71	144	160	133	91	45	123	162
Average Queue (ft)	25	12	17	20	24	25	26	38	8	11	37
95th Queue (ft)	58	32	38	53	87	93	89	73	30	52	104
Link Distance (ft)		467	697		1088	1088	1088		524	524	524
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	170			400				275			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	T	T	T	R	L	T	T	T
Maximum Queue (ft)	22	24	20	15	174	111	116	50	48	24	51	115
Average Queue (ft)	6	2	4	3	41	23	23	5	19	2	9	35
95th Queue (ft)	22	12	16	13	129	82	68	26	46	13	33	99
Link Distance (ft)		294		572	548	548	548			1088	1088	1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110					100	250			
Storage Blk Time (%)					2		0					1
Queuing Penalty (veh)					0		0					0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	109	66	151	132	39	115	47	285	271	149	138	53
Average Queue (ft)	44	17	94	48	13	59	5	150	95	25	70	18
95th Queue (ft)	84	43	152	116	27	109	25	226	204	76	117	45
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	203	179	138	31	76	89	107	118	143	64
Average Queue (ft)	92	38	35	16	17	36	51	56	45	17
95th Queue (ft)	150	99	86	38	49	74	96	104	111	44
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	26	89	196	160	64	68	105	148	127	41	65	84
Average Queue (ft)	1	36	87	38	11	29	42	81	53	21	10	31
95th Queue (ft)	10	77	173	111	34	59	87	131	115	37	37	66
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	84	105	108	46	64	112	112	108	66	23		
Average Queue (ft)	33	50	50	16	8	36	43	29	24	10		
95th Queue (ft)	76	102	100	41	32	75	89	75	58	25		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	31	52	45	29	87	77	74	89	77	96	133	
Average Queue (ft)	2	18	18	4	31	10	14	25	25	18	25	
95th Queue (ft)	13	46	39	18	71	40	50	73	71	65	92	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	63	86	131	108	62	97	146	129	115	48	114	115
Average Queue (ft)	5	32	50	42	19	27	69	89	63	15	24	59
95th Queue (ft)	29	71	99	85	43	75	126	139	119	36	79	103
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	110	126	160	152	51	114	67	91	171	41
Average Queue (ft)	52	53	72	27	22	64	22	36	72	8
95th Queue (ft)	100	126	140	76	49	98	53	76	136	26
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)			0	0						
Queuing Penalty (veh)			0	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)			1	0						
Queuing Penalty (veh)			1	0						

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	22	89	67
Average Queue (ft)	1	27	34
95th Queue (ft)	10	64	60
Link Distance (ft)	255	1089	60
Upstream Blk Time (%)			3
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	SB
Directions Served	TR	TR	LT
Maximum Queue (ft)	30	94	54
Average Queue (ft)	5	44	8
95th Queue (ft)	23	75	35
Link Distance (ft)	108	117	152
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	87	30	24	31	52	118	96	116	90	80	106	160
Average Queue (ft)	32	10	1	15	20	28	22	29	34	16	26	58
95th Queue (ft)	71	30	8	35	48	81	70	90	75	55	81	142
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	T	T	T	R	L	T	T	T
Maximum Queue (ft)	22	25	20	15	180	172	139	30	48	26	72	226
Average Queue (ft)	5	4	4	4	47	26	26	3	21	2	7	38
95th Queue (ft)	19	19	17	15	126	92	83	15	45	14	39	130
Link Distance (ft)		294		572	548	548	548			1088	1088	1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110					100	250			
Storage Blk Time (%)					1		1					2
Queuing Penalty (veh)					0		0					0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	88	66	213	159	61	135	121	195	160	69	139	125
Average Queue (ft)	48	26	84	38	16	66	6	123	59	17	70	21
95th Queue (ft)	86	62	157	105	40	121	44	193	150	39	118	63
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	218	204	74	31	52	71	118	138	138	31
Average Queue (ft)	91	41	25	20	20	31	60	68	47	12
95th Queue (ft)	159	109	61	38	42	64	98	118	106	33
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	L	L	T	T	R	L	L	T
Maximum Queue (ft)	89	169	117	40	121	133	194	174	56	28	63	109
Average Queue (ft)	37	82	30	11	25	40	111	74	22	3	22	31
95th Queue (ft)	70	137	84	27	69	84	179	148	44	16	47	74
Link Distance (ft)		546	546				1369	1369				1224
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305			365	260	260			285	370	370	
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	135	172	44	28	91	131	88	67	70
Average Queue (ft)	51	57	13	6	37	47	42	20	6
95th Queue (ft)	100	121	34	23	72	100	82	51	29
Link Distance (ft)	1224	1224				1562	1562	1562	
Upstream Blk Time (%)									
Queuing Penalty (veh)									
Storage Bay Dist (ft)			175	505	505				130
Storage Blk Time (%)		0							
Queuing Penalty (veh)		0							

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB
Directions Served	L	L	R	L	L	T	T	T	T	T	TR
Maximum Queue (ft)	24	73	53	31	74	53	73	94	96	131	160
Average Queue (ft)	1	29	9	3	30	11	15	20	23	21	39
95th Queue (ft)	10	58	31	18	58	38	54	64	70	78	103
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200	200		440	440						
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	27	179	189	107	62	115	148	167	169	58	91	66
Average Queue (ft)	7	41	59	34	19	25	71	106	80	18	10	32
95th Queue (ft)	25	104	125	79	41	70	134	161	137	42	45	60
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)		0	1									
Queuing Penalty (veh)		0	0									

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	164	156	159	149	48	83	82	84	151	50
Average Queue (ft)	57	60	55	24	10	27	31	36	51	10
95th Queue (ft)	126	140	121	76	31	61	70	73	109	31
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	0	0	0	0						
Queuing Penalty (veh)	1	1	0	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	0		0	0						
Queuing Penalty (veh)	0		0	0						

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	53	45
Average Queue (ft)	3	16
95th Queue (ft)	22	36
Link Distance (ft)	1089	60
Upstream Blk Time (%)		0
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	SB
Directions Served	TR	TR	T	T	LT
Maximum Queue (ft)	30	30	96	29	74
Average Queue (ft)	3	1	4	1	11
95th Queue (ft)	18	10	34	11	41
Link Distance (ft)	108	117	524	524	152
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	52	50	52	70	200	183	204	130	98	178	181
Average Queue (ft)	21	9	13	26	36	28	24	46	8	15	41
95th Queue (ft)	50	32	36	62	109	96	99	100	44	70	116
Link Distance (ft)		467	697		1088	1088	1088		524	524	524
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	170			400				275			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	T	T	T	R	L	T	T	T
Maximum Queue (ft)	21	25	42	39	206	201	248	25	70	44	50	313
Average Queue (ft)	3	2	9	6	61	34	45	2	25	6	11	77
95th Queue (ft)	14	12	26	21	156	110	126	12	64	25	39	211
Link Distance (ft)		294		572	548	548	548			1088	1088	1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110					100	250			
Storage Blk Time (%)					3		3					6
Queuing Penalty (veh)					0		1					0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	89	88	187	172	79	196	144	217	186	136	141	127
Average Queue (ft)	41	22	88	39	19	58	8	136	84	19	80	25
95th Queue (ft)	75	61	157	116	51	117	52	207	187	59	125	66
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	203	180	76	79	71	70	99	105	119	52
Average Queue (ft)	105	53	36	23	15	31	50	59	44	12
95th Queue (ft)	172	130	67	49	46	62	100	107	104	35
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 4

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	26	89	169	138	38	92	89	192	168	103	71	89
Average Queue (ft)	2	43	70	23	11	25	46	100	60	25	8	31
95th Queue (ft)	12	89	127	70	26	63	81	164	129	59	33	66
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	115	132	174	44	27	111	111	85	87	22		
Average Queue (ft)	48	51	54	15	4	45	48	24	24	6		
95th Queue (ft)	104	109	121	38	20	92	94	58	55	22		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			0									
Queuing Penalty (veh)			0									

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	31	70	53	31	77	52	73	93	74	75	96	
Average Queue (ft)	4	32	15	5	35	8	11	22	29	16	35	
95th Queue (ft)	22	60	38	22	63	34	45	63	69	54	85	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	69	88	106	131	44	125	152	230	130	38	151	152
Average Queue (ft)	20	36	50	51	19	33	74	93	71	14	28	57
95th Queue (ft)	51	73	85	101	41	73	126	153	128	32	83	102
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)											0	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)								0			0	0
Queuing Penalty (veh)								0			0	0

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	165	163	162	152	97	112	146	148	173	20
Average Queue (ft)	63	64	78	33	19	59	39	44	69	8
95th Queue (ft)	131	142	151	82	64	110	99	111	138	22
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	0	0	0	0						
Queuing Penalty (veh)	0	1	1	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	0		1	0						
Queuing Penalty (veh)	0		1	0						

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	22	92	86
Average Queue (ft)	1	27	35
95th Queue (ft)	7	73	69
Link Distance (ft)	255	1089	60
Upstream Blk Time (%)			5
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	SB
Directions Served	TR	TR	TR	LT
Maximum Queue (ft)	30	122	23	93
Average Queue (ft)	6	51	1	13
95th Queue (ft)	26	89	8	56
Link Distance (ft)	108	117	524	152
Upstream Blk Time (%)		0		
Queuing Penalty (veh)		0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	69	25	52	72	153	138	135	91	71	77	235
Average Queue (ft)	28	2	19	15	33	21	29	41	11	19	51
95th Queue (ft)	60	12	44	45	101	83	91	80	43	58	145
Link Distance (ft)		467	697		1088	1088	1088		524	524	524
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	170			400				275			
Storage Blk Time (%)											
Queuing Penalty (veh)											

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	T	T	T	R	L	T	T	T
Maximum Queue (ft)	22	25	45	44	162	160	182	125	91	49	29	281
Average Queue (ft)	5	2	5	6	49	31	36	10	33	5	5	57
95th Queue (ft)	20	12	22	22	129	98	110	49	74	25	22	173
Link Distance (ft)		294		572	548	548	548			1088	1088	1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110					100	250			
Storage Blk Time (%)					1		1	0				3
Queuing Penalty (veh)					0		0	0				0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	88	66	176	162	63	132	132	217	193	118	158	125
Average Queue (ft)	45	25	98	58	17	76	8	139	72	21	76	23
95th Queue (ft)	88	53	169	136	38	132	50	211	174	56	126	76
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	206	158	123	47	73	74	96	131	136	51
Average Queue (ft)	96	40	41	22	26	36	51	56	39	18
95th Queue (ft)	175	101	96	41	60	77	93	103	102	40
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 4

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	136	153	215	175	81	190	201	156	150	85	178	179
Average Queue (ft)	22	91	145	106	38	72	109	84	55	29	86	100
95th Queue (ft)	89	153	208	179	70	149	181	140	122	60	161	162
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	278	289	326	200	202	222	212	219	264	155		
Average Queue (ft)	138	169	173	96	81	123	141	159	149	49		
95th Queue (ft)	250	279	300	215	173	188	225	223	240	148		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			12	0					13	0		
Queuing Penalty (veh)			23	0					13	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	167	180	152	115	138	267	156	178	212	307	319	
Average Queue (ft)	27	74	46	45	65	53	38	58	115	142	196	
95th Queue (ft)	82	137	94	97	115	142	109	133	213	262	317	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)		0										
Queuing Penalty (veh)		0										

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	49	129	146	132	145	134	188	202	188	43	142	151
Average Queue (ft)	23	52	52	23	61	55	99	88	43	17	66	92
95th Queue (ft)	49	101	109	71	114	121	170	150	120	38	136	144
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)											0	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)			0								0	0
Queuing Penalty (veh)			0								0	1

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	204	162	226	152	110	108	321	339	533	225
Average Queue (ft)	127	102	107	52	23	44	120	155	248	46
95th Queue (ft)	192	185	201	151	64	92	264	312	480	179
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	10	4	4	0						
Queuing Penalty (veh)	44	20	17	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	10		8	0					15	
Queuing Penalty (veh)	17		9	0					12	

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	NB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	7
95th Queue (ft)	25
Link Distance (ft)	60
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB
Directions Served	TR	TR	T	T	TR	TR
Maximum Queue (ft)	48	30	221	117	135	122
Average Queue (ft)	8	5	57	16	22	19
95th Queue (ft)	31	23	168	73	83	76
Link Distance (ft)	108	117	524	524	524	152
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	194	482	48	53	160	252	244	264	92	390	524	574
Average Queue (ft)	95	88	7	29	59	111	83	86	53	85	279	350
95th Queue (ft)	186	297	28	50	122	227	194	204	83	229	513	593
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)		0									0	3
Queuing Penalty (veh)		0									0	17
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)	15	0								0		
Queuing Penalty (veh)	10	0								0		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	62	72	46	104	54	148	371	328	259	125	174	736
Average Queue (ft)	18	32	17	25	10	43	128	92	81	16	76	74
95th Queue (ft)	49	63	42	61	35	98	300	252	196	56	149	341
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)				1		0	9		7			
Queuing Penalty (veh)				0		0	6		3			

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1095	1112	125
Average Queue (ft)	572	708	19
95th Queue (ft)	1302	1319	80
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	2	5	
Queuing Penalty (veh)	8	22	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		32	0
Queuing Penalty (veh)		8	0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	156	138	194	150	143	223	188	255	219	140	209	195
Average Queue (ft)	98	61	117	75	48	154	91	152	92	47	136	89
95th Queue (ft)	149	130	178	153	100	205	192	222	205	102	200	178
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	347	327	217	65	199	186	290	264	292	103
Average Queue (ft)	247	188	113	28	92	92	173	175	176	32
95th Queue (ft)	345	324	202	46	163	157	269	268	272	65
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 232

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	146	175	280	197	143	179	233	146	148	61	157	178
Average Queue (ft)	41	106	148	105	45	75	131	86	64	24	82	103
95th Queue (ft)	134	168	227	191	105	162	210	135	114	53	141	156
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	307	318	345	200	194	222	239	244	255	155		
Average Queue (ft)	143	161	176	94	96	141	171	176	170	59		
95th Queue (ft)	241	265	306	209	186	205	241	247	244	162		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			9	0					14	0		
Queuing Penalty (veh)			18	0					14	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	96	116	95	136	141	181	178	203	266	377	415	
Average Queue (ft)	29	67	42	52	76	43	39	61	111	128	187	
95th Queue (ft)	69	106	73	101	123	116	120	157	224	280	368	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	93	89	150	114	144	236	208	154	128	59	147	152
Average Queue (ft)	24	39	59	35	60	82	112	72	44	19	88	114
95th Queue (ft)	63	83	112	70	102	173	200	125	97	44	147	161
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)						0					0	1
Queuing Penalty (veh)						0					0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)			0			0					0	1
Queuing Penalty (veh)			0			0					1	3

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	199	184	181	152	90	134	375	512	538	225
Average Queue (ft)	135	106	113	59	29	50	138	182	246	73
95th Queue (ft)	217	203	194	142	73	100	277	374	475	238
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	16	5	5	0						
Queuing Penalty (veh)	71	22	24	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	16		9	0					14	0
Queuing Penalty (veh)	28		11	0					11	0

