City of Hanford

Downtown Pedestrian Safety & Traffic Circulation Project

January 27, 2021

PETERS ENGINEERING GROUP
A CALIFORNIA CORPORATION

BACKGROUND

The project includes identifying intersections in the Central Parking and Business District that can potentially benefit from pedestrian safety and accessibility improvements. The analysis will include consideration of traffic calming (bulb-outs), evaluation of one-way streets downtown for traffic flow and parking/pedestrian safety, evaluation of conversion of Douty Street and Seventh Street to one lane with traffic calming, and design of intersection improvements for pedestrian safety/ADA compliance.

Figure 1 presents the boundary of the downtown area which includes twenty eight (28) intersections and nine (9) mid-block crosswalks.

Figure 1 – Study Area

DOWNTOWN COMMITTEE / PUBLIC MEETINGS

During the course of the preparation of this report, Peters Engineering Group participated in several meetings with the City of Hanford Downtown Committee. The purpose of the meetings was to collaborate with members of the downtown community and receive input on the analysis and recommendations being developed. The three coordination meetings and a brief summary of discussion items are presented below:

December 13, 2018 – A meeting was held in person with the Committee at the City Hall training room. The purpose of the meeting was to introduce the scope of the project and receive initial feedback from members regarding the study.

February 21, 2019 – A meeting was held in person with the Committee at the City Hall training room. The purpose of the meeting was to present the initial traffic analysis related to mid-block crosswalks, roadway operations and traffic signal operations.

August 27, 2020 – A virtual meeting was held with the Committee utilizing Zoom. The Committee was presented with findings and recommendations regarding mid-block crosswalks, proposals for roadway modifications, and the recommendations regarding signalized intersections.

Throughout the process the Committee provided feedback and recommendations that in some instances are contrary to Peters Engineering Group recommendations. The feedback from the Committee will be presented in this report in addition to the traffic recommendations herein.

CIRCULATION ANALYSIS

A traffic analysis was performed to evaluate the following proposed circulation modifications:

1. Conversion of Seventh Street and Sixth Street to one-way traffic in the downtown area to potentially create additional parking on the street.

2. Conversion of Douty Street and Seventh Street to single lane with angled parking in the downtown area.

Twenty-four-hour traffic counts were performed on each approach to the various study intersections in order to perform the analysis. Manual traffic counts, including turning movements, were performed at all intersections between the hours of 7:00 a.m. and 9:00 a.m. and between the hours of 4:00 p.m. and 6:00 p.m. on a weekday. Pedestrian and vehicle counts were performed at mid-block crosswalks between the hours of 7:00 a.m. and 9:00 a.m., between the hours of 11:00 a.m. and 2:00 p.m. and between the hours of 4:00 p.m. and 6:00 p.m.

The results of the PM peak hour analysis is presented in Table 1.

Table 1 – PM Peak Hour Analysis

EXISTING				
	Redington	Irwin	Douty	Harris
7th Street	A	B	A	A
6th Street	B	B	C	B

2040				
	Redington	Irwin	Douty	Harris
7th Street	B	B	B	B
6th Street	C	C	E	C

EXISTING (Existing traffic signals removed)				
	Redington	Irwin	Douty	Harris
7th Street	B	B	C	B
6th Street	B	B	C	B

2040 (Existing traffic signals removed)				
	Redington	Irwin	Douty	Harris
7th Street	D	B	D	C
6th Street	C	C	E	C

ONE-WAY, ONE LANE (Existing traffic signals removed)				
	Redington	Irwin	Douty	Harris
7th Street	D	C	F	E
6th Street	F	C	F	F

ONE-WAY, ONE LANE (Existing traffic signals removed)				
	Redington	Irwin	Douty	Harris
7th Street	F	F	F	F
6th Street	F	E	F	F

ONE-WAY, TWO LANES (Existing traffic signals removed)				
	Redington	Irwin	Douty	Harris
7th Street	B	B	C	C
6th Street	C	C	C	F

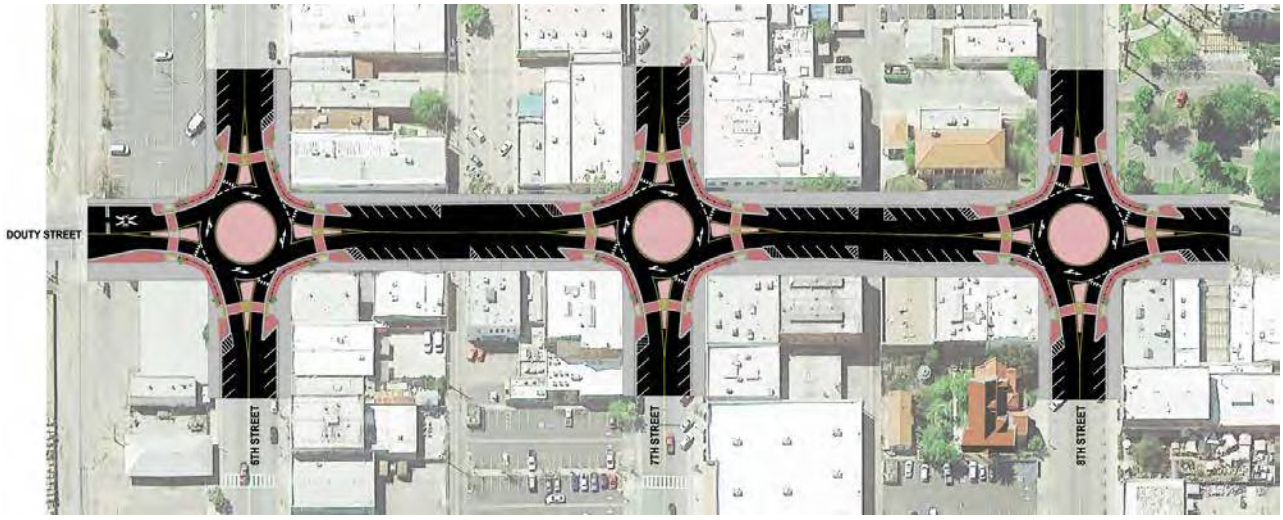
ONE-WAY, TWO LANES (Existing traffic signals removed)				
	Redington	Irwin	Douty	Harris
7th Street	C	C	E	D
6th Street	E	C	E	F

The analysis concluded that Seventh Street and Sixth Street operate within acceptable levels of service without one-way conversion. Furthermore, if the streets were to be converted to one-way operation, two lanes would be required which would not allow for additional parking to be developed.

Douty Street and Seventh Street were analyzed to determine if a reduction in the number of lanes in each direction, otherwise known as a “lane diet,” would provide adequate capacity and allow for the development of angled parking. The analysis concluded that the street segment portions of the roadways would operate at acceptable levels of service with a single lane in each direction until the year 2040. However, the intersections will require additional lanes to operate efficiently. Because the intersections are relatively closely spaced, very little of the roadway, if any, would be available for angled parking. Therefore, reducing these streets to one-lane in each direction is not a long-term solution.

Another alternative considered in the analysis was the construction of compact roundabouts on Douty Street at Sixth Street, Seventh Street, and Eighth Street. Figure 2 presents the proposed compact roundabouts on Douty Street.

Figure 2 – Douty Street Compact Roundabouts



The proposed Douty Street compact roundabouts will operate at an acceptable level of service through the year 2040 and will provide opportunities for development of angled parking between intersections.

It is recommended that the streets remain two-way operation and that the roundabouts are pursued at a time in the future when funding can be secured for construction of the facilities.

An interim alternative was identified that includes reducing Douty Street to one lane in each direction with the addition of angled parking between Sixth Street and Eighth Street. While not a permanent solution, implementing this alternative would only allow for implementation of additional parking along this segment until funding for the roundabouts can be secured. Only a single approach lane on Douty at the 6th / 7th and 8th Street intersections would be provided under this alternative. This would require modifications to the signalization at 7th Street to provide for split phasing on the Douty Street approached so that left turning vehicles do not impair through movements.

The Downtown Committee concurred with maintaining the two-way operation on both Seventh and Sixth Streets, pursuing the interim alternative of reducing Douty Street to one lane in each direction with angled parking, and supported pursuing the roundabout alternatives in the future if/when funding becomes available.

Traffic analysis calculations are included in the Appendix.

TRAFFIC SIGNAL WARRANT ANALYSIS

The study performed intersection analyses to ascertain the operational conditions at following five (5) existing signalized intersections:

1. Seventh Street / Harris Street
2. Seventh Street / Irwin Street
3. Seventh Street / Douty Street
4. Seventh Street / Redington Street
5. Lacey Boulevard / Redington Street

The purpose of the analysis was to determine which, if any, of the multi-way stop sign and traffic signal criteria presented in the most recent California Manual on Uniform Traffic Control Devices (CMUTCD) are satisfied. The intent of this task is to determine whether traffic signals or multi-way stop control is the preferred intersection control.

The traffic analysis concluded that traffic signals should be removed at the following intersections due to the fact that they do not currently meet warrants and are non-standard signal installations:

1. Seventh Street / Harris Street
2. Seventh Street / Irwin Street
3. Seventh Street / Douty Street (possibly replaced with a roundabout)

Traffic signal warrants are met at both the Seventh Street / Redington Street and Lacey Boulevard / Redington Street intersections. It is recommended to maintain traffic signals at both locations due to the intersections meeting warrants and the traffic signals being mostly in compliance with modern standards. The Downtown Committee concurred with this recommendation.

MID-BLOCK CROSSWALKS

Several mid-block crosswalks were analyzed to determine the safety and effectiveness of these facilities. Warrants for installation of mid-block crosswalks are as follows:

- Pedestrian volume (>10/hr)
- Speed Limit (<45 mph)
- Nearest crosswalk (>800 feet)
- If minimum criteria are met further evaluation is necessary
    i. Number of pedestrians
    ii. Effectiveness of crosswalk (visibility, channelization, etc.)
    iii. Available gaps in traffic

A summary of the mid-block crosswalk metrics is presented in Table 2.

Table 2
Mid-Block Crosswalk Summary

Location	Street	Adjacent Streets	Near Alley?	Pedestrian Peak Hour Volume	Conflicting Vehicular Peak-Hour Volume	Time Period	Special Notes
A	Lacey Blvd.	Redington / Irwin	No	7	530	Mid-day	Curb in median blocks accessibility
B	Eighth St.	Phillips / Redington	No	26	228	Mid-day	Relatively good access exists
C	Eighth St.	Redington / Irwin	No	13	309	Mid-day	Relatively good access exists
D	Irwin St.	7th / 8th	Yes	15	305	Mid-day	No ramps, difficult access
E	Douty St.	7th / 8th	Yes	17	558	PM	No ramps, difficult access, fire hydran
F	Seventh St.	Phillips / Redington	No	14	609	Mid-day	Relatively good access exists
G	Seventh St.	Douty / Harris	No	15	460	PM	Relatively good access exists
H	Irwin St.	6th / 7th	Yes	27	126	PM	No ramps, difficult access, fire hydran
I	Douty St.	6th / 7th	Yes	18	590	PM	No ramps, difficult access, poles
J	Sixth St.	Redington / Irwin	No	5	427	Mid-day	Relatively good access exists
K	Sixth St.	Irwin / Douty	No	19	418	Mid-day	Relatively good access exists
L	Sixth St.	Douty / Harris	No	4	523	PM	No curb ramp on north side

The analysis focused on determining whether each individual crosswalk was warranted and, if so, if improvements could be made to enhance safety. If the crosswalk was not warranted and exhibited safety deficiencies it would be identified to be removed. An example of a crosswalk that met warrants and included sufficient safety features, such as ramps and sufficient sight distance, is shown in Figure 3.

Figure 3
Sixth Street between Irwin Street and Douty Street

An example of a crosswalk that did not meet warrants and exhibited deficiencies, such as inadequate ramps and insufficient sight distance, is shown in Figure 4.

Figure 4
Sixth Street between Douty Street and Harris Street.

A summary of recommendations at the seven mid-block crosswalks analyzed is presented in Table 3.

Table 3
Mid-Block Crosswalk Recommendations

Location	Recommendation
Irwin Street (6th / 7th)	Remove
Irwin Street (7th / 8th)	Remove
Douty Street (6th / 7th)	Remove
Douty Street (7th / 8th)	Remove
Sixth (Douty / Harris)	Remove
Lacey (Redington / Irwin)	Maintain
Sixth (Redington / Irwin)	Maintain

The Downtown Committee reviewed these recommendations and disagreed with the recommendation to remove both of the mid-block crosswalks on Irwin Street as well as the removal of the mid-block crosswalk on Douty Street between 6th and 7th streets. The remaining recommendations were accepted by the Committee. For the three mid-block crosswalks that the committee wishes to maintain, it is recommended that the additional safety improvements be considered at the crosswalks:

Rapid Flashing Beacons (RFB) – Install RFB's at the crosswalks to alert approaching traffic of pedestrian activity. Additionally, install led warning signs that activate on alley approaches similar to Figure 5 below.

Figure 5
RFB Application

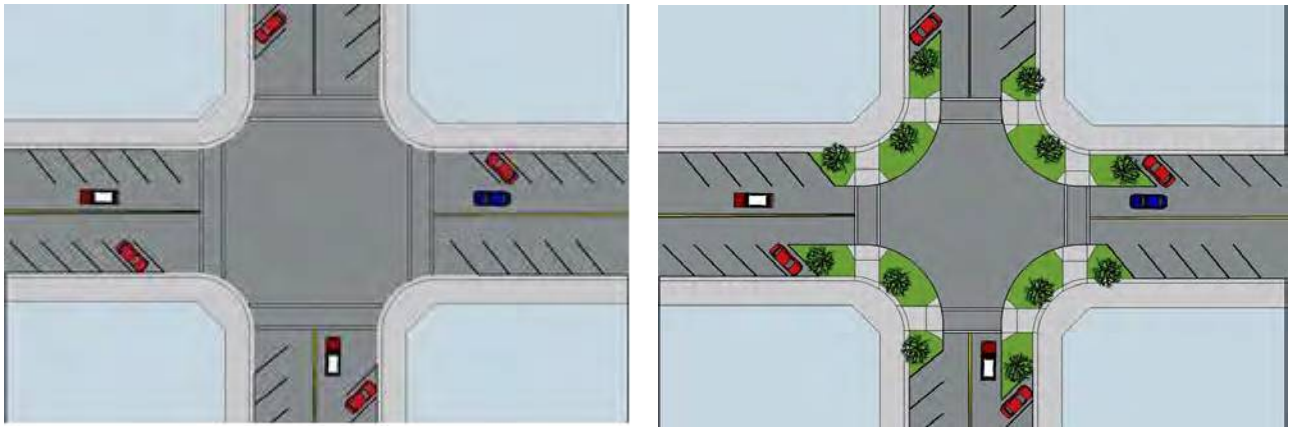
Speed Tables – The City could consider installing low-profile speed tables at the crosswalk locations to slow approaching vehicles. An example of a speed table is shown in Figure 6 below.

Figure 6 – Speed Table

INTERSECTION PEDESTRIAN IMPROVEMENTS

In an effort to provide a more walkable pedestrian friendly environment in the downtown area, intersections were evaluated to determine improvements which would promote pedestrian travel and improve safety. Figure 7 presents curb extension improvements proposed at twenty eight (28) intersections in downtown:

Figure 7
Pedestrian Intersection Treatment



Existing Intersection

Proposed Intersection

The Downtown Committee concurred with the benefits of the proposed pedestrian improvements and concurred with the recommendation to pursue these improvements.

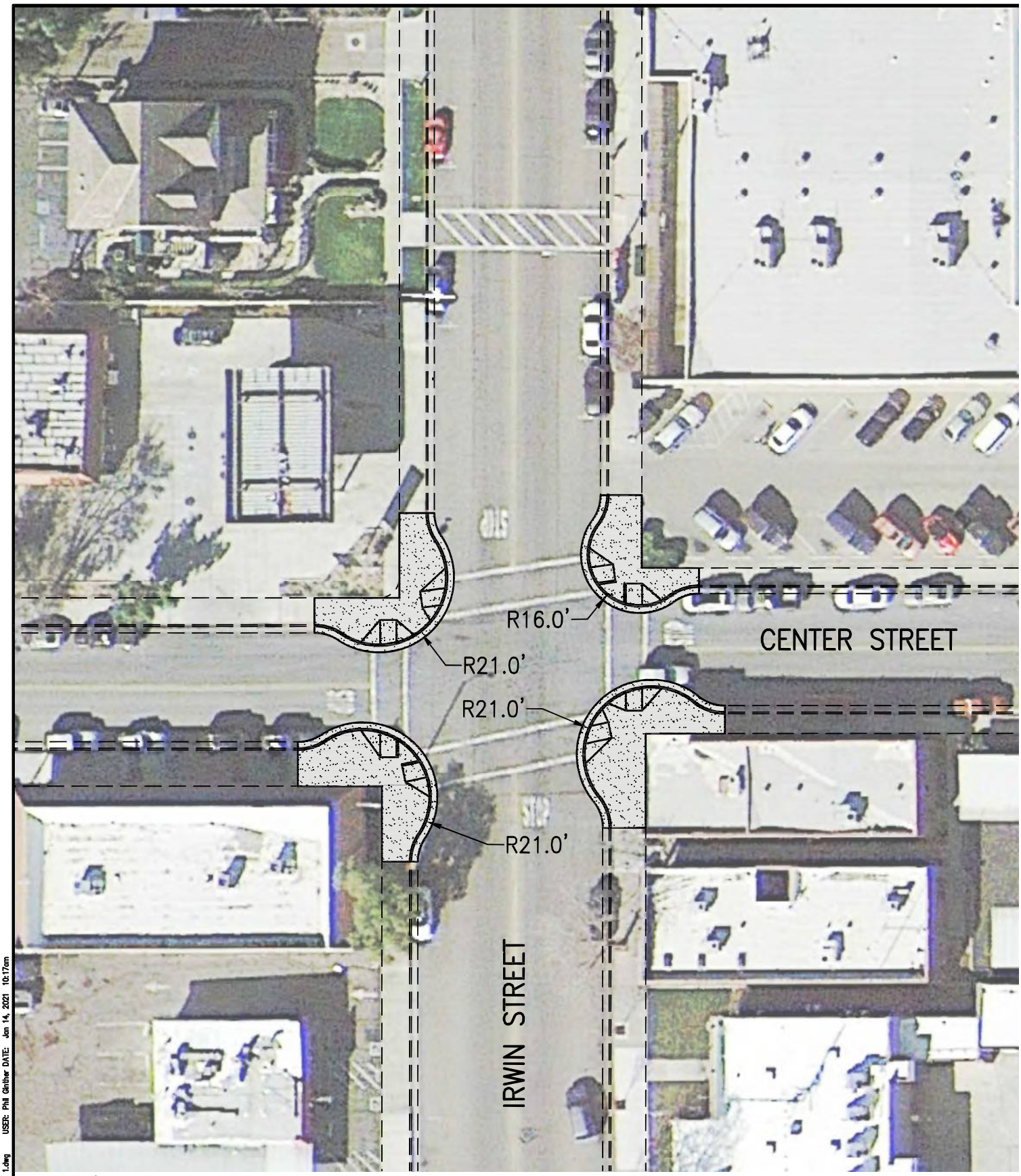
Preliminary layouts of curb extension improvements for each of the twenty eight intersections are included in the Appendix.

CONCLUSIONS/SUMMARY OF RECOMMENDATIONS

The study conclusions and recommendations are summarized as follows:

Recommendation	Committee Response
Sixth Street and Seventh Street should be maintained as two-way streets	Concurred.
Compact roundabouts should be considered on Douty Street at Sixth Street, Seventh Street, and Eighth Street in the future if/when funding becomes available.	Concurred.
As in interim project, Douty Street between 6th Street and 8th Street should be reduced to one-lane in each direction and angled parking should be developed along this segment. This will require split phase signal operations at Douty / 7th.	Concurred.
Traffic signals should be removed at Seventh Street / Harris Street, Seventh Street / Irwin Street, and Seventh Street / Douty Street and maintained at Seventh Street / Redington Street and Lacey Boulevard / Redington.	Concurred.
Pedestrian curb extensions should be installed at twenty eight (28) intersections included in the study area.	Concurred.
Remove mid-block crosswalk on Irwin Street between 6th/7th.	Maintain crosswalk – install safety improvements.
Remove mid-block crosswalk on Irwin Street between 7th/8th.	Maintain crosswalk – install safety improvements.
Remove mid-block crosswalk on Douty Street between 6th/7th.	Maintain crosswalk – install safety improvements.
Remove mid-block crosswalk on Douty Street between 7th/8th.	Concurred.
Remove mid-block crosswalk on Sixth Street between Douty / Harris.	Concurred.
Maintain mid-block crosswalk on Lacey Blvd between Redington/Irwin.	Concurred.
Maintain mid-block crosswalk on Sixth Street between Redington/Irwin.	Concurred.

APPENDIX



CITY OF HANFORD

BULB OUT INTERSECTION LAYOUT
CENTER STREET & IRWIN STREET

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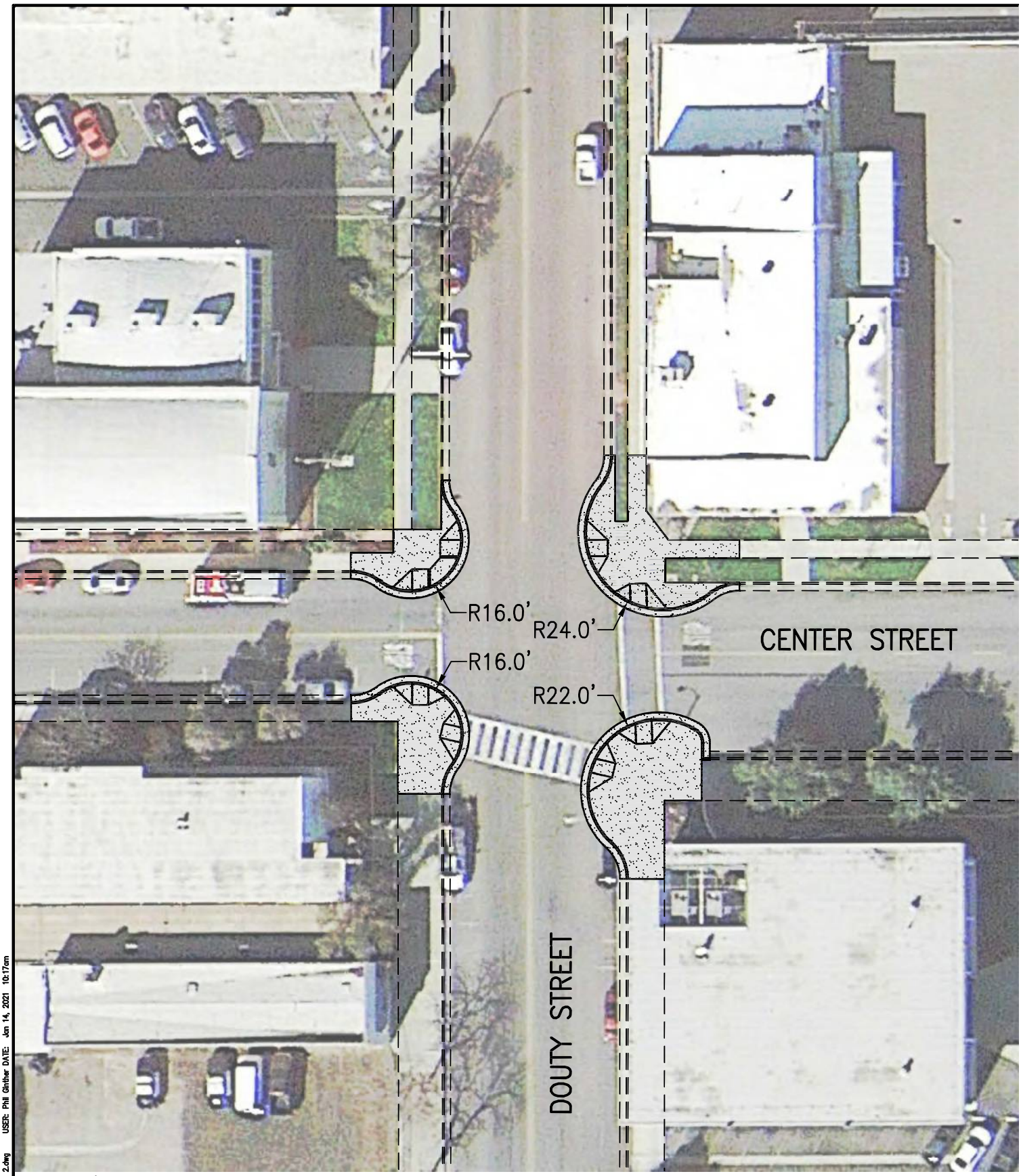

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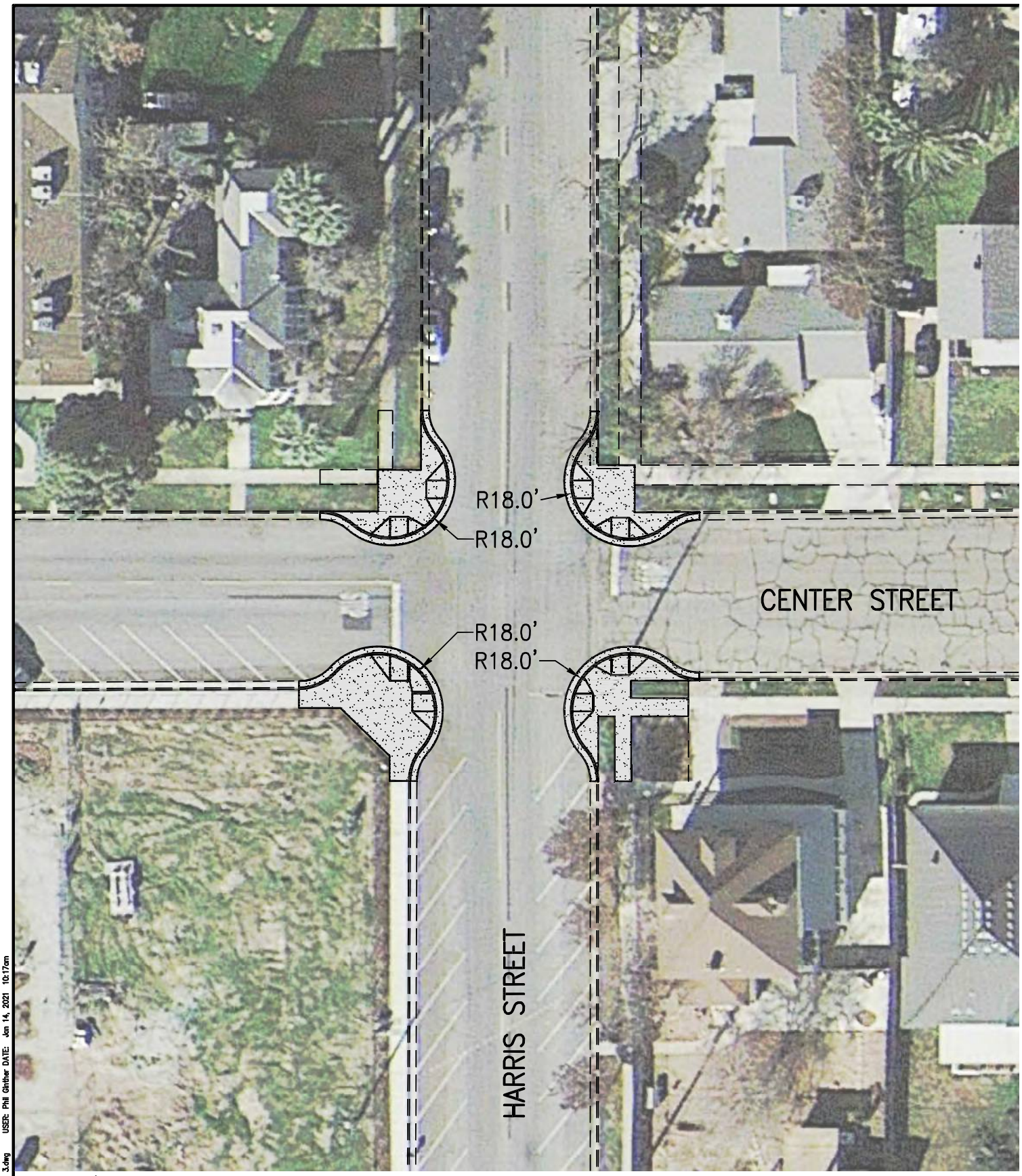

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CENTER STREET & HARRIS STREET

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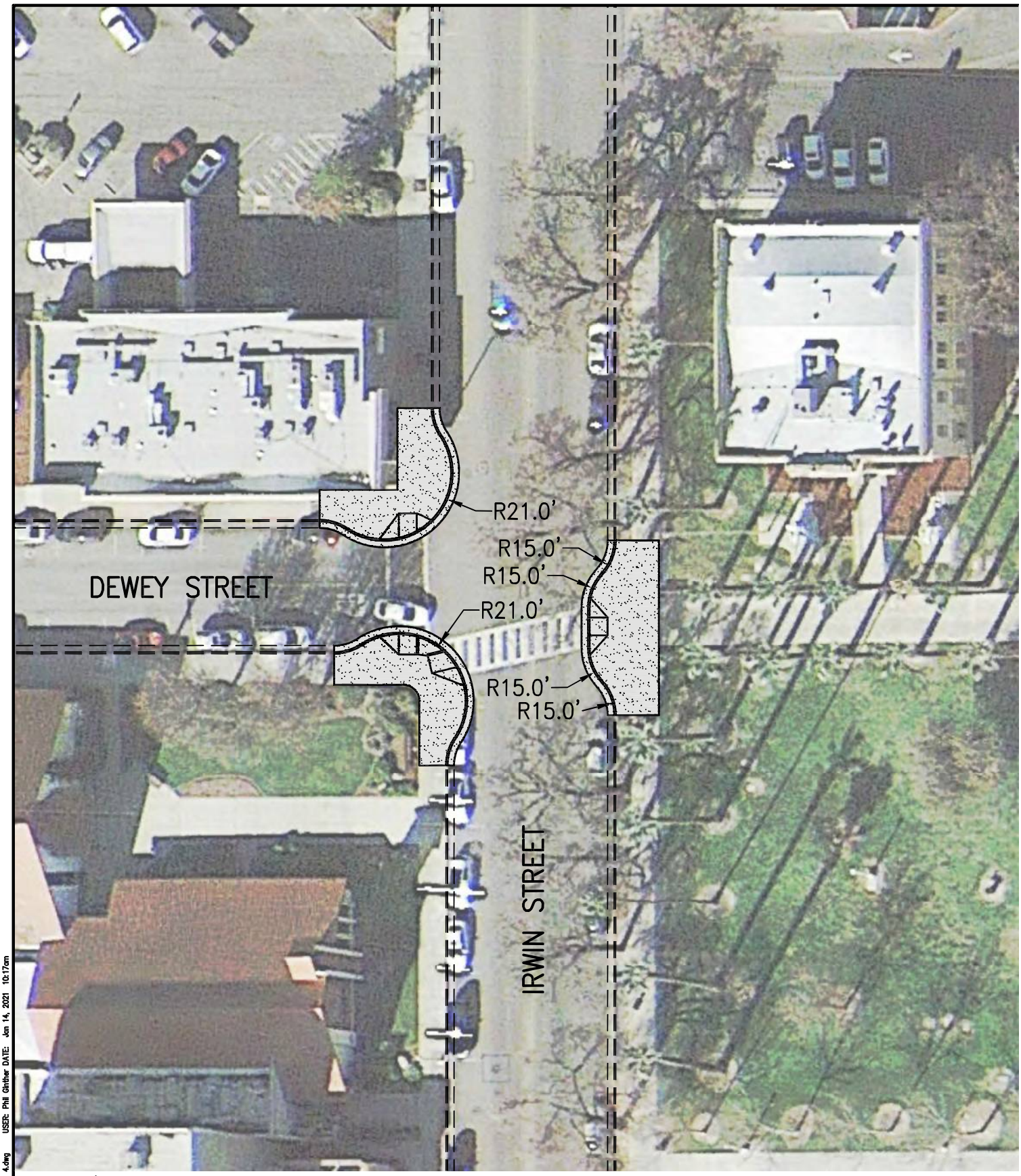

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DEWEY STREET & IRWIN STREET

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CITY OF HANFORD

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NINTH STREET & DOUTY STREET

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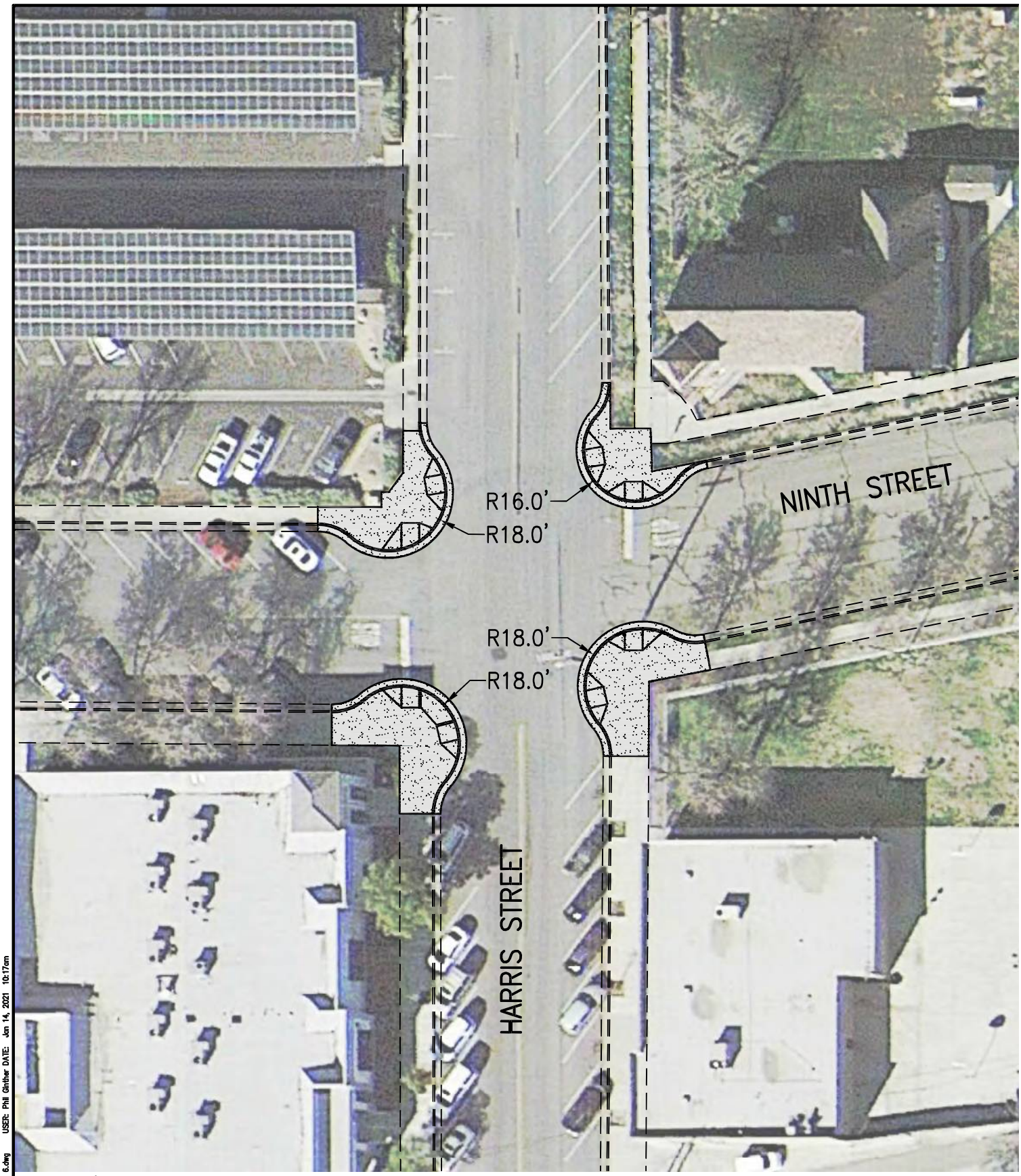