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	30	75
Average Queue (ft)	5	36
95th Queue (ft)	23	61
Link Distance (ft)	1089	60
Upstream Blk Time (%)		1
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	TR	T	T	TR	LT	T	TR
Maximum Queue (ft)	54	30	418	147	140	160	188	139
Average Queue (ft)	16	4	102	37	27	38	20	22
95th Queue (ft)	42	20	314	124	100	110	97	90
Link Distance (ft)	108	117	524	524	524	152	152	152
Upstream Blk Time (%)						0	0	0
Queuing Penalty (veh)						2	0	0
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	189	134	48	116	118	326	322	267	266	352	523	542
Average Queue (ft)	88	40	6	34	51	148	105	106	64	90	251	333
95th Queue (ft)	150	82	25	77	99	267	222	216	138	238	564	611
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)											0	2
Queuing Penalty (veh)											0	14
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)	1			1					0	1		
Queuing Penalty (veh)	0			0					0	0		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	59	93	64	43	54	149	404	418	230	125	260	970
Average Queue (ft)	21	35	24	19	10	50	174	137	105	25	113	105
95th Queue (ft)	45	75	53	35	36	125	349	304	216	97	208	468
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)						0	13		11	0	1	
Queuing Penalty (veh)						0	9		4	0	6	

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1118	1116	125
Average Queue (ft)	531	765	22
95th Queue (ft)	1216	1269	98
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	0	4	
Queuing Penalty (veh)	1	18	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		34	0
Queuing Penalty (veh)		10	0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	132	128	192	163	104	224	166	214	185	138	200	188
Average Queue (ft)	87	48	114	68	39	157	113	153	100	37	146	110
95th Queue (ft)	141	107	173	142	80	204	195	218	210	84	205	194
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	355	344	249	53	181	190	331	326	319	72
Average Queue (ft)	244	196	118	27	100	105	201	207	206	38
95th Queue (ft)	336	302	208	42	180	187	311	302	308	64
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 269

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	162	195	243	223	106	134	211	189	238	62	136	176
Average Queue (ft)	43	98	150	113	40	75	126	91	79	28	91	108
95th Queue (ft)	131	181	218	193	86	143	179	153	157	53	147	158
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	294	309	340	200	166	195	252	248	292	155		
Average Queue (ft)	192	201	228	114	86	125	185	175	181	70		
95th Queue (ft)	282	285	337	240	165	193	239	236	274	183		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			20	0					19	0		
Queuing Penalty (veh)			41	0					19	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	74	140	101	134	160	119	123	178	422	265	414	
Average Queue (ft)	21	63	47	62	83	59	38	63	134	139	196	
95th Queue (ft)	49	109	89	122	134	116	93	138	282	257	339	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	90	108	109	89	191	247	253	305	245	60	134	151
Average Queue (ft)	29	43	48	47	70	160	195	174	51	18	88	110
95th Queue (ft)	59	85	92	91	141	267	289	339	138	44	144	168
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)						0	32	36	0		0	1
Queuing Penalty (veh)						0	0	76	0		0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)						0	36	36	0		0	1
Queuing Penalty (veh)						0	31	76	0		0	5

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	191	186	203	152	115	475	952	1026	1110	225
Average Queue (ft)	151	136	144	62	40	107	397	528	588	119
95th Queue (ft)	206	199	198	153	91	310	823	974	1041	294
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	14	6	8	0						
Queuing Penalty (veh)	72	31	41	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	14		13	0		0	6		63	0
Queuing Penalty (veh)	31		16	0		0	10		49	1

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	LT	T	LR
Maximum Queue (ft)	98	116	76	959	923	75
Average Queue (ft)	10	13	10	303	264	51
95th Queue (ft)	50	65	50	929	854	79
Link Distance (ft)	255	255	255	1089	1089	60
Upstream Blk Time (%)						45
Queuing Penalty (veh)						0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	TR	T	T	TR	LT	T	TR
Maximum Queue (ft)	30	132	333	245	234	177	226	184
Average Queue (ft)	7	60	123	50	56	102	137	130
95th Queue (ft)	25	121	290	158	168	210	241	231
Link Distance (ft)	108	117	524	524	524	152	152	152
Upstream Blk Time (%)		3				8	12	16
Queuing Penalty (veh)		0				40	66	87
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	190	153	49	52	181	387	351	306	116	570	590	598
Average Queue (ft)	105	40	13	27	57	159	99	108	49	256	469	507
95th Queue (ft)	180	91	38	58	122	322	248	253	92	570	694	696
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)										2	9	30
Queuing Penalty (veh)										14	52	171
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)	2	0				0				4		
Queuing Penalty (veh)	1	0				0				3		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	60	113	45	89	52	150	399	270	287	124	242	1074
Average Queue (ft)	22	32	17	21	13	55	152	121	111	12	105	117
95th Queue (ft)	48	78	41	52	41	115	311	236	221	53	201	559
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)		0					10		9		0	
Queuing Penalty (veh)		0					7		4		0	

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1157	1128	125
Average Queue (ft)	880	997	24
95th Queue (ft)	1475	1384	93
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	7	20	
Queuing Penalty (veh)	33	99	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		38	0
Queuing Penalty (veh)		12	0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	196	152	196	161	148	199	172	242	203	108	239	224
Average Queue (ft)	108	77	132	90	50	116	50	119	58	41	140	95
95th Queue (ft)	183	153	188	165	111	181	140	199	154	85	214	205
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	399	370	181	130	227	247	250	263	310	75
Average Queue (ft)	264	219	132	29	94	93	170	183	190	37
95th Queue (ft)	351	322	193	64	172	181	270	272	292	66
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 1088

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	161	191	284	235	100	172	195	153	140	83	180	192
Average Queue (ft)	49	118	169	123	38	76	127	89	70	34	97	100
95th Queue (ft)	142	176	231	199	74	159	195	145	129	71	166	167
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	256	282	301	200	155	193	239	251	339	155		
Average Queue (ft)	163	175	205	103	98	135	167	178	179	69		
95th Queue (ft)	250	255	297	216	176	192	248	259	292	168		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			13	0					14	0		
Queuing Penalty (veh)			27	0					14	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	147	160	92	119	167	182	211	205	341	364	433	
Average Queue (ft)	42	78	47	58	76	59	57	81	144	171	210	
95th Queue (ft)	96	134	83	106	130	144	160	177	287	330	397	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	90	110	131	150	146	211	187	125	121	40	141	151
Average Queue (ft)	34	55	71	50	60	66	104	66	34	18	66	92
95th Queue (ft)	72	105	137	109	117	162	181	112	91	36	133	164
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)											0	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)											0	0
Queuing Penalty (veh)											0	1

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	176	187	205	152	90	110	274	362	447	225
Average Queue (ft)	152	147	148	77	33	54	145	185	255	67
95th Queue (ft)	188	203	208	166	76	96	255	307	396	224
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	15	13	11	0						
Queuing Penalty (veh)	70	59	51	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	15		15	0					19	0
Queuing Penalty (veh)	28		21	1					15	0

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	70	75
Average Queue (ft)	9	45
95th Queue (ft)	39	79
Link Distance (ft)	1089	60
Upstream Blk Time (%)		5
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	TR	T	T	TR	LT	T	TR
Maximum Queue (ft)	30	30	299	204	204	159	203	115
Average Queue (ft)	7	4	135	54	73	54	31	18
95th Queue (ft)	28	20	269	156	191	146	124	71
Link Distance (ft)	108	117	524	524	524	152	152	152
Upstream Blk Time (%)						1	0	
Queuing Penalty (veh)						5	2	
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	159	74	31	92	138	338	360	312	299	327	523	568
Average Queue (ft)	70	30	4	38	50	143	129	129	57	102	247	336
95th Queue (ft)	125	63	19	80	93	282	280	255	139	261	508	591
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)											0	2
Queuing Penalty (veh)											0	11
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)	0			0						0		
Queuing Penalty (veh)	0			0						0		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	83	72	68	84	54	150	329	282	224	125	152	950
Average Queue (ft)	22	30	24	30	18	54	137	109	96	17	86	49
95th Queue (ft)	55	59	59	65	50	123	284	250	205	69	144	328
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)							9		8			
Queuing Penalty (veh)							6		3			

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1088	1106	125
Average Queue (ft)	203	614	19
95th Queue (ft)	732	1067	80
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	0	1	
Queuing Penalty (veh)	0	5	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		30	0
Queuing Penalty (veh)		10	0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	279	257	213	210	180	223	163	238	174	84	308	241
Average Queue (ft)	126	100	135	100	56	121	58	143	80	36	154	113
95th Queue (ft)	214	200	193	188	124	190	155	206	177	70	240	215
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	333	328	246	88	159	156	256	264	267	94
Average Queue (ft)	262	213	145	29	80	84	192	201	200	39
95th Queue (ft)	339	296	241	54	145	153	250	247	258	63
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 330

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	158	174	256	188	106	192	199	129	126	104	182	198
Average Queue (ft)	29	110	166	125	48	93	129	81	53	30	87	107
95th Queue (ft)	103	159	242	192	99	172	192	123	99	65	159	173
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	285	339	366	200	241	288	240	259	249	155		
Average Queue (ft)	176	218	244	146	119	159	182	179	165	63		
95th Queue (ft)	266	318	355	254	216	253	238	241	250	156		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			17	0					15	0		
Queuing Penalty (veh)			36	1					15	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	55	117	149	121	136	230	223	247	876	951	996	
Average Queue (ft)	28	70	63	60	80	67	64	97	233	267	318	
95th Queue (ft)	58	111	124	106	121	164	165	195	598	649	680	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	110	110	146	341	284	244	254	289	254	83	142	152
Average Queue (ft)	31	49	80	73	91	105	142	118	76	25	99	128
95th Queue (ft)	73	98	139	168	216	230	255	248	183	56	157	184
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)						0	4	7	0		0	2
Queuing Penalty (veh)						0	0	18	0		0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)			0		3	0	5	7	0		0	2
Queuing Penalty (veh)			0		3	0	5	17	0		1	7

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	203	179	187	152	172	475	1223	1263	1236	225
Average Queue (ft)	160	149	155	81	55	177	545	641	710	141
95th Queue (ft)	212	198	207	175	114	450	1186	1249	1258	311
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	25	14	16	0			3	5	9	
Queuing Penalty (veh)	128	71	81	0			17	28	44	
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	25		24	0		0	15		69	0
Queuing Penalty (veh)	55		32	1		0	28		56	1

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	EB	EB	EB	WB	WB	NB
Directions Served	T	T	R	LT	T	LR
Maximum Queue (ft)	96	114	138	180	147	75
Average Queue (ft)	3	4	8	34	5	59
95th Queue (ft)	31	38	51	114	48	88
Link Distance (ft)	255	255	255	1089	1089	60
Upstream Blk Time (%)						31
Queuing Penalty (veh)						0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	TR	T	T	TR	LT	T	TR
Maximum Queue (ft)	52	132	420	378	368	202	207	200
Average Queue (ft)	6	83	203	88	115	107	132	126
95th Queue (ft)	29	127	411	237	257	215	247	244
Link Distance (ft)	108	117	524	524	524	152	152	152
Upstream Blk Time (%)		11				10	14	18
Queuing Penalty (veh)		0				58	77	98
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	195	342	28	96	140	351	315	310	299	543	584	568
Average Queue (ft)	86	57	9	36	68	166	127	157	74	245	451	495
95th Queue (ft)	177	199	26	76	122	319	280	315	185	543	702	656
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)										3	14	33
Queuing Penalty (veh)										19	84	191
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)	10			0						2		
Queuing Penalty (veh)	7			0						2		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	59	50	67	85	52	149	389	313	346	125	246	751
Average Queue (ft)	21	22	29	31	20	69	181	132	115	17	85	92
95th Queue (ft)	50	48	58	61	53	141	349	273	246	69	169	353
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)						0	14		11		0	0
Queuing Penalty (veh)						0	10		4		1	0

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1152	1124	125
Average Queue (ft)	813	931	14
95th Queue (ft)	1470	1383	67
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	8	18	
Queuing Penalty (veh)	41	95	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		41	
Queuing Penalty (veh)		14	

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	195	182	195	188	150	239	209	201	174	104	229	192
Average Queue (ft)	121	90	144	106	51	146	86	145	82	44	150	105
95th Queue (ft)	182	173	197	174	109	214	196	206	178	81	210	192
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	390	384	290	53	184	181	311	333	335	74
Average Queue (ft)	279	230	144	32	92	103	166	183	182	40
95th Queue (ft)	386	340	250	55	158	166	264	283	286	72
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 1344

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	112	150	266	195	100	161	172	152	118	80	236	200
Average Queue (ft)	15	89	145	100	29	65	112	71	49	24	96	110
95th Queue (ft)	62	135	225	187	63	144	167	126	104	53	168	172
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	220	220	239	200	118	158	222	219	221	155		
Average Queue (ft)	100	126	139	64	41	97	147	139	114	41		
95th Queue (ft)	193	197	219	172	100	149	219	206	199	125		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			4	0					7	0		
Queuing Penalty (veh)			6	0					8	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	93	135	96	185	156	199	170	222	236	403	418	
Average Queue (ft)	36	60	54	51	76	59	45	59	106	140	180	
95th Queue (ft)	70	106	92	106	124	148	123	145	202	305	341	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	90	108	131	117	126	147	152	149	121	51	140	152
Average Queue (ft)	27	43	58	27	57	35	78	73	40	19	69	101
95th Queue (ft)	61	86	105	70	107	101	139	122	109	40	143	164
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)											0	0
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)											0	0
Queuing Penalty (veh)											0	1

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	198	190	164	152	104	112	268	328	513	225
Average Queue (ft)	143	121	112	49	33	49	109	167	243	65
95th Queue (ft)	208	189	194	122	73	92	206	289	415	211
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	10	3	2	0						
Queuing Penalty (veh)	45	12	9	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	10		5	0					13	0
Queuing Penalty (veh)	18		6	0					10	0

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	NB
Directions Served	LR
Maximum Queue (ft)	24
Average Queue (ft)	6
95th Queue (ft)	22
Link Distance (ft)	60
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB
Directions Served	TR	TR	T	T	TR	TR
Maximum Queue (ft)	30	30	483	425	335	56
Average Queue (ft)	8	4	90	44	36	2
95th Queue (ft)	29	21	288	199	154	20
Link Distance (ft)	108	117	524	524	524	152
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	136	156	48	52	94	326	248	222	117	169	425	455
Average Queue (ft)	73	35	7	25	46	118	63	65	55	61	153	245
95th Queue (ft)	127	80	29	49	81	256	164	159	110	131	343	445
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)		0										
Queuing Penalty (veh)		0										

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	66	113	67	63	52	150	409	242	148	114	197	515
Average Queue (ft)	14	33	23	22	10	56	110	77	58	7	92	43
95th Queue (ft)	42	73	61	46	37	115	272	193	135	44	178	203
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)		0				0	10		3	0		
Queuing Penalty (veh)		0				0	6		1	0		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1097	1071	31
Average Queue (ft)	205	428	4
95th Queue (ft)	651	870	20
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	0	0	
Queuing Penalty (veh)	1	0	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		22	
Queuing Penalty (veh)		6	

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	210	172	211	175	148	201	160	213	200	79	182	169
Average Queue (ft)	118	70	122	91	44	128	64	129	36	28	129	85
95th Queue (ft)	169	146	193	178	92	187	157	191	123	64	187	168
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	418	412	191	55	138	161	332	290	291	79
Average Queue (ft)	249	189	89	31	86	95	167	184	182	33
95th Queue (ft)	365	323	161	47	140	150	273	272	283	59
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 130

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	149	196	223	164	73	178	164	150	133	120	179	152
Average Queue (ft)	28	98	129	80	36	65	115	71	61	33	98	105
95th Queue (ft)	101	157	196	158	63	133	164	124	119	70	153	148
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	222	267	302	200	141	154	262	221	217	155		
Average Queue (ft)	116	142	154	77	57	95	144	150	138	52		
95th Queue (ft)	203	248	280	190	140	159	223	221	215	144		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			9	0					11	0		
Queuing Penalty (veh)			14	0					12	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	75	160	91	116	138	184	160	181	306	332	352	
Average Queue (ft)	41	62	46	50	69	53	31	59	119	152	202	
95th Queue (ft)	72	111	78	102	111	130	97	135	244	294	343	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	105	88	124	87	107	169	212	156	107	55	130	152
Average Queue (ft)	32	36	62	36	55	50	104	80	42	18	60	88
95th Queue (ft)	68	72	106	77	101	130	177	127	92	37	118	145
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)												0
Queuing Penalty (veh)												0

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	183	182	182	152	112	154	255	442	435	225
Average Queue (ft)	146	128	135	68	26	61	136	199	248	82
95th Queue (ft)	197	201	190	159	70	111	235	371	422	248
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	14	9	7	0						
Queuing Penalty (veh)	63	43	32	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	14		11	0					20	0
Queuing Penalty (veh)	25		14	1					16	0

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	96	75
Average Queue (ft)	8	33
95th Queue (ft)	44	62
Link Distance (ft)	1089	60
Upstream Blk Time (%)		2
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	TR	T	T	TR	LT	T	TR
Maximum Queue (ft)	30	30	292	223	260	166	187	202
Average Queue (ft)	11	3	102	49	50	35	33	47
95th Queue (ft)	34	17	258	153	176	102	125	150
Link Distance (ft)	108	117	524	524	524	152	152	152
Upstream Blk Time (%)						0	0	1
Queuing Penalty (veh)						1	2	6
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	138	120	25	53	114	376	371	383	112	428	547	577
Average Queue (ft)	78	37	4	26	58	112	88	111	45	154	344	430
95th Queue (ft)	120	88	18	48	104	237	223	259	89	347	589	648
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)											1	6
Queuing Penalty (veh)											4	35
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)										0		
Queuing Penalty (veh)										0		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	64	72	66	82	114	150	444	316	294	125	224	1086
Average Queue (ft)	19	29	20	25	15	60	148	109	85	16	92	168
95th Queue (ft)	42	60	47	54	56	141	318	235	194	60	181	685
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)					0	2	11		5			
Queuing Penalty (veh)					0	6	7		2			

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1113	1127	125
Average Queue (ft)	687	878	19
95th Queue (ft)	1378	1419	88
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	1	9	
Queuing Penalty (veh)	3	46	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		34	0
Queuing Penalty (veh)		10	0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	188	160	253	212	270	214	162	211	159	123	189	182
Average Queue (ft)	107	80	130	93	73	124	58	122	66	42	143	106
95th Queue (ft)	180	161	220	203	172	186	151	189	155	89	191	185
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	375	329	231	51	181	180	287	286	270	116
Average Queue (ft)	263	214	98	29	97	95	195	198	199	46
95th Queue (ft)	356	303	186	46	160	168	273	262	267	79
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 343

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	151	195	236	142	116	158	199	169	149	79	187	196
Average Queue (ft)	13	83	122	73	39	82	119	77	62	30	88	102
95th Queue (ft)	73	148	176	137	75	151	182	137	120	61	171	172
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	268	312	365	200	152	181	281	228	263	155		
Average Queue (ft)	146	166	195	87	44	94	178	163	167	60		
95th Queue (ft)	228	255	304	210	118	159	282	249	276	154		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			12	0					15	0		
Queuing Penalty (veh)			19	0					17	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	75	130	116	165	162	243	290	271	300	358	392	
Average Queue (ft)	31	72	58	65	83	85	77	89	146	162	205	
95th Queue (ft)	68	107	97	124	141	193	210	216	255	290	345	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	84	88	155	123	150	196	206	181	165	102	145	152
Average Queue (ft)	34	42	66	61	67	59	109	74	43	24	98	121
95th Queue (ft)	71	76	124	118	120	151	182	146	116	63	167	179
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)											0	2
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)			0								0	2
Queuing Penalty (veh)			0								1	7

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	209	181	206	152	134	475	1204	1235	1209	225
Average Queue (ft)	161	150	157	72	53	205	581	671	742	116
95th Queue (ft)	208	185	188	177	126	496	1130	1211	1236	296
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	29	13	15	0			0	0	1	
Queuing Penalty (veh)	147	67	75	0			0	1	3	
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	29		23	0		0	26		71	0
Queuing Penalty (veh)	63		28	1		1	48		56	1

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	EB	WB	NB
Directions Served	R	LT	LR
Maximum Queue (ft)	20	191	75
Average Queue (ft)	1	43	38
95th Queue (ft)	9	108	66
Link Distance (ft)	255	1089	60
Upstream Blk Time (%)			3
Queuing Penalty (veh)			0
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	TR	T	T	TR	LT	T	TR
Maximum Queue (ft)	52	169	533	304	292	197	200	197
Average Queue (ft)	14	114	247	130	123	77	127	120
95th Queue (ft)	43	165	455	301	271	204	238	244
Link Distance (ft)	108	117	524	524	524	152	152	152
Upstream Blk Time (%)		50	0			5	5	14
Queuing Penalty (veh)		0	2			28	28	76
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	178	74	70	87	114	353	266	345	292	537	580	599
Average Queue (ft)	75	44	17	31	58	168	116	133	57	263	455	496
95th Queue (ft)	152	70	51	63	107	308	242	263	150	565	697	709
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)										1	9	31
Queuing Penalty (veh)										3	53	172
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)	0			0						3		
Queuing Penalty (veh)	0			0						2		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	83	52	45	61	50	149	405	302	275	114	241	1036
Average Queue (ft)	20	28	16	16	8	48	159	120	100	16	127	205
95th Queue (ft)	54	49	41	38	32	109	332	253	205	53	238	792
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)						0	15		8	0	1	
Queuing Penalty (veh)						0	10		3	0	4	

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1129	1124	125
Average Queue (ft)	876	957	20
95th Queue (ft)	1423	1366	82
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	5	14	
Queuing Penalty (veh)	24	69	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		38	0
Queuing Penalty (veh)		11	0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	198	196	196	170	133	220	196	223	200	128	225	213
Average Queue (ft)	135	97	115	63	47	153	112	124	62	45	134	95
95th Queue (ft)	195	188	173	141	98	207	198	200	168	89	201	193
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	390	323	274	74	160	199	349	292	318	81
Average Queue (ft)	275	228	132	32	74	89	187	193	193	39
95th Queue (ft)	358	318	231	57	138	165	283	266	283	65
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 1020

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	137	174	195	167	84	155	193	173	148	102	242	226
Average Queue (ft)	23	102	124	65	33	81	123	77	65	31	102	119
95th Queue (ft)	91	155	185	136	70	154	178	136	116	67	185	193
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	241	239	282	200	162	212	290	244	260	155		
Average Queue (ft)	132	154	175	87	54	107	174	164	134	38		
95th Queue (ft)	209	229	272	209	128	177	261	241	233	116		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			12	0					9	0		
Queuing Penalty (veh)			20	0					10	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	114	136	98	188	205	245	178	252	250	378	414	
Average Queue (ft)	35	66	48	61	79	59	42	60	120	135	172	
95th Queue (ft)	77	123	83	126	144	149	113	150	221	276	319	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	92	127	130	129	194	216	244	302	148	98	136	152
Average Queue (ft)	39	59	65	49	72	55	112	64	33	27	87	113
95th Queue (ft)	77	101	116	104	150	136	189	158	92	66	152	176
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)							0	1			0	1
Queuing Penalty (veh)							0	1			0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)							0	1			0	1
Queuing Penalty (veh)							0	1			2	3

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	196	169	164	152	110	131	433	460	629	225
Average Queue (ft)	157	146	147	68	35	66	189	270	351	113
95th Queue (ft)	204	191	178	154	82	115	337	438	534	286
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	19	9	8	0						
Queuing Penalty (veh)	87	43	37	0						
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	19		13	0			0		36	0
Queuing Penalty (veh)	34		16	1			0		29	0

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	53	70
Average Queue (ft)	7	35
95th Queue (ft)	32	61
Link Distance (ft)	1089	60
Upstream Blk Time (%)		1
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	TR	T	T	TR	LT	T	TR
Maximum Queue (ft)	30	30	420	266	234	166	184	188
Average Queue (ft)	11	4	166	65	71	65	74	76
95th Queue (ft)	33	20	369	192	191	164	197	199
Link Distance (ft)	108	117	524	524	524	152	152	152
Upstream Blk Time (%)						1	2	7
Queuing Penalty (veh)						6	12	36
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	155	116	51	92	135	291	227	225	159	557	559	560
Average Queue (ft)	76	41	7	26	62	144	104	114	63	202	379	435
95th Queue (ft)	133	79	27	55	110	283	205	222	129	479	653	640
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)										2	3	17
Queuing Penalty (veh)										9	19	100
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)	0			0						0		
Queuing Penalty (veh)	0			0						0		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	85	92	108	64	90	149	446	356	302	125	134	1082
Average Queue (ft)	17	38	31	26	18	44	188	121	94	23	85	199
95th Queue (ft)	50	78	74	52	53	92	375	254	206	89	136	754
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)			1				14		8	0		
Queuing Penalty (veh)			1				10		3	0		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1102	1115	125
Average Queue (ft)	787	932	10
95th Queue (ft)	1389	1343	61
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	1	9	
Queuing Penalty (veh)	7	45	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		36	0
Queuing Penalty (veh)		11	0

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	231	220	192	177	165	200	183	239	159	108	225	208
Average Queue (ft)	151	123	135	97	56	124	67	127	60	36	133	96
95th Queue (ft)	226	207	184	167	117	195	163	191	156	73	206	186
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	416	399	254	90	174	156	302	311	326	133
Average Queue (ft)	281	220	131	31	85	93	202	213	216	42
95th Queue (ft)	370	345	220	60	149	144	306	299	309	88
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 542

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	182	260	239	226	85	183	198	149	124	139	177	214
Average Queue (ft)	30	101	138	98	42	82	120	78	55	33	95	113
95th Queue (ft)	111	179	214	186	76	153	179	135	111	78	145	174
Link Distance (ft)			546	546				1369	1369			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	305	305			365	260	260			285	370	370
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 1: Mooney Blvd & Walnut Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB		
Directions Served	T	T	T	R	L	L	T	T	T	R		
Maximum Queue (ft)	200	290	277	200	186	199	238	262	299	155		
Average Queue (ft)	127	167	176	91	64	106	176	169	160	69		
95th Queue (ft)	207	248	256	218	149	177	243	245	258	176		
Link Distance (ft)	1224	1224	1224				1562	1562	1562			
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)				175	505	505				130		
Storage Blk Time (%)			11	0					16	0		
Queuing Penalty (veh)			18	1					18	0		

Intersection: 2: Mooney Blvd & Beech Ave

Movement	EB	EB	EB	NB	NB	NB	NB	NB	SB	SB	SB	
Directions Served	L	L	R	L	L	T	T	T	T	T	TR	
Maximum Queue (ft)	173	225	263	149	171	220	209	224	729	631	639	
Average Queue (ft)	36	76	70	70	90	78	69	81	232	264	323	
95th Queue (ft)	90	162	152	133	150	182	173	188	478	495	542	
Link Distance (ft)			1262			1202	1202	1202	1224	1224	1224	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	200	200		440	440							
Storage Blk Time (%)			1									
Queuing Penalty (veh)			2									

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	R	L	L	T	T	R	L	L
Maximum Queue (ft)	105	112	152	151	149	146	191	178	143	41	145	151
Average Queue (ft)	32	47	77	74	63	52	104	65	44	15	90	120
95th Queue (ft)	66	96	135	126	123	129	167	126	100	35	156	173
Link Distance (ft)			1238	1238				255	255			
Upstream Blk Time (%)											0	2
Queuing Penalty (veh)											0	0
Storage Bay Dist (ft)	155	155			260	250	250			240	290	290
Storage Blk Time (%)			1								0	2
Queuing Penalty (veh)			1								1	6

Intersection: 4: Mooney Blvd & Whitendale Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	202	176	209	152	132	475	1222	1228	1226	225
Average Queue (ft)	156	139	147	67	60	174	562	672	734	132
95th Queue (ft)	204	203	213	161	114	436	1209	1313	1334	308
Link Distance (ft)	152	152	152				1202	1202	1202	
Upstream Blk Time (%)	22	13	16	0			0	2	9	
Queuing Penalty (veh)	113	65	80	0			0	10	44	
Storage Bay Dist (ft)				130	450	450				200
Storage Blk Time (%)	22		21	0		0	16		68	0
Queuing Penalty (veh)	49		26	0		0	30		54	1

Intersection: 5: Driveway 1 & Whitendale Ave

Movement	WB	NB
Directions Served	LT	LR
Maximum Queue (ft)	116	75
Average Queue (ft)	27	48
95th Queue (ft)	77	79
Link Distance (ft)	1089	60
Upstream Blk Time (%)		6
Queuing Penalty (veh)		0
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: Mooney Blvd & Monte Vista Ave/Driveway 2

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	TR	TR	T	T	TR	LT	T	TR
Maximum Queue (ft)	30	156	557	352	240	161	191	200
Average Queue (ft)	8	99	196	100	82	87	104	106
95th Queue (ft)	27	163	435	268	200	180	227	234
Link Distance (ft)	108	117	524	524	524	152	152	152
Upstream Blk Time (%)		35	1			5	11	14
Queuing Penalty (veh)		0	4			28	61	79
Storage Bay Dist (ft)								
Storage Blk Time (%)								
Queuing Penalty (veh)								

Intersection: 8: Mooney Blvd & Sunnyside Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	SB	SB	SB	SB
Directions Served	L	TR	L	TR	L	T	T	TR	L	T	T	TR
Maximum Queue (ft)	194	380	30	69	424	548	481	268	117	543	571	582
Average Queue (ft)	123	78	5	27	79	170	121	129	58	270	421	488
95th Queue (ft)	208	255	21	56	240	371	293	240	109	578	688	674
Link Distance (ft)		467		697		1088	1088	1088		524	524	524
Upstream Blk Time (%)										2	5	28
Queuing Penalty (veh)										14	31	160
Storage Bay Dist (ft)	170		100		400				275			
Storage Blk Time (%)	21					2				1		
Queuing Penalty (veh)	14					1				1		

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	EB	EB	WB	WB	NB	NB	NB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	L	T	T	T	R	L	T
Maximum Queue (ft)	106	115	66	106	81	150	502	392	356	125	239	1070
Average Queue (ft)	25	31	27	28	19	69	181	132	117	26	89	92
95th Queue (ft)	65	65	60	67	57	153	389	305	237	93	178	446
Link Distance (ft)		294		572			548	548	548			1088
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	125		110		125	125				100	250	
Storage Blk Time (%)	0	0		0		0	15		9	0	0	
Queuing Penalty (veh)	0	0		0		0	10		4	0	0	

Intersection: 9: Mooney Blvd & Orchard Ave

Movement	SB	SB	SB
Directions Served	T	T	R
Maximum Queue (ft)	1150	1112	125
Average Queue (ft)	894	994	20
95th Queue (ft)	1322	1285	90
Link Distance (ft)	1088	1088	
Upstream Blk Time (%)	7	16	
Queuing Penalty (veh)	38	80	
Storage Bay Dist (ft)			100
Storage Blk Time (%)		41	
Queuing Penalty (veh)		13	

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	EB	EB	EB	EB	EB	WB	WB	WB	WB	WB	NB	NB
Directions Served	L	L	T	T	TR	L	L	T	T	TR	L	L
Maximum Queue (ft)	221	209	227	191	140	197	164	199	185	130	227	198
Average Queue (ft)	141	109	128	85	57	121	60	123	60	36	164	123
95th Queue (ft)	205	199	191	165	114	182	154	190	164	80	214	197
Link Distance (ft)	1232	1232	1232	1232	1232	339	339	339	339	339	892	892
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)												
Storage Blk Time (%)												
Queuing Penalty (veh)												

Intersection: 10: Mooney Blvd & Caldwell Ave

Movement	NB	NB	NB	NB	SB	SB	SB	SB	SB	SB
Directions Served	T	T	T	R	L	L	T	T	T	R
Maximum Queue (ft)	375	384	271	77	175	156	248	262	262	75
Average Queue (ft)	265	222	118	31	80	84	187	198	200	41
95th Queue (ft)	361	341	213	55	147	142	253	257	262	65
Link Distance (ft)	892	892	892	892	548	548	548	548	548	548
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)										
Storage Blk Time (%)										
Queuing Penalty (veh)										

Network Summary

Network wide Queuing Penalty: 1058

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE |P.O. BOX 12616 |FRESNO, CA 93778-2616
(559) 840-6066 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

September 22, 2022

06-TUL-63-6.489
SPR #21030
FASTRIP STATION
GTS: 06-TUL-2021-02449

SENT VIA EMAIL

Ms. Susan Currier, Senior Administrative Assistant
City of Visalia – Community Development – Site Plan Review
315 East Acequia Ave
Visalia, CA 93291

Dear Ms. Currier:

Thank you for the opportunity to review the Traffic Impact Study (TIS) for Site Plan Review #21030 proposing to construct a gas station with a convenience store. The project site is located on the southeast corner of State Route (SR) 63 (South Mooney Boulevard) and Whitendale Avenue, in the City of Visalia.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Our comments from the letter dated August 2, 2022, have been addressed and concerns were met by the Traffic Consultant.