CITY OF HANFORD

BULB OUT INTERSECTION LAYOUT
NINTH STREET & HARRIS STREET

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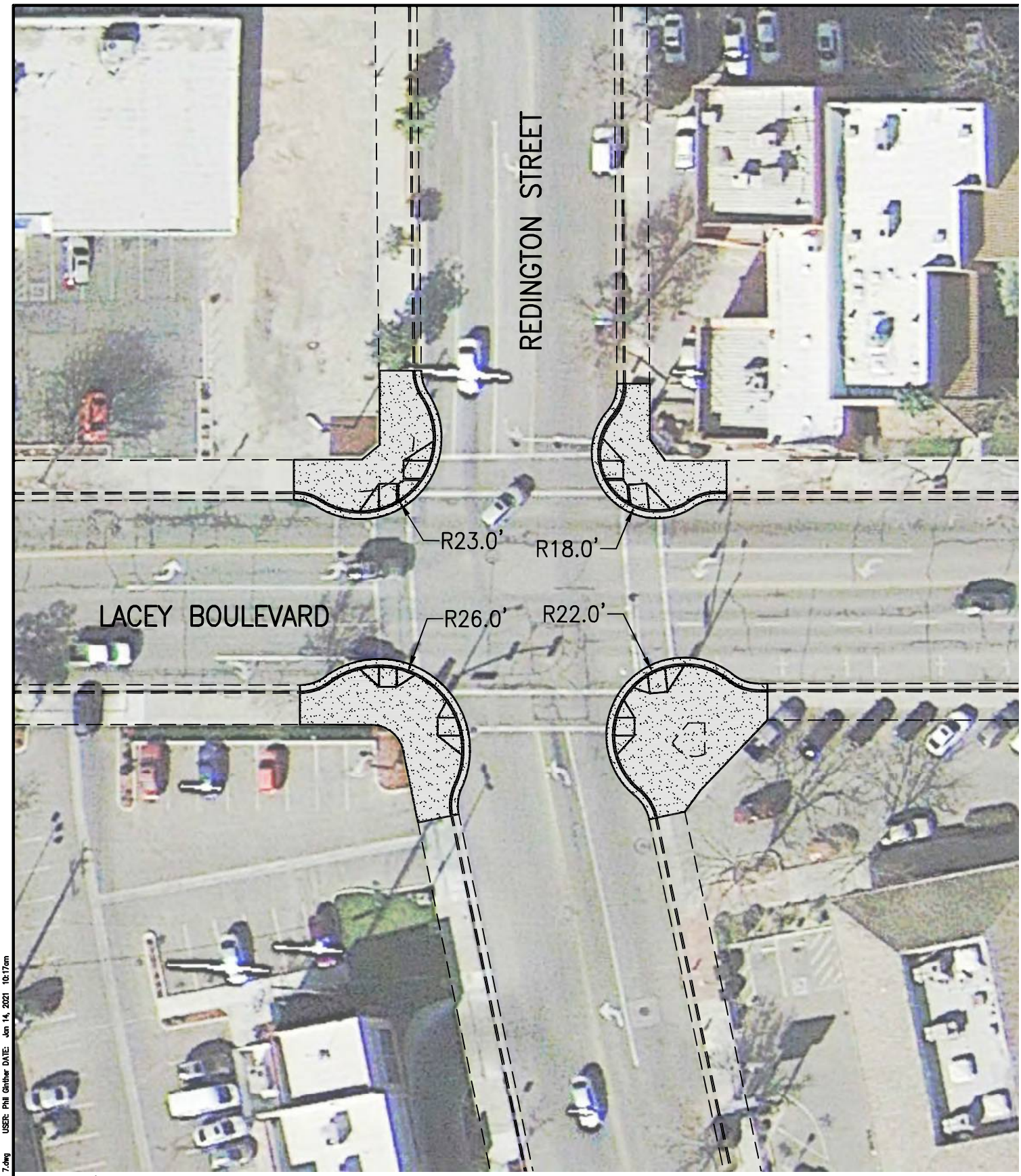

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LACEY BOULEVARD & REDINGTON STREET

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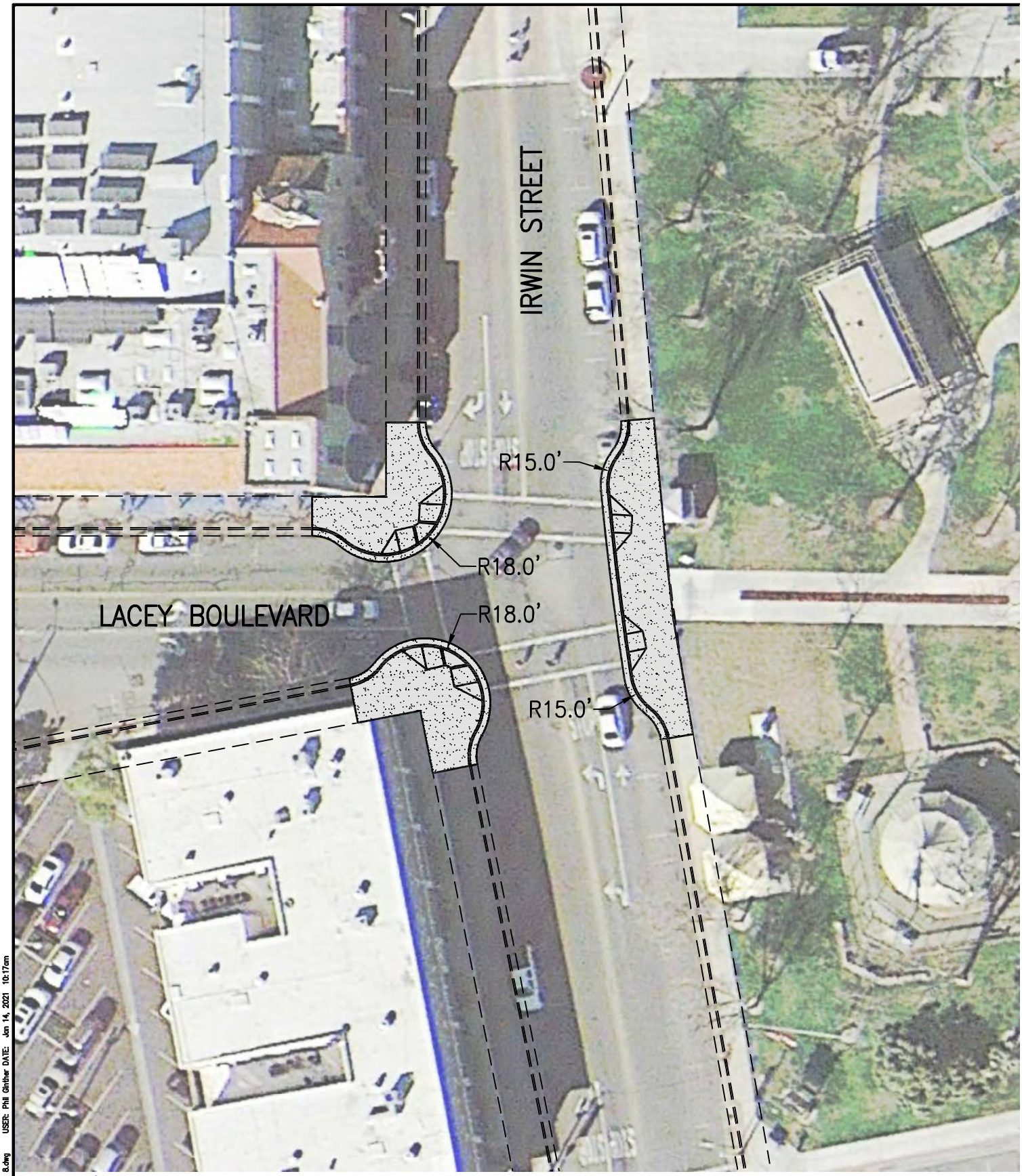

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CITY OF HANFORD

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EIGHT STREET & PHILLIP STREET

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CITY OF HANFORD

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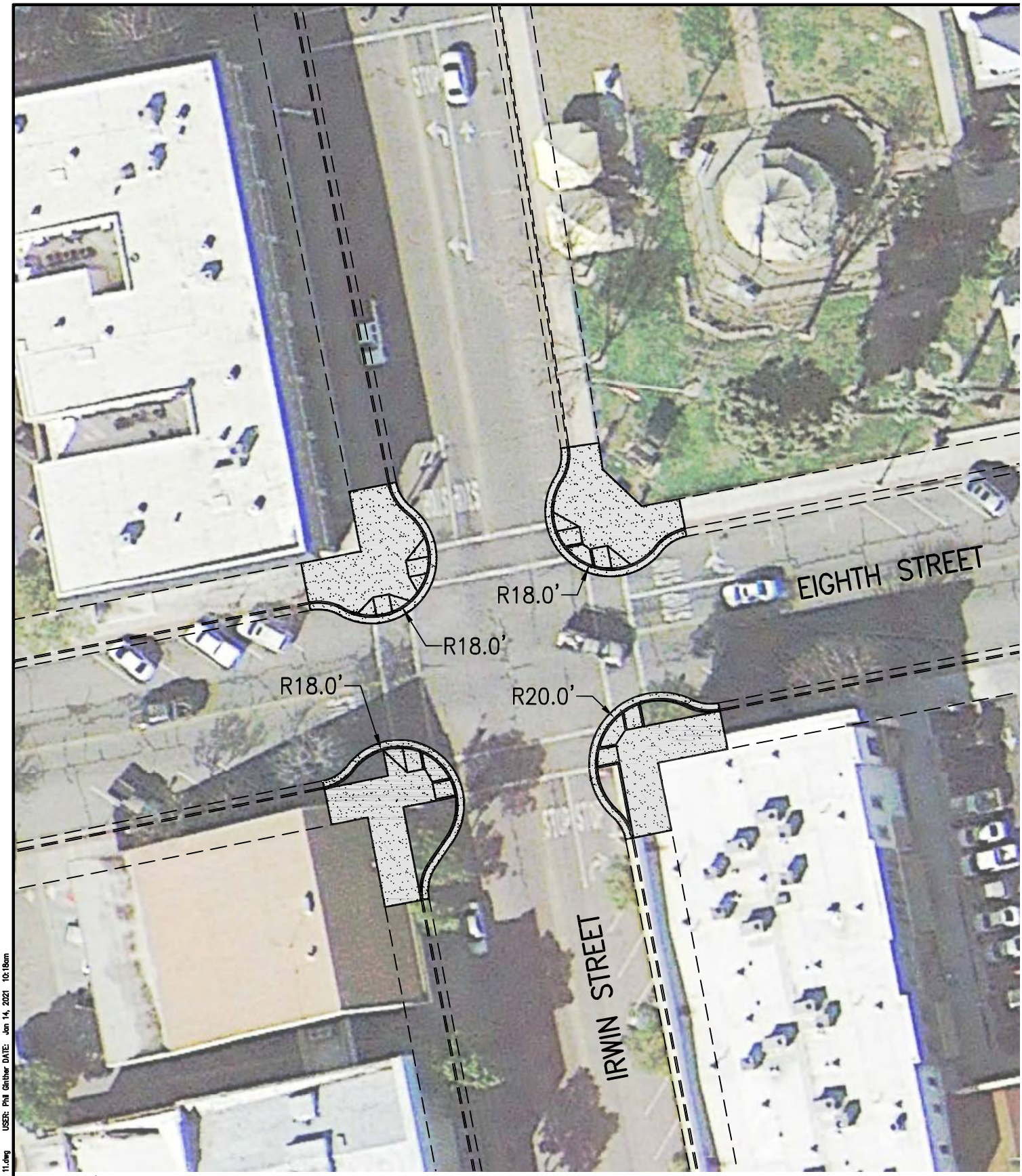

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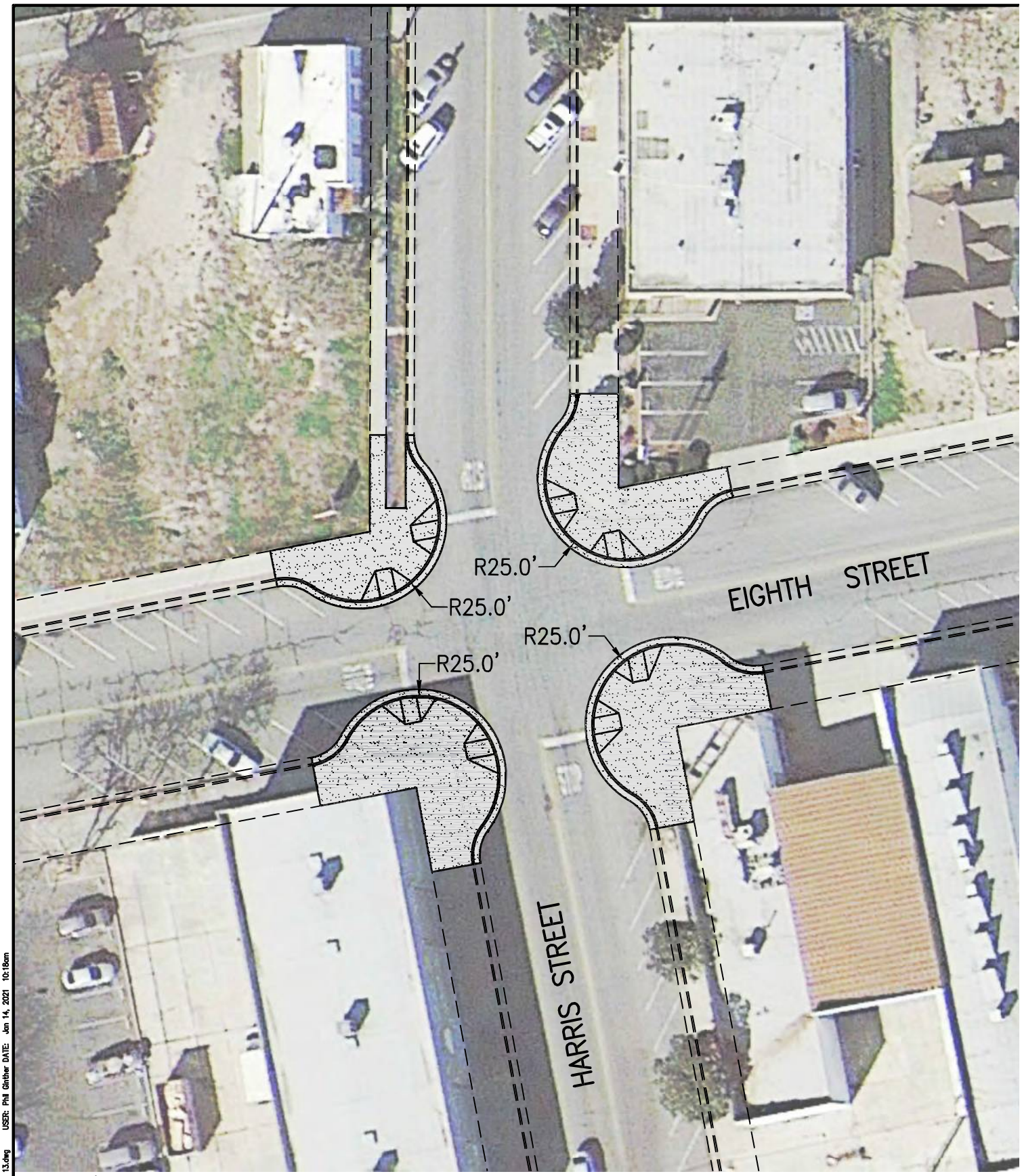

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EIGHTH STREET & HARRIS STREET

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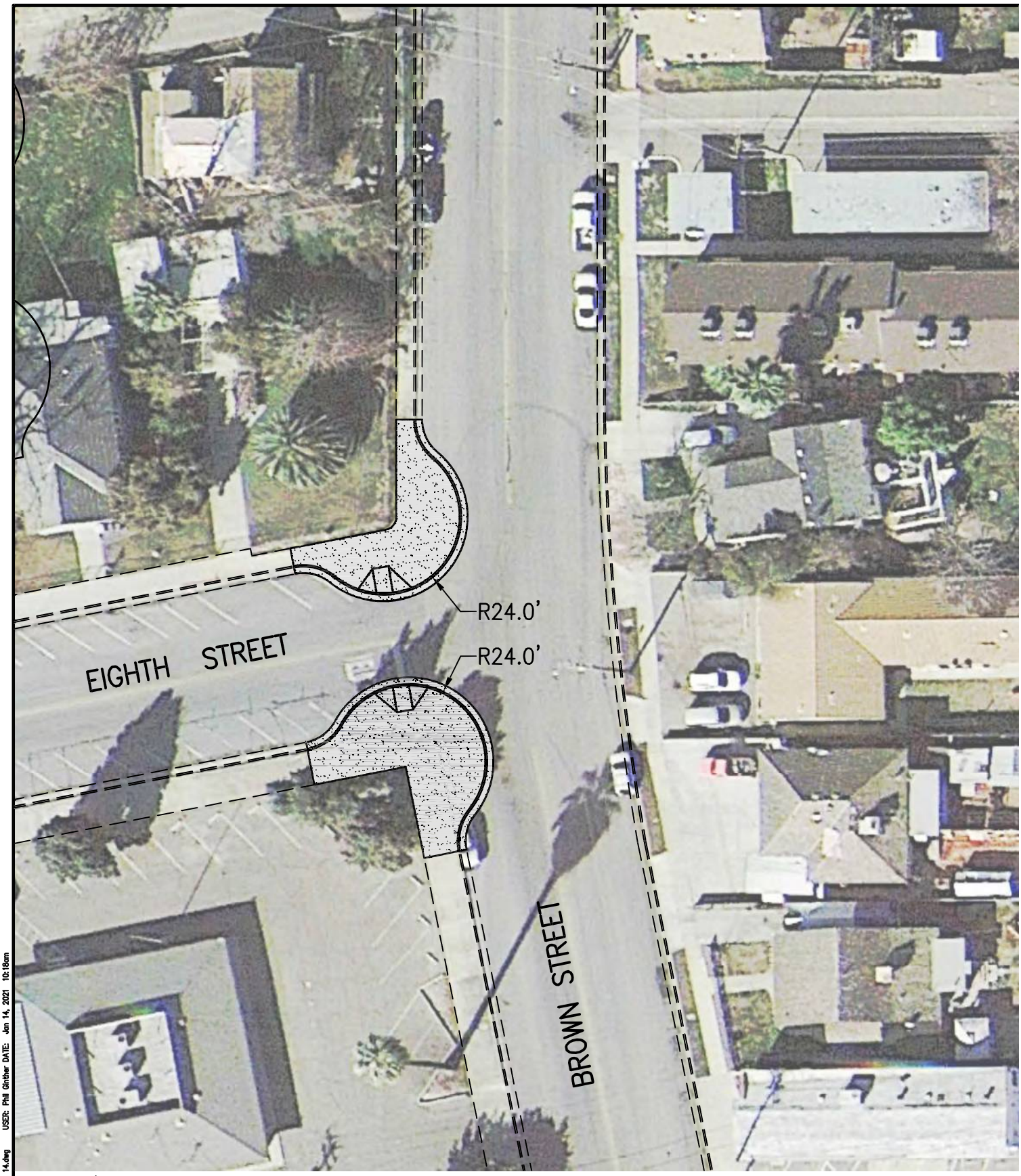

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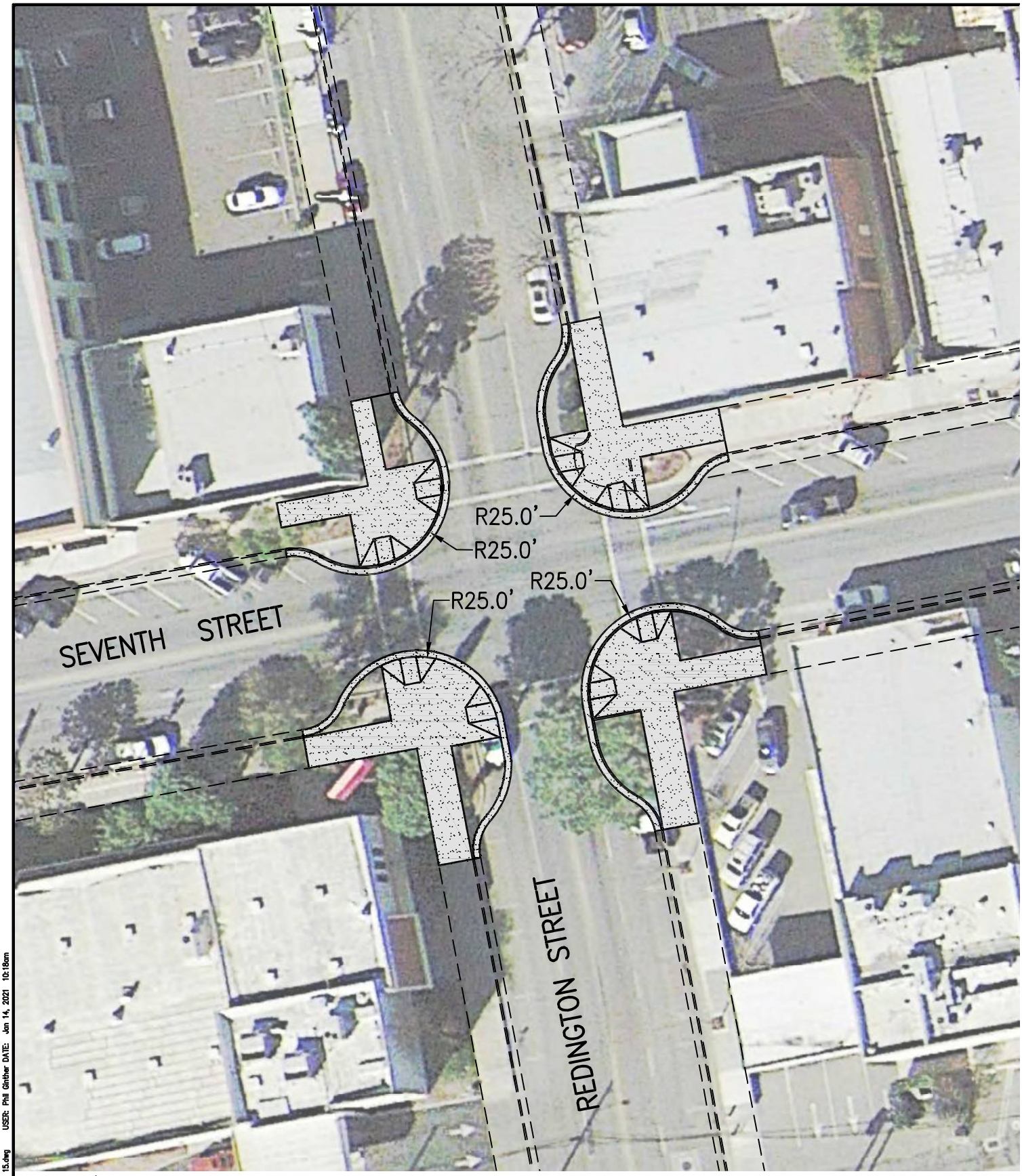

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SEVENTH STREET & REDINGTON STREET

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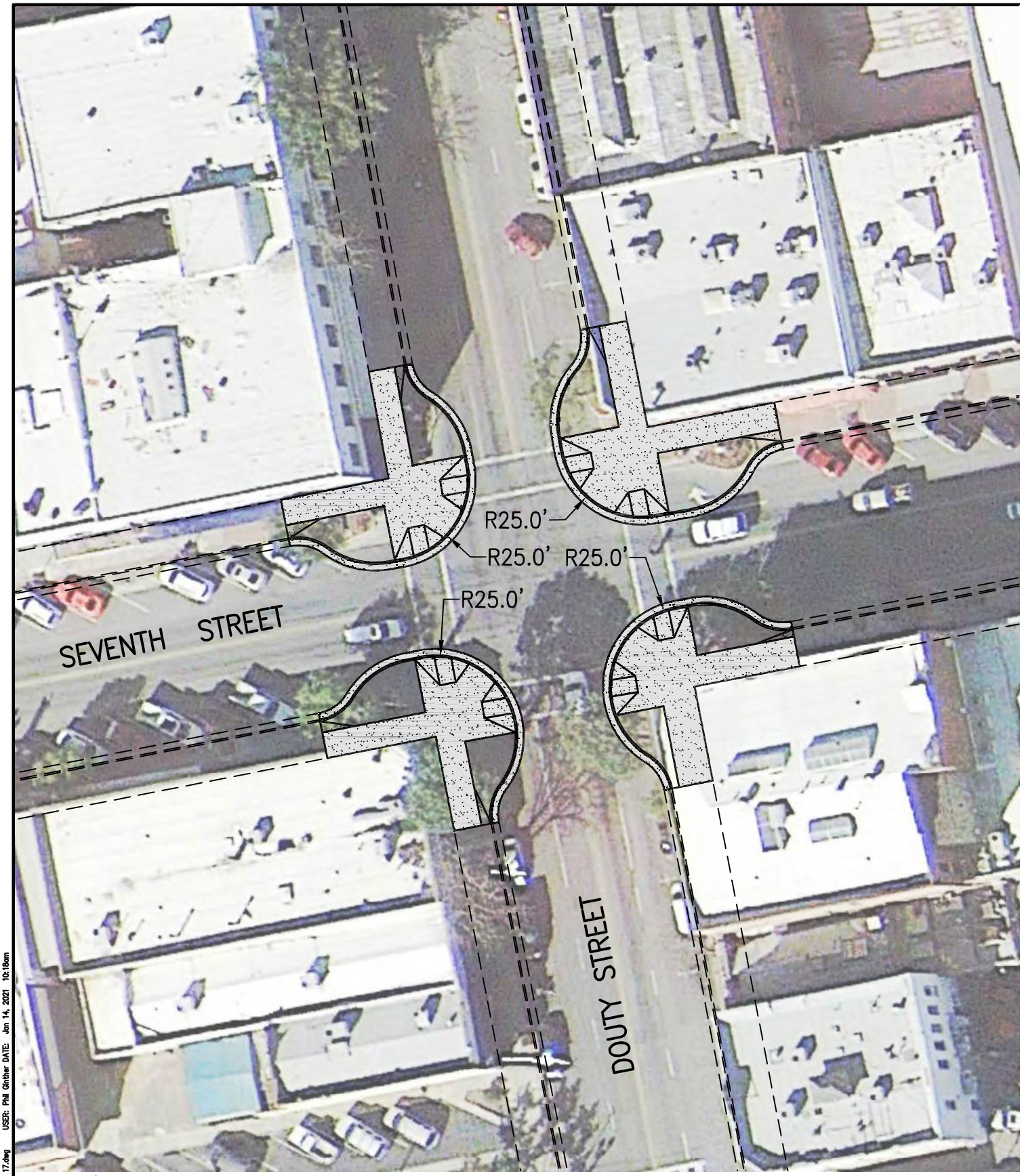

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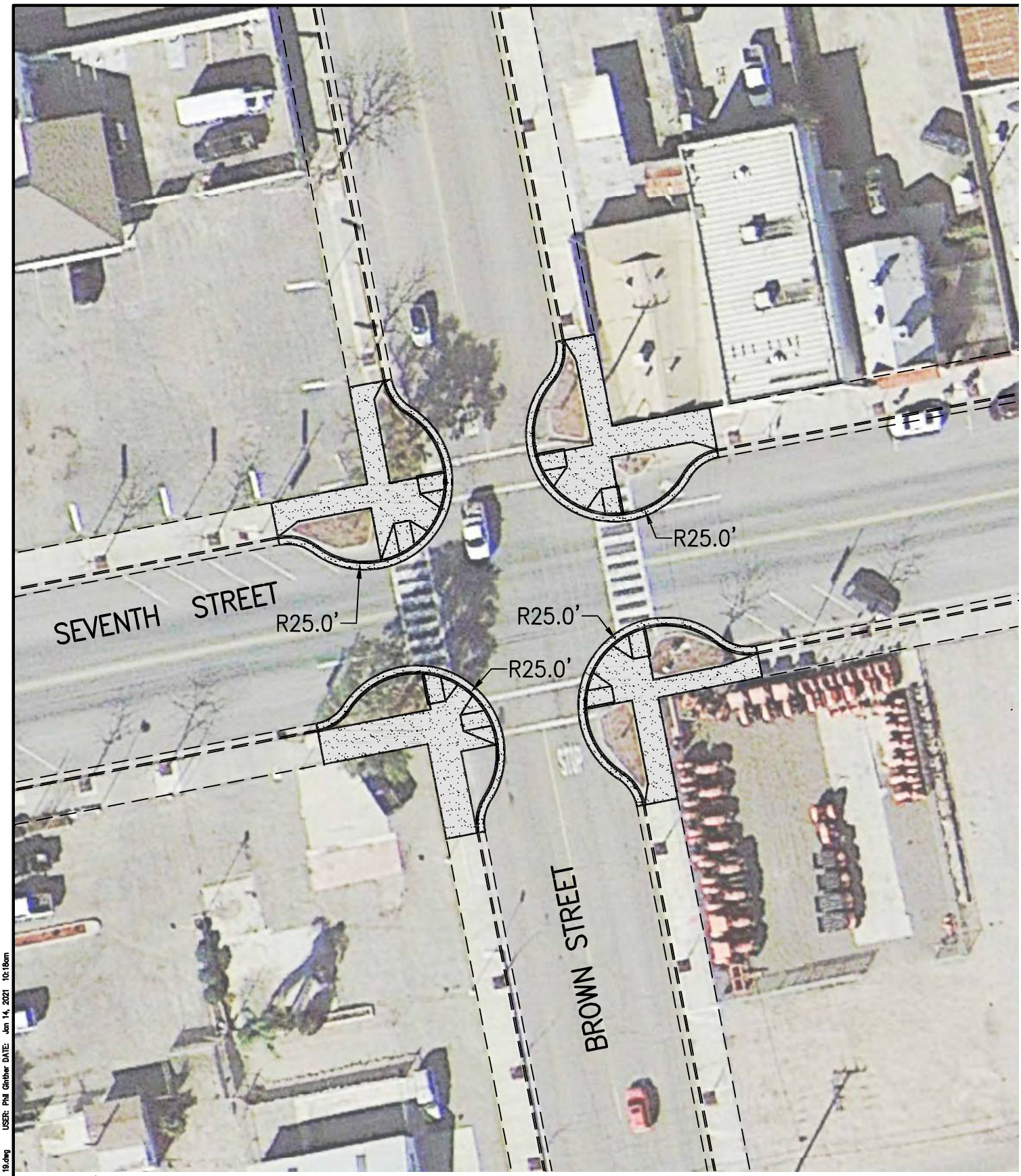

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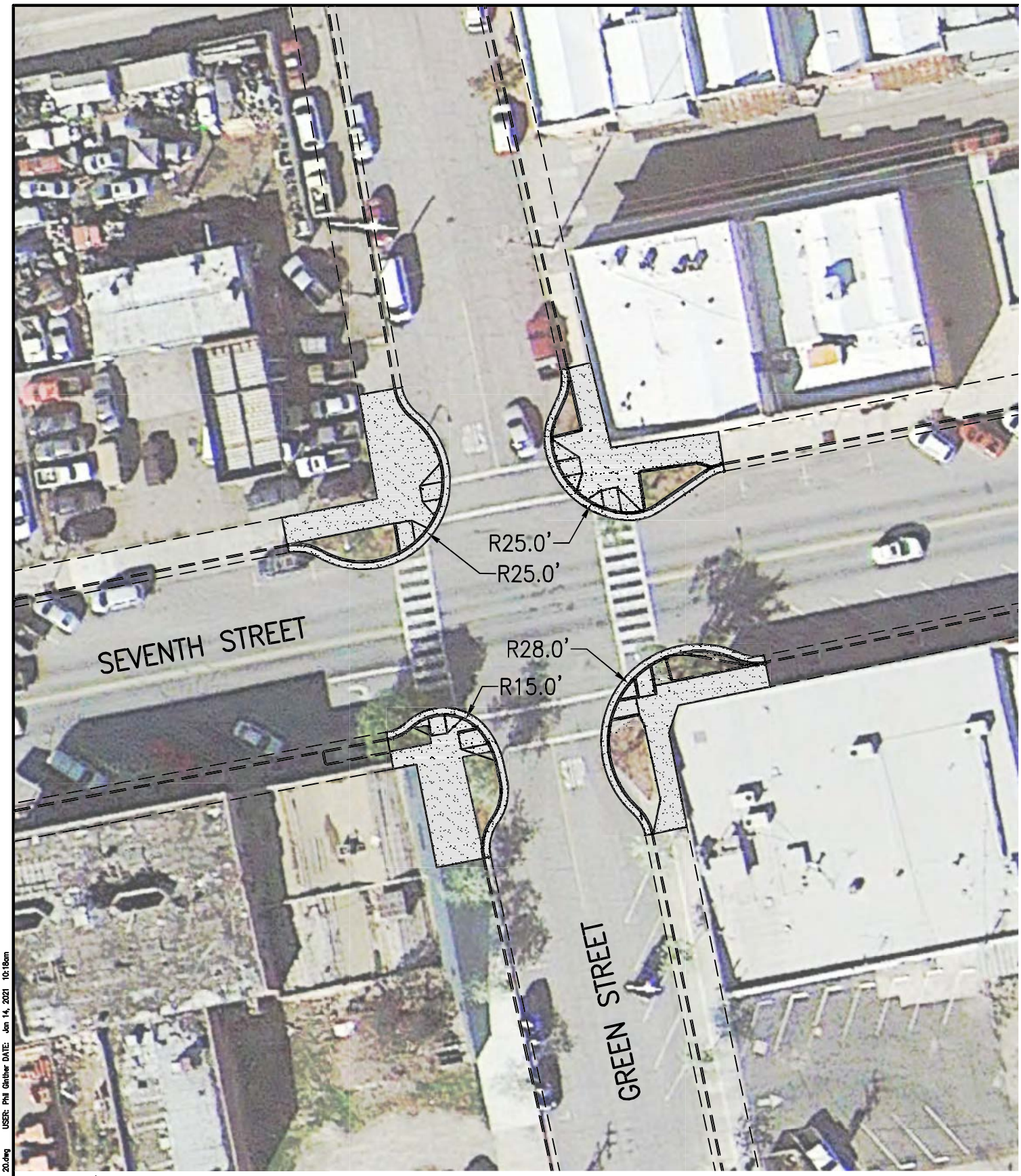

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SEVENTH STREET & WHITE STREET

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BULB OUT INTERSECTION LAYOUT
SIXTH & REDINGTON STREET

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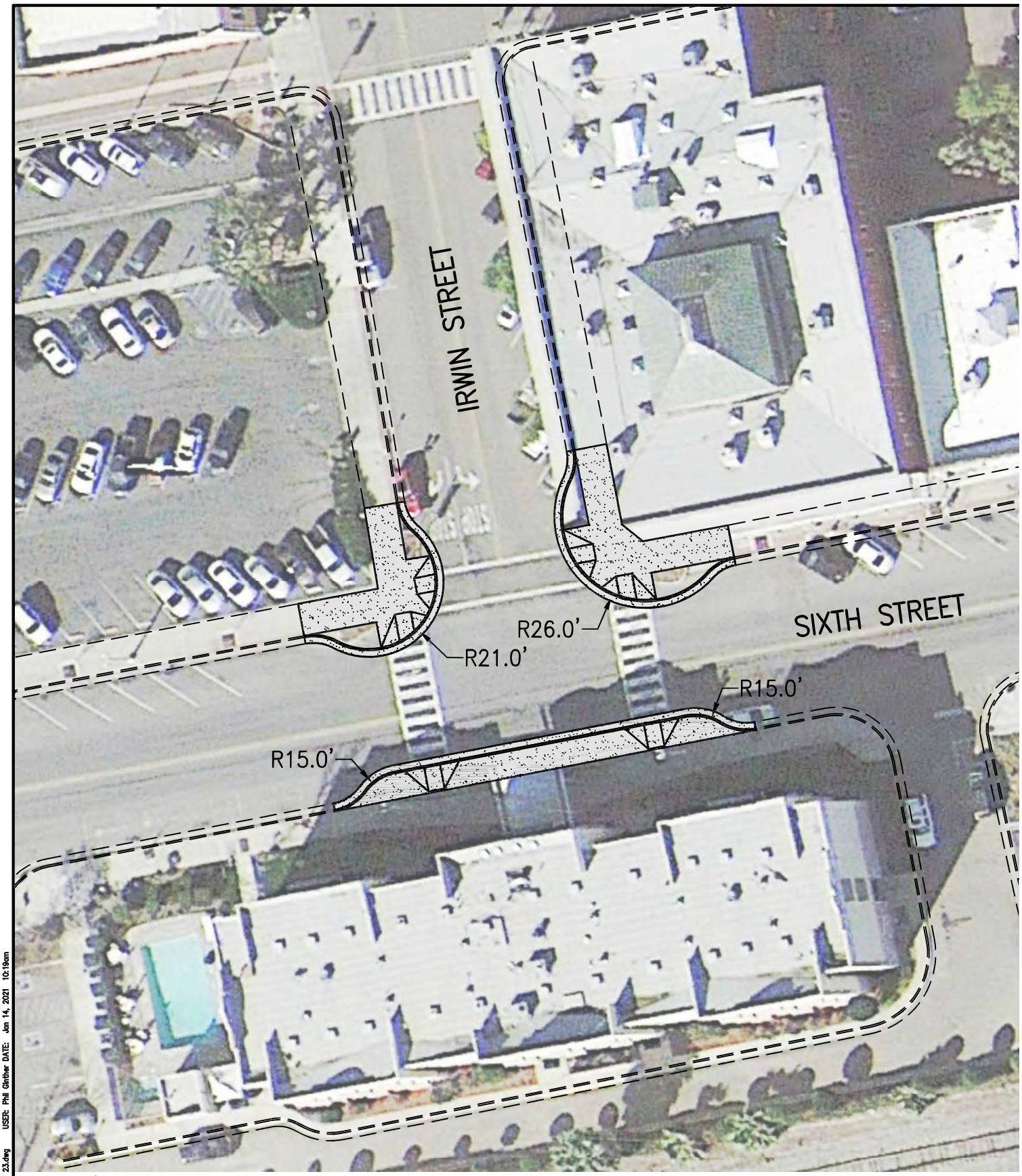

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CITY OF HANFORD

BULB OUT INTERSECTION LAYOUT
SIXTH STREET & IRWIN STREET

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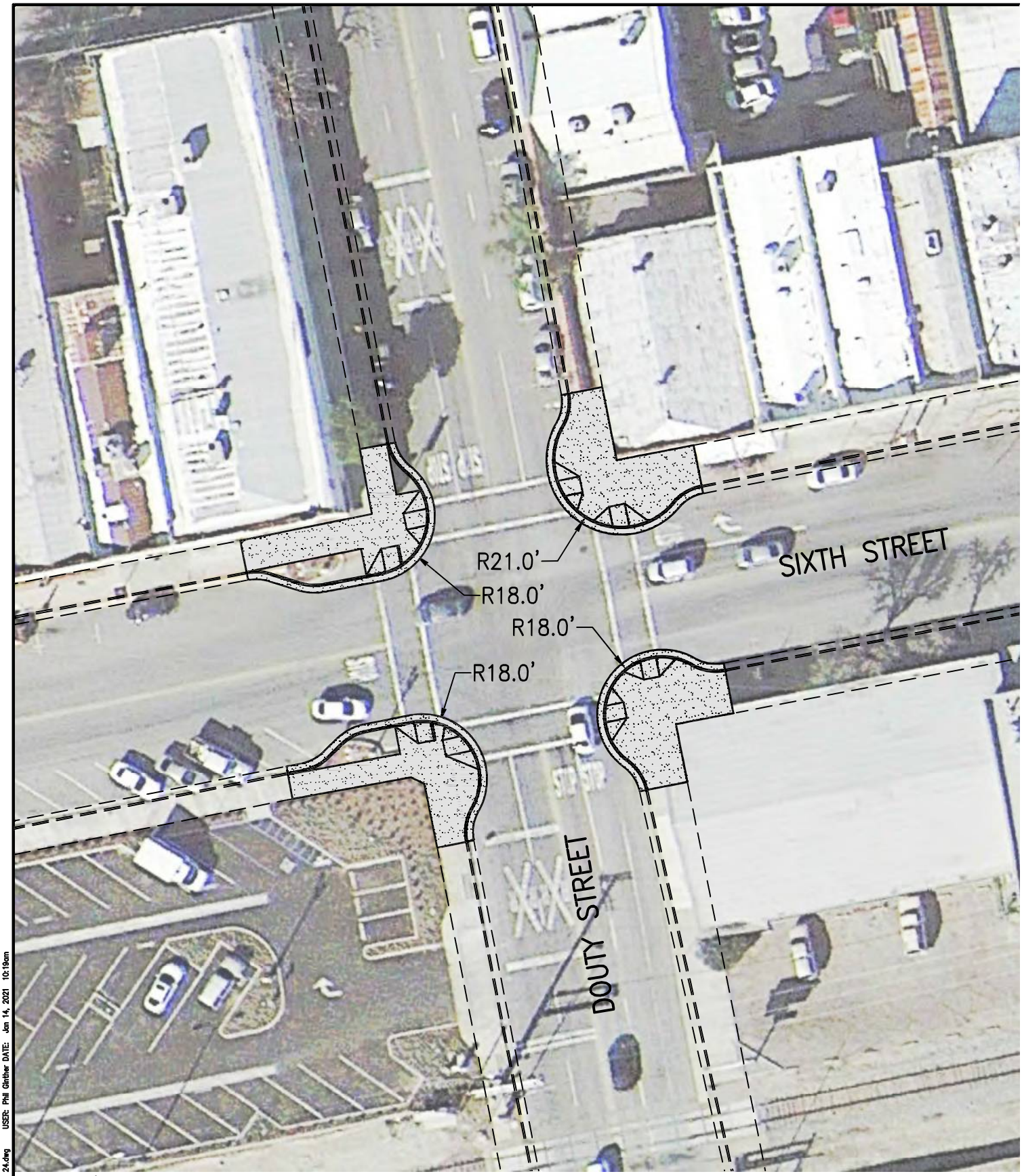

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BULB OUT INTERSECTION LAYOUT
SIXTH STREET & DOUTY STREET

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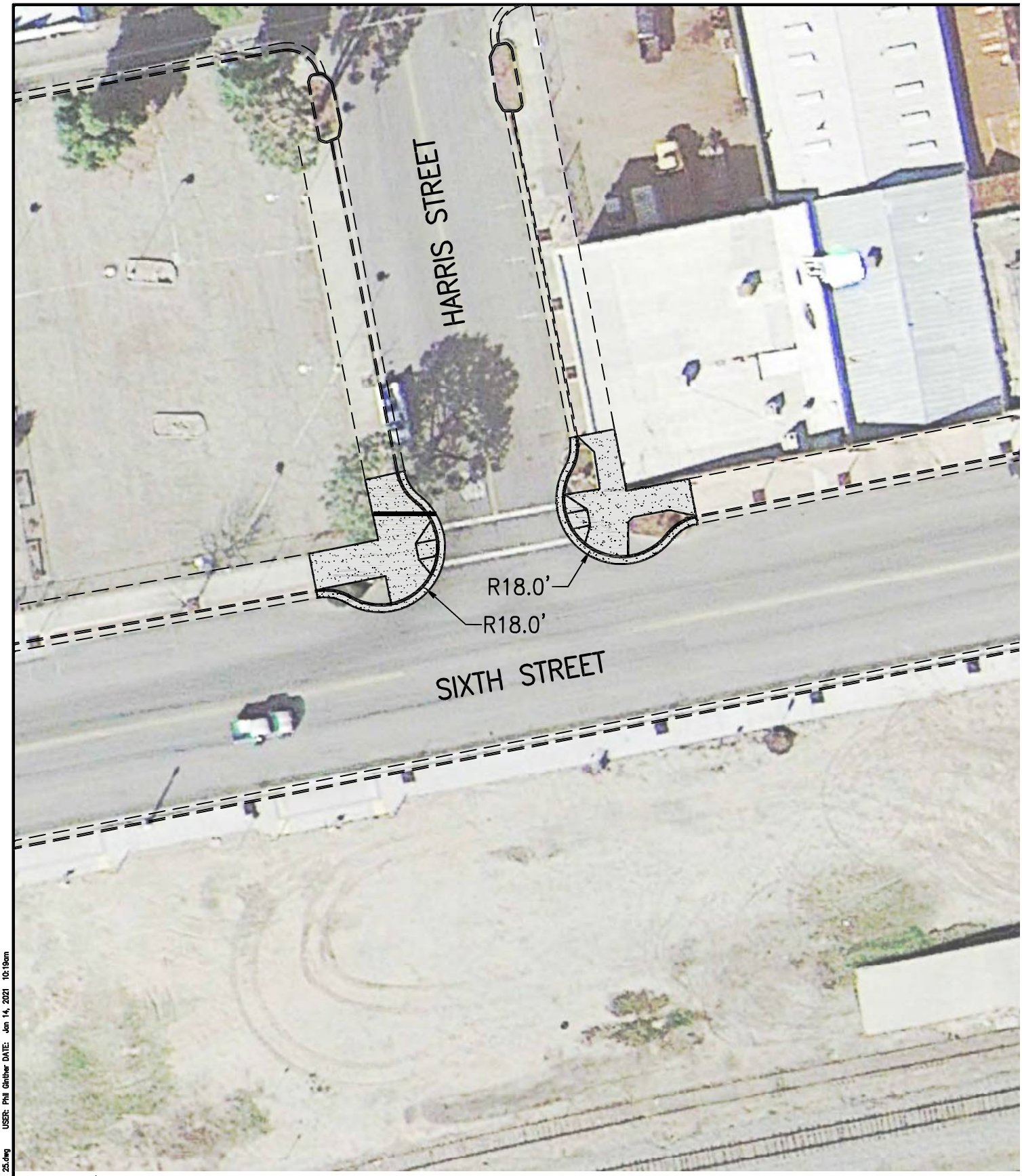

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CITY OF HANFORD

BULB OUT INTERSECTION LAYOUT
SIXTH STREET & HARRIS STREET

DWG: S:\2018\18-086\Acad\Planset\INTERSECTION 25.dwg USER: Phil Ginther DATE: Jan 14, 2021 10:19am

CITY OF HANFORD

BULB OUT INTERSECTION LAYOUT
SIXTH STREET & BROWN STREET

SCALE: 1" = 40'

DWG: S:\2018\18-086\Acad\Planset\INTERSECTION 26.dwg USER: Phil Ginther DATE: Jan 14, 2021 10:19am

CITY OF HANFORD

BULB OUT INTERSECTION LAYOUT
SIXTH STREET & GREEN STREET

SCALE: 1" = 40'

DWG: S:\2018\18-056\Acad\Planset\INTERSECTION 27.dwg USER: Phil Ginther DATE: Jan 14, 2021 10:19am

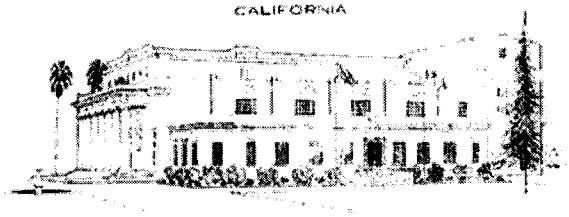
CITY OF HANFORD

BULB OUT INTERSECTION LAYOUT
SIXTH STREET & WHITE STREET

SCALE: 1" = 40'

DWG: S:\2018\18-056\Acad\Planset\INTERSECTION 28.dwg USER: Phil Ginther DATE: Jan 14, 2021 10:19am

The City of Hanford
CALIFORNIA



AGENDA

DOWNTOWN COMITTEE
of the
CITY OF HANFORD

TRAINING ROOM
319 N. Douty
6:00 PM, Thursday, February 21, 2019

CALL TO ORDER

ROLL CALL

FLAG SALUTE

PUBLIC COMMENT

This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. A maximum of ***three minutes*** *is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

GENERAL BUSINESS

Evaluate existing mid-block crosswalks to determine if warranted and if so what safety improvements should be constructed.

Conversion of 6th & 7th to one-way streets

Conversion of Douty & 7th to single lane in each direction w/ angled parking

Evaluate traffic signal warrants at existing signalized intersections

FUTURE MEETING DATE

ADJOURNMENT

The City of Hanford
CALIFORNIA

AGENDA

DOWNTOWN COMITTEE
of the
CITY OF HANFORD

VIDEO TELECONFERENCE
via Zoom
12:15 PM, Thursday, August 27, 2020

Zoom meeting information:
https://us02web.zoom.us/j/81723195509?pwd=MHBTa2MxbE0xT1RTZEJ5L1R1RllnQT09
(Limited virtual access)

CALL TO ORDER

ROLL CALL

PUBLIC COMMENT

*This is the time for citizens to comment on subject matters not on the agenda and that are within the jurisdiction of the Commission. This is also the public's opportunity to request an item from the Consent Calendar be pulled for discussion purposes or to comment on any item on the agenda. A maximum of **three minutes** is allowed for each speaker. Please begin your comments by stating your name and providing your city of residence.*

GENERAL BUSINESS

A. **Summary of Traffic Evaluation Findings (Review)**

B. **Discussion of Recommendations**

   a. Douty Road Diet
   b. Maintaining Mid-Block Crosswalks
   c. Removal of Traffic Signals
   d. Douty Roundabouts

C. **Draft Report**

D. **Schedule**

FUTURE MEETING DATE

AJOURNMENT

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

24 Hour Count Report

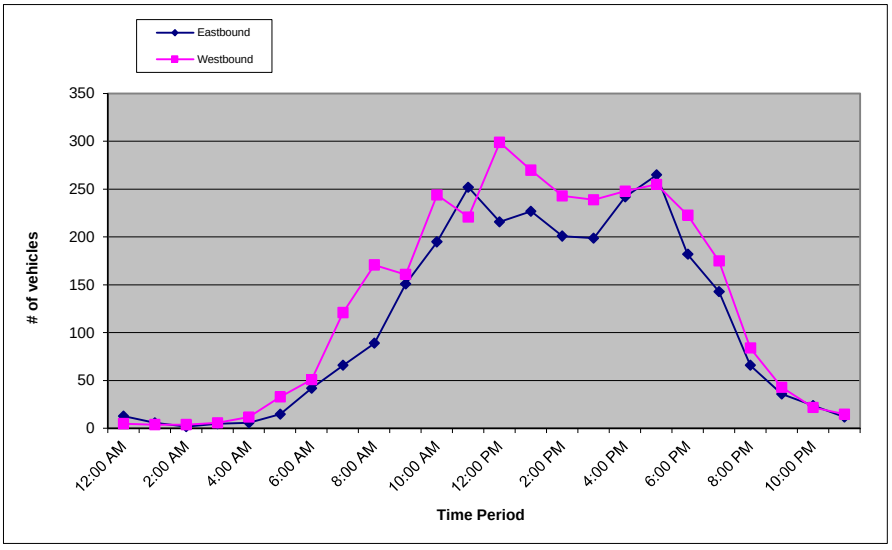
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET 7th St
SEGMENT e/o Douty St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3266289
LONGITUDE -119.6456703
WEATHER Clear

	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	6	4	2	1	**13**	3	0	2	0	**5**	**18**
1:00 AM	1	1	2	2	**6**	1	0	1	2	**4**	**10**
2:00 AM	0	1	1	0	**2**	0	1	1	2	**4**	**6**
3:00 AM	2	1	0	2	**5**	1	1	3	1	**6**	**11**
4:00 AM	2	2	0	2	**6**	2	1	4	5	**12**	**18**
5:00 AM	2	2	4	7	**15**	8	8	8	9	**33**	**48**
6:00 AM	5	10	6	21	**42**	4	7	18	22	**51**	**93**
7:00 AM	9	8	17	32	**66**	21	22	31	47	**121**	**187**
8:00 AM	21	19	25	24	**89**	50	39	36	46	**171**	**260**
9:00 AM	42	27	32	50	**151**	35	38	46	42	**161**	**312**
10:00 AM	47	38	47	63	**195**	48	55	70	71	**244**	**439**
11:00 AM	75	54	60	63	**252**	49	47	61	64	**221**	**473**
12:00 PM	60	55	55	46	**216**	75	73	83	68	**299**	**515**
1:00 PM	52	51	53	71	**227**	69	66	72	63	**270**	**497**
2:00 PM	53	52	58	38	**201**	61	54	60	68	**243**	**444**
3:00 PM	53	48	52	46	**199**	56	59	65	59	**239**	**438**
4:00 PM	72	60	59	51	**242**	65	50	67	66	**248**	**490**
5:00 PM	64	71	60	70	**265**	58	70	74	53	**255**	**520**
6:00 PM	50	45	36	51	**182**	55	60	53	55	**223**	**405**
7:00 PM	40	40	32	31	**143**	53	45	44	33	**175**	**318**
8:00 PM	36	8	12	10	**66**	27	21	15	21	**84**	**150**
9:00 PM	13	9	9	5	**36**	12	13	11	7	**43**	**79**
10:00 PM	9	5	6	4	**24**	7	6	7	2	**22**	**46**
11:00 PM	2	3	4	3	**12**	8	1	4	2	**15**	**27**
Total	**45.7%**				**2655**	**54.3%**				**3149**	
	5804										

AM%	**32.3%**	**AM Peak**	**480**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.90**
PM%	**67.7%**	**PM Peak**	**520**	**5:00 pm to 6:00 pm**	**PM P.H.F.**	**0.92**



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800-975-6938 Phone/Fax
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24 Hour Count Report

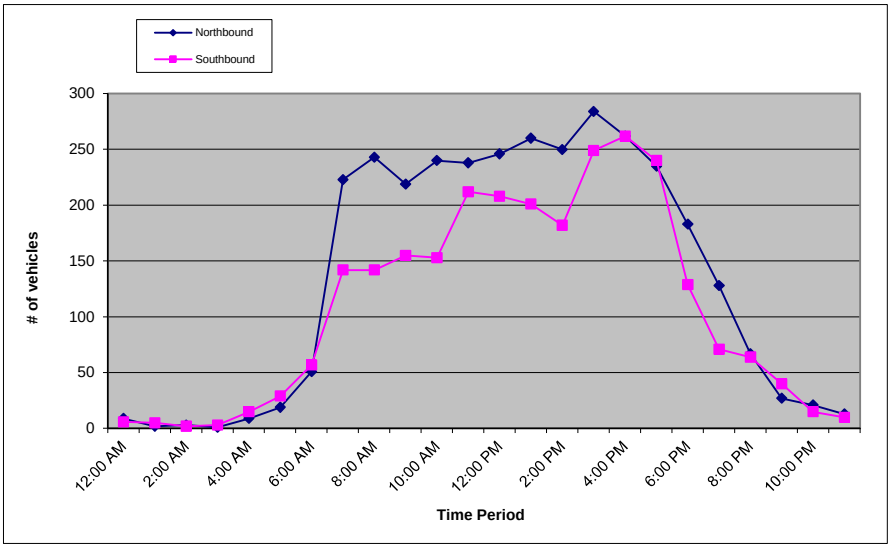
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET Douty St
SEGMENT n/o 7th St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 4

LATITUDE 36.3266289
LONGITUDE -119.6456703
WEATHER Clear

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	4	2	3	0	**9**	2	0	0	4	**6**	**15**
1:00 AM	0	1	1	0	**2**	0	3	1	1	**5**	**7**
2:00 AM	1	1	0	1	**3**	1	0	1	0	**2**	**5**
3:00 AM	1	0	0	0	**1**	1	2	0	0	**3**	**4**
4:00 AM	2	2	1	4	**9**	3	2	4	6	**15**	**24**
5:00 AM	3	2	6	8	**19**	4	10	7	8	**29**	**48**
6:00 AM	10	11	7	23	**51**	15	12	11	19	**57**	**108**
7:00 AM	27	42	74	80	**223**	18	27	46	51	**142**	**365**
8:00 AM	69	56	50	68	**243**	46	32	32	32	**142**	**385**
9:00 AM	54	52	64	49	**219**	40	29	40	46	**155**	**374**
10:00 AM	52	64	57	67	**240**	40	27	43	43	**153**	**393**
11:00 AM	70	62	54	52	**238**	40	56	65	51	**212**	**450**
12:00 PM	57	62	52	75	**246**	57	56	40	55	**208**	**454**
1:00 PM	62	64	57	77	**260**	56	47	43	55	**201**	**461**
2:00 PM	49	51	67	83	**250**	52	43	48	39	**182**	**432**
3:00 PM	73	66	71	74	**284**	63	68	66	52	**249**	**533**
4:00 PM	72	51	73	66	**262**	58	58	71	75	**262**	**524**
5:00 PM	69	48	48	70	**235**	88	50	60	42	**240**	**475**
6:00 PM	41	51	38	53	**183**	33	30	34	32	**129**	**312**
7:00 PM	62	23	26	17	**128**	23	14	14	20	**71**	**199**
8:00 PM	19	15	16	17	**67**	26	11	11	16	**64**	**131**
9:00 PM	6	9	9	3	**27**	14	7	6	13	**40**	**67**
10:00 PM	10	2	6	3	**21**	4	3	6	2	**15**	**36**
11:00 PM	4	3	5	1	**13**	1	6	2	1	**10**	**23**
Total	**55.5%**				**3233**	**44.5%**				**2592**	
	5825										

AM%	**37.4%**	**AM Peak**	**457**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.96**
PM%	**62.6%**	**PM Peak**	**533**	**3:00 pm to 4:00 pm**	**PM P.H.F.**	**0.97**



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24 Hour Count Report

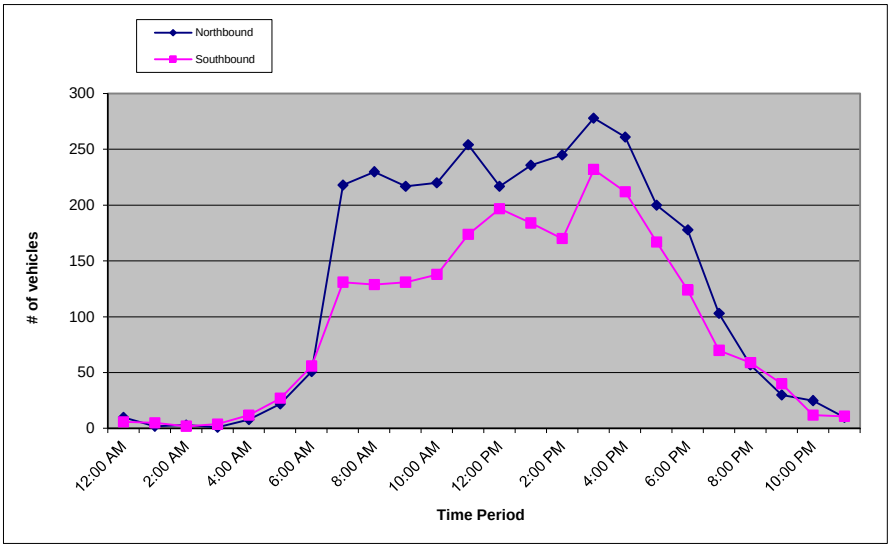
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET Douty St
SEGMENT s/o 7th St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 4

LATITUDE 36.3266289
LONGITUDE -119.6456703
WEATHER Clear

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	4	3	3	0	**10**	1	0	1	4	**6**	**16**
1:00 AM	0	1	1	0	**2**	0	3	1	1	**5**	**7**
2:00 AM	1	1	0	1	**3**	1	0	1	0	**2**	**5**
3:00 AM	1	0	0	0	**1**	1	2	0	1	**4**	**5**
4:00 AM	2	2	1	3	**8**	3	2	1	6	**12**	**20**
5:00 AM	4	2	6	10	**22**	4	10	5	8	**27**	**49**
6:00 AM	11	10	9	21	**51**	17	11	10	18	**56**	**107**
7:00 AM	24	39	74	81	**218**	18	25	40	48	**131**	**349**
8:00 AM	61	54	50	65	**230**	37	33	26	33	**129**	**359**
9:00 AM	56	50	60	51	**217**	35	20	38	38	**131**	**348**
10:00 AM	60	53	47	60	**220**	35	22	40	41	**138**	**358**
11:00 AM	81	65	54	54	**254**	33	46	55	40	**174**	**428**
12:00 PM	52	53	46	66	**217**	54	46	45	52	**197**	**414**
1:00 PM	54	62	49	71	**236**	59	38	39	48	**184**	**420**
2:00 PM	61	43	69	72	**245**	49	35	47	39	**170**	**415**
3:00 PM	71	71	66	70	**278**	59	60	62	51	**232**	**510**
4:00 PM	73	53	72	63	**261**	47	47	54	64	**212**	**473**
5:00 PM	60	43	24	73	**200**	75	29	29	34	**167**	**367**
6:00 PM	45	50	38	45	**178**	26	35	34	29	**124**	**302**
7:00 PM	40	19	24	20	**103**	22	16	16	16	**70**	**173**
8:00 PM	20	10	13	14	**57**	28	10	7	14	**59**	**116**
9:00 PM	7	11	8	4	**30**	13	8	8	11	**40**	**70**
10:00 PM	13	2	6	4	**25**	5	3	3	1	**12**	**37**
11:00 PM	3	2	4	1	**10**	3	4	3	1	**11**	**21**
Total	**57.3%**				**3076**	**42.7%**				**2293**	
	5369										

AM%	**38.2%**	**AM Peak**	**435**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.95**
PM%	**61.8%**	**PM Peak**	**510**	**3:00 pm to 4:00 pm**	**PM P.H.F.**	**0.97**



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24 Hour Count Report

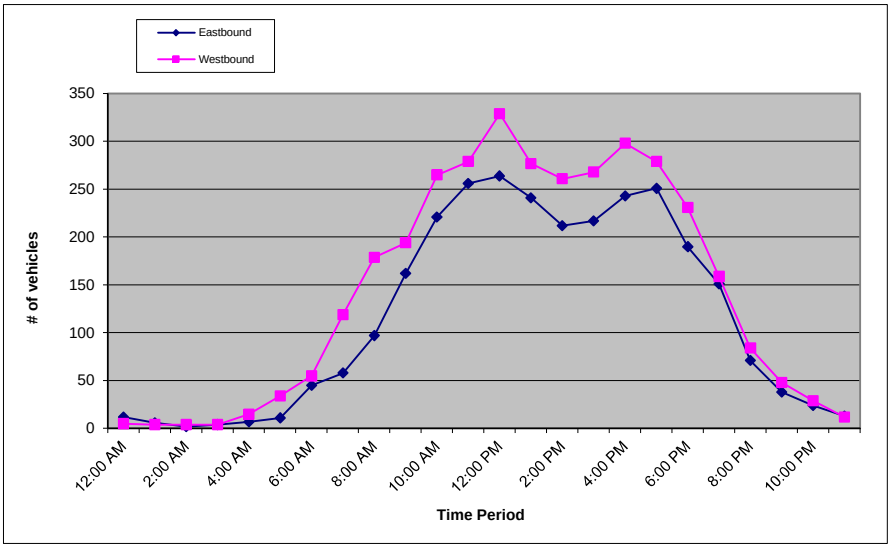
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET 7th St
SEGMENT w/o Douty St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3266289
LONGITUDE -119.6456703
WEATHER Clear

	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	5	4	2	1	**12**	3	1	1	0	**5**	**17**
1:00 AM	1	1	2	2	**6**	1	0	1	2	**4**	**10**
2:00 AM	0	1	1	0	**2**	0	1	1	2	**4**	**6**
3:00 AM	1	1	0	2	**4**	0	1	3	0	**4**	**8**
4:00 AM	2	2	0	3	**7**	2	1	7	5	**15**	**22**
5:00 AM	1	1	3	6	**11**	8	7	9	10	**34**	**45**
6:00 AM	6	9	7	23	**45**	4	6	22	23	**55**	**100**
7:00 AM	9	10	14	25	**58**	18	23	34	44	**119**	**177**
8:00 AM	19	25	22	31	**97**	49	42	39	49	**179**	**276**
9:00 AM	45	28	36	53	**162**	45	46	48	55	**194**	**356**
10:00 AM	49	50	53	69	**221**	63	61	69	72	**265**	**486**
11:00 AM	71	57	71	57	**256**	63	63	82	71	**279**	**535**
12:00 PM	70	63	65	66	**264**	83	82	82	82	**329**	**593**
1:00 PM	62	53	54	72	**241**	68	75	69	65	**277**	**518**
2:00 PM	53	52	60	47	**212**	76	54	65	66	**261**	**473**
3:00 PM	59	48	57	53	**217**	64	72	69	63	**268**	**485**
4:00 PM	77	63	48	55	**243**	82	66	72	78	**298**	**541**
5:00 PM	61	63	61	66	**251**	59	78	82	60	**279**	**530**
6:00 PM	50	51	39	50	**190**	66	60	56	49	**231**	**421**
7:00 PM	44	40	36	31	**151**	36	39	44	40	**159**	**310**
8:00 PM	38	11	11	11	**71**	28	20	15	21	**84**	**155**
9:00 PM	12	9	11	6	**38**	13	14	10	11	**48**	**86**
10:00 PM	9	6	6	3	**24**	9	7	10	3	**29**	**53**
11:00 PM	2	3	5	3	**13**	5	2	3	2	**12**	**25**
Total	**44.9%**				**2796**	**55.1%**				**3432**	
	6228										

AM%	**32.7%**	**AM Peak**	**548**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.90**
PM%	**67.3%**	**PM Peak**	**593**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.97**



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24 Hour Count Report

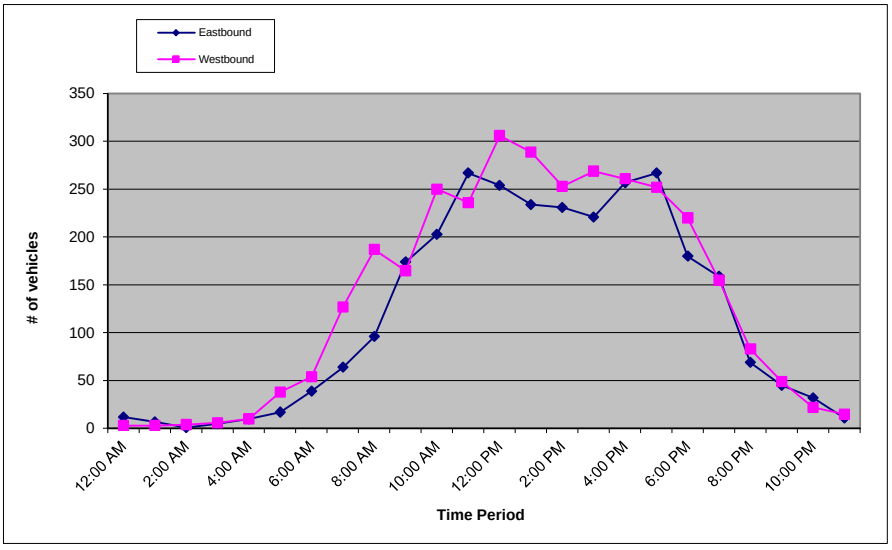
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET 7th St
SEGMENT e/o Harris St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3268753
LONGITUDE -119.6440771
WEATHER Clear

	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	5	4	2	1	**12**	2	0	1	0	**3**	**15**
1:00 AM	1	1	2	3	**7**	1	0	0	2	**3**	**10**
2:00 AM	0	1	0	0	**1**	0	1	1	2	**4**	**5**
3:00 AM	2	1	0	2	**5**	1	1	3	1	**6**	**11**
4:00 AM	1	2	4	3	**10**	2	0	4	4	**10**	**20**
5:00 AM	2	3	6	6	**17**	9	8	10	11	**38**	**55**
6:00 AM	5	7	7	20	**39**	7	7	18	22	**54**	**93**
7:00 AM	10	8	19	27	**64**	20	27	29	51	**127**	**191**
8:00 AM	21	22	28	25	**96**	56	44	37	50	**187**	**283**
9:00 AM	44	34	39	57	**174**	38	41	46	40	**165**	**339**
10:00 AM	45	43	47	68	**203**	44	59	70	77	**250**	**453**
11:00 AM	73	60	73	61	**267**	57	46	68	65	**236**	**503**
12:00 PM	69	62	62	61	**254**	80	76	86	64	**306**	**560**
1:00 PM	50	52	57	75	**234**	66	69	78	76	**289**	**523**
2:00 PM	52	71	64	44	**231**	72	58	60	63	**253**	**484**
3:00 PM	56	61	55	49	**221**	74	70	61	64	**269**	**490**
4:00 PM	67	69	59	62	**257**	62	60	77	62	**261**	**518**
5:00 PM	79	66	61	61	**267**	58	61	75	58	**252**	**519**
6:00 PM	51	45	42	42	**180**	62	55	50	53	**220**	**400**
7:00 PM	44	42	33	40	**159**	45	40	38	32	**155**	**314**
8:00 PM	22	20	11	16	**69**	28	26	13	16	**83**	**152**
9:00 PM	13	15	11	6	**45**	16	12	11	10	**49**	**94**
10:00 PM	12	7	7	6	**32**	9	6	6	1	**22**	**54**
11:00 PM	1	3	3	4	**11**	8	2	3	2	**15**	**26**
Total	**46.7%**				**2855**	**53.3%**				**3257**	
	6112										

AM%	**32.4%**	**AM Peak**	**522**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.90**
PM%	**67.6%**	**PM Peak**	**560**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.94**