2. According to the Caltrans Transportation Concept Report (TCR), this segment of SR 63 in the vicinity of the proposed project is currently constructed and ultimately planned to be a 6-lane facility within a total of 110 feet of right-of-way (55 feet from the centerline). Caltrans right-of-way maps shows this segment of SR 63 existing at 110 feet with 55 feet from the centerline on the west side of SR 63.

3. The existing SR 63 northbound right-turn lane onto eastbound Whitendale Avenue has no shoulder and needs to be upgraded to standard per Index 405.3 of the Caltrans Highway Design Manual (HDM). Additionally, HDM Topic 403.6 states that a bicycle lane is needed between the thru-lane and a dedicated right-turn lane at the intersection. These improvements may require future right-of-way dedication.

4. As a point of information, any work completed in the State's right-of-way will require a Caltrans encroachment permit. It an encroachment permit is warranted, then the Project will be required to construct the above intersection improvements per HDM 405.3 and 403.6.

5. An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. The Streets and Highways Code Section 670 provides Caltrans discretionary approval authority for projects that encroach on the State Highway System. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit.

   Prior to an encroachment permit application submittal, the project proponent is required to schedule a "Pre-Submittal" meeting with District 6 Encroachment Permit Office. To schedule this meeting, please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at **(559) 383-5047** or **(559) 383-5235**.

   - **Please review the permit application - required document checklist at:** https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=TR0402&distpath=MAOTO&brapath=PERM.

   - **Please also review the permit application - processing checklist at:** https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/encroachment-permits/tr-0416-applicable-review-process-checklist.pdf.

6. Based on Caltrans VMT-Focused Transportation Impact Study Guide, dated May 20, 2020 and effective as of July 1, 2020, Caltrans seeks to reduce single occupancy vehicle trips, provide a safe transportation system, reduce per capita Vehicle Miles Traveled (VMT), increase accessibility to destinations via cycling, walking, carpooling, transit and reduce greenhouse gas (GHG) emissions. Caltrans recommends that the project proponent continue to work

with the **County of Tulare** to further implement improvements to reduce vehicles miles traveled and offer a variety of transportation modes for its employees.

7. Caltrans recommends the Project implement "smart growth" principles regarding parking solutions, providing alternative transportation choices to residents and employees. Alternative transportation choices may include but are not limited to parking for carpools/vanpools, car-share and/or ride-share programs.

8. Caltrans recommends the Project contributes towards the City of Visalia's developer impact fee program to fund future improvements of local and State transportation facilities in the vicinity due to cumulative traffic impact by continuous development.

If you have any other questions, please contact Scott Lau at (559) 981-7341 or scott.lau@dot.ca.gov.

Sincerely,

Lorena Mendibles

LORENA MENDIBLES, Chief
Transportation Planning – South

From:	Lau, Scott@DOT
To:	Cristobal Carrillo
Cc:	Adrian Rubalcaba; Deel, David@DOT; lorena.mendibles@dot.ca.gov
Subject:	RE: City of Visalia: Site Plan Review No. 2021-170 - Lee"s Market (540 N. Court Street, Visalia CA
Date:	Tuesday, September 27, 2022 3:52:51 PM
Attachments:	image002.jpg image003.png

Hi Cristobal,

I have a correction to add for this development.

Caltrans has no comments for the particular development, however, an Encroachment Permit has not be located for this parcel.

> An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. The Streets and Highways Code Section 670 provides Caltrans discretionary approval authority for projects that encroach on the State Highway System. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit.
>
> Prior to an encroachment permit application submittal, the project proponent is required to schedule a "Pre-Submittal" meeting with District 6 Encroachment Permit Office. To schedule this meeting, please call the Caltrans Encroachment Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at **(559) 383-5047** or **(559) 383-5235**.
>
> - **Please review the permit application - required document checklist at:** https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=TR0402&distpath=MAOTO&brapath=PERM.
>
> - **Please also review the permit application - processing checklist at:** https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/encroachment-permits/tr-0416-applicable-review-process-checklist.pdf.

Thanks,

Scott Lau

Associate Transportation Planner
California Department of Transportation
1352 W. Olive Avenue
Fresno, CA 93778-2616
Cell: (559) 981-7341
District 6

From: Cristobal Carrillo <Cristobal.Carrillo@visalia.city>
Sent: Tuesday, September 27, 2022 3:07 PM
To: Deel, David@DOT <david.deel@dot.ca.gov>; Lau, Scott@DOT <Scott.Lau@dot.ca.gov>; Mendibles, Lorena@DOT <lorena.mendibles@dot.ca.gov>
Cc: Adrian Rubalcaba <Adrian.Rubalcaba@visalia.city>
Subject: City of Visalia: Site Plan Review No. 2021-170 - Lee's Market (540 N. Court Street, Visalia CA

Folks! I'm writing to see if Caltrans has submitted any comments for the demolition and rebuild of a convenience store at 540 N. Court Street, in Visalia CA! It would have been under Site Plan Review No. 2021-170, reviewed in 9/15/2021 and then again on 11/17/2022. The project is currently undergoing Historic Preservation review and will soon be going to the Planning Commission for a CUP consistency finding. All that to say Building Permit review is fast approaching! Can y'all send over any comments Caltrans may have on this project? My understanding is that the site fronts on State Hwy 63 yet we have not received any comments. Any help you can give would be greatly appreciated. Thanks and hope to hear back soon and thanks again!

Cristobal Carrillo, Associate Planner
City of Visalia
Community Development Dept., Planning Division
(559) 713-4443
Cristobal.Carrillo@visalia.city

Public Comment from Christa Sorenson, November 3, 2022

From: Christa Sorenson <sorensonchrista@gmail.com>
Sent: Thursday, November 3, 2022 8:55 AM
To: Susan Currier <Susan.Currier@visalia.city>
Subject: Proposed Fastrip

> You don't often get email from sorensonchrista@gmail.com. Learn why this is important

To whom it may concern,

I am writing in opposition of the proposed Fastrip located at 2800 S Mooney Boulevard.

I live in the impact zone. My address is 1738 W Monte Vista Ave. My concerns with the project are as follows:

Impact on traffic: Traffic is already really congested at that corner, especially during the weekday at lunch time and for the evening commute. Also, on the the weekends when people come from neighboring cities to shop. I already avoid going out on the weekends if possible because traffic is so bad, I fear adding another gas station to that corner would just add to that congestion.

Proposed drive thru. I have not seen a site plan but I do have concerns with the proposed drive thru. If it has the possibility of anything like the Dutch Bros on mooney where traffic can stretch into the street that is something we just don't need.

Light pollution: Having a large gas station with lights always on, I feel that it will pollute the sky around my home, and also potentially attract more mosquitoes.

Smell: I understand this is a weird one, but I suffer from multiple chemical sensitivity. If my doors are open I can often smell the cooking coming from Que Pasa the Mexican restaurant that is in the same parking lot of the proposed location. Will I be smelling gas fumes??

There are already 2 gas stations at the intersection of the proposed location we do not need a 3rd. While I whole heartedly believe that that location does need a new tenant, I believe that a gas station in the wrong choice!

Thank You,
Christa Sorenson
425-478-6449

City of Visalia

315 E. Acequia Ave., Visalia, CA 93291

Site Plan Review

July 13, 2021

Site Plan Review No. 21-030-C:

Pursuant to Zoning Ordinance Chapter 17.28 the Site Plan Review process has found that your application complies with the general plan, municipal code, policies, and improvement standards of the city. A copy of each Departments/Divisions comments that were discussed with you at the Site Plan Review meeting are attached to this document.

Based upon Zoning Ordinance Section 17.28.070, this is your Site Plan Review determination. However, your project requires discretionary action as stated on the attached Site Plan Review comments. You may now proceed with filing discretionary applications to the Planning Division.

This is your Site Plan Review Permit; your Site Plan Review became effective **April 28, 2021**. A site plan review permit shall lapse and become null and void one year following the date of approval unless, prior to the expiration of one year, a building permit is issued by the building official and construction is commenced and diligently pursued toward completion.

If you have any questions regarding this action, please call the Community Development Department at (559) 713-4359.

Respectfully,

Paul Bernal
City Planner
315 E. Acequia Ave.
Visalia, CA 93291

Attachment(s):

- Site Plan Review Comments

MEETING DATE 4/28/2021

SITE PLAN NO. 2021-030-C

PARCEL MAP NO.

SUBDIVISION

LOT LINE ADJUSTMENT NO.

Enclosed for your review are the comments and decisions of the Site Plan Review committee. Please review all comments since they may impact your project.

☐ **RESUBMIT** Major changes to your plans are required. Prior to accepting construction drawings for building permit, your project must return to the Site Plan Review Committee for review of the revised plans.

☐ During site plan design/policy concerns were identified, schedule a meeting with

☐ Planning ☐ Engineering prior to resubmittal plans for Site Plan Review.

☐ Solid Waste ☐ Parks and Recreation ☐ Fire Dept.

☒ **REVISE AND PROCEED** (see below)

☐ A revised plan addressing the Committee comments and revisions must be submitted for Off-Agenda Review and approval prior to submitting for building permits or discretionary actions.

☐ Submit plans for a building permit between the hours of 9:00 a.m. and 4:00 p.m., Monday through Friday.

☒ Your plans must be reviewed by:

☐ CITY COUNCIL ☐ REDEVELOPMENT

☒ PLANNING COMMISSION ☐ PARK/RECREATION

☒ CUP

☐ HISTORIC PRESERVATION ☐ OTHER –

☒ **ADDITIONAL COMMENTS:**

If you have any questions or comments, please call the Site Plan Review Hotline at (559) 713-4440

Site Plan Review Committee

BUILDING/DEVELOPMENT PLAN REQUIREMENTS
ENGINEERING DIVISION

☒	**Adrian Rubalcaba**	**713-4271**
☐		**713-**

ITEM NO: 2 DATE: APRIL 28, 2021

SITE PLAN NO.:	**21-030 2ND RESUBMITTAL**
PROJECT TITLE:	**FASTRIP**
DESCRIPTION:	**CONSTRUCTION OF A 4,940 SF FASTRIP CONVENIENCE STORE AND 12,365 SF FUEL CANOPY WITH 24 FUELING POSITIONS. THE EXISTING TOYS R US BUILDING AND PARKING TO THE SOUTH WILL REMAIN (CMU)**
APPLICANT:	**ANDY ERB**
PROP OWNER:	**TRU 2005 RE I LLC**
LOCATION:	**2800 S MOONEY BLVD**
APN:	**122-320-078**

SITE PLAN REVIEW COMMENTS

☒ REQUIREMENTS (indicated by checked boxes)

☐ Install curb return with ramp, with radius;

☒ Install curb; ☒ gutter ***ONSITE PER DESIGN***

☐ Drive approach size: ☐ Use radius return;

☒ Sidewalk: ***4'MIN*** width; ☐ parkway width at ***ONSITE, COMPLY WITH ACCESSIBILITY***

☒ Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.

☒ Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.

☐ Right-of-way dedication required. A title report is required for verification of ownership.

☐ Deed required prior to issuing building permit;

☒ City Encroachment Permit Required.
Insurance certificate with general & auto liability ($1 million each) and workers compensation ($1 million), valid business license, and appropriate contractor's license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.

☒ CalTrans Encroachment Permit required. ☒ CalTrans comments required prior to issuing building permit. Contacts: David Deel (Planning) 488-4088;

☐ Landscape & Lighting District/Home Owners Association required prior to approval of Final Map. Landscape & Lighting District will maintain common area landscaping, street lights, street trees and local streets as applicable. Submit completed Landscape and Lighting District application and filing fee a min. of 75 days before approval of Final Map.

☒ Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD-1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.

☒ Grading & Drainage plan required. If the project is phased, then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. ☒ Prepared by registered civil engineer or project architect. ☒ All elevations shall be based on the City's benchmark network. Storm run-off from the project shall be handled as follows: a) ☒ directed to the City's existing storm drainage system; b) ☐ directed to a permanent on-site basin; or c) ☐ directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: : maximum side slopes, perimeter fencing required, provide access ramp to bottom for maintenance. ***PROJECT TO DRAIN TO EXISTING ONSITE INFRASTRUCTURE***

☐ Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.

☒ Show finish elevations. (Minimum slopes: A.C. pavement = 1%, Concrete pavement = 0.25%. Curb & Gutter = 0.20%, V-gutter = 0.25%)

☒ Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

☐ All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications.

☐ Traffic indexes per city standards:
☐ Install street striping as required by the City Engineer.
☒ Install landscape curbing (typical at parking lot planters).
☒ Minimum paving section for parking: 2" asphalt concrete paving over 4" Class 2 Agg. Base, or 4" concrete pavement over 2" sand.
☒ Design Paving section to traffic index of 5.0 min. for solid waste truck travel path.
☐ Provide "R" value tests: each at
☐ Written comments required from ditch company Contacts: James Silva 747-1177 for Modoc, Persian, Watson, Oakes, Flemming, Evans Ditch and Peoples Ditch; Jerry Hill 686-3425 for Tulare Irrigation Canal, Packwood and Cameron Creeks; Bruce George 747-5601 for Mill Creek and St. John's River.
☐ Access required on ditch bank, 15' minimum ☐ Provide wide riparian dedication from top of bank.
☐ Show Valley Oak trees with drip lines and adjacent grade elevations. ☐ Protect Valley Oak trees during construction in accordance with City requirements.
☐ A permit is required to remove Valley Oak trees. Contact Public Works Admin at 713-4428 for a Valley Oak tree evaluation or permit to remove. ☐ A pre-construction conference is required.
☒ Relocate existing utility poles and/or facilities.
☒ Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding.
☐ Subject to existing Reimbursement Agreement to reimburse prior developer:
☒ Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.
☒ If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air District's Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.
☒ If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009-0009-DWQ is required and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.

☒ Comply with prior comments. ☐ Resubmit with additional information. ☒ Redesign required.

Additional Comments:

1. Proposed new retail building and gas station will incur additional impact fees based on size of building. type of drive thru, and number of fueling positions. Refer to page 3 for applicable fees.

2. Pedestrian connectivity to existing onsite developments required. Provide accessible paths of travel, revise accordingly.

3. Refer to additional comments & requirements by Caltrans as Mooney Blvd is state route.

4. Storm water collection from gas station to be intercepted prior to draining into street/storm mains; or, provide alternate means of storm water pollution prevention for review.

5. Maintain adequate radii for traffic manueverability in drive-thru around the building.

6. A building permit is required, standard plan check and inspection fees will apply.

SUMMARY OF APPLICABLE DEVELOPMENT IMPACT FEES

Site Plan No: **21-030 2nd RESUBMITTAL**
Date: **4/28/2021**

Summary of applicable Development Impact Fees to be collected at the time of building permit:

(Preliminary estimate only! Final fees will be based on the development fee schedule in effect at the time of building permit issuance.)

(Fee Schedule Date:**9/1/2020**)
(Project type for fee rates:**RETAIL + FUEL STATIONS**)

☒ Existing uses may qualify for credits on Development Impact Fees. **DEVELOPED PARCEL**

FEE ITEM	FEE RATE
☐ Groundwater Overdraft Mitigation Fee	
☒ Transportation Impact Fee	**$15,135/1KSF X 4.94** **GAS STATION: $254,676 TOTAL FOR 24 POSITIONS**
☒ Trunk Line Capacity Fee	***DRIVE-THRU NOT FOR FAST FOOD TENANT*** **WALK-UP $1,399/EACH X 1** **TREATMENT PLANT FEE: $6,144/EACH X 1**
☐ Sewer Front Foot Fee	
☐ Storm Drain Acq/Dev Fee	
☐ Park Acq/Dev Fee	
☐ Northeast Specific Plan Fees	
☐ Waterways Acquisition Fee	
☐ Public Safety Impact Fee: Police	
☐ Public Safety Impact Fee: Fire	
☒ Public Facility Impact Fee	**$577/1KSF X 4.94**
☐ Parking In-Lieu	

Reimbursement:

1.) No reimbursement shall be made except as provided in a written reimbursement agreement between the City and the developer entered into prior to commencement of construction of the subject facilities.
2.) Reimbursement is available for the development of arterial/collector streets as shown in the City's Circulation Element and funded in the City's transportation impact fee program. The developer will be reimbursed for construction costs and right of way dedications as outlined in Municipal Code Section 16.44. Reimbursement unit costs will be subject to those unit costs utilized as the basis for the transportation impact fee.
3.) Reimbursement is available for the construction of storm drain trunk lines and sanitary sewer trunk lines shown in the City's Storm Water Master Plan and Sanitary Sewer System Master Plan. The developer will be reimbursed for construction costs associated with the installation of these trunk lines.

Adrian Rubalcaba

SITE PLAN REVIEW COMMENTS

Cristobal Carrillo, Planning Division (559) 713-4443
Date: April 28, 2021

SITE PLAN NO:	2021-030 - C
PROJECT T41ITLE:	Fastrip
DESCRIPTION:	Construction of a 4,940 sq. ft. Fastrip Convenience Store and 12,365 sq. ft. Fuel Canopy with 24 Fueling Positions. The Existing Toy's R Us Building and Parking to the South will Remain (C-MU)
APPLICANT:	Andy Erb
PROP. OWNER:	Tru 2005 RE I LLC
LOCATION TITLE:	2800 S. Mooney Blvd.
APN TITLE:	122-320-078
GENERAL PLAN:	Commercial Mixed Use
ZONING:	C-MU – Commercial Mixed Use

Planning Division Recommendation:

☒ Revise and Proceed
☐ Resubmit

Rule 9510 – This project may be subject to the Rule 9510 requirements of the San Joaquin Valley Air Pollution Control District – see District website for information.

Project Requirements

- Conditional Use Permit
- Traffic Impact/Vehicle Miles Traveled Analysis
- Drive-Thru Queue Analysis/Traffic Action Plan
- Building Permit
- Additional Information as Needed

PROJECT SPECIFIC INFORMATION: April 28, 2021

1. A Conditional Use Permit (CUP) shall be required for the convenience store and service station uses.
2. Building elevations, floor plans, landscaping plans, and a detailed Operational Statement shall be provided with the CUP submittal.
3. Landscaping plans shall verify that a minimum 6% of the parking lot is landscaped. If more than 20 parking stalls are proposed, a minimum 10% of the parking lot shall be landscaped.
4. The Operational Statement shall clearly detail the types of products to be sold through the drive-thru.
5. It is recommended that the drive-thru lane and site be redesigned to prevent drive-thru vehicle queuing from obstructing traffic on and off-site. At present the drive-thru queue does not support the minimum number of vehicles required by the Visalia Municipal Code (10 vehicles). The entrance to the drive-thru is oriented to be accessed directly from S. Mooney Blvd. Should vehicles queue in excess of what can be supported by the drive-thru lane, there is potential for idling vehicles to block circulation throughout the project site. There is also the potential that vehicle stacking could occur on Mooney Blvd. The applicant should consider redesigns that:
   - Provide additional drive-thru vehicle queuing space;
   - Place the drive-thru lane away from the Mooney Blvd. access drive to prevent idling vehicles from blocking drive aisles;
   - Remove some fuel stations to provide additional circulation area.
6. If the design is to remain as proposed, staff will be recommending denial of the drive-thru portion of the overall request to the Planning Commission.
7. The Traffic Action Plan and Drive-Thru Queue Analysis shall be provided with the CUP submittal. The analysis should include additional information detailing how quickly drive-thru orders are processed at other Fastrip locations.
8. It is recommended that striping be provided at the Whitendale driveway to direct traffic to the exit.
9. A Traffic Impact Study and Vehicle Miles Traveled analysis shall be provided with the CUP submittal.
10. The applicant shall comply with the requirements of Caltrans.

11. The proposal will require a CEQA Initial Study and likely Negative Declaration.
12. All signage shall be permitted through a separate Building Permit. Monument signage shall be located a minimum 5 feet from any property line.
13. Onsite lighting shall be shown on the site plan. Lighting shall not produce glare onto neighboring properties.

PROJECT SPECIFIC INFORMATION: April 7, 2021

1. A Conditional Use Permit shall be required for the convenience store and service station use.
2. Building elevations, floor plans, landscaping plans, and an Operational Statement shall be submitted.
3. Landscaping plans shall verify that a minimum 6% of the parking lot is landscaped. If more than 20 parking stalls are proposed, a minimum 10% of the parking lot shall be landscaped.
4. The drive-thru shall be redesigned to comply with the drive-thru performance standards of Visalia Municipal Code Section 17.32.162 and reduce conflicting traffic movements. In addition, drive-thru vehicle queuing shall not obstruct drive aisles. The drive-thru lane shall be physically separated from drive aisles onsite. If possible, the tenant for the drive-thru shall be provided.
5. It is recommended that striping be provided at the Whitendale driveway to direct traffic to the exit.
6. A Traffic Action Plan and Drive-Thru Queue Analysis shall be provided for the proposed drive-thru.
7. The drive-thru queue shall be separated from the access aisles by a cement curb.
8. A Traffic Impact Study and Vehicle Miles Traveled analysis shall be provided.
9. The applicant shall comply with the requirements of Caltrans.
10. All signage shall be permitted through a separate Building Permit. Monument signage shall be located a minimum 5 feet from any property line.
11. Onsite lighting shall be shown on the site plan. Lighting shall not produce glare onto neighboring properties.

PROJECT SPECIFIC INFORMATION: March 3, 2021

1. A Conditional Use Permit shall be required for the convenience store and service station use.
2. Building elevations, floor plans, landscaping plans, and an Operational Statement shall be submitted.
3. Landscaping plans shall verify that a minimum 6% of the parking lot is landscaped. If more than 20 parking stalls are proposed, a minimum 10% of the parking lot shall be landscaped.
4. The site plan shall be revised to depict the existing and proposed improvements on separate sheets. The site plan for the proposed development shall provide clearer detail, including site dimensions and setbacks.
5. The drive-thru shall be redesigned to comply with the drive-thru performance standards of Visalia Municipal Code Section 17.32.162. In addition, drive-thru vehicle queuing shall not obstruct drive aisles. The drive-thru lane shall be physically separated from drive aisles onsite. The location of screening (if any), menu boards and order windows shall also be shown on the site plan.
6. Parking calculations for the convenience store and "existing retail building" shall be shown on the site plan. The proposal shall indicate whether onsite parking will be sufficient to support both the convenience store and any future use within the "existing retail building".
7. If a lot split is proposed, a Tentative Parcel Map shall be required.
8. A Traffic Impact Analysis shall be required.
9. The proposal shall provide a 15-foot setback along Mooney Blvd., and a 10-foot setback along Whitendale Avenue. These setback areas shall be landscaped.
10. The location of the trash enclosure shall be provided.
11. The proposal shall include a bike rack.
12. All signage shall be permitted through a separate Building Permit. Monument signage shall be located a minimum 5 feet from any property line.
13. Onsite lighting shall be shown on the site plan. Lighting shall not produce glare onto neighboring properties.

17.19.060 Development standards in the C-MU zones outside the downtown area.

The following development standards shall apply to property located in the C-MU zone and located outside the Downtown Area, which is defined as the area that is south of Murray Avenue, west of Ben Maddox Way, north of Mineral King Avenue, and east of Conyer Street:

A. Minimum site area: five (5) acres.
B. Maximum building height: fifty (50) feet.
C. Minimum required yards (building setbacks):
    1. Front: fifteen (15) feet;
    2. Rear: zero (0) feet;
    3. Rear yards abutting an R-1 or R-M zone district: fifteen (15) feet;
    4. Side: zero (0) feet;
    5. Side yards abutting an R-1 or R-M zone district: fifteen (15) feet;
    6. Street side yard on corner lot: ten (10) feet.
D. Minimum required landscaped yard (setback) areas:
    1. Front: fifteen (15) feet;
    2. Rear: five (5) feet;
    3. Rear yards abutting an R-1 or R-M zone district: five (5) feet;
    4. Side: five (5) feet (except where a building is located on side property line);
    5. Side yards abutting an R-1 or R-M zone district: five (5) feet;
    6. Street side on corner lot: ten (10) feet.
    7. The provisions of Chapter 17.58 shall also be met, if applicable.

Parking:

1. Provide parking spaces based Zoning Ordinance Section 17.34.020
2. 30% of the required parking stalls may be compact and shall be evenly distributed in the lot.
3. Provide handicapped space(s).
4. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking.
5. A planter is required every other row. (5-9 feet in width containing trees on twenty (20) foot centers.
6. No repair work or vehicle servicing allowed in a parking area.
7. It is highly recommended that bicycle rack(s) be provided on site plan.
8. No parking shall be permitted in a required front/rear/side yard.
9. Design/locate parking lot lighting to deflect any glare away from abutting residential areas.
10. Parking lot to be screened from view by a 3-foot-tall solid wall or shrubs when located adjacent to a public street or when across from residential property.
11. Provide off-street loading facility.
12. The project should provide preferential parking spaces for carpools and vanpools to decrease the number of single occupant vehicle work trips. The preferential treatment could include covered parking spaces or close-in parking spaces, or designated free parking, or a guaranteed space for the vehicle.
13. Provide a "No Parking" (dead-head) stall at the end of the parking row (for rows over 6 stalls deep with no outlet) to allow vehicles to turn around rather than backing out if no stalls are available.

Fencing and Screening:

1. Provide screening for roof mounted equipment (Zoning Ordinance Section 17.30.130.F).
2. Provide screened trash enclosure with solid screening gates (Zoning Ordinance Section 17.30.130.F).

3. Provide solid screening of all outdoor storage areas. Outdoor storage to be screened from public view with solid material (Zoning Ordinance Section 17.30.130.F).
4. Outdoor retail sales prohibited.
5. Cross Sections need to be provided for site Plan Review if there is greater than an 18-inch difference between the elevation of the subject site and the adjacent properties, and the sections would be required for the public hearing process also.
6. All outdoor storage areas are to be identified on the site plan and they are to be shown with screening (fencing). No materials may be stored above the storage area fence heights (Zoning Ordinance Section 17.30.130.F).

Landscaping:

1. The City has adopted the State Water Efficient Landscape Ordinance. The ordinance applies to projects installing 2,500 square feet or more of landscaping. It requires that landscaping and irrigation plans be certified by a qualified entity (i.e., Landscape Architect) as meeting the State water conservation requirements. The City's implementation of this new State law will be accomplished by self-certification of the final landscape and irrigation plans by a California licensed landscape architect or other qualified entity with sections signed by appropriately licensed or certified persons as required by the ordinance. **NOTE: Prior to a final for the project, a signed Certificate of Compliance for the MWELO standards is required indicating that the landscaping has been installed to MWELO standards.**
2. Provide street trees at an average of 20-feet on center along street frontages. All trees to be 15-gallon minimum size (Zoning Ordinance Section 17.30.015-2).
3. In the P(R-M) multi-family residential zone, all multiple family developments shall have landscaping including plants, and ground cover to be consistent with surrounding landscaping in the vicinity. Landscape plans to be approved by city staff prior to installation and occupancy of use and such landscaping to be permanently maintained. (Zoning Ordinance Section 17.16.180)
4. All landscape areas to be protected with 6-inch concrete curbs (Zoning Ordinance Section 17.30.130.F).
5. All parking lots to be designed to provide a tree canopy to provide shade in the hot seasons and sunlight in the winter months.
6. Provide a detailed landscape and irrigation plan as a part of the building permit package (Zoning Ordinance Section 17.34.040).
7. An 80 sq. ft. minimum landscape well is required every 10 contiguous parking stalls (Zoning Ordinance Section 17.30.130.C).
8. Provide a detailed landscape and irrigation plan for review prior to issuance of building permits. Please review Zoning Ordinance section 17.30.130-C for current landscaping and irrigation requirements.
9. Provide a conceptual landscape plan for resubmittal or planning commission review.
10. Locate existing oak trees on site and provide protection for all oak trees greater than 2" diameter (see Oak Tree Preservation Ordinance).
11. Maintenance of landscaped areas. - A landscaped area provided in compliance with the regulations prescribed in this title or as a condition of a use permit or variance shall be planted with materials suitable for screening or ornamenting the site, whichever is appropriate, and plant materials shall be maintained and replaced as needed, to screen or ornament the site. (Prior code § 7484)

Lighting:

1. All lighting is to be designed and installed so as to prevent any significant direct or indirect light or glare from falling upon any adjacent residential property. This will need to be demonstrated in the building plans and prior to final on the site.
2. Parking lot and drive aisle lighting adjacent to residential units or designated property should consider the use of 15-foot-high light poles, with the light element to be completely recessed into the can. A reduction in the height of the light pole will assist in the reduction/elimination of direct and indirect light and glare which may adversely impact adjacent residential areas.