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24 Hour Count Report

Prepared For: **Peters Engineering Group**
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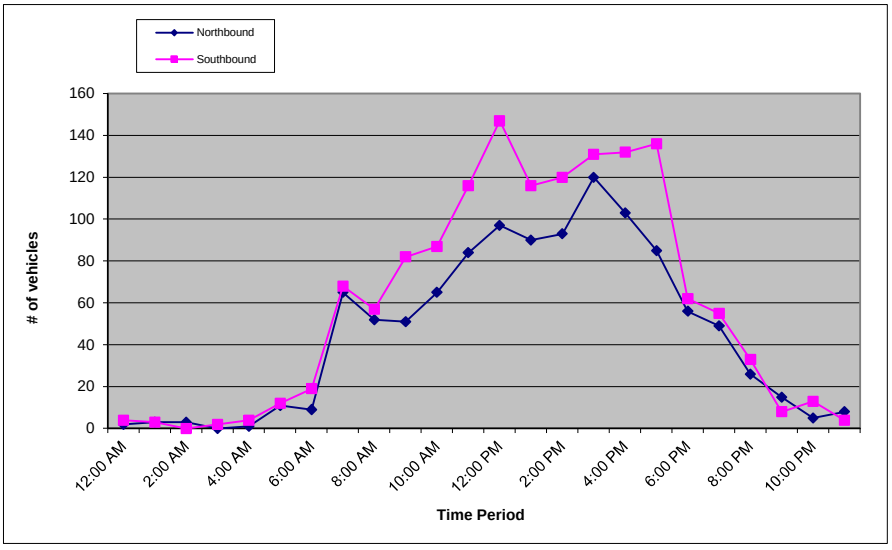
STREET Harris St
SEGMENT n/o 7th St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3268753
LONGITUDE -119.6440771
WEATHER Clear

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	1	1	0	0	**2**	0	1	3	0	**4**	**6**
1:00 AM	2	1	0	0	**3**	1	0	1	1	**3**	**6**
2:00 AM	0	2	1	0	**3**	0	0	0	0	**0**	**3**
3:00 AM	0	0	0	0	**0**	0	1	0	1	**2**	**2**
4:00 AM	1	0	0	0	**1**	0	1	1	2	**4**	**5**
5:00 AM	3	2	4	2	**11**	3	3	3	3	**12**	**23**
6:00 AM	1	1	4	3	**9**	4	4	3	8	**19**	**28**
7:00 AM	1	13	15	36	**65**	6	6	27	29	**68**	**133**
8:00 AM	12	20	8	12	**52**	15	13	11	18	**57**	**109**
9:00 AM	9	16	11	15	**51**	21	19	24	18	**82**	**133**
10:00 AM	15	10	20	20	**65**	17	22	22	26	**87**	**152**
11:00 AM	21	17	23	23	**84**	22	28	42	24	**116**	**200**
12:00 PM	21	25	27	24	**97**	35	29	38	45	**147**	**244**
1:00 PM	17	27	23	23	**90**	26	30	26	34	**116**	**206**
2:00 PM	23	17	28	25	**93**	25	34	33	28	**120**	**213**
3:00 PM	41	25	31	23	**120**	46	35	26	24	**131**	**251**
4:00 PM	31	26	28	18	**103**	38	33	27	34	**132**	**235**
5:00 PM	19	16	29	21	**85**	51	36	30	19	**136**	**221**
6:00 PM	17	12	16	11	**56**	18	9	17	18	**62**	**118**
7:00 PM	11	11	14	13	**49**	19	14	12	10	**55**	**104**
8:00 PM	5	9	8	4	**26**	10	6	8	9	**33**	**59**
9:00 PM	6	3	3	3	**15**	3	2	2	1	**8**	**23**
10:00 PM	3	2	0	0	**5**	4	4	3	2	**13**	**18**
11:00 PM	5	1	1	1	**8**	0	1	2	1	**4**	**12**
Total	**43.7%**				**1093**	**56.3%**				**1411**	
	2504										

AM%	**31.9%**	**AM Peak**	**200**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.77**
PM%	**68.1%**	**PM Peak**	**261**	**2:30 pm to 3:30 pm**	**PM P.H.F.**	**0.75**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
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24 Hour Count Report

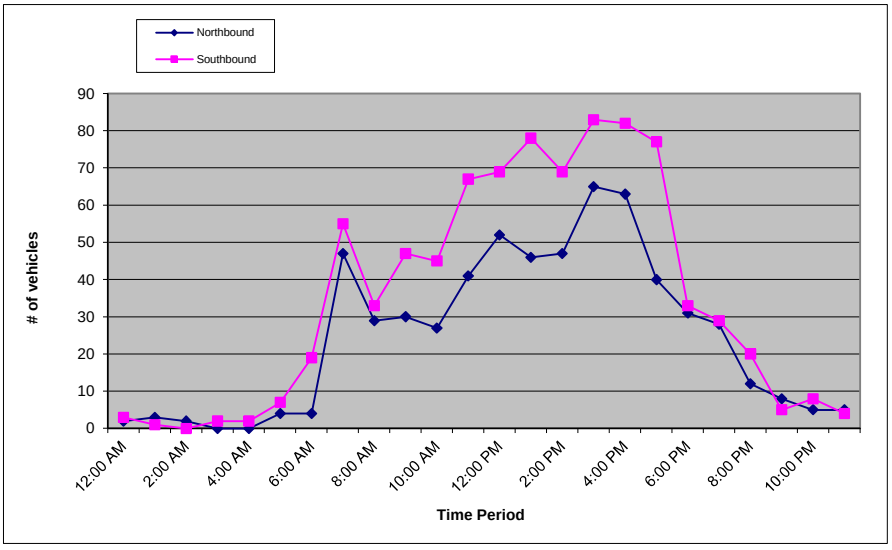
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET Harris St
SEGMENT s/o 7th St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3268753
LONGITUDE -119.6440771
WEATHER Clear

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	1	1	0	0	**2**	0	1	2	0	**3**	**5**
1:00 AM	2	1	0	0	**3**	1	0	0	0	**1**	**4**
2:00 AM	0	2	0	0	**2**	0	0	0	0	**0**	**2**
3:00 AM	0	0	0	0	**0**	0	1	0	1	**2**	**2**
4:00 AM	0	0	0	0	**0**	0	1	1	0	**2**	**2**
5:00 AM	1	2	1	0	**4**	2	1	1	3	**7**	**11**
6:00 AM	0	0	3	1	**4**	5	4	3	7	**19**	**23**
7:00 AM	1	8	10	28	**47**	5	5	19	26	**55**	**102**
8:00 AM	5	14	6	4	**29**	12	7	4	10	**33**	**62**
9:00 AM	4	9	7	10	**30**	11	14	16	6	**47**	**77**
10:00 AM	9	5	8	5	**27**	11	12	14	8	**45**	**72**
11:00 AM	9	10	11	11	**41**	12	21	22	12	**67**	**108**
12:00 PM	14	10	15	13	**52**	20	12	16	21	**69**	**121**
1:00 PM	14	13	10	9	**46**	19	21	20	18	**78**	**124**
2:00 PM	7	7	15	18	**47**	20	16	19	14	**69**	**116**
3:00 PM	18	15	20	12	**65**	34	20	19	10	**83**	**148**
4:00 PM	20	15	11	17	**63**	22	19	19	22	**82**	**145**
5:00 PM	13	7	10	10	**40**	34	13	18	12	**77**	**117**
6:00 PM	7	11	7	6	**31**	9	6	10	8	**33**	**64**
7:00 PM	6	6	8	8	**28**	14	3	9	3	**29**	**57**
8:00 PM	0	4	4	4	**12**	5	4	8	3	**20**	**32**
9:00 PM	2	0	3	3	**8**	0	3	0	2	**5**	**13**
10:00 PM	3	1	0	1	**5**	4	2	1	1	**8**	**13**
11:00 PM	3	1	0	1	**5**	0	1	2	1	**4**	**9**
Total	**41.4%**				**591**	**58.6%**				**838**	
	1429										

AM%	**32.9%**	**AM Peak**	**108**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.82**
PM%	**67.1%**	**PM Peak**	**158**	**2:45 pm to 3:45 pm**	**PM P.H.F.**	**0.76**



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24 Hour Count Report

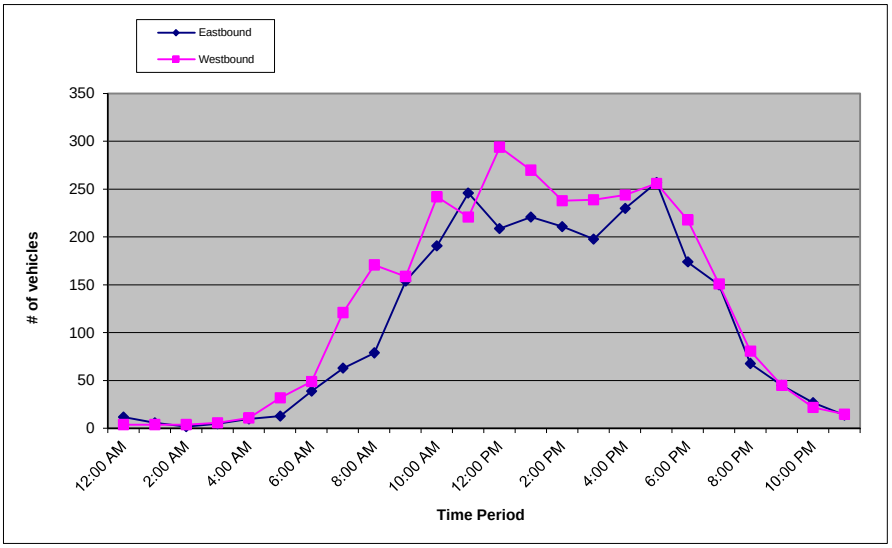
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET 7th St
SEGMENT w/o Harris St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3268753
LONGITUDE -119.6440771
WEATHER Clear

	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	5	4	2	1	**12**	2	0	2	0	**4**	**16**
1:00 AM	1	1	2	2	**6**	1	0	1	2	**4**	**10**
2:00 AM	0	1	1	0	**2**	0	1	1	2	**4**	**6**
3:00 AM	2	1	0	2	**5**	1	1	3	1	**6**	**11**
4:00 AM	2	2	4	2	**10**	2	0	4	5	**11**	**21**
5:00 AM	1	2	4	6	**13**	7	9	7	9	**32**	**45**
6:00 AM	5	7	7	20	**39**	5	6	17	21	**49**	**88**
7:00 AM	9	8	16	30	**63**	20	23	29	49	**121**	**184**
8:00 AM	18	18	22	21	**79**	49	40	36	46	**171**	**250**
9:00 AM	39	31	33	51	**154**	38	36	44	41	**159**	**313**
10:00 AM	47	38	44	62	**191**	46	59	63	74	**242**	**433**
11:00 AM	71	55	60	60	**246**	53	41	63	64	**221**	**467**
12:00 PM	56	56	48	49	**209**	75	72	82	65	**294**	**503**
1:00 PM	50	46	56	69	**221**	70	58	70	72	**270**	**491**
2:00 PM	55	60	59	37	**211**	64	55	56	63	**238**	**449**
3:00 PM	53	50	50	45	**198**	60	64	52	63	**239**	**437**
4:00 PM	62	62	56	50	**230**	62	56	65	61	**244**	**474**
5:00 PM	68	63	61	65	**257**	58	72	68	58	**256**	**513**
6:00 PM	48	44	38	44	**174**	58	56	44	60	**218**	**392**
7:00 PM	40	40	34	36	**150**	41	44	36	30	**151**	**301**
8:00 PM	21	20	14	13	**68**	27	23	12	19	**81**	**149**
9:00 PM	13	16	9	7	**45**	15	9	11	10	**45**	**90**
10:00 PM	10	6	6	5	**27**	7	6	7	2	**22**	**49**
11:00 PM	3	3	4	4	**14**	8	2	3	2	**15**	**29**
Total	**45.9%**				**2624**	**54.1%**				**3097**	
	5721										

AM%	**32.2%**	**AM Peak**	**479**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.88**
PM%	**67.8%**	**PM Peak**	**513**	**5:00 pm to 6:00 pm**	**PM P.H.F.**	**0.95**



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24 Hour Count Report

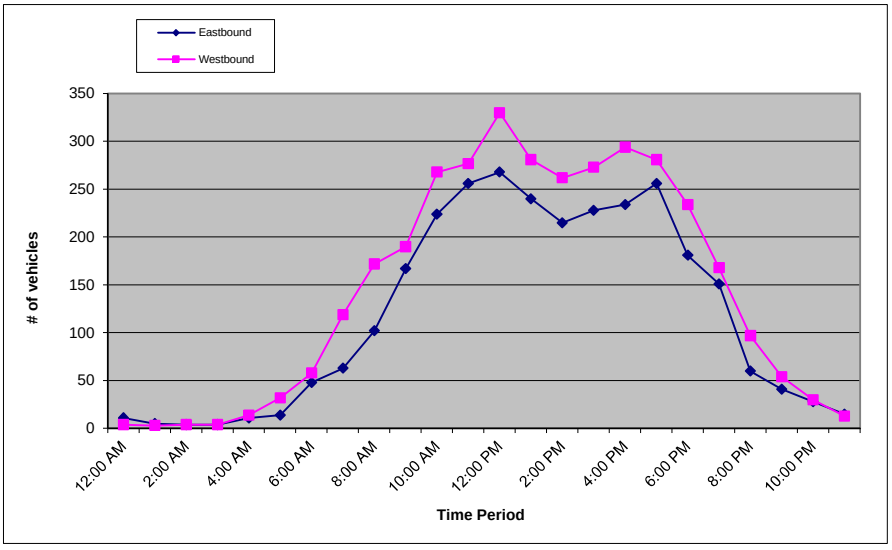
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET 7th St
SEGMENT e/o Irwin St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3263826
LONGITUDE -119.6472582
WEATHER Clear

	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	4	4	2	1	**11**	2	1	1	0	**4**	**15**
1:00 AM	1	1	2	1	**5**	1	0	1	1	**3**	**8**
2:00 AM	0	1	1	2	**4**	0	1	1	2	**4**	**8**
3:00 AM	1	1	0	2	**4**	0	0	4	0	**4**	**8**
4:00 AM	2	2	4	3	**11**	2	1	7	4	**14**	**25**
5:00 AM	4	1	3	6	**14**	9	7	9	7	**32**	**46**
6:00 AM	6	8	10	24	**48**	8	6	21	23	**58**	**106**
7:00 AM	9	8	14	32	**63**	19	23	34	43	**119**	**182**
8:00 AM	21	26	24	31	**102**	49	39	39	45	**172**	**274**
9:00 AM	47	29	37	54	**167**	45	46	49	50	**190**	**357**
10:00 AM	52	54	54	64	**224**	60	67	69	72	**268**	**492**
11:00 AM	71	60	67	58	**256**	64	55	87	71	**277**	**533**
12:00 PM	68	64	67	69	**268**	76	88	83	83	**330**	**598**
1:00 PM	61	51	54	74	**240**	70	67	76	68	**281**	**521**
2:00 PM	59	46	61	49	**215**	75	62	60	65	**262**	**477**
3:00 PM	60	54	60	54	**228**	66	76	70	61	**273**	**501**
4:00 PM	65	62	54	53	**234**	82	61	76	75	**294**	**528**
5:00 PM	61	68	60	67	**256**	57	82	78	64	**281**	**537**
6:00 PM	54	43	39	45	**181**	68	64	52	50	**234**	**415**
7:00 PM	46	40	38	27	**151**	42	38	46	42	**168**	**319**
8:00 PM	18	20	12	10	**60**	31	24	19	23	**97**	**157**
9:00 PM	12	15	8	6	**41**	18	14	10	12	**54**	**95**
10:00 PM	11	6	6	5	**28**	10	7	9	4	**30**	**58**
11:00 PM	3	3	5	4	**15**	5	3	3	2	**13**	**28**
Total	**44.9%**				**2826**	**55.1%**				**3462**	
	6288										

AM%	**32.7%**	**AM Peak**	**540**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.88**
PM%	**67.3%**	**PM Peak**	**598**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.98**



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24 Hour Count Report

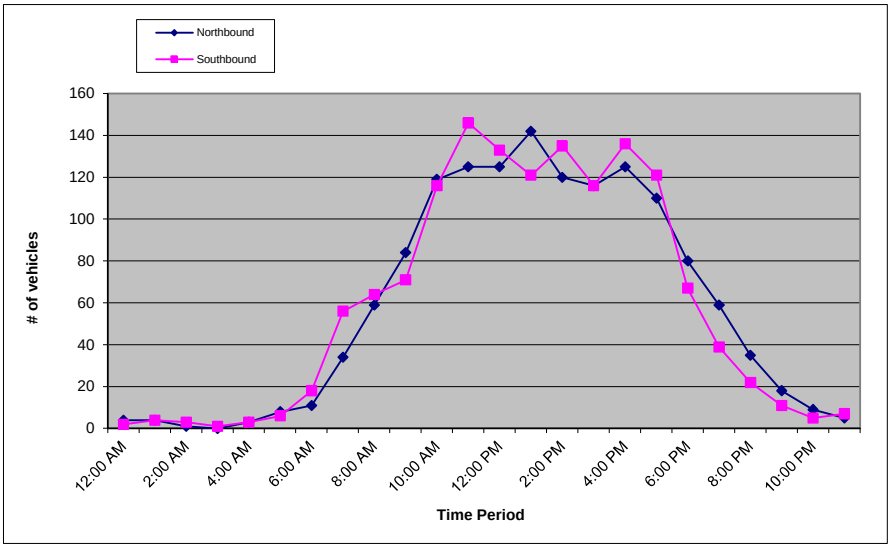
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET Irwin St
SEGMENT n/o 7th St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3263826
LONGITUDE -119.6472582
WEATHER Clear

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	2	1	1	0	**4**	1	0	1	0	**2**	**6**
1:00 AM	0	2	2	0	**4**	3	0	1	0	**4**	**8**
2:00 AM	0	1	0	0	**1**	0	0	1	2	**3**	**4**
3:00 AM	0	0	0	0	**0**	1	0	0	0	**1**	**1**
4:00 AM	0	0	0	3	**3**	0	0	1	2	**3**	**6**
5:00 AM	4	1	2	1	**8**	1	0	3	2	**6**	**14**
6:00 AM	2	4	1	4	**11**	5	3	5	5	**18**	**29**
7:00 AM	7	8	9	10	**34**	9	9	14	24	**56**	**90**
8:00 AM	22	11	12	14	**59**	14	16	10	24	**64**	**123**
9:00 AM	16	23	23	22	**84**	14	16	12	29	**71**	**155**
10:00 AM	29	32	26	32	**119**	27	33	27	29	**116**	**235**
11:00 AM	35	24	33	33	**125**	31	40	44	31	**146**	**271**
12:00 PM	28	27	26	44	**125**	37	35	29	32	**133**	**258**
1:00 PM	45	37	33	27	**142**	31	30	30	30	**121**	**263**
2:00 PM	39	32	26	23	**120**	38	26	36	35	**135**	**255**
3:00 PM	36	25	23	32	**116**	26	29	24	37	**116**	**232**
4:00 PM	25	26	37	37	**125**	41	37	30	28	**136**	**261**
5:00 PM	27	34	26	23	**110**	29	30	25	37	**121**	**231**
6:00 PM	24	16	17	23	**80**	22	16	10	19	**67**	**147**
7:00 PM	21	13	7	18	**59**	14	8	11	6	**39**	**98**
8:00 PM	8	7	9	11	**35**	8	7	3	4	**22**	**57**
9:00 PM	5	5	3	5	**18**	5	3	1	2	**11**	**29**
10:00 PM	2	2	4	1	**9**	2	1	1	1	**5**	**14**
11:00 PM	2	0	2	1	**5**	1	3	1	2	**7**	**12**
Total	**49.9%**				**1396**	**50.1%**				**1403**	
	2799										

AM%	**33.7%**	**AM Peak**	**271**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.88**
PM%	**66.3%**	**PM Peak**	**282**	**0:45 pm to 1:45 pm**	**PM P.H.F.**	**0.93**



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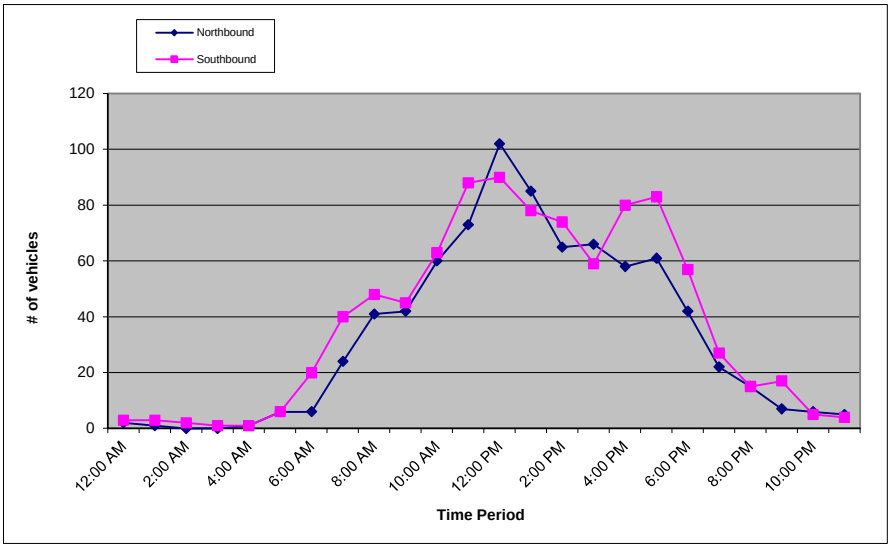
STREET Irwin St
SEGMENT s/o 7th St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3263826
LONGITUDE -119.6472582
WEATHER Clear

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	1	0	1	0	**2**	2	0	1	0	**3**	**5**
1:00 AM	0	0	1	0	**1**	1	0	2	0	**3**	**4**
2:00 AM	0	0	0	0	**0**	0	1	0	1	**2**	**2**
3:00 AM	0	0	0	0	**0**	0	0	1	0	**1**	**1**
4:00 AM	0	0	0	1	**1**	0	0	1	0	**1**	**2**
5:00 AM	1	2	2	1	**6**	2	0	1	3	**6**	**12**
6:00 AM	0	2	3	1	**6**	6	3	6	5	**20**	**26**
7:00 AM	5	4	6	9	**24**	9	5	10	16	**40**	**64**
8:00 AM	10	9	12	10	**41**	9	9	8	22	**48**	**89**
9:00 AM	12	5	15	10	**42**	8	9	13	15	**45**	**87**
10:00 AM	16	11	15	18	**60**	13	15	18	17	**63**	**123**
11:00 AM	21	17	20	15	**73**	28	21	26	13	**88**	**161**
12:00 PM	22	15	28	37	**102**	30	22	16	22	**90**	**192**
1:00 PM	34	23	17	11	**85**	20	20	19	19	**78**	**163**
2:00 PM	22	13	14	16	**65**	20	16	19	19	**74**	**139**
3:00 PM	20	11	20	15	**66**	17	10	14	18	**59**	**125**
4:00 PM	13	16	14	15	**58**	27	16	16	21	**80**	**138**
5:00 PM	18	16	17	10	**61**	24	24	18	17	**83**	**144**
6:00 PM	12	11	10	9	**42**	14	16	10	17	**57**	**99**
7:00 PM	6	5	3	8	**22**	8	7	5	7	**27**	**49**
8:00 PM	3	2	6	4	**15**	7	3	1	4	**15**	**30**
9:00 PM	1	2	3	1	**7**	8	5	2	2	**17**	**24**
10:00 PM	0	2	1	3	**6**	0	1	0	4	**5**	**11**
11:00 PM	1	3	1	0	**5**	0	1	2	1	**4**	**9**
Total	**46.5%**				**790**	**53.5%**				**909**	
	1699										

AM%	**33.9%**	**AM Peak**	**168**	**10:45 am to 11:45 am**	**AM P.H.F.**	**0.86**
PM%	**66.1%**	**PM Peak**	**200**	**12:30 pm to 1:30 pm**	**PM P.H.F.**	**0.85**



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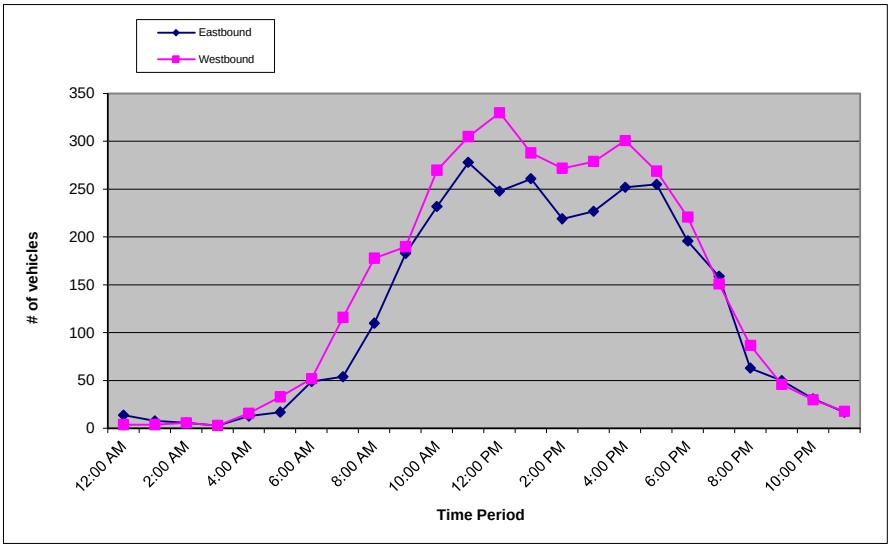
LATITUDE 36.3263826
LONGITUDE -119.6472582
WEATHER Clear

	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	6	4	3	1	**14**	2	0	2	0	**4**	**18**
1:00 AM	1	3	3	1	**8**	3	0	0	1	**4**	**12**
2:00 AM	0	2	1	3	**6**	0	0	2	4	**6**	**12**
3:00 AM	0	1	0	2	**3**	0	0	3	0	**3**	**6**
4:00 AM	2	2	4	5	**13**	2	1	7	6	**16**	**29**
5:00 AM	6	1	3	7	**17**	7	8	11	7	**33**	**50**
6:00 AM	8	11	7	23	**49**	7	7	19	19	**52**	**101**
7:00 AM	10	10	10	24	**54**	18	25	31	42	**116**	**170**
8:00 AM	26	24	24	36	**110**	47	42	41	48	**178**	**288**
9:00 AM	48	37	42	56	**183**	48	43	45	54	**190**	**373**
10:00 AM	52	58	59	63	**232**	61	68	72	69	**270**	**502**
11:00 AM	77	62	71	68	**278**	59	69	96	81	**305**	**583**
12:00 PM	68	63	49	68	**248**	77	88	80	85	**330**	**578**
1:00 PM	63	62	58	78	**261**	72	74	75	67	**288**	**549**
2:00 PM	55	50	60	54	**219**	72	57	64	79	**272**	**491**
3:00 PM	62	51	54	60	**227**	61	78	71	69	**279**	**506**
4:00 PM	60	65	56	71	**252**	79	75	69	78	**301**	**553**
5:00 PM	67	67	57	64	**255**	59	69	73	68	**269**	**524**
6:00 PM	51	49	42	54	**196**	61	65	48	47	**221**	**417**
7:00 PM	50	45	36	28	**159**	37	36	46	32	**151**	**310**
8:00 PM	18	18	12	15	**63**	27	21	18	21	**87**	**150**
9:00 PM	14	19	9	8	**50**	13	13	10	10	**46**	**96**
10:00 PM	12	5	8	6	**31**	11	6	9	4	**30**	**61**
11:00 PM	4	1	7	5	**17**	6	6	3	3	**18**	**35**
Total	**45.9%**				**2945**	**54.1%**				**3469**	
	6414										

AM%	**33.4%**	**AM Peak**	**583**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.87**
PM%	**66.6%**	**PM Peak**	**578**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.94**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

24 Hour Count Report

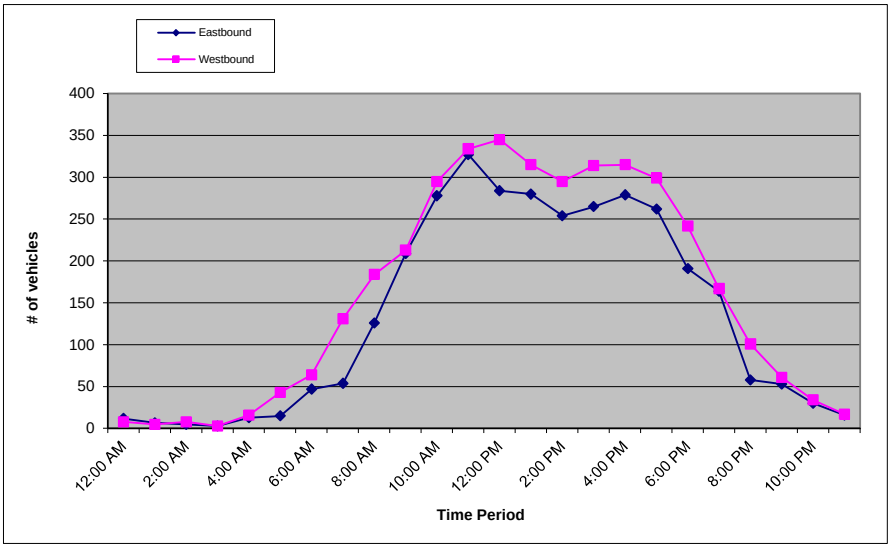
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET 7th St
SEGMENT e/o Redington St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3261406
LONGITUDE -119.6488997
WEATHER Clear

	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	5	3	3	1	**12**	2	1	3	2	**8**	**20**
1:00 AM	2	1	3	1	**7**	2	1	1	1	**5**	**12**
2:00 AM	1	1	1	2	**5**	0	1	3	4	**8**	**13**
3:00 AM	0	1	0	2	**3**	0	0	3	0	**3**	**6**
4:00 AM	2	2	4	5	**13**	2	1	7	6	**16**	**29**
5:00 AM	2	1	3	9	**15**	16	6	12	9	**43**	**58**
6:00 AM	6	14	6	21	**47**	7	13	21	23	**64**	**111**
7:00 AM	11	10	8	25	**54**	23	30	34	44	**131**	**185**
8:00 AM	29	28	30	39	**126**	46	49	44	45	**184**	**310**
9:00 AM	51	39	56	63	**209**	49	45	55	64	**213**	**422**
10:00 AM	64	66	78	70	**278**	70	81	68	76	**295**	**573**
11:00 AM	87	77	83	80	**327**	81	71	86	96	**334**	**661**
12:00 PM	83	62	61	78	**284**	88	88	78	91	**345**	**629**
1:00 PM	63	71	74	72	**280**	81	82	77	75	**315**	**595**
2:00 PM	68	47	73	66	**254**	73	75	63	84	**295**	**549**
3:00 PM	68	59	71	67	**265**	70	74	87	83	**314**	**579**
4:00 PM	65	70	69	75	**279**	88	68	77	82	**315**	**594**
5:00 PM	66	71	61	64	**262**	64	78	77	80	**299**	**561**
6:00 PM	49	46	45	51	**191**	70	71	53	48	**242**	**433**
7:00 PM	55	43	37	29	**164**	47	40	46	34	**167**	**331**
8:00 PM	14	19	12	13	**58**	31	23	19	28	**101**	**159**
9:00 PM	13	21	10	9	**53**	19	17	12	13	**61**	**114**
10:00 PM	12	5	7	6	**30**	11	9	9	5	**34**	**64**
11:00 PM	4	1	7	4	**16**	7	4	2	4	**17**	**33**
Total	**45.9%**				**3232**	**54.1%**				**3809**	
	7041										

AM%	**34.1%**	**AM Peak**	**661**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.94**
PM%	**65.9%**	**PM Peak**	**629**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.92**



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24 Hour Count Report

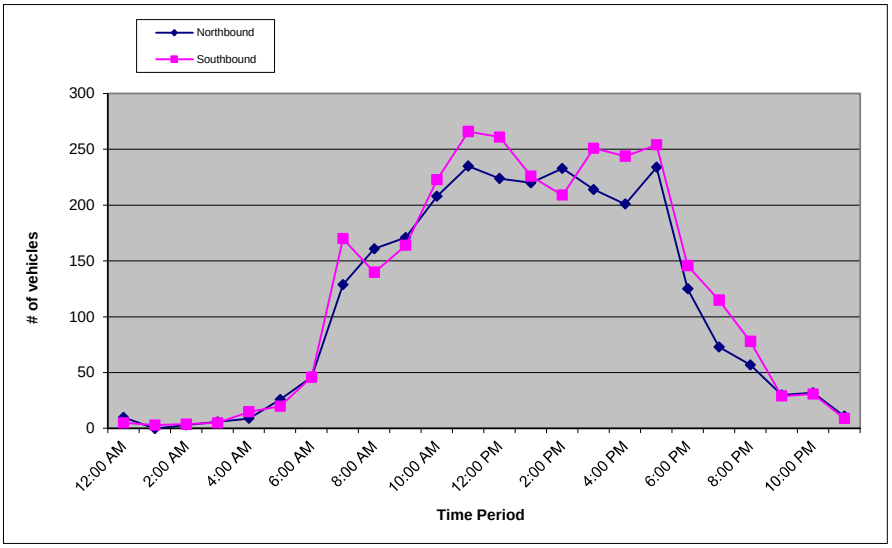
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET Redington St
SEGMENT n/o 7th St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 4

LATITUDE 36.3261406
LONGITUDE -119.6488997
WEATHER Clear

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	4	2	0	4	**10**	2	1	0	2	**5**	**15**
1:00 AM	0	0	0	0	**0**	2	1	0	0	**3**	**3**
2:00 AM	0	1	2	0	**3**	1	0	3	0	**4**	**7**
3:00 AM	4	0	2	0	**6**	0	1	2	2	**5**	**11**
4:00 AM	1	2	3	3	**9**	5	2	3	5	**15**	**24**
5:00 AM	11	1	9	5	**26**	1	2	10	7	**20**	**46**
6:00 AM	6	8	13	19	**46**	8	9	11	18	**46**	**92**
7:00 AM	19	21	42	47	**129**	27	37	43	63	**170**	**299**
8:00 AM	34	44	38	45	**161**	43	27	35	35	**140**	**301**
9:00 AM	47	34	39	51	**171**	38	39	44	43	**164**	**335**
10:00 AM	55	53	38	62	**208**	52	61	58	52	**223**	**431**
11:00 AM	58	54	49	74	**235**	59	63	61	83	**266**	**501**
12:00 PM	67	46	73	38	**224**	65	64	64	68	**261**	**485**
1:00 PM	56	59	59	46	**220**	58	62	57	49	**226**	**446**
2:00 PM	39	61	71	62	**233**	54	46	59	50	**209**	**442**
3:00 PM	52	40	58	64	**214**	82	69	51	49	**251**	**465**
4:00 PM	53	55	48	45	**201**	50	57	72	65	**244**	**445**
5:00 PM	62	56	70	46	**234**	78	66	56	54	**254**	**488**
6:00 PM	35	38	22	30	**125**	47	42	33	24	**146**	**271**
7:00 PM	20	19	16	18	**73**	34	35	27	19	**115**	**188**
8:00 PM	15	14	14	14	**57**	28	23	14	13	**78**	**135**
9:00 PM	14	3	8	5	**30**	10	9	6	4	**29**	**59**
10:00 PM	14	7	6	5	**32**	13	5	9	4	**31**	**63**
11:00 PM	2	6	2	1	**11**	4	2	3	0	**9**	**20**
Total	**47.7%**				**2658**	**52.3%**				**2914**	
	5572										