3. Building and security lights need to be shielded so that the light element is not visible from the adjacent residential properties, if any new lights are added or existing lights relocated.
4. NOTE: Failure to meet these lighting standards in the field will result in no occupancy for the building until the standards are met.
5. In no case shall more than 0.5 lumens be exceeded at any property line, and in cases where the adjacent residential unit is very close to the property line, 0.5 lumens may not be acceptable.

Drive-thru Performance Standards (Section 17.32.162)

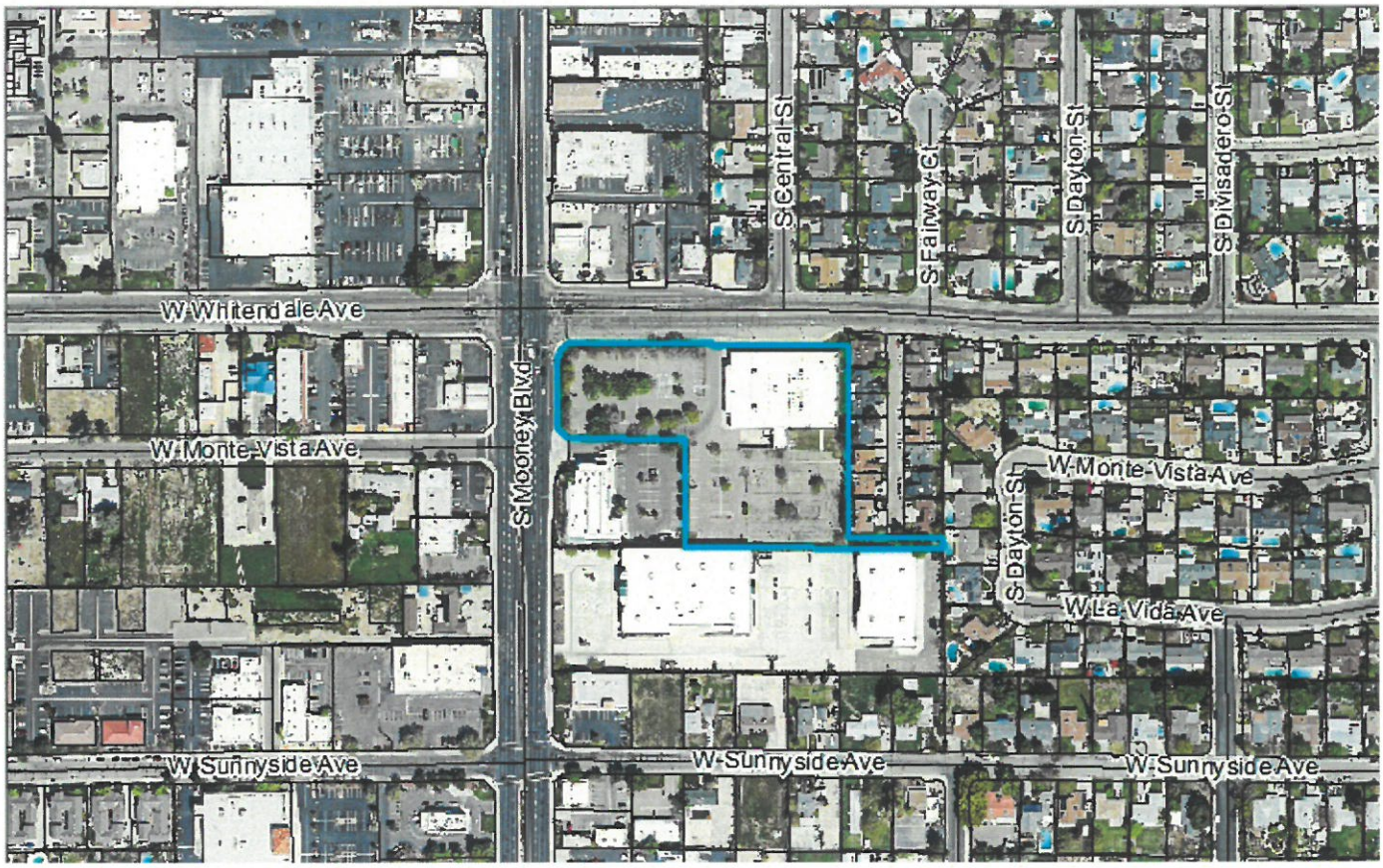
A. Purpose and Intent: It is the purpose of this section to specify performance standards applicable to uses that seek to incorporate a drive-thru lane in associate with specified use. This section does not apply to carwashes and lube and oil changing stations.

B. Performance Standards:

1. Separation from residences: The drive-thru lane shall be no less than 250 feet from the nearest residence or residentially zoned property.
2. Stacking: The drive-thru lane shall contain no less than ten vehicle stacking, measured from the pickup window to the designated entrance to the drive-thru lane. There shall be no less than three vehicles spaces distance from the order menu/speaker (or like device) to the designated entrance to the order window.
3. Circulation: No portion of the drive-thru lane shall obstruct any drive aisles or required on-site parking. The drive thru shall not take ingress or egress from a local residential road.
4. Noise: no component or aspect of the drive-thru lane or its operation shall generate noise levels in excess of 60db between the hours of 7:00 p.m. and 6:00 a.m. daily.
5. Screening: The entire drive-thru lane shall be screened from adjacent street and residential view to a height of three feet. Screening devices shall be a combination of berming, hedge and landscape materials, and solid walls as approved by the City Planner.
6. Menu boards and signage: Shall be oriented or screened to avoid direct visibility from adjacent public streets.

NOTE: Staff recommendations contained in this document are not to be considered support for a particular action or project unless otherwise stated in the comments. The comments found on this document pertain to the site plan submitted for review on the above referenced date. Any changes made to the plan submitted must be submitted for additional review.

Signature _____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S Fairway Ct
S Dayton St
S Divisadero St
W Monte Vista Ave
S Dayton St
W La Vida Ave
W Sunnyside Ave
W Sunnyside Ave
W Sunnyside Ave

SPR 21030
FASTRIP
2800 S MOONEY BLVD

City of Visalia

Building: Site Plan Review Comments

NOTE: These are general comments and DO NOT constitute a complete plan check for your specific project Please refer to the applicable California Code & local ordinance for additional requirements.

- ☐ A building permit will be required. ***For information call (559) 713-4444***
- ☐ Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant Improvements)
- ☐ Submit 1 digital set of plans prepared by an architect or engineer. Must comply with 2016 California Building Cod Sec. 2308 for conventional light-frame construction or submit 1 digital set of engineered calculations.
- ☐ Indicate abandoned wells, septic systems and excavations on construction plans.

You are responsible to ensure compliance with the following checked items:

- ☐ Meet State and Federal requirements for accessibility for persons with disabilities.
- ☐ A path of travel, parking and common area must comply with requirements for access for persons with disabilities.
- ☐ All accessible units required to be adaptable for persons with disabilities.
- ☐ Maintain sound transmission control between units minimum of 50 STC.
- ☐ Maintain fire-resistive requirements at property lines.
- ☐ A demolition permit & deposit is required. ***For information call (559) 713-4444***
- ☐ Obtain required permits from San Joaquin Valley Air Pollution Board. ***For information call (661) 392-5500***
- ☐ Plans must be approved by the Tulare County Health Department. ***For information call (559) 624-8011***
- ☐ Project is located in flood zone _____ * ☐ Hazardous materials report.
- ☐ Arrange for an on-site inspection. (Fee for inspection $157.00) ***For information call (559) 713-4444***
- ☐ School Development fees. Commercial $0.66 per square foot & Self-Storage $.23 per sf. Residential $4.16 per square foot.
- ☐ Park Development fee $_____, per unit collected with building permits.
- ☐ Additional address may be required for each structure located on the site. ***For information call (559) 713-4320***
- ☐ Acceptable as submitted
- ☐ No comments at this time

Additional comments: SEE PREVIOUS COMMENTS.
NO NEW COMMENTS.

VAL CORREIA 04/28/21
Signature

Site Plan Comments Visalia Fire Department Corbin Reed, Fire Marshal 420 N. Burke Visalia CA 93292 559-713-4272 office prevention.division@visalia.city	Date Item # Site Plan # APN:	April 28, 2021 2 21030 Resubmit 122-320-078

- The Site Plan Review comments are issued as **general overview** of your project. With further details, additional requirements will be enforced at the Plan Review stage. Please refer to the 2019 California Fire Code (CFC), 2019 California Building Codes (CBC) and City of Visalia Municipal Codes.

- This item is a **resubmittal**. Please see comments from previous submittals.

Corbin Reed
Fire Marshal

City of Visalia
Police Department
303 S. Johnson St.
Visalia, CA 93292
(559) 713-4370

Date: 4/28/21
Item: 2
Site Plan: 21-30
Name: AGENT LOMBARDO

SITE PLAN REVIEW COMMENTS

☒ No Comment at this time - REFER TO PREV COMMENTS

☐ Request opportunity to comment or make recommendations as to safety issues as plans are developed.

☐ Public Safety Impact Fee:
Ordinance No. 2001-11 Chapter 16.48 of Title 16 of the Visalia Municipal Code
Effective date – August 17, 2001

Impact fees shall be imposed by the City pursuant to this Ordinance as a condition of or in conjunction with the approval of a development project. "New Development or Development Project" means any new building, structure or improvement of any parcels of land, upon which no like building, structure of improvement previously existed. *Refer to Engineering Site Plan comments for fee estimation.

☐ Not enough information provided. Please provide additional information pertaining to:

☐ Territorial Reinforcement: Define property lines (private/public space).

☐ Access Controlled / Restricted etc.:

☐ Lighting Concerns:

☐ Traffic Concerns:

☐ Surveillance Issues:

☐ Line of Sight Issues:

☐ Other Concerns:

SITE PLAN REVIEW COMMENTS

CITY OF VISALIA TRAFFIC SAFETY DIVISION

April 28, 2021

ITEM NO: 2 **Resubmit**
SITE PLAN NO: SPR21030
PROJECT TITLE: FASTRIP
DESCRIPTION: Construction of a 4,940 SF FASTRIP Convenience Store and 12,365 SF Fuel Canopy with 24 Fueling Positions. The Existing Toy's R US Building and Parking to the South will Remain. (C-MU)
APPLICANT: Andy Erb
OWNER: TRU 2005 RE I LLC
APN: 122320078
LOCATION: 2800 S MOONEY BLVD

THE TRAFFIC DIVISION WILL PROHIBIT ON-STREET PARKING AS DEEMED NECESSARY

☐ No Comments

☒ See Previous Site Plan Comments

☐ Install Street Light(s) per City Standards.

☐ Install Street Name Blades at Locations.

☐ Install Stop Signs at Locations.

☒ Construct parking per City Standards PK-1 through PK-4.

☐ Construct drive approach per City Standards.

☒ Traffic Impact Analysis required (CUP)

- ☐ Provide more traffic information such as . Depending on development size, characteristics, etc., a TIA may be required.

☐ Additional traffic information required (Non Discretionary)

- ☐ Trip Generation - Provide documentation as to concurrence with General Plan.
- ☐ Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.
- ☐ Traffic Impact Fee (TIF) Program - Identify improvments needed in concurrence with TIF.

Additional Comments:

- VMT analysis may be required.
- TIA to address the following:
  - How does this site work with the remaining building (Toys R Us) and the fact they are removing parking? . Furthermore because they have two access points for what is shared

Leslie Blair

21-030RR

with the strip mall to the south and the existing building, we need to see if intensifying the site has any offsite implications.

- Address the drive through and the queue, potential overspill onto public ROW, onsite circulation.
- Ingress and egress off of Whitendale? Conflict with left turns to Moooney and the left turn for eastbound to Central. May need to limit with pork chop median to restrict to right in and right out only.

Leslie Blair

Leslie Blair

CITY OF VISALIA
SOLID WASTE DIVISION
336 N. BEN MADDOX
VISALIA CA. 93291
713 - 4532
COMMERCIAL BIN SERVICE

21030

April 28, 2021

	No comments.
XX	See comments below
	Revisions required prior to submitting final plans. See comments below.
	Resubmittal required. See comments below.
XX	Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers
XX	ALL refuse enclosures must be R-3 OR R-4
XX	Customer must provide combination or keys for access to locked gates/bins
	Type of refuse service not indicated.
	Location of bin enclosure not acceptable. See comments below.
XX	Bin enclosure not to city standards double.
	Inadequate number of bins to provide sufficient service. See comments below.
	Drive approach too narrow for refuse trucks access. See comments below.
	Area not adequate for allowing refuse truck turning radius of : Commercial 50 ft. outside 36 ft. inside; Residential 35 ft. outside, 20 ft. inside.
XX	Paved areas should be engineered to withstand a 55,000 lb. refuse truck.
XX	Bin enclosure gates are required
	Hammerhead turnaround must be built per city standards.
	Cul - de - sac must be built per city standards.
XX	Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.
XX	Area in front of refuse enclosure must be marked off indicating no parking
XX	Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.
	Customer will be required to roll container out to curb for service.
XX	Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten(10) feet, minimum of six(6) inches in depth.
	Roll off compactor's must have a clearance of 3 feet from any wall on both sides and there must be a minimum of 53 feet clearance in front of the compactor to allow the truck enough room to provide service.
XX	City ordinance 8.28.120-130 (effective 07/19/18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.
Comment	A City Standard R3 or R4 enclosure should be rotated to face a little more to the east to allow for direct STAB services from Whitendale Ave. Enclosure gates are required and must open 180 degrees and clear all curbing when opened. All gates must be equipped with Cain bolts to secure them closing. Custmer to contact the Solid Waste Division at 559-713-4532 to schedule a waste assessment.

Jason Serpa, Solid Waste Manager, 559-713-4533
Edward Zuniga, Solid Waste Supervisor, 559-713-4338

Nathan Garza, Solid Waste, 559-713-4532

DEPARTMENT OF TRANSPORTATION
DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE
P.O. BOX 12616
FRESNO, CA 93778-2616
PHONE (559) 445-5421
FAX (559) 488-4088
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

April 12, 2021
3/3/21
4/7/21
4/28/21

06-TUL-63-6.489
SPR #21030
FASTRIP STATION
GTS #06-TUL-2021-02148

SENT VIA EMAIL

Ms. Susan Currier, Sr. Administrative Assistant
City of Visalia – Community Development – Site Plan Review
315 E. Acequia Ave
Visalia, CA 93291

Dear Ms. Currier:

Thank you for the opportunity to review Site Plan #21030 for the proposal to build a gas station with a convenience store. The Project site is located on the southeast corner of Whitendale Avenue and State Route (SR) 63 (South Mooney Boulevard), in the City of Visalia in Tulare County.

The California Department of Transportation (Caltrans) provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

An encroachment permit must be obtained for all proposed activities for placement of encroachments within, under or over the State highway rights-of-way. Activity and work planned in the State right-of-way shall be performed to State standards and specifications, at no cost to the State. Engineering plans, calculations, specifications, and reports (documents) shall be stamped and signed by a licensed Engineer or Architect. Engineering documents for encroachment permit activity and work in the State right-of-way may be submitted using English Units. The Permit Department and the Environmental Planning Branch will review and approve the activity and work in the State right-of-way before an encroachment permit is issued. The Streets and Highways Code Section 670 provides Caltrans discretionary approval authority for projects that encroach on the State Highway System. Encroachment permits will be issued in accordance with Streets and Highway Codes, Section 671.5, "Time Limitations." Encroachment permits do not run with the land. A change of ownership requires a new permit application. Only the legal property owner or his/her authorized agent can pursue obtaining an encroachment permit. **Please call the Caltrans Encroachment**

Permit Office - District 6: 1352 W. Olive, Fresno, CA 93778, at (559) 488-4058. Please review the permit application checklist at: https://forms.dot.ca.gov/v2Forms/servlet/FormRenderer?frmid=TR0402&distpath=MAOTO&brapath=PERM.

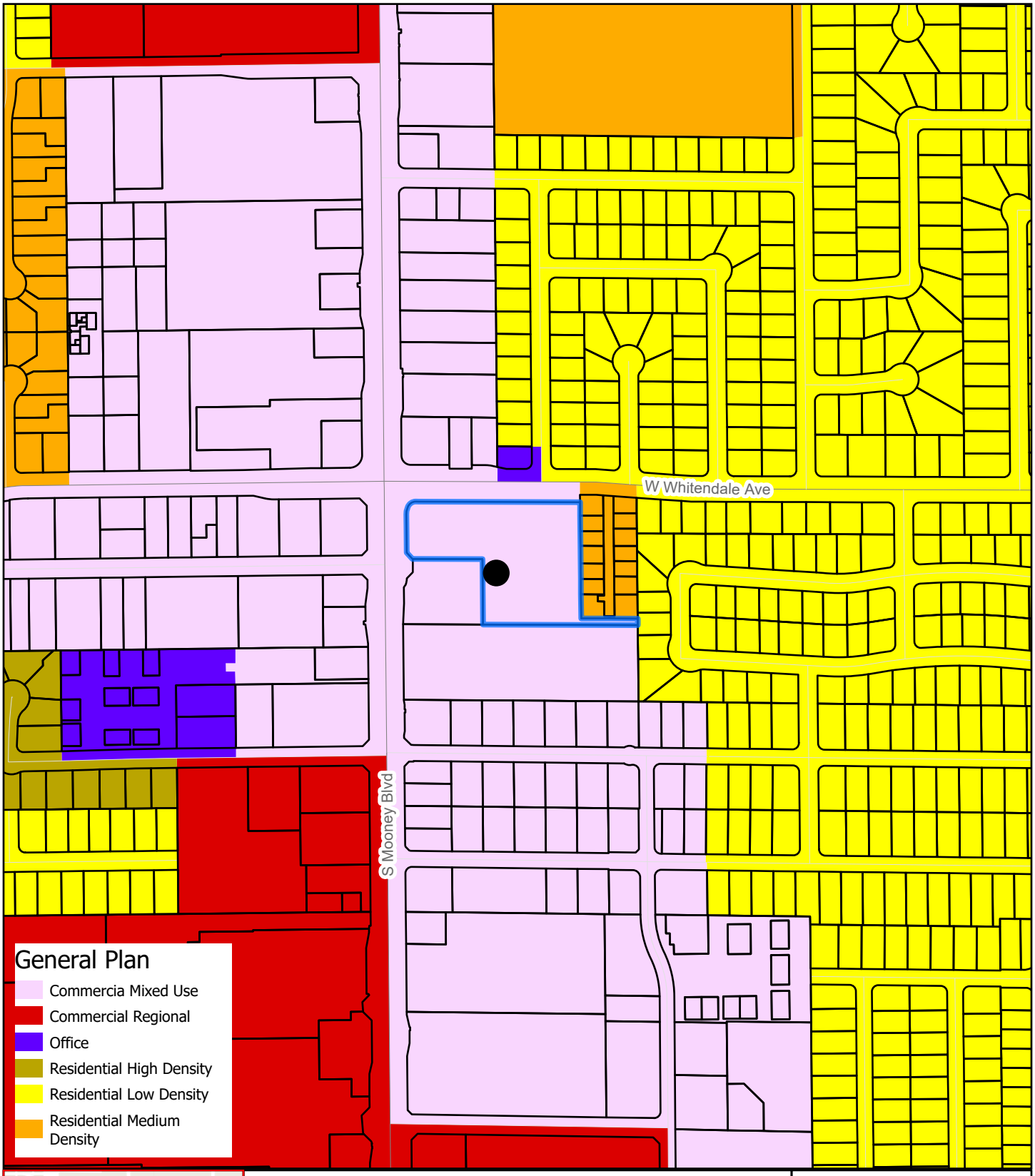
Upon project approval by the local public agency and prior to an encroachment permit application submittal, the project proponent is required to schedule a "Pre-Submittal" meeting with District 6 Encroachment Permit Office. **Please contact District 6 Encroachment Permit Office at (559) 488-4058 to schedule this meeting.**

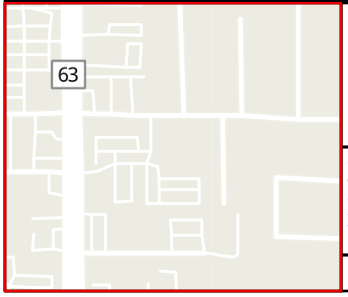
If you have any further questions, contact Scott Lau at (559) 445-5763 or scott.lau@dot.ca.gov.

Sincerely,

Lorena Mendibles

LORENA MENDIBLES, Chief
Transportation Planning - South





General Plan Land Use Map

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, City of Visalia, Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

2022

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

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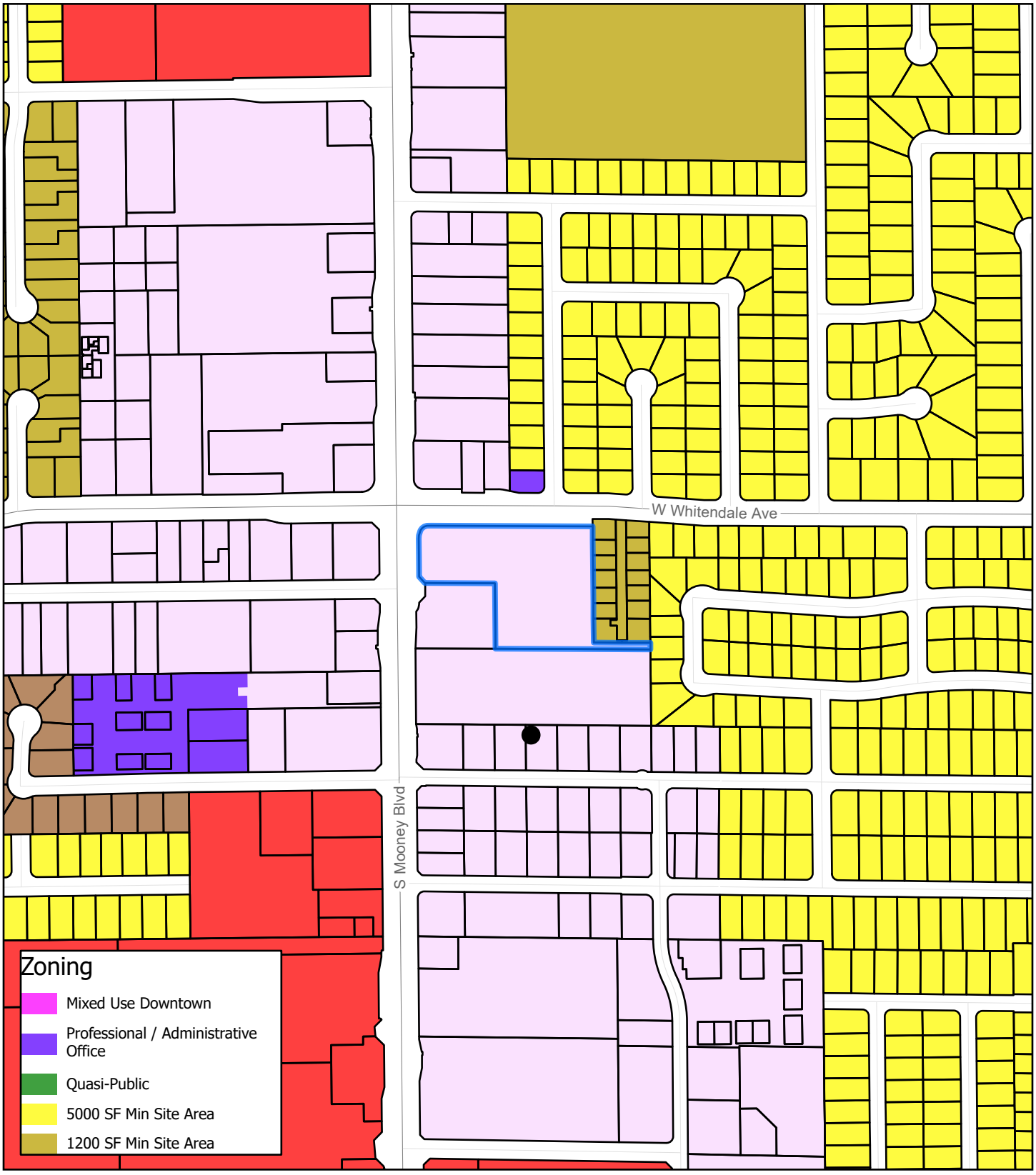

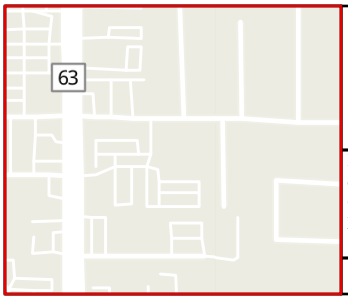

Zoning Map

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, City of Visalia, Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

2022

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

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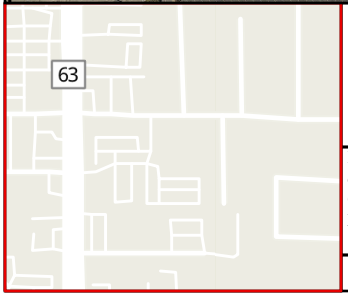

Aerial Map

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, City of Visalia, Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

2022

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

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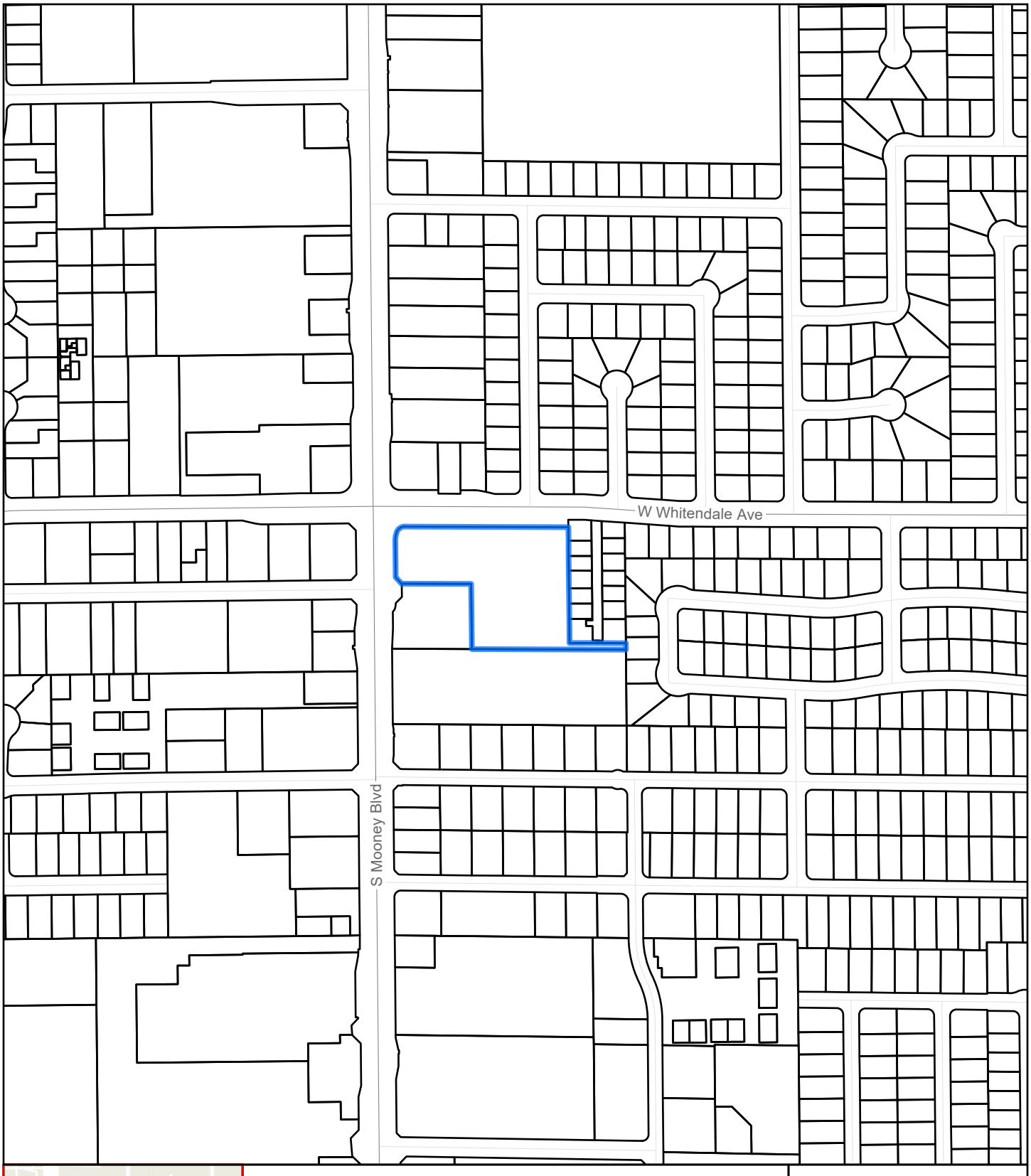

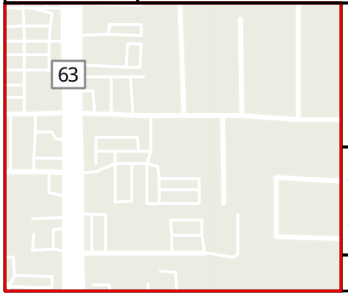

Vicinity Map

Esri, NASA, NGA, USGS, FEMA, Esri Community Maps Contributors, City of Visalia, Fresno County Dept. PWP, California State Parks, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA

2022

Coordinate System: WGS 1984 Web Mercator Auxiliary Sphere

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City of Visalia

Memo

To: Visalia Planning Commission

From: Cristobal Carrillo, Associate Planner, (559) 713-4443, cristobal.carrillo@visalia.city

Date: November 14, 2022

Re: Late Correspondence for Planning Commission Agenda Item No. 7: Conditional Use Permit No. 2021-21

The Planning Division has received two items of correspondence after the Visalia Planning Commission agenda packets were printed for distribution to the Planning Commission. The items are attached to this memo and are described as follows:

1. November 10, 2022 letter from the San Joaquin Valley Air Pollution Control District (SJVAPCD), providing comments on Initial Study / Negative Declaration No. 2021-09 for Conditional Use Permit No. 2021-21.
2. November 11, 2022 e-mail from Jonathan Hall, voicing opposition to the proposal.

For Item No. 1, staff has not had sufficient time to analyze the contents of the SJVAPCD letter nor prepare responses for Planning Commission consideration. Therefore, staff will request that the Planning Commission accept presentations from staff and the applicant, open the public hearing, take public comment, and continue the hearing to the meeting of December 12, 2022 to allow staff and the applicant time to prepare a response to the SJVAPCD letter.