AM%	**37.1%**	**AM Peak**	**501**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.80**
PM%	**62.9%**	**PM Peak**	**498**	**4:45 pm to 5:45 pm**	**PM P.H.F.**	**0.89**



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24 Hour Count Report

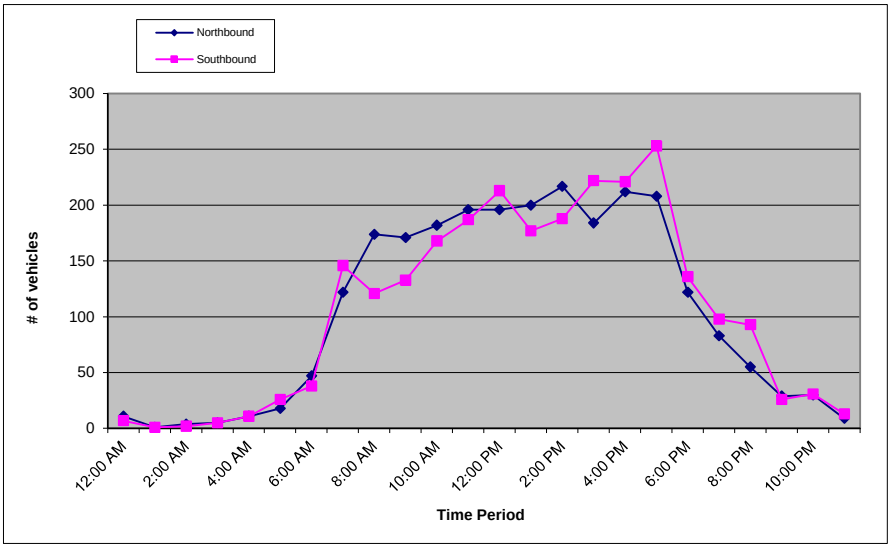
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET Redington St
SEGMENT s/o 7th St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 4

LATITUDE 36.3261406
LONGITUDE -119.6488997
WEATHER Clear

	Northbound					Southbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	3	3	2	3	**11**	2	3	0	2	**7**	**18**
1:00 AM	1	0	0	0	**1**	1	0	0	0	**1**	**2**
2:00 AM	0	2	2	0	**4**	0	0	2	0	**2**	**6**
3:00 AM	3	0	2	0	**5**	0	2	2	1	**5**	**10**
4:00 AM	1	2	4	4	**11**	2	0	5	4	**11**	**22**
5:00 AM	3	2	8	5	**18**	2	4	12	8	**26**	**44**
6:00 AM	9	8	11	19	**47**	6	9	8	15	**38**	**85**
7:00 AM	18	22	33	49	**122**	25	34	38	49	**146**	**268**
8:00 AM	40	43	37	54	**174**	38	30	31	22	**121**	**295**
9:00 AM	44	34	43	50	**171**	35	30	27	41	**133**	**304**
10:00 AM	49	43	44	46	**182**	38	41	44	45	**168**	**350**
11:00 AM	39	51	51	55	**196**	35	52	38	62	**187**	**383**
12:00 PM	52	50	62	32	**196**	58	50	52	53	**213**	**409**
1:00 PM	49	54	50	47	**200**	45	40	45	47	**177**	**377**
2:00 PM	44	41	64	68	**217**	52	44	48	44	**188**	**405**
3:00 PM	48	42	52	42	**184**	70	60	54	38	**222**	**406**
4:00 PM	52	58	51	51	**212**	51	50	66	54	**221**	**433**
5:00 PM	45	55	68	40	**208**	72	68	60	53	**253**	**461**
6:00 PM	39	32	20	31	**122**	50	34	23	29	**136**	**258**
7:00 PM	23	22	21	17	**83**	32	27	24	15	**98**	**181**
8:00 PM	16	15	13	11	**55**	33	31	14	15	**93**	**148**
9:00 PM	11	6	6	6	**29**	11	7	5	3	**26**	**55**
10:00 PM	13	4	6	7	**30**	12	5	9	5	**31**	**61**
11:00 PM	1	5	2	1	**9**	6	2	3	2	**13**	**22**
Total	**49.7%**				**2487**	**50.3%**				**2516**	
	5003										

AM%	**35.7%**	**AM Peak**	**383**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.82**
PM%	**64.3%**	**PM Peak**	**473**	**4:45 pm to 5:45 pm**	**PM P.H.F.**	**0.92**



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24 Hour Count Report

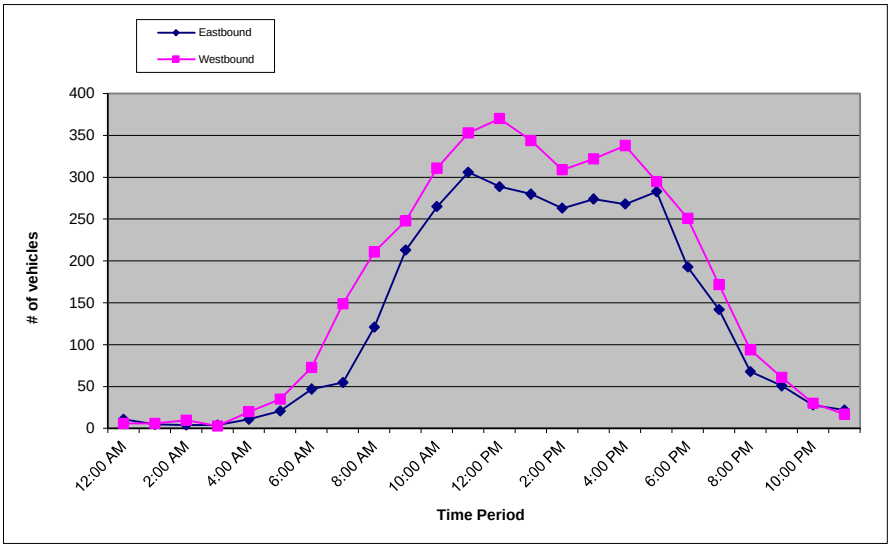
Prepared For: **Peters Engineering Group**
952 Pollasky Avenue
Clovis, CA 93612

STREET 7th St
SEGMENT w/o Redington St
COLLECTION DATE Tuesday, October 23, 2018
NUMBER OF LANES 2

LATITUDE 36.3261406
LONGITUDE -119.6488997
WEATHER Clear

	Eastbound					Westbound					Hourly
Hour	1st	2nd	3rd	4th	**Total**	1st	2nd	3rd	4th	**Total**	**Totals**
12:00 AM	4	4	2	1	**11**	0	1	4	1	**6**	**17**
1:00 AM	0	1	3	1	**5**	2	2	1	1	**6**	**11**
2:00 AM	0	1	1	2	**4**	0	2	4	4	**10**	**14**
3:00 AM	1	2	0	1	**4**	0	0	3	0	**3**	**7**
4:00 AM	2	2	3	4	**11**	5	3	5	7	**20**	**31**
5:00 AM	2	1	5	13	**21**	7	5	11	12	**35**	**56**
6:00 AM	4	12	9	22	**47**	10	11	25	27	**73**	**120**
7:00 AM	11	8	11	25	**55**	24	32	33	60	**149**	**204**
8:00 AM	28	32	28	33	**121**	56	49	45	61	**211**	**332**
9:00 AM	60	43	45	65	**213**	58	58	65	67	**248**	**461**
10:00 AM	62	57	70	76	**265**	76	82	80	73	**311**	**576**
11:00 AM	83	75	74	74	**306**	82	77	102	92	**353**	**659**
12:00 PM	86	56	66	81	**289**	83	100	84	103	**370**	**659**
1:00 PM	59	66	78	77	**280**	83	94	84	83	**344**	**624**
2:00 PM	72	54	77	60	**263**	84	64	71	90	**309**	**572**
3:00 PM	66	60	81	67	**274**	76	86	88	72	**322**	**596**
4:00 PM	69	67	66	66	**268**	90	75	83	90	**338**	**606**
5:00 PM	75	80	63	65	**283**	62	84	73	76	**295**	**578**
6:00 PM	54	45	37	57	**193**	76	72	53	50	**251**	**444**
7:00 PM	46	38	32	26	**142**	43	46	49	34	**172**	**314**
8:00 PM	17	23	14	14	**68**	30	20	20	24	**94**	**162**
9:00 PM	13	19	10	9	**51**	15	20	11	15	**61**	**112**
10:00 PM	11	7	6	4	**28**	10	8	8	4	**30**	**58**
11:00 PM	7	2	7	6	**22**	7	4	2	4	**17**	**39**
Total	**44.5%**				**3224**	**55.5%**				**4028**	
	7252										

AM%	**34.3%**	**AM Peak**	**659**	**11:00 am to 12:00 pm**	**AM P.H.F.**	**0.94**
PM%	**65.7%**	**PM Peak**	**659**	**12:00 pm to 1:00 pm**	**PM P.H.F.**	**0.90**



Mid-Block Crosswalk Volume

Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

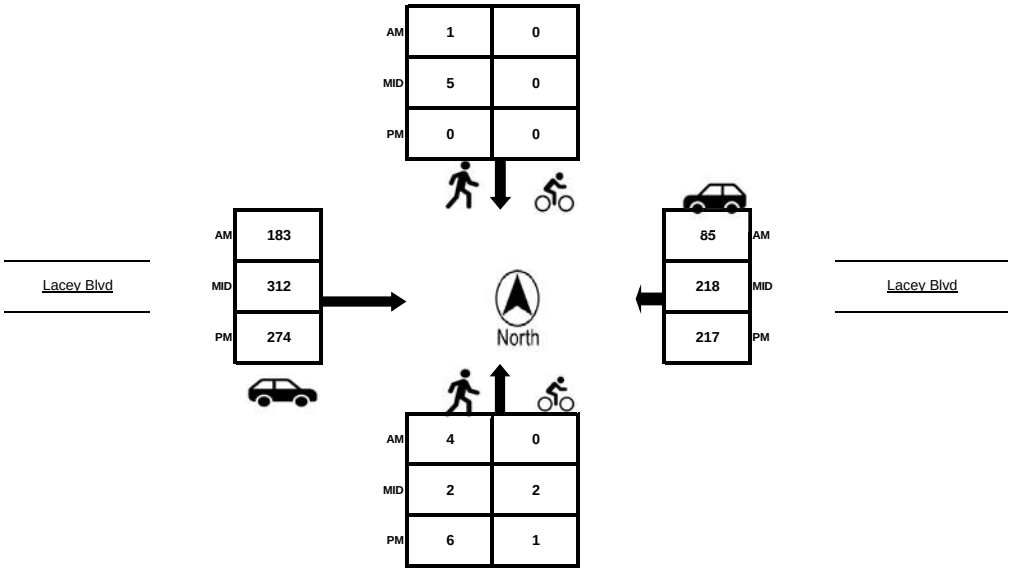
LOCATION Lacey Blvd btwn Redington/Irwin
LATITUDE 36.3280021
CITY Hanford
LONGITUDE -119.6485754
COLLECTION DATE Thursday, November 01, 2018
WEATHER Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	15	7	22	**22**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	20	14	34	**34**
7:30 AM to 7:45 AM	0	0	0	0	0	0	**0**	26	24	50	**50**
7:45 AM to 8:00 AM	1	0	1	0	0	0	**1**	36	29	65	**66**
8:00 AM to 8:15 AM	1	0	1	0	0	0	**1**	43	26	69	**70**
8:15 AM to 8:30 AM	0	0	0	0	0	0	**0**	39	18	57	**57**
8:30 AM to 8:45 AM	1	1	2	0	0	0	**2**	49	21	70	**72**
8:45 AM to 9:00 AM	2	0	2	0	0	0	**2**	52	20	72	**74**
TOTAL	**5**	**1**	**6**	**0**	**0**	**0**	**6**	**280**	**159**	**439**	**445**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
11:00 AM to 11:15 AM	1	1	2	0	0	0	**2**	80	50	130	**132**
11:15 AM to 11:30 AM	0	0	0	0	0	0	**0**	63	68	131	**131**
11:30 AM to 11:45 AM	0	0	0	0	1	1	**1**	67	39	106	**107**
11:45 AM to 12:00 PM	0	0	0	0	0	0	**0**	74	45	119	**119**
12:00 PM to 12:15 PM	1	2	3	0	0	0	**3**	78	55	133	**136**
12:15 PM to 12:30 PM	1	2	3	1	0	1	**4**	82	57	139	**143**
12:30 PM to 12:45 PM	0	0	0	0	0	0	**0**	75	51	126	**126**
12:45 PM to 1:00 PM	0	1	1	1	0	1	**2**	77	55	132	**134**
1:00 PM to 1:15 PM	0	0	0	0	0	0	**0**	65	56	121	**121**
1:15 PM to 1:30 PM	0	1	1	0	0	0	**1**	74	50	124	**125**
1:30 PM to 1:45 PM	0	0	0	0	0	0	**0**	69	43	112	**112**
1:45 PM to 2:00 PM	2	0	2	0	1	1	**3**	81	53	134	**137**
TOTAL	**5**	**7**	**12**	**2**	**2**	**4**	**16**	**885**	**622**	**1507**	**1523**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
4:00 PM to 4:15 PM	0	0	0	2	0	2	**2**	73	38	111	**113**
4:15 PM to 4:30 PM	0	0	0	0	0	0	**0**	66	45	111	**111**
4:30 PM to 4:45 PM	2	0	2	1	0	1	**3**	82	75	157	**160**
4:45 PM to 5:00 PM	1	0	1	0	0	0	**1**	68	39	107	**108**
5:00 PM to 5:15 PM	3	0	3	0	0	0	**3**	58	58	116	**119**
5:15 PM to 5:30 PM	0	0	0	0	0	0	**0**	67	35	102	**102**
5:30 PM to 5:45 PM	0	0	0	0	0	0	**0**	41	5	46	**46**
5:45 PM to 6:00 PM	0	0	0	0	0	0	**0**	58	23	81	**81**
TOTAL	**6**	**0**	**6**	**3**	**0**	**3**	**9**	**513**	**318**	**831**	**840**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
8:00 AM to 9:00 AM	**4**	**1**	**5**	**0**	**0**	**0**	**5**	**183**	**85**	**268**	**273**
12:00 PM to 1:00 PM	**2**	**5**	**7**	**2**	**0**	**2**	**9**	**312**	**218**	**530**	**539**
4:15 PM to 5:15 PM	**6**	**0**	**6**	**1**	**0**	**1**	**7**	**274**	**217**	**491**	**498**



Mid-Block Crosswalk Volume

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Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

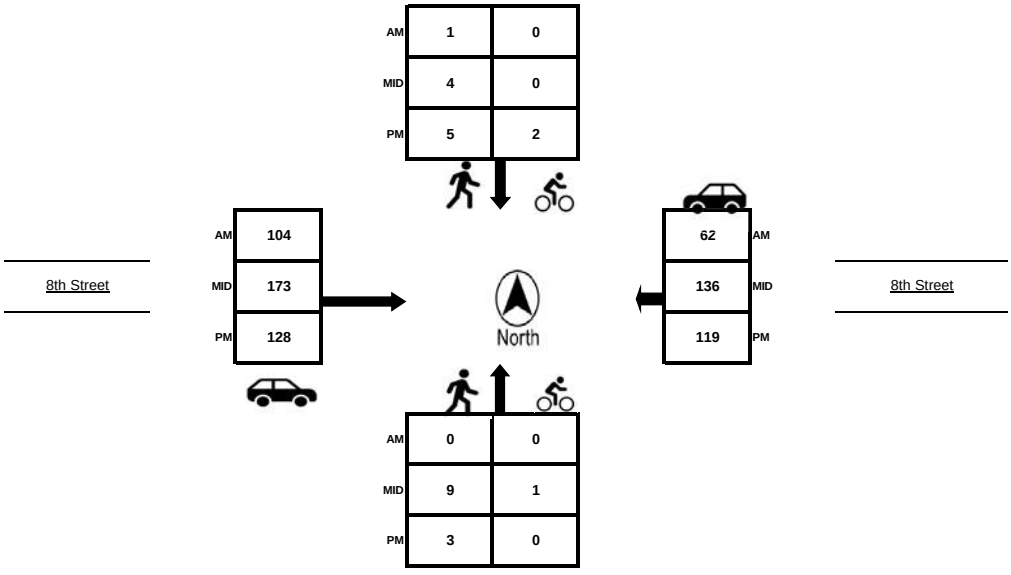
LOCATION 8th St btw Redington/Irwin
LATITUDE 36.327356
CITY Hanford
LONGITUDE -119.6481141
COLLECTION DATE Thursday, November 01, 2018
WEATHER Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	1	1	**1**	6	4	10	**11**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	12	3	15	**15**
7:30 AM to 7:45 AM	0	0	0	0	0	0	**0**	22	14	36	**36**
7:45 AM to 8:00 AM	0	0	0	0	0	0	**0**	24	24	48	**48**
8:00 AM to 8:15 AM	0	1	1	0	0	0	**1**	29	13	42	**43**
8:15 AM to 8:30 AM	0	0	0	0	0	0	**0**	22	15	37	**37**
8:30 AM to 8:45 AM	0	0	0	0	0	0	**0**	29	10	39	**39**
8:45 AM to 9:00 AM	0	2	2	0	0	0	**2**	26	13	39	**41**
TOTAL	**0**	**3**	**3**	**0**	**1**	**1**	**4**	**170**	**96**	**266**	**270**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
11:00 AM to 11:15 AM	1	0	1	0	0	0	**1**	45	30	75	**76**
11:15 AM to 11:30 AM	0	0	0	0	0	0	**0**	39	27	66	**66**
11:30 AM to 11:45 AM	2	0	2	1	0	1	**3**	51	30	81	**84**
11:45 AM to 12:00 PM	4	1	5	0	0	0	**5**	42	39	81	**86**
12:00 PM to 12:15 PM	3	2	5	0	0	0	**5**	40	34	74	**79**
12:15 PM to 12:30 PM	0	1	1	0	0	0	**1**	40	33	73	**74**
12:30 PM to 12:45 PM	4	0	4	0	0	0	**4**	26	33	59	**63**
12:45 PM to 1:00 PM	1	2	3	2	0	2	**5**	51	42	93	**98**
1:00 PM to 1:15 PM	1	3	4	0	0	0	**4**	38	29	67	**71**
1:15 PM to 1:30 PM	1	2	3	0	0	0	**3**	36	27	63	**66**
1:30 PM to 1:45 PM	2	6	8	0	0	0	**8**	38	35	73	**81**
1:45 PM to 2:00 PM	2	3	5	0	0	0	**5**	40	26	66	**71**
TOTAL	**21**	**20**	**41**	**3**	**0**	**3**	**44**	**486**	**385**	**871**	**915**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
4:00 PM to 4:15 PM	2	2	4	1	0	1	**5**	36	20	56	**61**
4:15 PM to 4:30 PM	1	1	2	0	0	0	**2**	37	31	68	**70**
4:30 PM to 4:45 PM	1	3	4	0	0	0	**4**	31	34	65	**69**
4:45 PM to 5:00 PM	0	1	1	0	0	0	**1**	27	27	54	**55**
5:00 PM to 5:15 PM	1	0	1	0	2	2	**3**	33	27	60	**63**
5:15 PM to 5:30 PM	0	0	0	0	0	0	**0**	39	22	61	**61**
5:30 PM to 5:45 PM	2	1	3	0	0	0	**3**	29	20	49	**52**
5:45 PM to 6:00 PM	1	3	4	0	0	0	**4**	23	23	46	**50**
TOTAL	**8**	**11**	**19**	**1**	**2**	**3**	**22**	**255**	**204**	**459**	**481**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:45 AM to 8:45 AM	**0**	**1**	**1**	**0**	**0**	**0**	1	**104**	**62**	**166**	**167**
11:30 AM to 12:30 PM	**9**	**4**	**13**	**1**	**0**	**1**	**14**	**173**	**136**	**309**	**323**
4:15 PM to 5:15 PM	**3**	**5**	**8**	**0**	**2**	**2**	**10**	**128**	**119**	**247**	**257**



Mid-Block Crosswalk Volume

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Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION 7th St btw Douty/Harris **LATITUDE** 36.3267273

CITY Hanford **LONGITUDE** -119.6449156

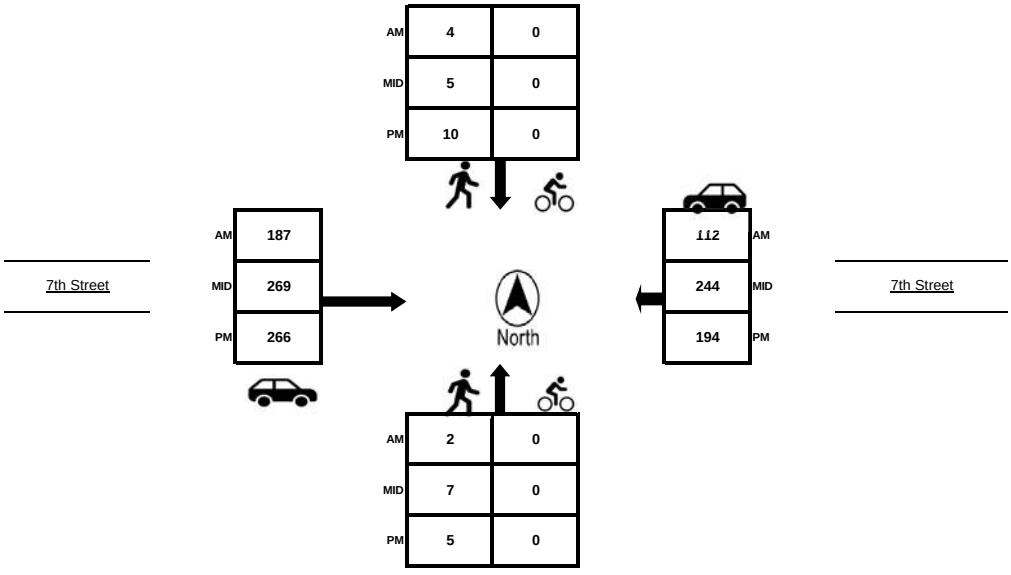
COLLECTION DATE Thursday, October 25, 2018 **WEATHER** Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	21	15	36	**36**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	23	19	42	**42**
7:30 AM to 7:45 AM	0	1	1	0	0	0	**1**	43	17	60	**61**
7:45 AM to 8:00 AM	0	1	1	0	0	0	**1**	55	29	84	**85**
8:00 AM to 8:15 AM	0	2	2	0	0	0	**2**	43	29	72	**74**
8:15 AM to 8:30 AM	1	0	1	0	0	0	**1**	49	29	78	**79**
8:30 AM to 8:45 AM	1	1	2	0	0	0	**2**	40	25	65	**67**
8:45 AM to 9:00 AM	1	1	2	0	0	0	**2**	47	27	74	**76**
TOTAL	**3**	**6**	**9**	**0**	**0**	**0**	**9**	**321**	**190**	**511**	**520**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
11:00 AM to 11:15 AM	0	0	0	0	0	0	**0**	75	59	134	**134**
11:15 AM to 11:30 AM	0	0	0	0	0	0	**0**	58	51	109	**109**
11:30 AM to 11:45 AM	2	0	2	0	0	0	**2**	65	53	118	**120**
11:45 AM to 12:00 PM	2	3	5	0	0	0	**5**	77	62	139	**144**
12:00 PM to 12:15 PM	1	1	2	0	0	0	**2**	69	65	134	**136**
12:15 PM to 12:30 PM	2	1	3	0	0	0	**3**	58	64	122	**125**
12:30 PM to 12:45 PM	1	4	5	0	0	0	**5**	66	49	115	**120**
12:45 PM to 1:00 PM	1	0	1	0	0	0	**1**	61	56	117	**118**
1:00 PM to 1:15 PM	0	0	0	0	0	0	**0**	68	61	129	**129**
1:15 PM to 1:30 PM	6	1	7	0	0	0	**7**	85	54	139	**146**
1:30 PM to 1:45 PM	3	1	4	0	0	0	**4**	67	53	120	**124**
1:45 PM to 2:00 PM	0	0	0	0	0	0	**0**	51	53	104	**104**
TOTAL	**18**	**11**	**29**	**0**	**0**	**0**	**29**	**800**	**680**	**1480**	**1509**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
4:00 PM to 4:15 PM	1	0	1	0	0	0	**1**	73	42	115	**116**
4:15 PM to 4:30 PM	1	0	1	0	0	0	**1**	60	57	117	**118**
4:30 PM to 4:45 PM	2	2	4	0	0	0	**4**	67	47	114	**118**
4:45 PM to 5:00 PM	1	8	9	0	0	0	**9**	66	48	114	**123**
5:00 PM to 5:15 PM	0	2	2	0	0	0	**2**	67	41	108	**110**
5:15 PM to 5:30 PM	2	5	7	0	0	0	**7**	42	35	77	**84**
5:30 PM to 5:45 PM	7	2	9	0	0	0	**9**	66	29	95	**104**
5:45 PM to 6:00 PM	2	2	4	0	0	0	**4**	69	28	97	**101**
TOTAL	**16**	**21**	**37**	**0**	**0**	**0**	**37**	**510**	**327**	**837**	**874**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:45 AM to 8:45 AM	**2**	**4**	**6**	**0**	**0**	**0**	**6**	**187**	**112**	**299**	**305**
11:30 AM to 12:30 PM	**7**	**5**	**12**	**0**	**0**	**0**	**12**	**269**	**244**	**513**	**525**
4:00 PM to 5:00 PM	**5**	**10**	**15**	**0**	**0**	**0**	**15**	**266**	**194**	**460**	**475**



Mid-Block Crosswalk Volume

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Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION 6th St btw Redington/Irwin **LATITUDE** 36.3251701

CITY Hanford **LONGITUDE** -119.6477992

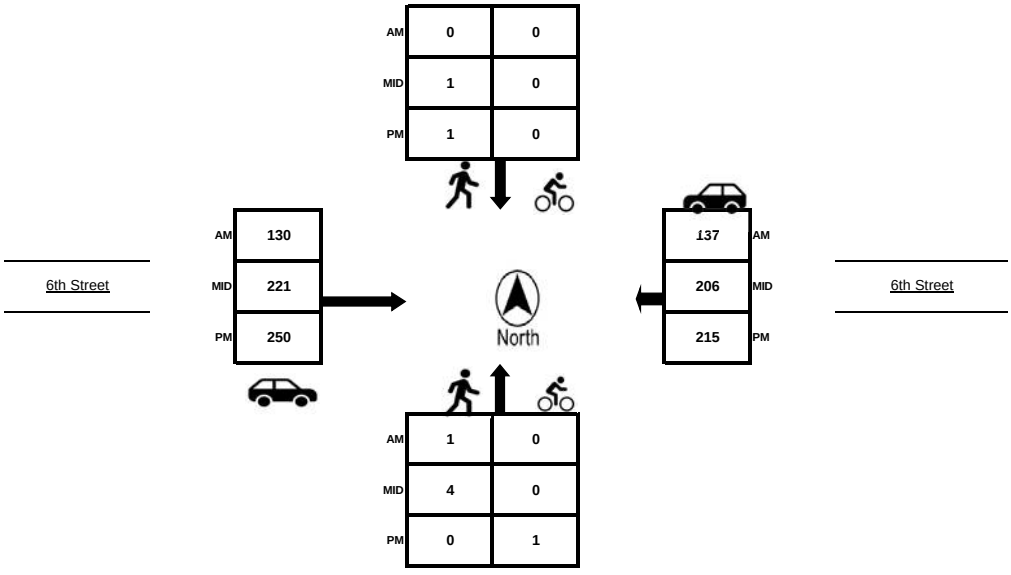
COLLECTION DATE Wednesday, October 24, 2018 **WEATHER** Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	14	18	32	**32**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	18	31	49	**49**
7:30 AM to 7:45 AM	0	0	0	0	0	0	**0**	24	25	49	**49**
7:45 AM to 8:00 AM	0	0	0	0	0	0	**0**	39	38	77	**77**
8:00 AM to 8:15 AM	0	0	0	0	0	0	**0**	31	31	62	**62**
8:15 AM to 8:30 AM	0	0	0	0	0	0	**0**	28	31	59	**59**
8:30 AM to 8:45 AM	1	0	1	0	0	0	**1**	32	37	69	**70**
8:45 AM to 9:00 AM	2	0	2	0	0	0	**2**	32	34	66	**68**
TOTAL	**3**	**0**	**3**	**0**	**0**	**0**	**3**	**218**	**245**	**463**	**466**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
11:00 AM to 11:15 AM	0	1	1	0	0	0	**1**	48	40	88	**89**
11:15 AM to 11:30 AM	2	0	2	1	0	1	**3**	44	31	75	**78**
11:30 AM to 11:45 AM	0	0	0	0	0	0	**0**	44	34	78	**78**
11:45 AM to 12:00 PM	0	0	0	0	1	1	**1**	45	61	106	**107**
12:00 PM to 12:15 PM	0	0	0	0	0	0	**0**	53	52	105	**105**
12:15 PM to 12:30 PM	0	0	0	1	0	1	**1**	51	43	94	**95**
12:30 PM to 12:45 PM	1	2	3	0	0	0	**3**	40	42	82	**85**
12:45 PM to 1:00 PM	1	1	2	0	0	0	**2**	71	59	130	**132**
1:00 PM to 1:15 PM	0	0	0	0	0	0	**0**	49	48	97	**97**
1:15 PM to 1:30 PM	0	0	0	0	0	0	**0**	50	45	95	**95**
1:30 PM to 1:45 PM	3	0	3	0	0	0	**3**	51	54	105	**108**
1:45 PM to 2:00 PM	0	0	0	0	0	0	**0**	57	52	109	**109**
TOTAL	**7**	**4**	**11**	**2**	**1**	**3**	**14**	**603**	**561**	**1164**	**1178**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
4:00 PM to 4:15 PM	0	0	0	0	0	0	**0**	44	47	91	**91**
4:15 PM to 4:30 PM	0	0	0	0	0	0	**0**	51	44	95	**95**
4:30 PM to 4:45 PM	0	0	0	1	0	1	**1**	57	48	105	**106**
4:45 PM to 5:00 PM	0	1	1	0	0	0	**1**	57	57	114	**115**
5:00 PM to 5:15 PM	0	0	0	0	0	0	**0**	73	64	137	**137**
5:15 PM to 5:30 PM	0	0	0	0	0	0	**0**	63	46	109	**109**
5:30 PM to 5:45 PM	0	1	1	0	0	0	**1**	44	46	90	**91**
5:45 PM to 6:00 PM	0	1	1	0	0	0	**1**	43	39	82	**83**
TOTAL	**0**	**3**	**3**	**1**	**0**	**1**	**4**	**432**	**391**	**823**	**827**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:45 AM to 8:45 AM	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**130**	**137**	**267**	**268**
12:45 PM to 1:45 PM	**4**	**1**	**5**	**0**	**0**	**0**	**5**	**221**	**206**	**427**	**432**
4:30 PM to 5:30 PM	**0**	**1**	**1**	**1**	**0**	**1**	**2**	**250**	**215**	**465**	**467**



Mid-Block Crosswalk Volume

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Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION 6th St btw Irwin/Douty **LATITUDE** 36.3254068

CITY Hanford **LONGITUDE** -119.6462381

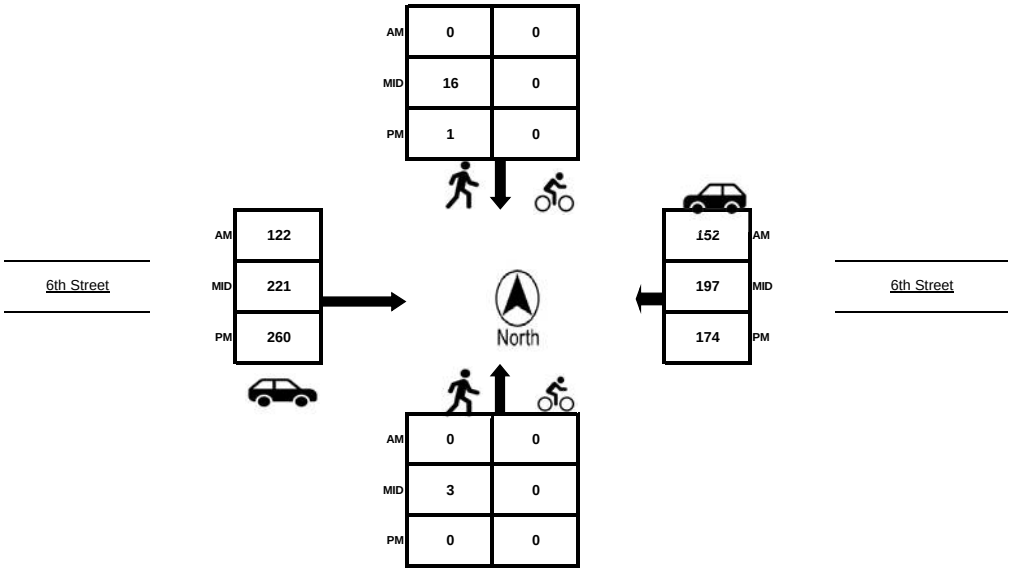
COLLECTION DATE Wednesday, October 24, 2018 **WEATHER** Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	17	15	32	**32**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	19	31	50	**50**
7:30 AM to 7:45 AM	0	0	0	0	0	0	**0**	21	27	48	**48**
7:45 AM to 8:00 AM	0	0	0	0	0	0	**0**	40	48	88	**88**
8:00 AM to 8:15 AM	0	0	0	0	0	0	**0**	21	35	56	**56**
8:15 AM to 8:30 AM	0	0	0	0	0	0	**0**	23	33	56	**56**
8:30 AM to 8:45 AM	0	0	0	0	0	0	**0**	38	36	74	**74**
8:45 AM to 9:00 AM	1	0	1	0	0	0	**1**	31	38	69	**70**
TOTAL	**1**	**0**	**1**	**0**	**0**	**0**	**1**	**210**	**263**	**473**	**474**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
11:00 AM to 11:15 AM	2	2	4	0	0	0	**4**	45	42	87	**91**
11:15 AM to 11:30 AM	1	0	1	0	0	0	**1**	48	29	77	**78**
11:30 AM to 11:45 AM	7	0	7	0	0	0	**7**	42	39	81	**88**
11:45 AM to 12:00 PM	5	1	6	0	0	0	**6**	47	63	110	**116**
12:00 PM to 12:15 PM	2	1	3	0	0	0	**3**	56	39	95	**98**
12:15 PM to 12:30 PM	0	1	1	0	0	0	**1**	56	50	106	**107**
12:30 PM to 12:45 PM	0	0	0	0	0	0	**0**	40	33	73	**73**
12:45 PM to 1:00 PM	2	12	14	0	0	0	**14**	61	60	121	**135**
1:00 PM to 1:15 PM	1	1	2	0	0	0	**2**	57	44	101	**103**
1:15 PM to 1:30 PM	0	2	2	0	0	0	**2**	47	39	86	**88**
1:30 PM to 1:45 PM	0	1	1	0	0	0	**1**	56	54	110	**111**
1:45 PM to 2:00 PM	0	0	0	0	0	0	**0**	60	41	101	**101**
TOTAL	**20**	**21**	**41**	**0**	**0**	**0**	**41**	**615**	**533**	**1148**	**1189**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
4:00 PM to 4:15 PM	0	0	0	0	0	0	**0**	48	54	102	**102**
4:15 PM to 4:30 PM	0	0	0	0	0	0	**0**	50	35	85	**85**
4:30 PM to 4:45 PM	0	0	0	0	0	0	**0**	58	45	103	**103**
4:45 PM to 5:00 PM	0	0	0	0	0	0	**0**	55	46	101	**101**
5:00 PM to 5:15 PM	0	1	1	0	0	0	**1**	87	39	126	**127**
5:15 PM to 5:30 PM	0	0	0	0	0	0	**0**	60	44	104	**104**
5:30 PM to 5:45 PM	0	0	0	0	0	0	**0**	44	47	91	**91**
5:45 PM to 6:00 PM	0	0	0	0	0	0	**0**	48	41	89	**89**
TOTAL	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**450**	**351**	**801**	**802**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:45 AM to 8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**122**	**152**	**274**	**274**
12:45 PM to 1:45 PM	**3**	**16**	**19**	**0**	**0**	**0**	**19**	**221**	**197**	**418**	**437**
4:30 PM to 5:30 PM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**260**	**174**	**434**	**435**



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LOCATION 6th St btw Douty/Harris **LATITUDE** 36.3256585

CITY Hanford **LONGITUDE** -119.6446717

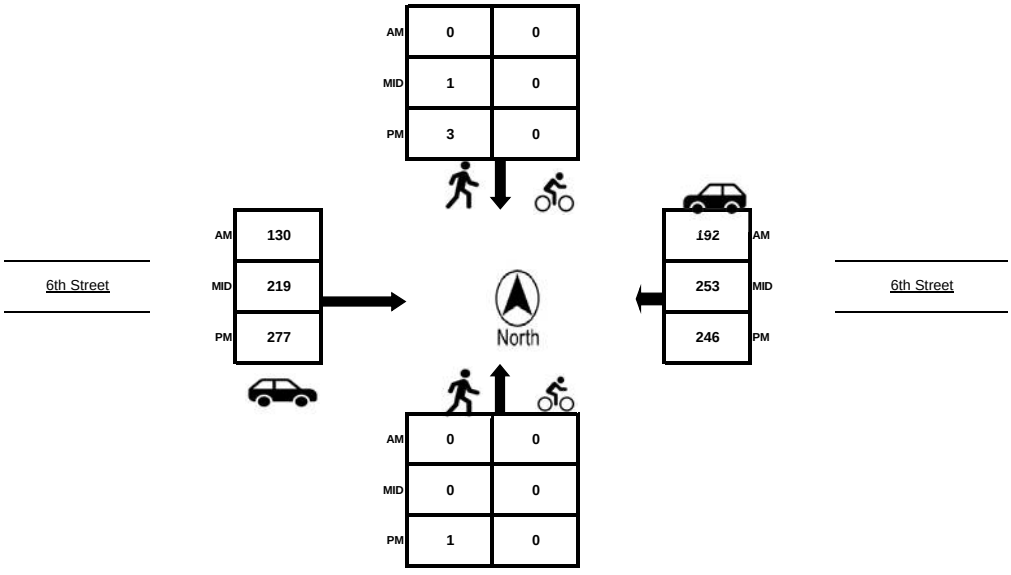
COLLECTION DATE Wednesday, October 24, 2018 **WEATHER** Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	22	19	41	**41**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	31	34	65	**65**
7:30 AM to 7:45 AM	0	0	0	0	0	0	**0**	29	34	63	**63**
7:45 AM to 8:00 AM	0	0	0	0	0	0	**0**	38	67	105	**105**
8:00 AM to 8:15 AM	0	0	0	0	0	0	**0**	24	45	69	**69**
8:15 AM to 8:30 AM	0	0	0	0	0	0	**0**	32	45	77	**77**
8:30 AM to 8:45 AM	0	0	0	0	0	0	**0**	36	35	71	**71**
8:45 AM to 9:00 AM	0	0	0	0	0	0	**0**	43	44	87	**87**
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**255**	**323**	**578**	**578**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
11:00 AM to 11:15 AM	0	0	0	0	0	0	**0**	56	43	99	**99**
11:15 AM to 11:30 AM	0	0	0	0	0	0	**0**	52	36	88	**88**
11:30 AM to 11:45 AM	0	2	2	0	0	0	**2**	48	55	103	**105**
11:45 AM to 12:00 PM	0	2	2	0	0	0	**2**	46	59	105	**107**
12:00 PM to 12:15 PM	0	0	0	0	0	0	**0**	59	51	110	**110**
12:15 PM to 12:30 PM	0	0	0	0	0	0	**0**	53	67	120	**120**
12:30 PM to 12:45 PM	0	1	1	0	0	0	**1**	46	54	100	**101**
12:45 PM to 1:00 PM	0	0	0	0	0	0	**0**	57	73	130	**130**
1:00 PM to 1:15 PM	0	0	0	0	0	0	**0**	63	59	122	**122**
1:15 PM to 1:30 PM	1	0	1	0	0	0	**1**	45	56	101	**102**
1:30 PM to 1:45 PM	0	1	1	0	0	0	**1**	44	65	109	**110**
1:45 PM to 2:00 PM	1	0	1	0	0	0	**1**	56	42	98	**99**
TOTAL	**2**	**6**	**8**	**0**	**0**	**0**	**8**	**625**	**660**	**1285**	**1293**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
4:00 PM to 4:15 PM	2	2	4	0	0	0	**4**	63	60	123	**127**
4:15 PM to 4:30 PM	1	1	2	0	0	0	**2**	64	54	118	**120**
4:30 PM to 4:45 PM	0	0	0	0	0	0	**0**	54	57	111	**111**
4:45 PM to 5:00 PM	0	0	0	0	0	0	**0**	65	59	124	**124**
5:00 PM to 5:15 PM	1	1	2	0	0	0	**2**	85	63	148	**150**
5:15 PM to 5:30 PM	0	1	1	0	0	0	**1**	71	50	121	**122**
5:30 PM to 5:45 PM	0	1	1	0	0	0	**1**	56	74	130	**131**
5:45 PM to 6:00 PM	0	1	1	0	0	0	**1**	59	62	121	**122**
TOTAL	**4**	**7**	**11**	**0**	**0**	**0**	**11**	**517**	**479**	**996**	**1007**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:45 AM to 8:45 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**130**	**192**	**322**	**322**
12:15 PM to 1:15 PM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**219**	**253**	**472**	**473**
4:45 PM to 5:45 PM	**1**	**3**	**4**	**0**	**0**	**0**	**4**	**277**	**246**	**523**	**527**



Mid-Block Crosswalk Volume

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

Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

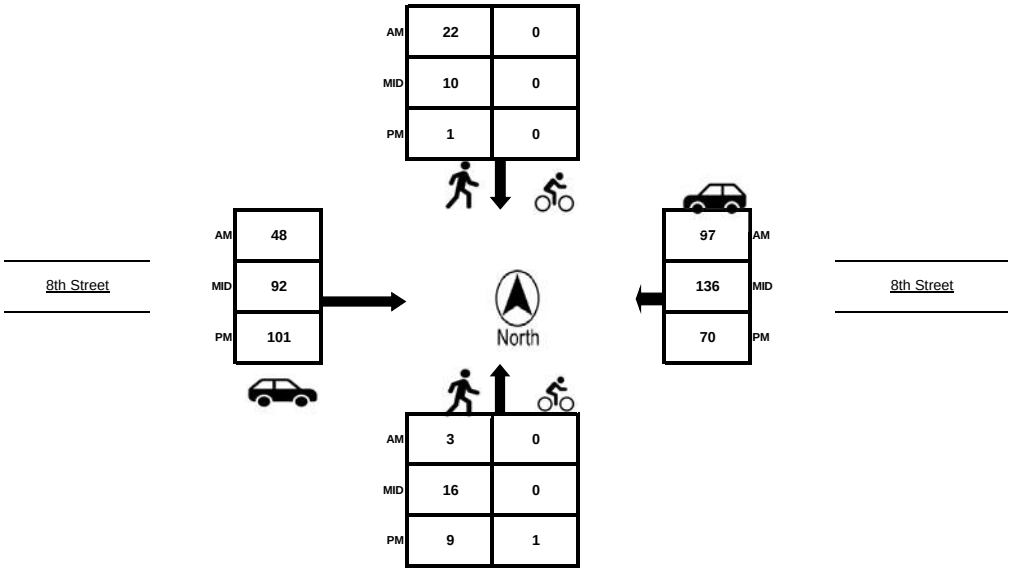
LOCATION 8th St btw Phillips/Redington
LATITUDE 36.3270599
CITY Hanford
LONGITUDE -119.6499919
COLLECTION DATE Thursday, October 25, 2018
WEATHER Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	5	11	16	**16**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	5	8	13	**13**
7:30 AM to 7:45 AM	0	2	2	0	0	0	**2**	1	15	16	**18**
7:45 AM to 8:00 AM	0	4	4	0	0	0	**4**	13	26	39	**43**
8:00 AM to 8:15 AM	0	5	5	0	0	0	**5**	6	18	24	**29**
8:15 AM to 8:30 AM	0	6	6	0	0	0	**6**	11	23	34	**40**
8:30 AM to 8:45 AM	1	6	7	0	0	0	**7**	13	22	35	**42**
8:45 AM to 9:00 AM	2	5	7	0	0	0	**7**	18	34	52	**59**
TOTAL	**3**	**28**	**31**	**0**	**0**	**0**	**31**	**72**	**157**	**229**	**260**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
11:00 AM to 11:15 AM	0	0	0	0	0	0	**0**	17	24	41	**41**
11:15 AM to 11:30 AM	3	2	5	0	0	0	**5**	20	27	47	**52**
11:30 AM to 11:45 AM	7	1	8	0	0	0	**8**	21	28	49	**57**
11:45 AM to 12:00 PM	5	0	5	0	0	0	**5**	12	28	40	**45**
12:00 PM to 12:15 PM	5	0	5	0	0	0	**5**	27	36	63	**68**
12:15 PM to 12:30 PM	5	4	9	0	0	0	**9**	16	35	51	**60**
12:30 PM to 12:45 PM	4	5	9	0	0	0	**9**	21	37	58	**67**
12:45 PM to 1:00 PM	2	1	3	0	0	0	**3**	28	28	56	**59**
1:00 PM to 1:15 PM	2	1	3	0	0	0	**3**	13	25	38	**41**
1:15 PM to 1:30 PM	2	0	2	0	0	0	**2**	20	33	53	**55**
1:30 PM to 1:45 PM	0	2	2	0	0	0	**2**	24	23	47	**49**
1:45 PM to 2:00 PM	1	1	2	0	0	0	**2**	18	32	50	**52**
TOTAL	**36**	**17**	**53**	**0**	**0**	**0**	**53**	**237**	**356**	**593**	**646**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
4:00 PM to 4:15 PM	0	0	0	0	0	0	**0**	22	23	45	**45**
4:15 PM to 4:30 PM	1	0	1	0	0	0	**1**	14	21	35	**36**
4:30 PM to 4:45 PM	4	0	4	0	0	0	**4**	17	18	35	**39**
4:45 PM to 5:00 PM	1	0	1	0	0	0	**1**	17	18	35	**36**
5:00 PM to 5:15 PM	7	0	7	1	0	1	**8**	28	19	47	**55**
5:15 PM to 5:30 PM	1	0	1	0	0	0	**1**	27	16	43	**44**
5:30 PM to 5:45 PM	1	0	1	0	0	0	**1**	23	17	40	**41**
5:45 PM to 6:00 PM	0	1	1	0	0	0	**1**	23	18	41	**42**
TOTAL	**15**	**1**	**16**	**1**	**0**	**1**	**17**	**171**	**150**	**321**	**338**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
8:00 AM to 9:00 AM	**3**	**22**	**25**	**0**	**0**	**0**	**25**	**48**	**97**	**145**	**170**
12:00 PM to 1:00 PM	**16**	**10**	**26**	**0**	**0**	**0**	**26**	**92**	**136**	**228**	**254**
5:00 PM to 6:00 PM	**9**	**1**	**10**	**1**	**0**	**1**	**11**	**101**	**70**	**171**	**182**



Mid-Block Crosswalk Volume

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Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

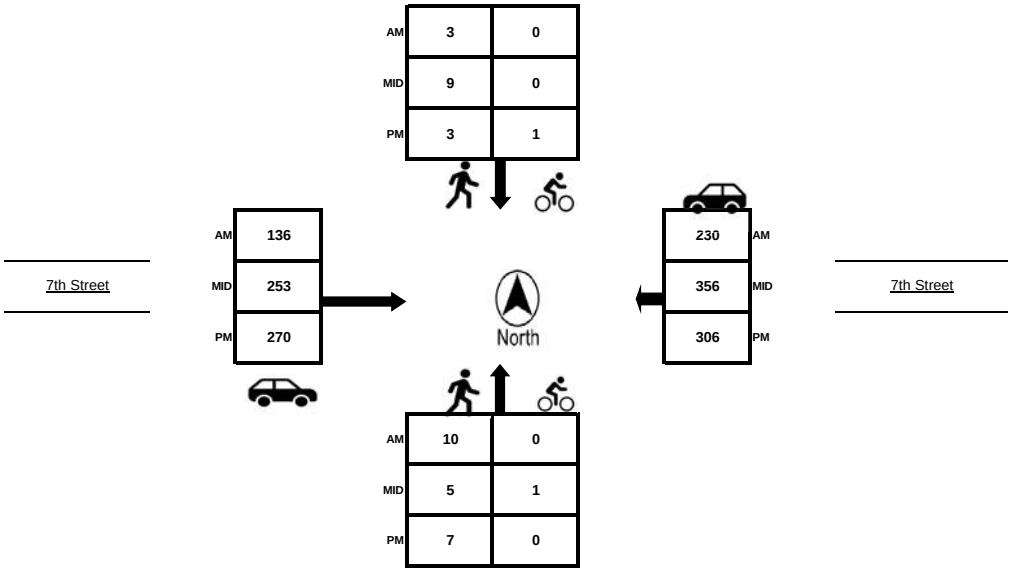
LOCATION 7th St btw Phillips/Redington
LATITUDE 36.3259961
CITY Hanford
LONGITUDE -119.6495727
COLLECTION DATE Thursday, October 25, 2018
WEATHER Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	22	21	43	**43**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	20	31	51	**51**
7:30 AM to 7:45 AM	1	0	1	0	0	0	**1**	19	49	68	**69**
7:45 AM to 8:00 AM	3	1	4	0	0	0	**4**	29	67	96	**100**
8:00 AM to 8:15 AM	3	0	3	0	0	0	**3**	37	51	88	**91**
8:15 AM to 8:30 AM	4	2	6	0	0	0	**6**	37	58	95	**101**
8:30 AM to 8:45 AM	0	0	0	0	0	0	**0**	33	54	87	**87**
8:45 AM to 9:00 AM	2	0	2	0	0	0	**2**	29	58	87	**89**
TOTAL	**13**	**3**	**16**	**0**	**0**	**0**	**16**	**226**	**389**	**615**	**631**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
11:00 AM to 11:15 AM	1	2	3	0	0	0	**3**	64	85	149	**152**
11:15 AM to 11:30 AM	0	2	2	0	0	0	**2**	64	72	136	**138**
11:30 AM to 11:45 AM	2	0	2	0	0	0	**2**	59	93	152	**154**
11:45 AM to 12:00 PM	4	2	6	0	0	0	**6**	74	92	166	**172**
12:00 PM to 12:15 PM	1	1	2	0	0	0	**2**	66	88	154	**156**
12:15 PM to 12:30 PM	4	1	5	0	0	0	**5**	55	73	128	**133**
12:30 PM to 12:45 PM	1	5	6	0	0	0	**6**	59	85	144	**150**
12:45 PM to 1:00 PM	0	2	2	0	0	0	**2**	60	95	155	**157**
1:00 PM to 1:15 PM	2	0	2	0	0	0	**2**	65	83	148	**150**
1:15 PM to 1:30 PM	2	2	4	1	0	1	**5**	69	93	162	**167**
1:30 PM to 1:45 PM	2	1	3	0	0	0	**3**	70	70	140	**143**
1:45 PM to 2:00 PM	0	1	1	0	0	0	**1**	52	88	140	**141**
TOTAL	**19**	**19**	**38**	**1**	**0**	**1**	**39**	**757**	**1017**	**1774**	**1813**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
4:00 PM to 4:15 PM	0	1	1	0	0	0	**1**	67	83	150	**151**
4:15 PM to 4:30 PM	5	0	5	0	0	0	**5**	72	69	141	**146**
4:30 PM to 4:45 PM	1	0	1	0	0	0	**1**	63	87	150	**151**
4:45 PM to 5:00 PM	1	2	3	0	1	1	**4**	68	67	135	**139**
5:00 PM to 5:15 PM	3	2	5	0	0	0	**5**	58	84	142	**147**
5:15 PM to 5:30 PM	0	0	0	0	0	0	**0**	82	62	144	**144**
5:30 PM to 5:45 PM	0	0	0	0	0	0	**0**	57	54	111	**111**
5:45 PM to 6:00 PM	1	2	3	0	0	0	**3**	51	60	111	**114**
TOTAL	**11**	**7**	**18**	**0**	**1**	**1**	**19**	**518**	**566**	**1084**	**1103**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	NB	SB	Total	NB	SB	Total	TOTAL	EB	WB	Total	TOTAL
7:45 AM to 8:45 AM	**10**	**3**	**13**	**0**	**0**	**0**	**13**	**136**	**230**	**366**	**379**
12:30 PM to 1:30 PM	**5**	**9**	**14**	**1**	**0**	**1**	**15**	**253**	**356**	**609**	**624**
4:00 PM to 5:00 PM	**7**	**3**	**10**	**0**	**1**	**1**	**11**	**270**	**306**	**576**	**587**



Mid-Block Crosswalk Volume

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Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

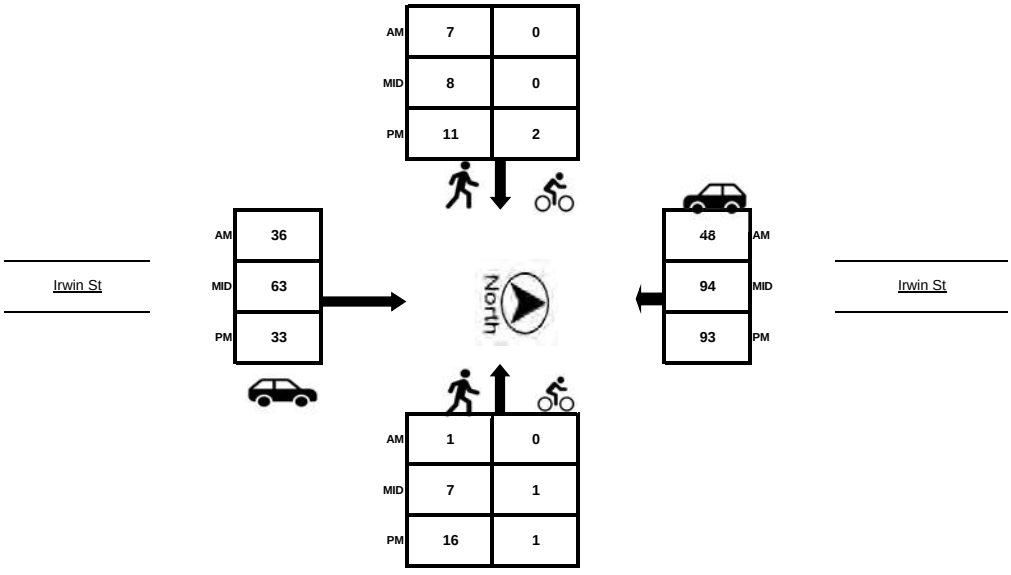
LOCATION Irwin St btw 6th/7th
LATITUDE 36.3257908
CITY Hanford
LONGITUDE -119.6471748
COLLECTION DATE Thursday, October 25, 2018
WEATHER Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	1	1	**1**	3	6	9	**10**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	5	10	15	**15**
7:30 AM to 7:45 AM	1	1	2	0	0	0	**2**	3	8	11	**13**
7:45 AM to 8:00 AM	0	0	0	0	0	0	**0**	8	10	18	**18**
8:00 AM to 8:15 AM	3	0	3	0	0	0	**3**	7	12	19	**22**
8:15 AM to 8:30 AM	2	0	2	0	0	0	**2**	10	11	21	**23**
8:30 AM to 8:45 AM	0	1	1	0	0	0	**1**	8	7	15	**16**
8:45 AM to 9:00 AM	2	0	2	0	0	0	**2**	11	18	29	**31**
TOTAL	**8**	**2**	**10**	**0**	**1**	**1**	**11**	**55**	**82**	**137**	**148**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
11:00 AM to 11:15 AM	1	0	1	0	0	0	**1**	17	19	36	**37**
11:15 AM to 11:30 AM	3	0	3	0	0	0	**3**	10	21	31	**34**
11:30 AM to 11:45 AM	3	1	4	0	0	0	**4**	16	25	41	**45**
11:45 AM to 12:00 PM	0	1	1	0	0	0	**1**	15	15	30	**31**
12:00 PM to 12:15 PM	4	1	5	1	0	1	**6**	17	14	31	**37**
12:15 PM to 12:30 PM	2	1	3	0	0	0	**3**	13	22	35	**38**
12:30 PM to 12:45 PM	1	2	3	0	1	1	**4**	16	22	38	**42**
12:45 PM to 1:00 PM	1	2	3	0	0	0	**3**	12	23	35	**38**
1:00 PM to 1:15 PM	4	2	6	0	0	0	**6**	22	27	49	**55**
1:15 PM to 1:30 PM	3	2	5	1	0	1	**6**	4	26	30	**36**
1:30 PM to 1:45 PM	0	2	2	0	0	0	**2**	12	23	35	**37**
1:45 PM to 2:00 PM	1	5	6	0	0	0	**6**	13	26	39	**45**
TOTAL	**23**	**19**	**42**	**2**	**1**	**3**	**45**	**167**	**263**	**430**	**475**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
4:00 PM to 4:15 PM	2	4	6	0	0	0	**6**	10	16	26	**32**
4:15 PM to 4:30 PM	3	5	8	0	0	0	**8**	8	17	25	**33**
4:30 PM to 4:45 PM	4	4	8	0	0	0	**8**	7	15	22	**30**
4:45 PM to 5:00 PM	1	0	1	0	0	0	**1**	7	14	21	**22**
5:00 PM to 5:15 PM	2	5	7	0	1	1	**8**	11	21	32	**40**
5:15 PM to 5:30 PM	4	1	5	1	0	1	**6**	9	20	29	**35**
5:30 PM to 5:45 PM	2	4	6	1	0	1	**7**	9	21	30	**37**
5:45 PM to 6:00 PM	3	6	9	0	0	0	**9**	4	31	35	**44**
TOTAL	**21**	**29**	**50**	**2**	**1**	**3**	**53**	**65**	**155**	**220**	**273**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
8:00 AM to 9:00 AM	**7**	**1**	**8**	**0**	**0**	**0**	**8**	**36**	**48**	**84**	**92**
12:15 PM to 1:15 PM	**8**	**7**	**15**	**0**	**1**	**1**	**16**	**63**	**94**	**157**	**173**
5:00 PM to 6:00 PM	**11**	**16**	**27**	**2**	**1**	**3**	**30**	**33**	**93**	**126**	**156**



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Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

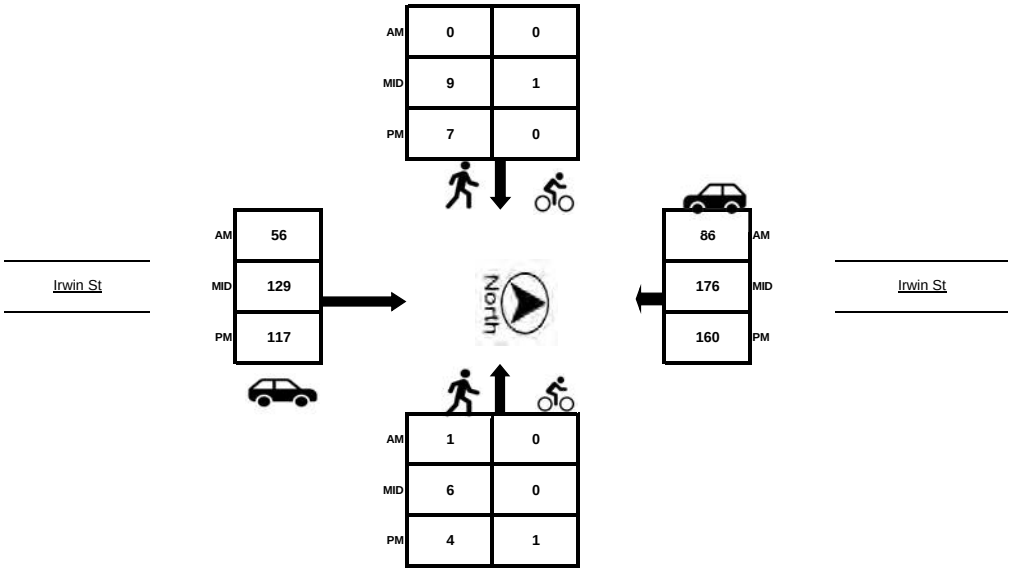
LOCATION Irwin St btw 7th/8th
LATITUDE 36.3268669
CITY Hanford
LONGITUDE -119.6474189
COLLECTION DATE Thursday, November 01, 2018
WEATHER Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	4	7	11	**11**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	8	9	17	**17**
7:30 AM to 7:45 AM	0	0	0	0	0	0	**0**	10	10	20	**20**
7:45 AM to 8:00 AM	0	0	0	0	0	0	**0**	13	32	45	**45**
8:00 AM to 8:15 AM	0	0	0	0	0	0	**0**	18	26	44	**44**
8:15 AM to 8:30 AM	0	1	1	0	0	0	**1**	10	9	19	**20**
8:30 AM to 8:45 AM	0	0	0	0	0	0	**0**	15	19	34	**34**
8:45 AM to 9:00 AM	0	0	0	0	0	0	**0**	19	26	45	**45**
TOTAL	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**97**	**138**	**235**	**236**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
11:00 AM to 11:15 AM	1	1	2	0	0	0	**2**	42	38	80	**82**
11:15 AM to 11:30 AM	1	0	1	0	0	0	**1**	36	33	69	**70**
11:30 AM to 11:45 AM	3	0	3	0	0	0	**3**	36	48	84	**87**
11:45 AM to 12:00 PM	0	0	0	1	0	1	**1**	19	35	54	**55**
12:00 PM to 12:15 PM	1	1	2	0	0	0	**2**	41	48	89	**91**
12:15 PM to 12:30 PM	4	3	7	1	0	1	**8**	32	35	67	**75**
12:30 PM to 12:45 PM	4	1	5	0	0	0	**5**	25	48	73	**78**
12:45 PM to 1:00 PM	0	1	1	0	0	0	**1**	31	45	76	**77**
1:00 PM to 1:15 PM	0	2	2	0	0	0	**2**	36	49	85	**87**
1:15 PM to 1:30 PM	2	1	3	0	0	0	**3**	30	31	61	**64**
1:30 PM to 1:45 PM	0	1	1	0	0	0	**1**	25	38	63	**64**
1:45 PM to 2:00 PM	0	0	0	0	0	0	**0**	31	31	62	**62**
TOTAL	**16**	**11**	**27**	**2**	**0**	**2**	**29**	**384**	**479**	**863**	**892**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
4:00 PM to 4:15 PM	1	2	3	0	0	0	**3**	25	39	64	**67**
4:15 PM to 4:30 PM	3	3	6	0	0	0	**6**	31	42	73	**79**
4:30 PM to 4:45 PM	2	0	2	0	0	0	**2**	37	36	73	**75**
4:45 PM to 5:00 PM	1	1	2	0	1	1	**3**	22	33	55	**58**
5:00 PM to 5:15 PM	1	0	1	0	0	0	**1**	27	49	76	**77**
5:15 PM to 5:30 PM	2	1	3	0	0	0	**3**	23	38	61	**64**
5:30 PM to 5:45 PM	0	1	1	0	0	0	**1**	22	45	67	**68**
5:45 PM to 6:00 PM	2	1	3	0	0	0	**3**	16	32	48	**51**
TOTAL	**12**	**9**	**21**	**0**	**1**	**1**	**22**	**203**	**314**	**517**	**539**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
7:45 AM to 8:45 AM	**0**	**1**	**1**	**0**	**0**	**0**	**1**	**56**	**86**	**142**	**143**
12:00 PM to 1:00 PM	**9**	**6**	**15**	**1**	**0**	**1**	**16**	**129**	**176**	**305**	**321**
4:15 PM to 5:15 PM	**7**	**4**	**11**	**0**	**1**	**1**	**12**	**117**	**160**	**277**	**289**



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Clovis, CA 93612

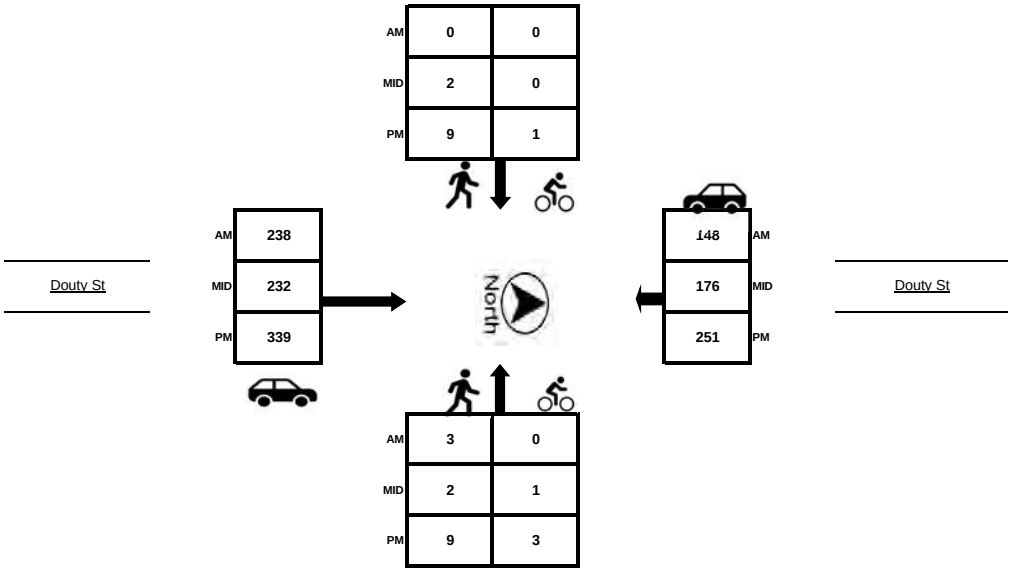
LOCATION Douty St btw 6th/7th
LATITUDE 36.3261122
CITY Hanford
LONGITUDE -119.6455938
COLLECTION DATE Thursday, October 25, 2018
WEATHER Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	22	15	37	**37**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	46	26	72	**72**
7:30 AM to 7:45 AM	0	1	1	0	0	0	**1**	62	53	115	**116**
7:45 AM to 8:00 AM	0	0	0	0	0	0	**0**	79	40	119	**119**
8:00 AM to 8:15 AM	0	0	0	0	0	0	**0**	55	26	81	**81**
8:15 AM to 8:30 AM	0	2	2	0	0	0	**2**	42	29	71	**73**
8:30 AM to 8:45 AM	0	0	0	0	0	0	**0**	30	30	60	**60**
8:45 AM to 9:00 AM	0	0	0	0	0	0	**0**	46	28	74	**74**
TOTAL	**0**	**3**	**3**	**0**	**0**	**0**	**3**	**382**	**247**	**629**	**632**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
11:00 AM to 11:15 AM	2	0	2	0	0	0	**2**	47	36	83	**85**
11:15 AM to 11:30 AM	0	0	0	0	0	0	**0**	65	49	114	**114**
11:30 AM to 11:45 AM	1	0	1	0	0	0	**1**	48	34	82	**83**
11:45 AM to 12:00 PM	0	2	2	0	1	1	**3**	54	44	98	**101**
12:00 PM to 12:15 PM	1	0	1	0	0	0	**1**	65	49	114	**115**
12:15 PM to 12:30 PM	0	0	0	0	0	0	**0**	42	54	96	**96**
12:30 PM to 12:45 PM	0	0	0	0	1	1	**1**	53	42	95	**96**
12:45 PM to 1:00 PM	1	0	1	0	1	1	**2**	43	40	83	**85**
1:00 PM to 1:15 PM	0	0	0	0	0	0	**0**	54	55	109	**109**
1:15 PM to 1:30 PM	1	0	1	0	0	0	**1**	62	37	99	**100**
1:30 PM to 1:45 PM	2	2	4	0	0	0	**4**	57	41	98	**102**
1:45 PM to 2:00 PM	0	0	0	0	1	1	**1**	52	36	88	**89**
TOTAL	**8**	**4**	**12**	**0**	**4**	**4**	**16**	**642**	**517**	**1159**	**1175**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
4:00 PM to 4:15 PM	4	3	7	0	0	0	**7**	73	44	117	**124**
4:15 PM to 4:30 PM	1	0	1	0	0	0	**1**	76	60	136	**137**
4:30 PM to 4:45 PM	0	0	0	0	0	0	**0**	60	56	116	**116**
4:45 PM to 5:00 PM	1	2	3	1	1	2	**5**	80	59	139	**144**
5:00 PM to 5:15 PM	3	3	6	0	1	1	**7**	83	84	167	**174**
5:15 PM to 5:30 PM	2	2	4	0	1	1	**5**	86	47	133	**138**
5:30 PM to 5:45 PM	3	2	5	0	0	0	**5**	90	61	151	**156**
5:45 PM to 6:00 PM	3	2	5	0	0	0	**5**	84	44	128	**133**
TOTAL	**17**	**14**	**31**	**1**	**3**	**4**	**35**	**632**	**455**	**1087**	**1122**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
7:30 AM to 8:30 AM	**0**	**3**	**3**	**0**	**0**	**0**	**3**	**238**	**148**	**386**	**389**
11:15 AM to 12:15 PM	**2**	**2**	**4**	**0**	**1**	**1**	**5**	**232**	**176**	**408**	**413**
4:45 PM to 5:45 PM	**9**	**9**	**18**	**1**	**3**	**4**	**22**	**339**	**251**	**590**	**612**