For Item No. 2, public comment in opposition to the proposal was provided by Mr. Hall, owner of a single-family residential property located east of the project site and Old Town Meadows multifamily complex. Mr. Hall cites opposition to the proposal due to the potential for increased impacts from traffic, noise, and activity from people experiencing homelessness. Staff notes that a Traffic Impact Analysis has been provided, determining that the project will not affect traffic to the point where affected intersections would operate below the level of service threshold. Conditions have also been applied to address the potential for impacts from noise. Lastly, the applicant has stated per their Operational Statement that they will work closely with the Visalia Police Department to deter incidents onsite. Compliance with the Operational Statement is also included as a condition of approval.

Attachments:

1. November 10, 2022 letter from the San Joaquin Valley Air Pollution Control District (SJVAPCD)
2. November 11, 2022 e-mail from Jonathan Hall

San Joaquin Valley
AIR POLLUTION CONTROL DISTRICT

HEALTHY AIR LIVING™

November 10, 2022

Cristobal Carrillo
City of Visalia
Department of Planning
315 E. Acequia Street
Visalia, CA 93291

Project: Initial Study and Negative Declaration No. 2021-21

District CEQA Reference No: 20221441

Dear Cristobal Carrillo:

The San Joaquin Valley Air Pollution Control District (District) has reviewed the Initial Study/Negative Declaration (IS/ND) referenced above from the City of Visalia (City). Per the IS/ND, the project consists of constructing a 4,940 square-foot Fastrip convenience store with a drive-thru and a service station containing 24 fueling positions on a 3.74 acre parcel (Project). The Project is located at 2800 South Mooney Boulevard in Visalia, CA.

The District offers the following comments regarding the Project:

1) Project Related Emissions

The documents submitted to the District does not provide sufficient information to allow the District to assess the Project's potential impact on air quality. As such, the environmental review should include a Project summary detailing, at a minimum, estimates of potential mobile and stationary emission sources, and proximity to sensitive receptors and existing emission sources. The District recommends that a more detailed preliminary review of the Project be conducted for the Project's construction and operational emissions.

1a) Construction Emissions

The District recommends, to reduce impacts from construction-related diesel exhaust emissions, the Project should utilize the cleanest available off-road construction equipment, including the latest tier equipment.

Samir Sheikh
Executive Director/Air Pollution Control Officer

Northern Region
4800 Enterprise Way
Modesto, CA 95356-8718
Tel: (209) 557-6400 FAX: (209) 557-6475

Central Region (Main Office)
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
Tel: (559) 230-6000 FAX: (559) 230-6061

Southern Region
34946 Flyover Court
Bakersfield, CA 93308-9725
Tel: (661) 392-5500 FAX: (661) 392-5585

www.valleyair.org www.healthyairliving.com

1b) Operational Emissions

Operational (ongoing) air emissions from mobile sources and stationary sources should be analyzed separately. For reference, the District's significance thresholds are identified in the District's Guidance for Assessing and Mitigating Air Quality Impacts: https://www.valleyair.org/transportation/GAMAQI.pdf.

Recommended Mitigation Measure: At a minimum, project related impacts on air quality should be reduced to levels of significance through incorporation of design elements such as measures that reduce Vehicle Miles Traveled (VMTs), and measures that increase energy efficiency. More information on transportation mitigation measures can be found at: http://www.valleyair.org/transportation/Mitigation-Measures.pdf.

1c) Recommended Model for Quantifying Air Emissions

Project-related criteria pollutant emissions from construction and operational sources should be identified and quantified. Emissions analysis should be performed using the California Emission Estimator Model (CalEEMod), which uses the most recent CARB-approved version of relevant emissions models and emission factors. CalEEMod is available to the public and can be downloaded from the CalEEMod website at: www.caleemod.com.

2) Health Risk Screening/Assessment

The City should evaluate the risk associated with the Project for sensitive receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) in the area and mitigate any potentially significant risk to help limit exposure of sensitive receptors to emissions.

To determine potential health impacts on surrounding receptors (residences, businesses, hospitals, day-care facilities, health care facilities, etc.) a Prioritization and/or a Health Risk Assessment (HRA) should be performed for the Project. These health risk determinations should quantify and characterize potential Toxic Air Contaminants (TACs) identified by the Office of Environmental Health Hazard Assessment/California Air Resources Board (OEHHA/CARB) that pose a present or potential hazard to human health.

Health risk analyses should include all potential air emissions from the project, which include emissions from construction of the project, including multi-year construction, as well as ongoing operational activities of the project. Note, two common sources of TACs can be attributed to diesel exhaust emitted from heavy-duty off-road earth moving equipment during construction, and from ongoing operation of heavy-duty on-road trucks.

Prioritization (Screening Health Risk Assessment):
A "Prioritization" is the recommended method for a conservative screening-level health risk assessment. The Prioritization should be performed using the California Air Pollution Control Officers Association's (CAPCOA) methodology.

The District recommends that a more refined analysis, in the form of an HRA, be performed for any project resulting in a Prioritization score of 10 or greater. This is because the prioritization results are a conservative health risk representation, while the detailed HRA provides a more accurate health risk evaluation.

To assist land use agencies and project proponents with Prioritization analyses, the District has created a prioritization calculator based on the aforementioned CAPCOA guidelines, which can be found here:
http://www.valleyair.org/busind/pto/emission_factors/Criteria/Toxics/Utilities/PRIORITIZATION-CALCULATOR.xls

Health Risk Assessment:
Prior to performing an HRA, it is strongly recommended that land use agencies/ project proponents develop and submit for District review a health risk modeling protocol that outlines the sources and methodologies that will be used to perform the HRA. This step will ensure all components are addressed when performing the HRA.

A development project would be considered to have a potentially significant health risk if the HRA demonstrates that the project-related health impacts would exceed the District's significance threshold of 20 in a million for carcinogenic risk, or 1.0 for either the Acute or Chronic Hazard Indices.

A project with a significant health risk would trigger all feasible mitigation measures. The District strongly recommends that development projects that result in a significant health risk not be approved by the land use agency.

The District is available to review HRA protocols and analyses. For HRA submittals please provide the following information electronically to the District for review:

- HRA (AERMOD) modeling files
- HARP2 files
- Summary of emissions source locations, emissions rates, and emission factor calculations and methodologies.

For assistance, please contact the District's Technical Services Department by:

- E-Mailing inquiries to: hramodeler@valleyair.org
- Calling (559) 230-5900

Recommended Measure: Development projects resulting in TAC emissions should be located an adequate distance from residential areas and other sensitive receptors in accordance to CARB's Air Quality and Land Use Handbook: A Community Health Perspective located at https://ww3.arb.ca.gov/ch/handbook.pdf.

3) Ambient Air Quality Analysis

An Ambient Air Quality Analysis (AAQA) uses air dispersion modeling to determine if emissions increases from a project will cause or contribute to a violation of State or National Ambient Air Quality Standards. The District recommends an AAQA be performed for the Project if emissions exceed 100 pounds per day of any pollutant.

An acceptable analysis would include emissions from both project-specific permitted and non-permitted equipment and activities. The District recommends consultation with District staff to determine the appropriate model and input data to use in the analysis.

Specific information for assessing significance, including screening tools and modeling guidance, is available online at the District's website: www.valleyair.org/cega.

4) Voluntary Emission Reduction Agreement

Criteria pollutant emissions may result in emissions exceeding the District's significance thresholds, potentially resulting in a significant impact on air quality. When a project is expected to have a significant impact, the District recommends the IS/ND also include a discussion on the feasibility of implementing a Voluntary Emission Reduction Agreement (VERA) for this Project.

A VERA is a mitigation measure by which the project proponent provides pound-for-pound mitigation of emissions increases through a process that develops, funds, and implements emission reduction projects, with the District serving a role of administrator of the emissions reduction projects and verifier of the successful mitigation effort. To implement a VERA, the project proponent and the District enter into a contractual agreement in which the project proponent agrees to mitigate project specific emissions by providing funds for the District's incentives programs. The funds are disbursed by the District in the form of grants for projects that achieve emission reductions. Thus, project-related impacts on air quality can be mitigated. Types of emission reduction projects that have been funded in the past include electrification of stationary internal combustion engines (such as agricultural

irrigation pumps), replacing old heavy-duty trucks with new, cleaner, more efficient heavy-duty trucks, and replacement of old farm tractors.

In implementing a VERA, the District verifies the actual emission reductions that have been achieved as a result of completed grant contracts, monitors the emission reduction projects, and ensures the enforceability of achieved reductions. After the project is mitigated, the District certifies to the Lead Agency that the mitigation is completed, providing the Lead Agency with an enforceable mitigation measure demonstrating that project-related emissions have been mitigated. To assist the Lead Agency and project proponent in ensuring that the environmental document is compliant with CEQA, the District recommends the environmental document includes an assessment of the feasibility of implementing a VERA.

5) Clean Lawn and Garden Equipment in the Community

Since the Project consists of commercial development, gas-powered commercial lawn and garden equipment have the potential to result in an increase of NOx and PM2.5 emissions. Utilizing electric lawn care equipment can provide residents with immediate economic, environmental, and health benefits. The District recommends the Project proponent consider the District's Clean Green Yard Machines (CGYM) program which provides incentive funding for replacement of existing gas powered lawn and garden equipment. More information on the District CGYM program and funding can be found at: http://www.valleyair.org/grants/cgym.htm and http://valleyair.org/grants/cgym-commercial.htm.

6) On-Site Solar Deployment

It is the policy of the State of California that renewable energy resources and zero-carbon resources supply 100% of retail sales of electricity to California end-use customers by December 31, 2045. While various emission control techniques and programs exist to reduce air quality emissions from mobile and stationary sources, the production of solar energy is contributing to improving air quality and public health. The District suggests that the City consider incorporating solar power systems as an emission reduction strategy for the Project.

7) Electric Vehicle Chargers

To support and accelerate the installation of electric vehicle charging equipment and development of required infrastructure, the District offers incentives to public agencies, businesses, and property owners of multi-unit dwellings to install electric charging infrastructure (Level 2 and 3 chargers). The purpose of the District's Charge Up! Incentive program is to promote clean air alternative-fuel technologies and the use of low or zero-emission vehicles. The District recommends that the City and project proponents install electric vehicle chargers at project sites, and at strategic locations.

Please visit www.valleyair.org/grants/chargeup.htm for more information.

8) District Rules and Regulations

The District issues permits for many types of air pollution sources, and regulates some activities that do not require permits. A project subject to District rules and regulations would reduce its impacts on air quality through compliance with the District's regulatory framework. In general, a regulation is a collection of individual rules, each of which deals with a specific topic. As an example, Regulation II (Permits) includes District Rule 2010 (Permits Required), Rule 2201 (New and Modified Stationary Source Review), Rule 2520 (Federally Mandated Operating Permits), and several other rules pertaining to District permitting requirements and processes.

The list of rules below is neither exhaustive nor exclusive. Current District rules can be found online at: www.valleyair.org/rules/1ruleslist.htm. To identify other District rules or regulations that apply to future projects, or to obtain information about District permit requirements, the project proponents are strongly encouraged to contact the District's Small Business Assistance (SBA) Office at (661) 392-5665.

8a) District Rules 2010 and 2201 - Air Quality Permitting for Stationary Sources

Stationary Source emissions include any building, structure, facility, or installation which emits or may emit any affected pollutant directly or as a fugitive emission. District Rule 2010 (Permits Required) requires operators of emission sources to obtain an Authority to Construct (ATC) and Permit to Operate (PTO) from the District. District Rule 2201 (New and Modified Stationary Source Review) requires that new and modified stationary sources of emissions mitigate their emissions using Best Available Control Technology (BACT).

This Project will be subject to District Rule 2010 (Permits Required) and Rule 2201 (New and Modified Stationary Source Review) and will require District

permits. Prior to construction, the Project proponent should submit to the District an application for an ATC. For further information or assistance, the project proponent may contact the District's SBA Office at (661) 392-5665.

8b) District Rule 9510 - Indirect Source Review (ISR)

Per District Rule 9510 section 4.4.3, a development project on a facility whose primary functions are subject to District Rule 2201 or District Rule 2010 are exempt from the requirements of the rule. The District has reviewed the information provided and has determined that the primary functions of this Project are subject to District Rule 2201 (New and Modified Stationary Source Review Rule) or District Rule 2010 (Permits Required). As a result, District Rule 9510 requirements and related fees do not apply to the Project referenced above.

8c) District Rule 4002 (National Emissions Standards for Hazardous Air Pollutants)

In the event an existing building will be renovated, partially demolished or removed, the Project may be subject to District Rule 4002. This rule requires a thorough inspection for asbestos to be conducted before any regulated facility is demolished or renovated. Information on how to comply with District Rule 4002 can be found online at: http://www.valleyair.org/busind/comply/asbestosbultn.htm.

8d) District Rule 4601 (Architectural Coatings)

The Project may be subject to District Rule 4601 since it may utilize architectural coatings. Architectural coatings are paints, varnishes, sealers, or stains that are applied to structures, portable buildings, pavements or curbs. The purpose of this rule is to limit VOC emissions from architectural coatings. In addition, this rule specifies architectural coatings storage, cleanup and labeling requirements. Additional information on how to comply with District Rule 4601 requirements can be found online at: http://www.valleyair.org/rules/currntrules/r4601.pdf

8e) District Regulation VIII (Fugitive PM10 Prohibitions)

The project proponent may be required to submit a Construction Notification Form or submit and receive approval of a Dust Control Plan prior to commencing any earthmoving activities as described in Regulation VIII, specifically Rule 8021 – *Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities.*

Should the project result in at least 1-acre in size, the project proponent shall provide written notification to the District at least 48 hours prior to the project

proponents intent to commence any earthmoving activities pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). Also, should the project result in the disturbance of 5-acres or more, or will include moving, depositing, or relocating more than 2,500 cubic yards per day of bulk materials, the project proponent shall submit to the District a Dust Control Plan pursuant to District Rule 8021 (Construction, Demolition, Excavation, Extraction, and Other Earthmoving Activities). For additional information regarding the written notification or Dust Control Plan requirements, please contact District Compliance staff at (559) 230-5950.

The application for both the Construction Notification and Dust Control Plan can be found online at:
https://www.valleyair.org/busind/comply/PM10/forms/DCP-Form.docx

Information about District Regulation VIII can be found online at:
http://www.valleyair.org/busind/comply/pm10/compliance_pm10.htm

8f) Other District Rules and Regulations

The Project may also be subject to the following District rules: Rule 4102 (Nuisance) and Rule 4641 (Cutback, Slow Cure, and Emulsified Asphalt, Paving and Maintenance Operations).

9) District Comment Letter

The District recommends that a copy of the District's comments be provided to the Project proponent.

If you have any questions or require further information, please contact Patrick Chimienti by e-mail at Patrick.Chimienti@valleyair.org or by phone at (559) 230-6139.

Sincerely,

Brian Clements
Director of Permit Services

For: Mark Montelongo
Program Manager

From: Jon Hall <solidsnayk@gmail.com>
Sent: Friday, November 11, 2022 1:03 PM
To: Susan Currier <Susan.Currier@visalia.city>
Subject: Conditional Use Permit No. 2021-21 for 2800 S Mooney Blvd site: negative declaration comments

> You don't often get email from solidsnayk@gmail.com. Learn why this is important

To whom it may concern:

In regard to the proposed Fastrip store and fuel station, I am against this proposal. I live at, and own the property, 1731 W Monte Vista Ave. This intersection area already has multiple gas stations, the extra noise from additional traffic and cars would be unwanted for the neighborhood, and the potential for more homeless drug addicts causing issues for all of us living here would go up. I think doing something about this eyesore of a site is a good idea if the right type of business or structure is proposed, but I am not for this specific proposal for the Fastrip.

Sincerely,
Jonathan Hall