Mid-Block Crosswalk Volume

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

Prepared For:
Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

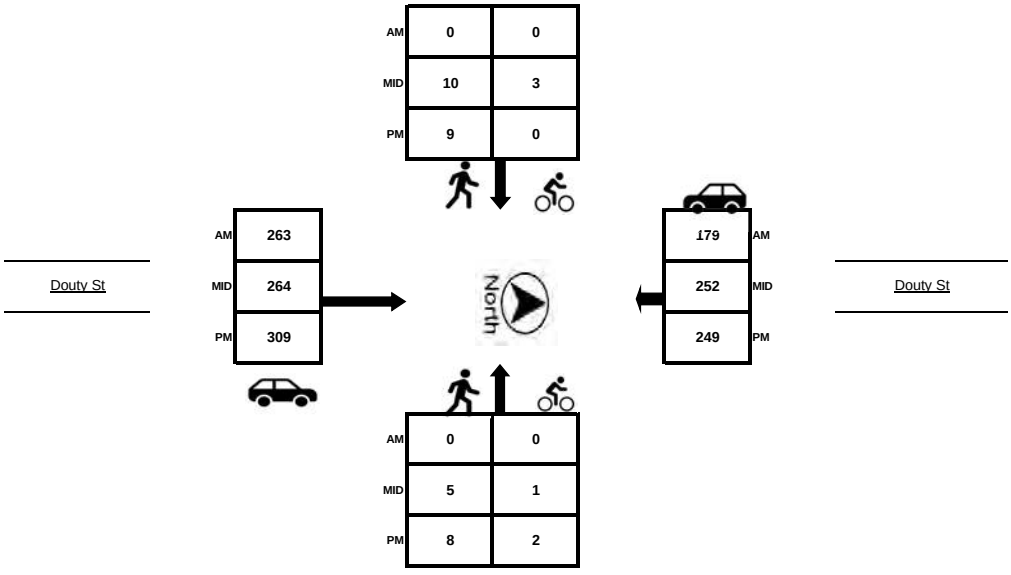
LOCATION Douty St btw 7th/8th
LATITUDE 36.3271118
CITY Hanford
LONGITUDE -119.6458355
COLLECTION DATE Thursday, November 01, 2018
WEATHER Clear

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
7:00 AM to 7:15 AM	0	0	0	0	0	0	**0**	22	15	37	**37**
7:15 AM to 7:30 AM	0	0	0	0	0	0	**0**	42	21	63	**63**
7:30 AM to 7:45 AM	0	0	0	0	0	0	**0**	88	52	140	**140**
7:45 AM to 8:00 AM	0	0	0	0	0	0	**0**	78	70	148	**148**
8:00 AM to 8:15 AM	0	0	0	0	0	0	**0**	55	36	91	**91**
8:15 AM to 8:30 AM	0	0	0	0	0	0	**0**	36	24	60	**60**
8:30 AM to 8:45 AM	0	0	0	0	0	0	**0**	40	28	68	**68**
8:45 AM to 9:00 AM	0	1	1	1	1	2	**3**	49	37	86	**89**
TOTAL	**0**	**1**	**1**	**1**	**1**	**2**	**3**	**410**	**283**	**693**	**696**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
11:00 AM to 11:15 AM	0	3	3	0	0	0	**3**	59	61	120	**123**
11:15 AM to 11:30 AM	0	1	1	0	0	0	**1**	64	49	113	**114**
11:30 AM to 11:45 AM	6	2	8	0	1	1	**9**	56	59	115	**124**
11:45 AM to 12:00 PM	3	2	5	0	0	0	**5**	68	53	121	**126**
12:00 PM to 12:15 PM	0	0	0	1	0	1	**1**	52	84	136	**137**
12:15 PM to 12:30 PM	1	1	2	2	0	2	**4**	88	56	144	**148**
12:30 PM to 12:45 PM	2	3	5	0	0	0	**5**	62	56	118	**123**
12:45 PM to 1:00 PM	1	0	1	0	0	0	**1**	68	56	124	**125**
1:00 PM to 1:15 PM	2	3	5	0	0	0	**5**	70	58	128	**133**
1:15 PM to 1:30 PM	0	1	1	0	1	1	**2**	78	37	115	**117**
1:30 PM to 1:45 PM	1	2	3	0	0	0	**3**	68	53	121	**124**
1:45 PM to 2:00 PM	1	1	2	0	0	0	**2**	68	59	127	**129**
TOTAL	**17**	**19**	**36**	**3**	**2**	**5**	**41**	**801**	**681**	**1482**	**1523**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
Time	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
4:00 PM to 4:15 PM	0	0	0	0	0	0	**0**	75	65	140	**140**
4:15 PM to 4:30 PM	0	2	2	0	0	0	**2**	62	59	121	**123**
4:30 PM to 4:45 PM	3	0	3	0	0	0	**3**	37	62	99	**102**
4:45 PM to 5:00 PM	2	3	5	0	1	1	**6**	88	54	142	**148**
5:00 PM to 5:15 PM	0	1	1	0	0	0	**1**	79	95	174	**175**
5:15 PM to 5:30 PM	2	3	5	0	0	0	**5**	74	46	120	**125**
5:30 PM to 5:45 PM	5	1	6	0	1	1	**7**	68	54	122	**129**
5:45 PM to 6:00 PM	0	1	1	0	0	0	**1**	55	42	97	**98**
TOTAL	**12**	**11**	**23**	**0**	**2**	**2**	**25**	**538**	**477**	**1015**	**1040**

	Pedestrians in Crosswalk			Bikes in Crosswalk			CROSSWALK	Vehicle Cross-Traffic			ALL-MODES
PEAK HOUR	EB	WB	Total	EB	WB	Total	TOTAL	NB	SB	Total	TOTAL
7:15 AM to 8:15 AM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**263**	**179**	**442**	**442**
11:30 AM to 12:30 PM	**10**	**5**	**15**	**3**	**1**	**4**	**19**	**264**	**252**	**516**	**535**
4:45 PM to 5:45 PM	**9**	**8**	**17**	**0**	**2**	**2**	**19**	**309**	**249**	**558**	**577**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

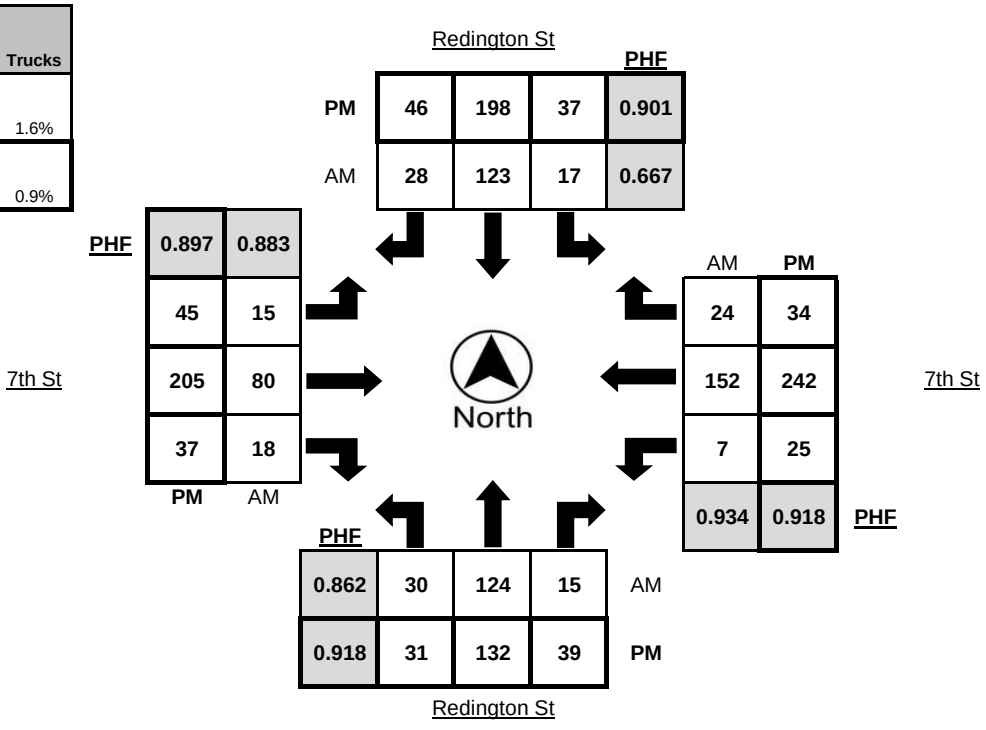
LOCATION 7th St @ Redington St
LATITUDE 36.3261
COUNTY Kings
LONGITUDE -119.6489
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	5	12	1	0	0	22	5	0	0	10	1	1	2	14	7	0
7:15 AM - 7:30 AM	3	16	3	0	0	31	6	1	0	7	1	0	2	23	5	2
7:30 AM - 7:45 AM	1	32	0	0	1	31	11	0	1	7	3	0	4	21	9	0
7:45 AM - 8:00 AM	9	38	2	1	5	46	12	1	4	18	3	0	0	39	5	0
8:00 AM - 8:15 AM	6	29	5	1	6	30	7	0	4	18	6	1	2	43	1	0
8:15 AM - 8:30 AM	7	31	5	1	2	20	5	2	4	21	7	1	3	37	9	1
8:30 AM - 8:45 AM	8	26	3	0	4	27	4	1	3	23	2	0	2	33	9	0
8:45 AM - 9:00 AM	9	36	9	2	5	18	12	3	4	25	4	0	0	40	5	0
TOTAL	**48**	**220**	**28**	**5**	**23**	**225**	**62**	**8**	**20**	**129**	**27**	**3**	**15**	**250**	**50**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	9	32	11	0	3	36	11	1	8	51	10	1	5	70	13	0
4:15 PM - 4:30 PM	13	35	10	0	7	37	13	1	8	53	6	0	7	49	12	0
4:30 PM - 4:45 PM	9	29	13	0	10	50	12	0	13	46	7	0	9	62	6	1
4:45 PM - 5:00 PM	9	25	17	1	9	44	12	1	9	49	8	0	2	69	11	1
5:00 PM - 5:15 PM	6	35	4	1	12	59	7	1	17	50	8	2	5	49	10	0
5:15 PM - 5:30 PM	7	43	5	1	6	45	15	1	6	60	14	0	9	62	7	0
5:30 PM - 5:45 PM	8	54	6	2	6	41	9	0	6	49	8	0	11	56	10	1
5:45 PM - 6:00 PM	7	29	4	1	8	36	10	1	3	52	10	1	7	59	14	0
TOTAL	**68**	**282**	**70**	**6**	**61**	**348**	**89**	**6**	**70**	**410**	**71**	**4**	**55**	**476**	**83**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	30	124	15	3	17	123	28	4	15	80	18	2	7	152	24	1
4:30 PM - 5:30 PM	31	132	39	3	37	198	46	3	45	205	37	2	25	242	34	2

	PHF	Trucks
AM	0.874	1.6%
PM	0.960	0.9%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

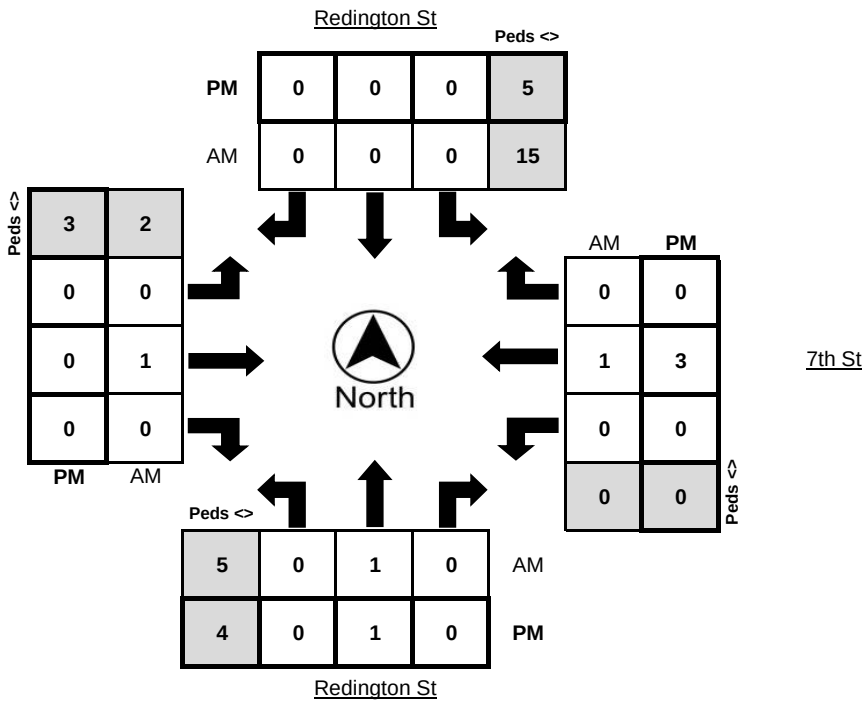
LOCATION 7th St @ Redington St
LATITUDE 36.3261
COUNTY Kings
LONGITUDE -119.6489
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	2	0	2	0	0	0	0	0	0	0	1	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	2	0	0	0	4	0	0	0	0	0	1	0	1
8:00 AM - 8:15 AM	0	0	0	4	0	0	0	1	0	1	0	0	0	0	0	1
8:15 AM - 8:30 AM	0	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	4	0	0	0	1	0	0	0	3	0	0	0	0
TOTAL	**0**	**3**	**0**	**23**	**0**	**0**	**0**	**6**	**0**	**2**	**0**	**4**	**0**	**1**	**0**	**2**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	1	0	2	0	0	0	2	0	1	0	0	0	1	0	2
4:15 PM - 4:30 PM	0	0	1	2	0	1	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	1	0	0	0	2	0	0	0	0	0	1	0	1
4:45 PM - 5:00 PM	0	0	0	4	0	0	0	2	0	0	0	0	0	0	0	2
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0
5:30 PM - 5:45 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
TOTAL	**0**	**2**	**1**	**13**	**0**	**1**	**0**	**8**	**0**	**1**	**0**	**0**	**0**	**4**	**0**	**5**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:45 AM - 8:45 AM	0	1	0	15	0	0	0	5	0	1	0	0	0	1	0	2
4:30 PM - 5:30 PM	0	1	0	5	0	0	0	4	0	0	0	0	0	3	0	3

	Bikes	Peds
AM Peak Total	3	22
PM Peak Total	4	12



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800-975-6938 Phone/Fax
www.metrotrafficdata.com

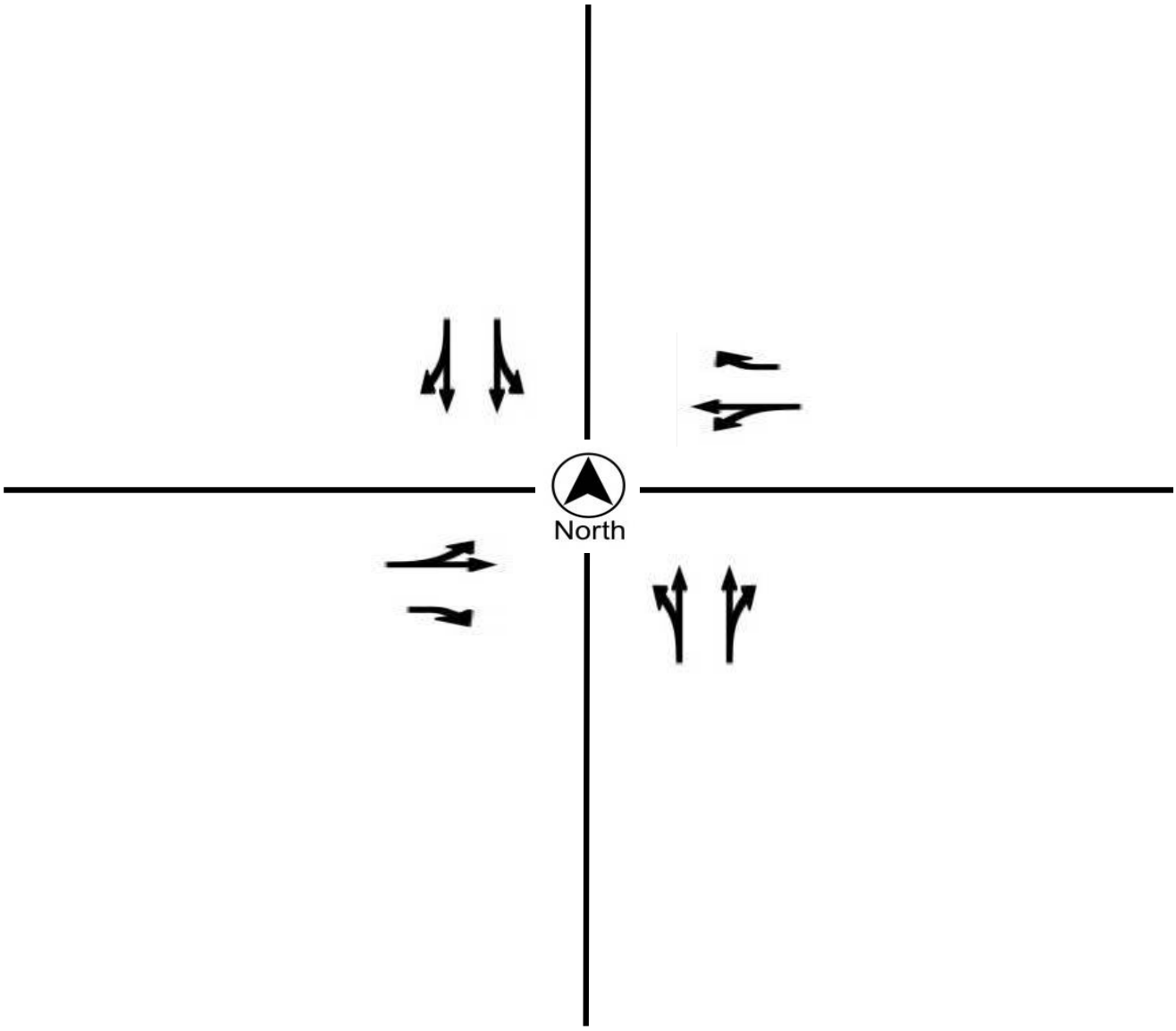
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	7th St @ Redington St	**N/S STREET**	Redington St / Redington St
COUNTY	Kings	**E/W STREET**	7th St / 7th St
COLLECTION DATE	Tuesday, October 23, 2018	**WEATHER**	Clear
CYCLE TIME	57 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have permitted left turns.



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

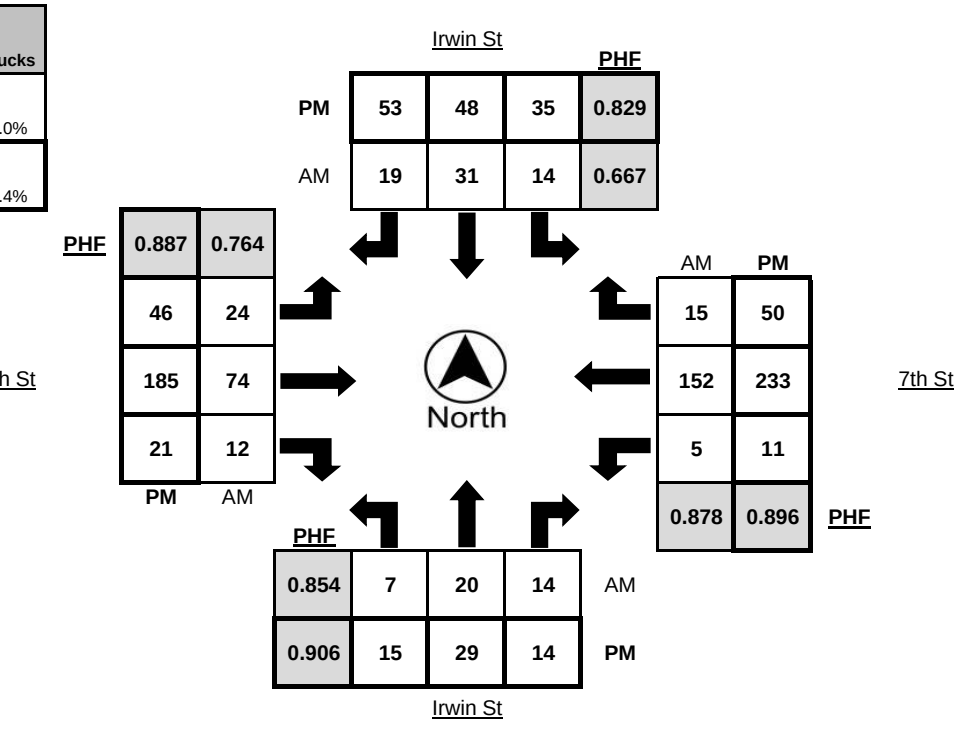
LOCATION 7th St @ Irwin St
LATITUDE 36.3264
COUNTY Kings
LONGITUDE -119.6473
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	3	2	0	1	6	2	0	3	6	1	1	2	16	1	0
7:15 AM - 7:30 AM	0	4	0	0	1	4	4	0	2	7	1	0	0	21	2	3
7:30 AM - 7:45 AM	1	5	0	0	5	6	3	1	0	9	1	0	3	27	4	0
7:45 AM - 8:00 AM	0	5	4	0	6	14	4	0	2	22	0	0	2	38	3	1
8:00 AM - 8:15 AM	0	8	2	0	3	6	5	0	8	16	2	1	1	42	6	0
8:15 AM - 8:30 AM	2	4	3	0	4	7	5	0	4	19	1	0	1	35	3	1
8:30 AM - 8:45 AM	3	3	6	0	2	5	3	0	6	16	2	1	1	35	3	1
8:45 AM - 9:00 AM	2	5	3	0	5	13	6	0	6	23	7	0	2	40	3	0
TOTAL	**8**	**37**	**20**	**0**	**27**	**61**	**32**	**1**	**31**	**118**	**15**	**3**	**12**	**254**	**25**	**6**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	5	5	3	0	14	14	13	0	3	48	9	1	4	61	17	0
4:15 PM - 4:30 PM	7	7	2	0	9	9	19	0	11	51	3	0	4	49	8	0
4:30 PM - 4:45 PM	1	7	6	0	6	13	11	0	13	42	1	0	2	57	17	2
4:45 PM - 5:00 PM	2	10	3	0	6	12	10	0	19	44	8	0	1	66	8	0
5:00 PM - 5:15 PM	2	11	5	0	3	16	10	0	8	53	6	1	2	47	8	0
5:15 PM - 5:30 PM	2	7	7	0	7	17	6	0	10	54	3	0	4	61	17	0
5:30 PM - 5:45 PM	4	9	4	0	10	9	6	0	6	46	5	0	4	63	11	1
5:45 PM - 6:00 PM	0	6	4	0	12	9	16	0	8	51	5	0	3	52	9	0
TOTAL	**23**	**62**	**34**	**0**	**67**	**99**	**91**	**0**	**78**	**389**	**40**	**2**	**24**	**456**	**95**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	7	20	14	0	14	31	19	0	24	74	12	2	5	152	15	2
4:00 PM - 5:00 PM	15	29	14	0	35	48	53	0	46	185	21	1	11	233	50	2

	PHF	Trucks
AM	0.841	1.0%
PM	0.944	0.4%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

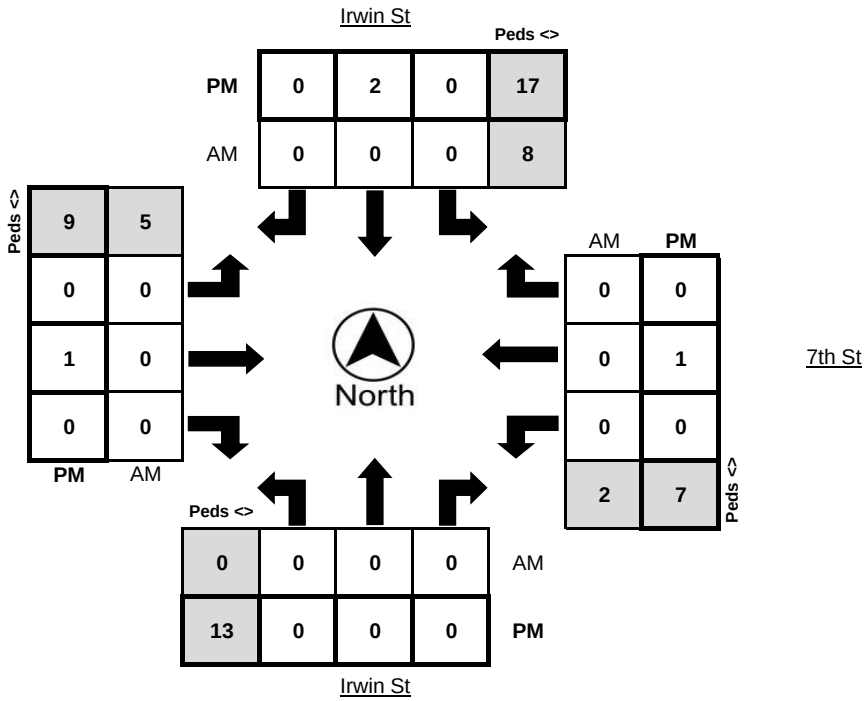
LOCATION 7th St @ Irwin St
LATITUDE 36.3264
COUNTY Kings
LONGITUDE -119.6473
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0
8:00 AM - 8:15 AM	0	0	0	4	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
TOTAL	**0**	**0**	**0**	**11**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**3**	**0**	**2**	**0**	**5**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	7	0	0	0	2	0	1	0	1	0	1	0	2
4:15 PM - 4:30 PM	0	0	0	1	0	0	0	2	0	0	0	4	0	0	0	3
4:30 PM - 4:45 PM	0	0	0	1	0	1	0	4	0	0	0	0	0	0	0	3
4:45 PM - 5:00 PM	0	0	0	8	0	1	0	5	0	0	0	2	0	0	0	1
5:00 PM - 5:15 PM	0	0	0	6	0	0	0	1	0	0	0	1	0	0	0	1
5:15 PM - 5:30 PM	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	2
5:30 PM - 5:45 PM	0	0	0	1	0	0	0	1	0	0	0	2	0	0	0	0
5:45 PM - 6:00 PM	0	1	0	1	0	0	0	4	0	0	0	4	0	0	0	4
TOTAL	**0**	**1**	**0**	**27**	**0**	**2**	**0**	**20**	**0**	**1**	**0**	**14**	**0**	**2**	**0**	**16**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	8	0	0	0	0	0	0	0	2	0	0	0	5
4:00 PM - 5:00 PM	0	0	0	17	0	2	0	13	0	1	0	7	0	1	0	9

	Bikes	Peds
AM Peak Total	0	15
PM Peak Total	4	46



Metro Traffic Data Inc.
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Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

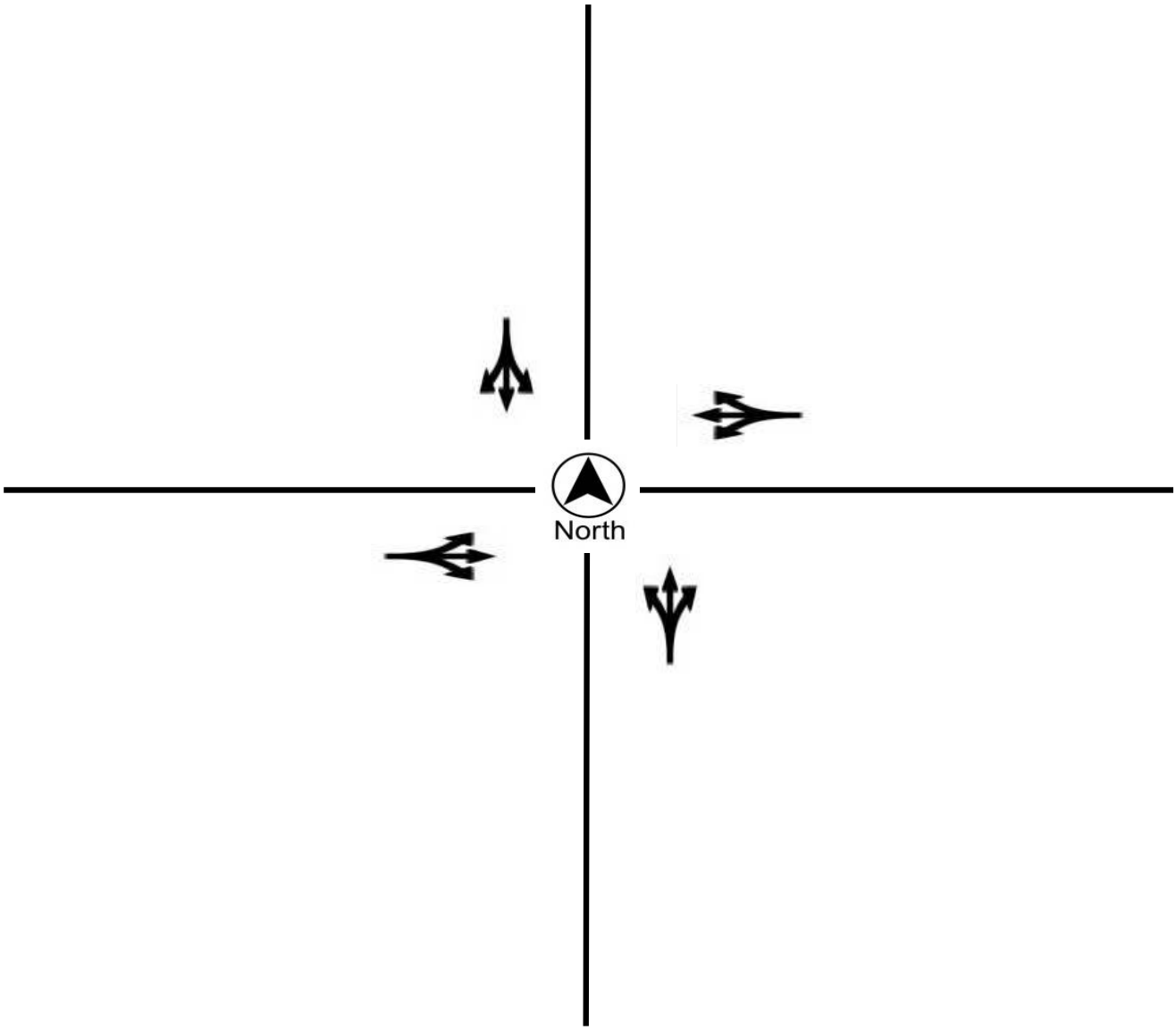
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	7th St @ Irwin St	**N/S STREET**	Irwin St / Irwin St
COUNTY	Kings	**E/W STREET**	7th St / 7th St
COLLECTION DATE	Tuesday, October 23, 2018	**WEATHER**	Clear
CYCLE TIME	54 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have permitted left turns.



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

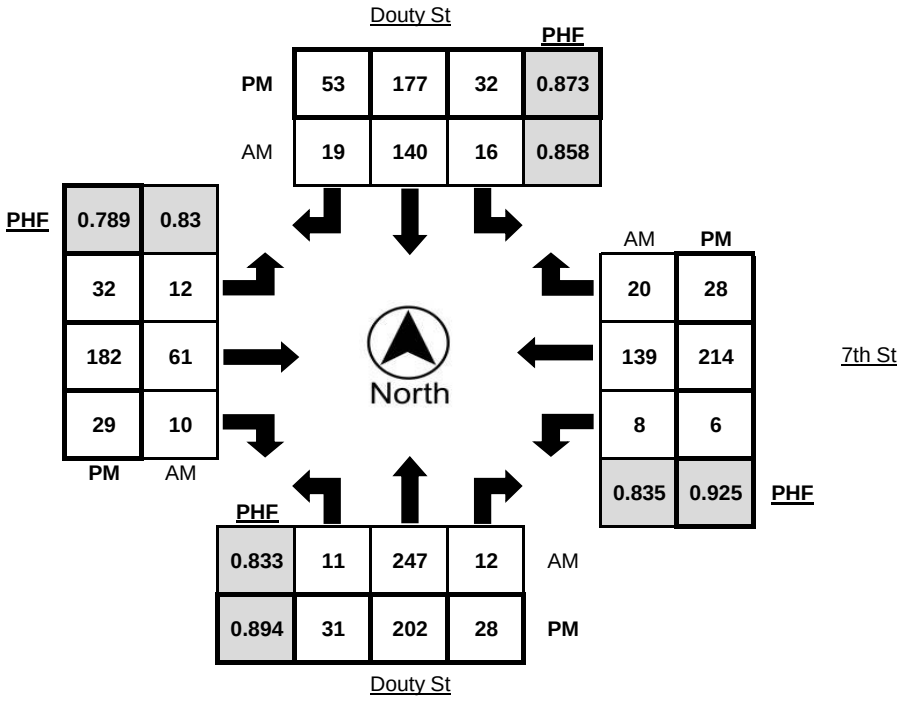
LOCATION 7th St @ Douty St
LATITUDE 36.3266
COUNTY Kings
LONGITUDE -119.6457
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	1	23	0	1	0	18	0	0	0	9	0	1	0	17	4	0
7:15 AM - 7:30 AM	1	38	0	0	1	24	2	0	2	7	1	0	0	20	2	3
7:30 AM - 7:45 AM	2	71	1	0	2	39	5	1	0	14	0	0	1	27	3	0
7:45 AM - 8:00 AM	4	72	5	3	6	44	1	1	2	21	2	0	2	39	6	0
8:00 AM - 8:15 AM	2	56	3	1	7	32	7	1	6	11	2	1	3	40	7	0
8:15 AM - 8:30 AM	3	48	3	0	1	25	6	2	4	15	6	0	2	33	4	1
8:30 AM - 8:45 AM	4	43	3	2	5	22	5	0	2	17	3	0	1	30	5	1
8:45 AM - 9:00 AM	6	56	3	0	0	27	5	1	7	21	3	0	3	38	5	0
TOTAL	**23**	**407**	**18**	**7**	**22**	**231**	**31**	**6**	**23**	**115**	**17**	**2**	**12**	**244**	**36**	**5**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	9	57	7	1	7	36	15	0	8	58	11	1	0	58	7	0
4:15 PM - 4:30 PM	9	35	9	0	5	39	14	5	11	46	6	0	2	43	5	0
4:30 PM - 4:45 PM	7	60	5	1	12	49	10	0	4	42	2	0	3	55	9	1
4:45 PM - 5:00 PM	6	50	7	0	8	53	14	0	9	36	10	0	1	58	7	0
5:00 PM - 5:15 PM	7	49	4	0	11	65	12	0	4	49	8	1	2	40	16	1
5:15 PM - 5:30 PM	9	27	7	0	14	23	13	0	9	50	4	0	2	56	12	0
5:30 PM - 5:45 PM	5	17	2	0	18	18	24	1	12	40	9	0	2	53	19	0
5:45 PM - 6:00 PM	9	58	6	1	9	23	10	0	5	55	6	0	5	41	7	0
TOTAL	**61**	**353**	**47**	**3**	**84**	**306**	**112**	**6**	**62**	**376**	**56**	**2**	**17**	**404**	**82**	**2**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	11	247	12	4	16	140	19	5	12	61	10	1	8	139	20	1
4:00 PM - 5:00 PM	31	202	28	2	32	177	53	5	32	182	29	1	6	214	28	1

	PHF	Trucks
AM	0.852	1.6%
PM	0.929	0.9%



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

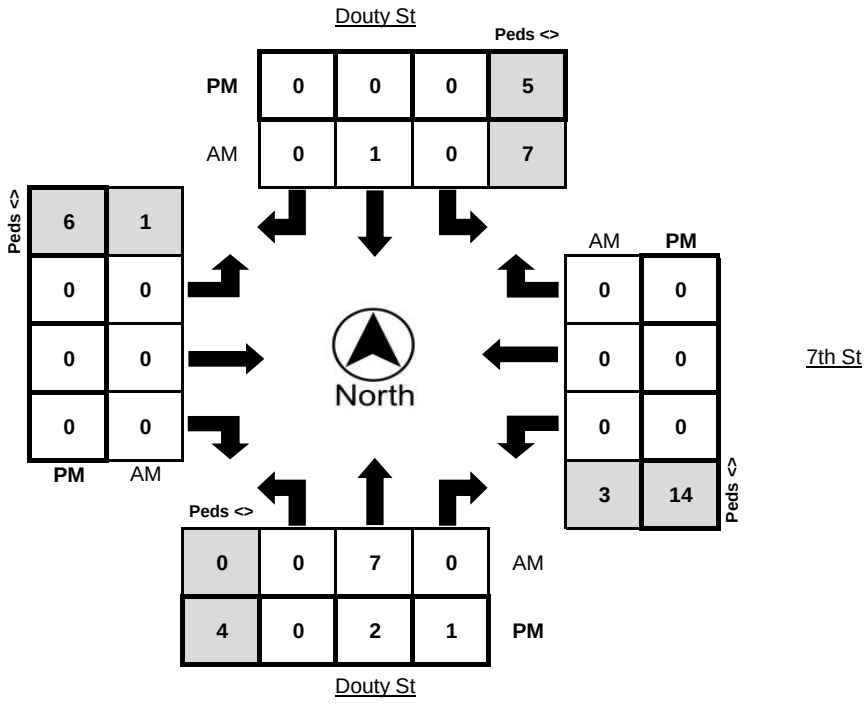
LOCATION 7th St @ Douty St
LATITUDE 36.3266
COUNTY Kings
LONGITUDE -119.6457
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	3	0	0	0	0	0	0	0	0	0	1	0	0	0	0
7:45 AM - 8:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	2	0	6	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM - 8:30 AM	0	1	0	1	0	0	0	0	0	0	0	2	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3
TOTAL	**0**	**8**	**0**	**15**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**5**	**0**	**0**	**0**	**4**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	1	0	2	0	0	0	0	0	0	0	2	0	0	0	1
4:15 PM - 4:30 PM	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	1
4:30 PM - 4:45 PM	0	1	0	0	0	0	0	0	0	0	0	5	0	0	0	1
4:45 PM - 5:00 PM	0	0	1	2	0	0	0	2	0	0	0	5	0	0	0	3
5:00 PM - 5:15 PM	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0
5:15 PM - 5:30 PM	0	1	0	5	0	0	0	2	0	0	0	1	0	0	0	3
5:30 PM - 5:45 PM	0	0	0	6	0	0	0	1	0	0	0	5	0	0	0	3
5:45 PM - 6:00 PM	0	1	0	3	0	0	0	0	0	0	0	0	0	0	0	2
TOTAL	**0**	**4**	**1**	**19**	**0**	**0**	**1**	**7**	**0**	**0**	**0**	**23**	**0**	**0**	**0**	**14**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	7	0	7	0	1	0	0	0	0	0	3	0	0	0	1
4:00 PM - 5:00 PM	0	2	1	5	0	0	0	4	0	0	0	14	0	0	0	6

	Bikes	Peds
AM Peak Total	8	11
PM Peak Total	**3**	**29**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

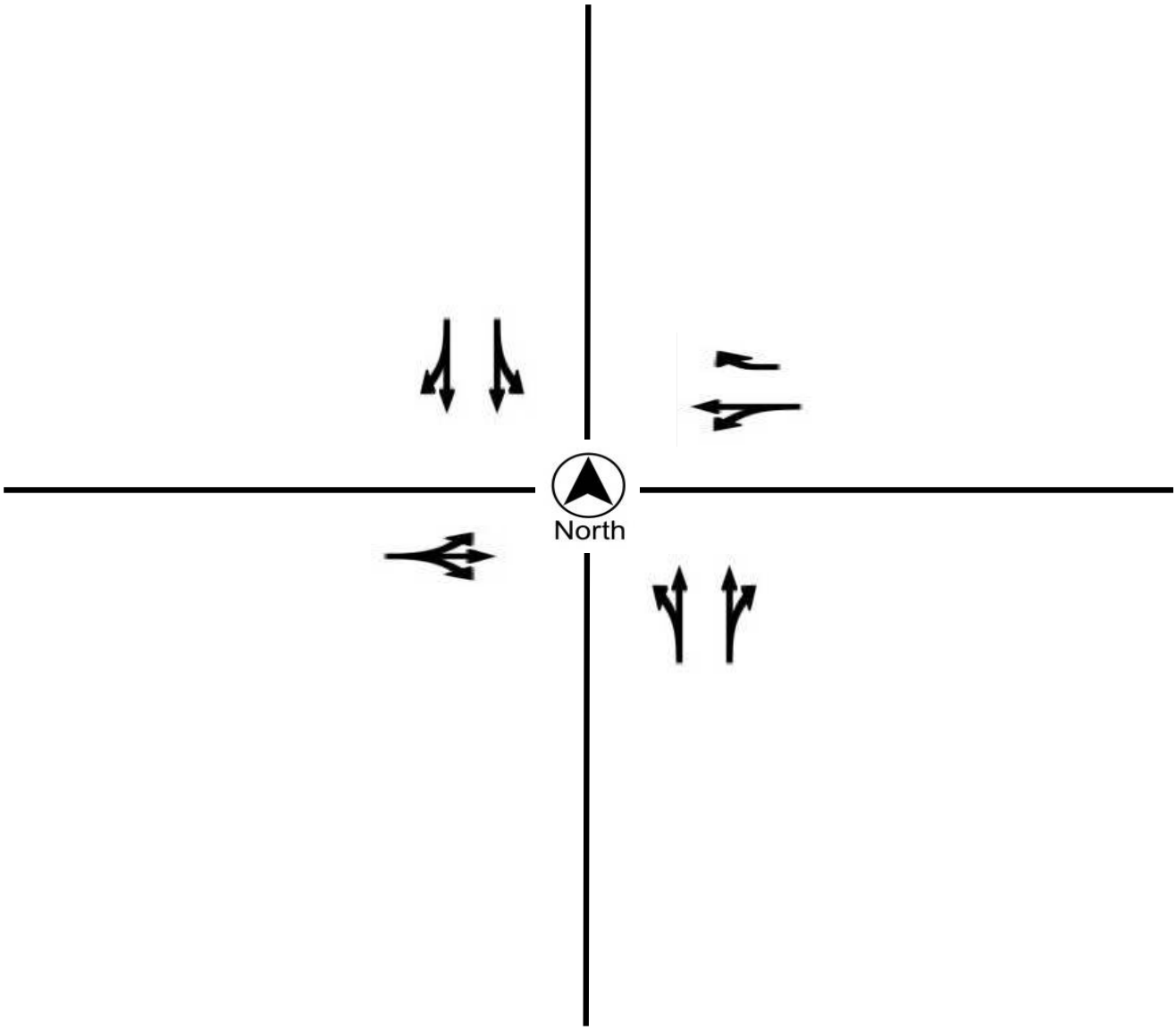
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	7th St @ Douty St	**N/S STREET**	Douty St / Douty St
COUNTY	Kings	**E/W STREET**	7th St / 7th St
COLLECTION DATE	Tuesday, October 23, 2018	**WEATHER**	Clear
CYCLE TIME	58 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have permitted left turns.



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

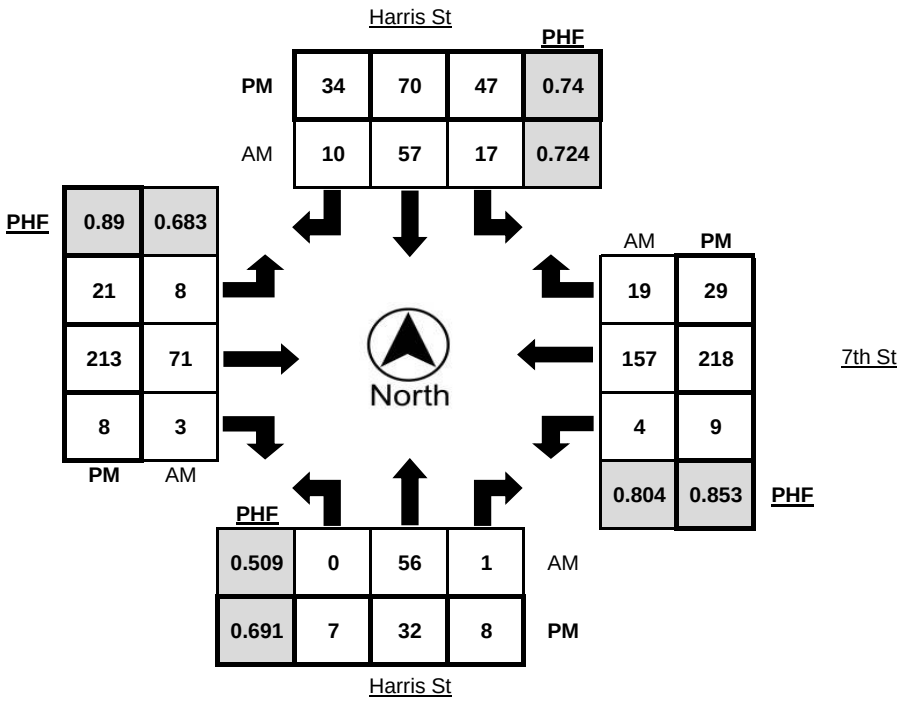
LOCATION 7th St @ Harris St
LATITUDE 36.3269
COUNTY Kings
LONGITUDE -119.6441
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	1	0	0	5	1	1	0	9	0	1	0	19	1	0
7:15 AM - 7:30 AM	0	8	0	0	2	4	0	0	2	6	0	0	1	23	3	3
7:30 AM - 7:45 AM	0	10	0	0	5	19	3	0	2	14	0	0	0	26	3	0
7:45 AM - 8:00 AM	0	28	0	0	4	22	3	0	4	23	3	2	1	46	4	0
8:00 AM - 8:15 AM	0	5	0	0	4	10	1	0	1	17	0	1	2	48	6	0
8:15 AM - 8:30 AM	0	13	1	0	4	6	3	1	1	17	0	0	1	37	6	1
8:30 AM - 8:45 AM	0	4	2	0	6	4	1	0	2	20	0	0	0	35	2	1
8:45 AM - 9:00 AM	1	3	0	0	7	9	2	1	2	18	1	0	0	43	7	0
TOTAL	**1**	**71**	**4**	**0**	**32**	**79**	**14**	**3**	**14**	**124**	**4**	**4**	**5**	**277**	**32**	**5**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	1	17	2	0	15	17	6	0	7	50	5	1	0	55	7	0
4:15 PM - 4:30 PM	0	13	2	0	13	14	6	0	5	54	3	1	2	50	8	1
4:30 PM - 4:45 PM	0	10	1	0	5	18	4	0	3	53	0	0	1	61	15	1
4:45 PM - 5:00 PM	1	11	5	0	11	18	5	0	3	46	1	0	3	55	4	1
5:00 PM - 5:15 PM	1	10	2	0	17	26	8	0	3	60	5	1	3	49	6	0
5:15 PM - 5:30 PM	3	4	0	1	8	13	15	0	5	58	0	0	0	54	7	0
5:30 PM - 5:45 PM	2	7	1	0	11	13	6	0	10	49	2	1	3	60	12	0
5:45 PM - 6:00 PM	0	9	1	0	3	10	6	0	6	57	2	0	0	52	6	0
TOTAL	**8**	**81**	**14**	**1**	**83**	**129**	**56**	**0**	**42**	**427**	**18**	**4**	**12**	**436**	**65**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:30 AM - 8:30 AM	0	56	1	0	17	57	10	1	8	71	3	3	4	157	19	1
4:45 PM - 5:45 PM	7	32	8	1	47	70	34	0	21	213	8	2	9	218	29	1

	PHF	Trucks
AM	0.730	1.2%
PM	0.916	0.6%



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Turning Movement Report

Prepared For:

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952 Pollasky Avenue
Clovis, CA 93612

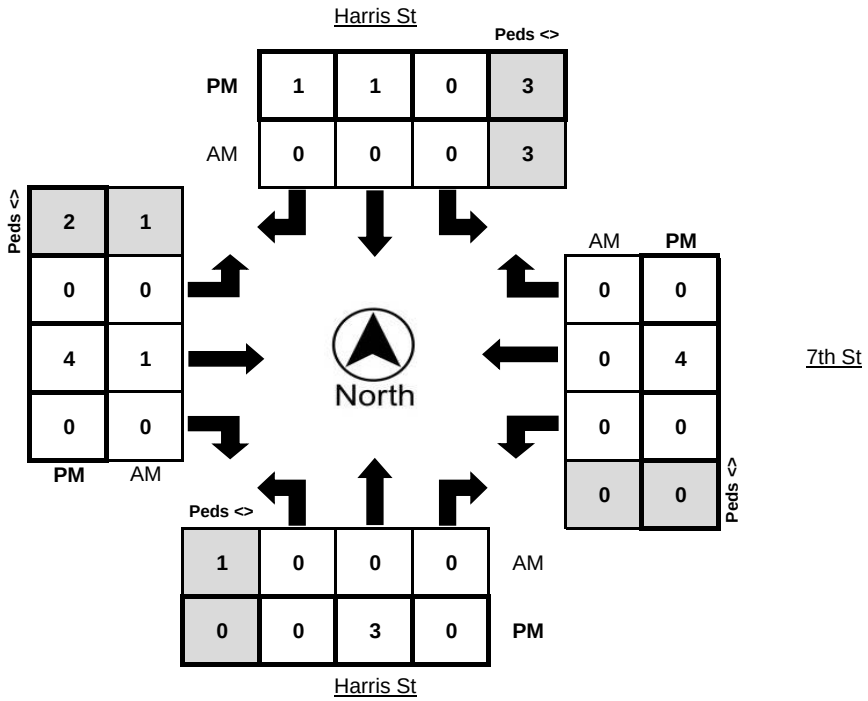
LOCATION 7th St @ Harris St
LATITUDE 36.3269
COUNTY Kings
LONGITUDE -119.6441
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	1
8:15 AM - 8:30 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1
TOTAL	**0**	**2**	**0**	**6**	**0**	**0**	**0**	**3**	**0**	**2**	**0**	**0**	**1**	**0**	**0**	**2**

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

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:30 AM - 8:30 AM	0	0	0	3	0	0	0	1	0	1	0	0	0	0	0	1
4:45 PM - 5:45 PM	0	3	0	3	0	1	1	0	0	4	0	0	0	4	0	2

	Bikes	Peds
AM Peak Total	1	5
PM Peak Total	**13**	**5**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

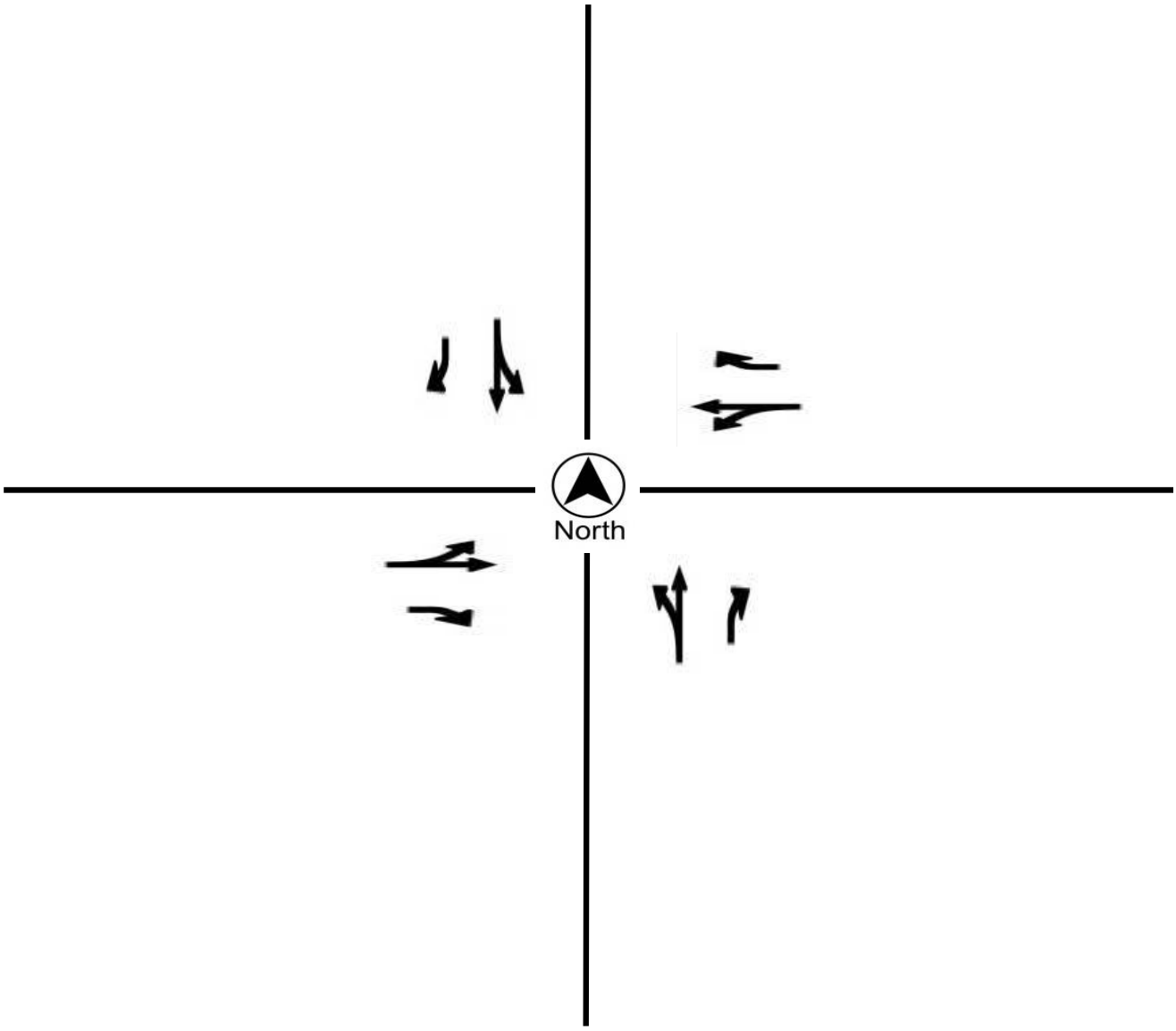
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	7th St @ Harris St	**N/S STREET**	Harris St / Harris St
COUNTY	Kings	**E/W STREET**	7th St / 7th St
COLLECTION DATE	Tuesday, October 23, 2018	**WEATHER**	Clear
CYCLE TIME	56 Seconds	**CONTROL TYPE**	Signal

COMMENTS All approaches have permitted left turns.



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

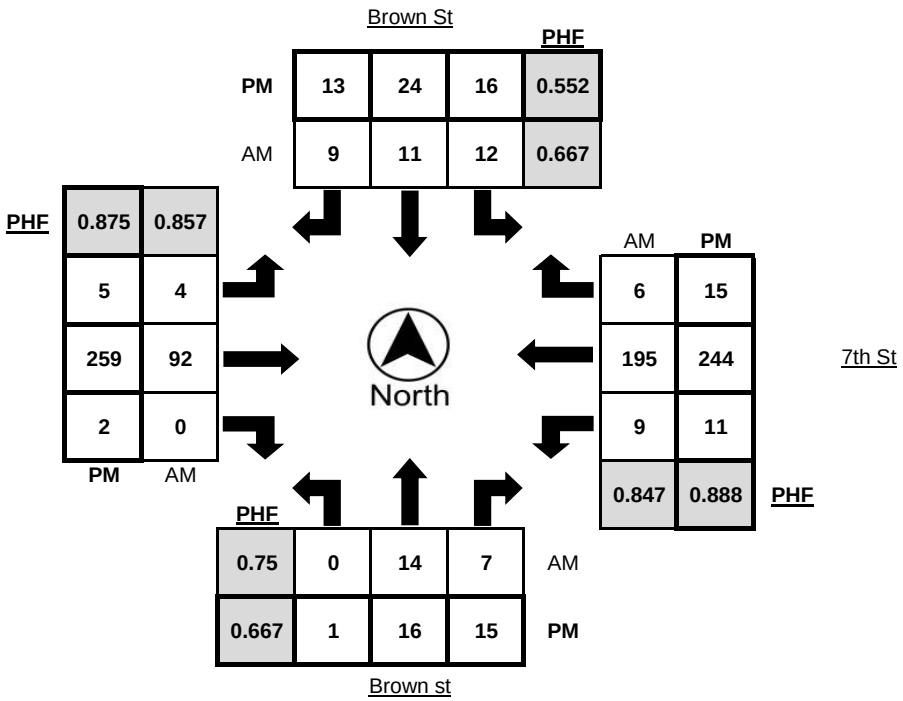
LOCATION 7th St @ Brown St
LATITUDE 36.3271
COUNTY Kings
LONGITUDE -119.6425
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	2	0	0	0	0	0	0	1	8	1	0	0	20	2	1
7:15 AM - 7:30 AM	0	2	2	0	3	2	0	1	0	8	0	0	1	25	2	0
7:30 AM - 7:45 AM	0	3	1	0	0	3	0	0	0	15	0	0	0	30	0	0
7:45 AM - 8:00 AM	0	4	1	0	6	2	0	1	0	27	0	1	1	58	1	0
8:00 AM - 8:15 AM	0	6	1	0	2	3	4	0	1	19	0	1	2	58	2	0
8:15 AM - 8:30 AM	0	0	4	0	3	5	4	0	3	18	0	0	5	39	1	1
8:30 AM - 8:45 AM	0	4	1	0	1	1	1	0	0	28	0	0	1	40	2	1
8:45 AM - 9:00 AM	0	2	0	0	1	8	0	1	0	24	1	0	3	49	2	0
TOTAL	**0**	**23**	**10**	**0**	**16**	**24**	**9**	**3**	**5**	**147**	**2**	**2**	**13**	**319**	**12**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	4	5	2	7	2	0	0	3	59	1	0	1	61	4	0
4:15 PM - 4:30 PM	0	3	4	0	5	6	1	0	3	62	1	0	2	61	3	0
4:30 PM - 4:45 PM	1	7	3	0	3	11	10	0	0	57	0	0	1	72	3	1
4:45 PM - 5:00 PM	0	1	1	0	3	5	2	0	1	66	0	0	1	55	7	1
5:00 PM - 5:15 PM	0	5	7	0	5	2	0	0	1	74	1	0	7	56	2	0
5:15 PM - 5:30 PM	2	2	2	0	10	2	2	0	2	66	0	1	0	57	4	0
5:30 PM - 5:45 PM	0	6	1	0	4	5	4	0	1	56	2	1	3	65	6	1
5:45 PM - 6:00 PM	1	4	4	0	10	4	4	0	0	58	0	0	3	49	4	0
TOTAL	**4**	**32**	**27**	**2**	**47**	**37**	**23**	**0**	**11**	**498**	**5**	**2**	**18**	**476**	**33**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	0	14	7	0	12	11	9	1	4	92	0	2	9	195	6	2
4:15 PM - 5:15 PM	1	16	15	0	16	24	13	0	5	259	2	0	11	244	15	2

	PHF	Trucks
AM	0.898	1.4%
PM	0.924	0.3%



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

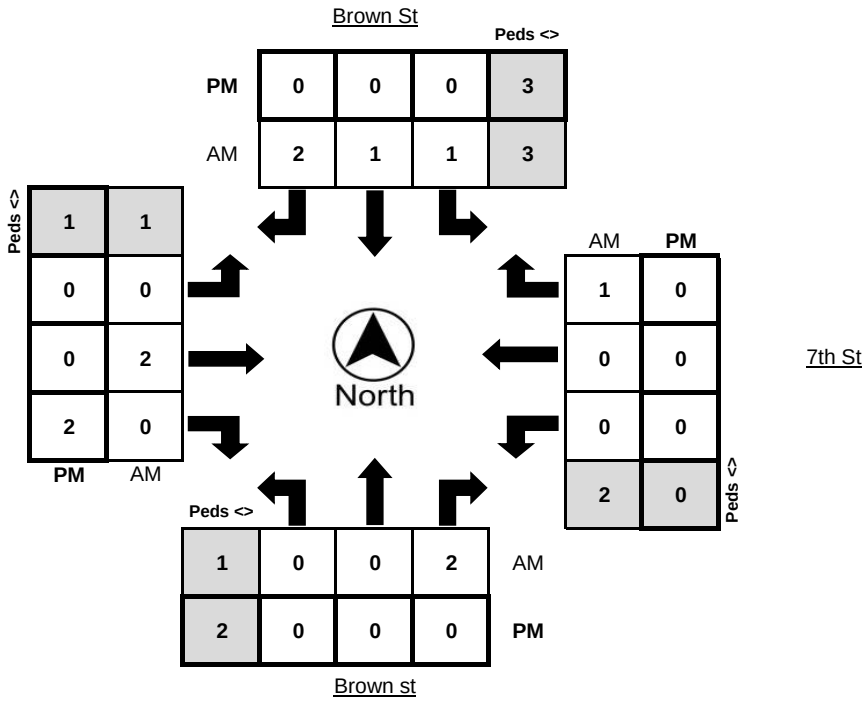
LOCATION 7th St @ Brown St
LATITUDE 36.3271
COUNTY Kings
LONGITUDE -119.6425
COLLECTION DATE Tuesday, October 23, 2018
WEATHER Clear

	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
Time	**Left**	**Thru**	**Right**		**Left**	**Thru**	**Right**		**Left**	**Thru**	**Right**		**Left**	**Thru**	**Right**	
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
7:30 AM - 7:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0
8:00 AM - 8:15 AM	0	0	1	1	1	1	0	0	0	0	0	2	0	0	0	0
8:15 AM - 8:30 AM	0	0	1	1	0	0	0	0	0	2	0	0	0	0	0	1
8:30 AM - 8:45 AM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	1	2	0	0	0	0	0	0	0	0	1	0
TOTAL	**0**	**2**	**2**	**3**	**2**	**3**	**2**	**1**	**1**	**2**	**0**	**3**	**0**	**0**	**2**	**4**

	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
Time	**Left**	**Thru**	**Right**		**Left**	**Thru**	**Right**		**Left**	**Thru**	**Right**		**Left**	**Thru**	**Right**	
4:00 PM - 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	1	0	0	0	2	0	0	0	0	0	0	0	1
4:45 PM - 5:00 PM	0	0	0	2	0	0	0	0	0	0	2	0	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**5**	**0**	**0**	**1**	**6**	**0**	**0**	**4**	**0**	**0**	**1**	**0**	**1**

	Northbound Bikes			N.Leg Peds	Southbound Bikes			S.Leg Peds	Eastbound Bikes			E.Leg Peds	Westbound Bikes			W.Leg Peds
PEAK HOUR	**Left**	**Thru**	**Right**		**Left**	**Thru**	**Right**		**Left**	**Thru**	**Right**		**Left**	**Thru**	**Right**	
7:45 AM - 8:45 AM	0	0	2	3	1	1	2	1	0	2	0	2	0	0	1	1
4:15 PM - 5:15 PM	0	0	0	3	0	0	0	2	0	0	2	0	0	0	0	1

	Bikes	Peds
AM Peak Total	9	7
PM Peak Total	**2**	**6**



Metro Traffic Data Inc.
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Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

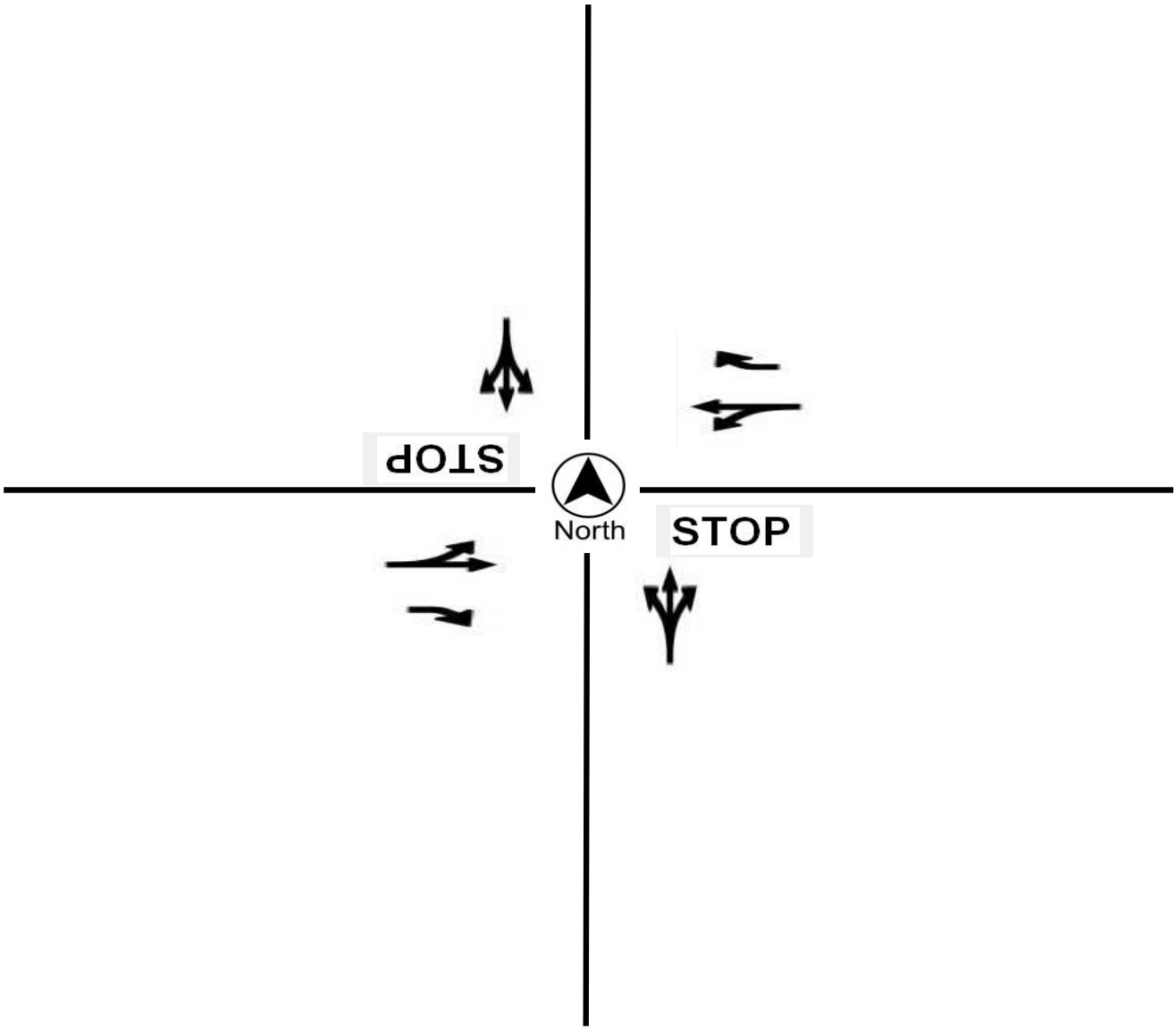
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	7th St @ Brown St	**N/S STREET**	Brown St / Brown st
COUNTY	Kings	**E/W STREET**	7th St / 7th St
COLLECTION DATE	Tuesday, October 23, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

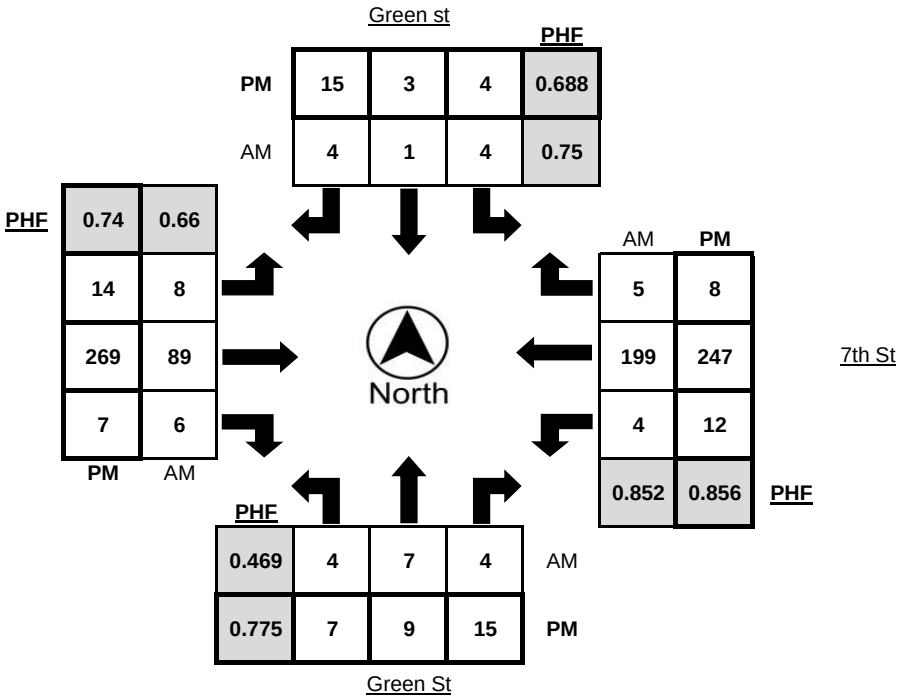
LOCATION 7th St @ Green St
LATITUDE 36.3274
COUNTY Kings
LONGITUDE -119.6409
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	1	0	0	0	0	12	1	1	0	20	0	1
7:15 AM - 7:30 AM	0	0	0	0	0	4	0	0	3	11	1	0	1	30	1	2
7:30 AM - 7:45 AM	1	2	0	1	2	0	0	1	1	25	0	2	1	28	0	1
7:45 AM - 8:00 AM	2	1	3	0	1	0	0	0	0	21	0	0	1	55	1	3
8:00 AM - 8:15 AM	1	2	1	0	2	0	1	0	0	23	1	2	1	43	3	0
8:15 AM - 8:30 AM	1	1	0	0	1	0	2	0	4	3	1	0	0	45	2	1
8:30 AM - 8:45 AM	2	3	3	1	0	1	1	0	2	28	2	1	3	50	0	1
8:45 AM - 9:00 AM	0	1	0	0	1	0	0	0	2	35	2	0	0	61	0	0
TOTAL	**7**	**10**	**7**	**2**	**8**	**5**	**4**	**1**	**12**	**158**	**8**	**6**	**7**	**332**	**7**	**9**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	3	6	0	0	0	1	3	0	5	56	1	1	3	62	4	0
4:15 PM - 4:30 PM	1	4	0	0	2	1	1	0	3	49	2	1	2	56	2	0
4:30 PM - 4:45 PM	0	5	0	0	0	0	4	0	3	50	0	0	3	73	2	1
4:45 PM - 5:00 PM	3	2	2	1	2	2	4	0	7	58	2	0	2	54	2	0
5:00 PM - 5:15 PM	1	1	8	1	1	1	5	1	1	95	2	1	4	56	3	0
5:15 PM - 5:30 PM	3	1	5	2	1	0	2	0	3	66	3	1	3	64	1	4
5:30 PM - 5:45 PM	0	0	3	0	1	0	9	0	4	51	4	0	5	49	0	0
5:45 PM - 6:00 PM	1	0	2	0	1	0	2	0	5	51	2	2	2	62	3	0
TOTAL	**12**	**19**	**20**	**4**	**8**	**5**	**30**	**1**	**31**	**476**	**16**	**6**	**24**	**476**	**17**	**5**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	4	7	4	1	4	1	4	0	8	89	6	3	4	199	5	2
4:30 PM - 5:30 PM	7	9	15	4	4	3	15	1	14	269	7	2	12	247	8	5

	PHF	Trucks
AM	0.821	1.8%
PM	0.857	2.0%



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

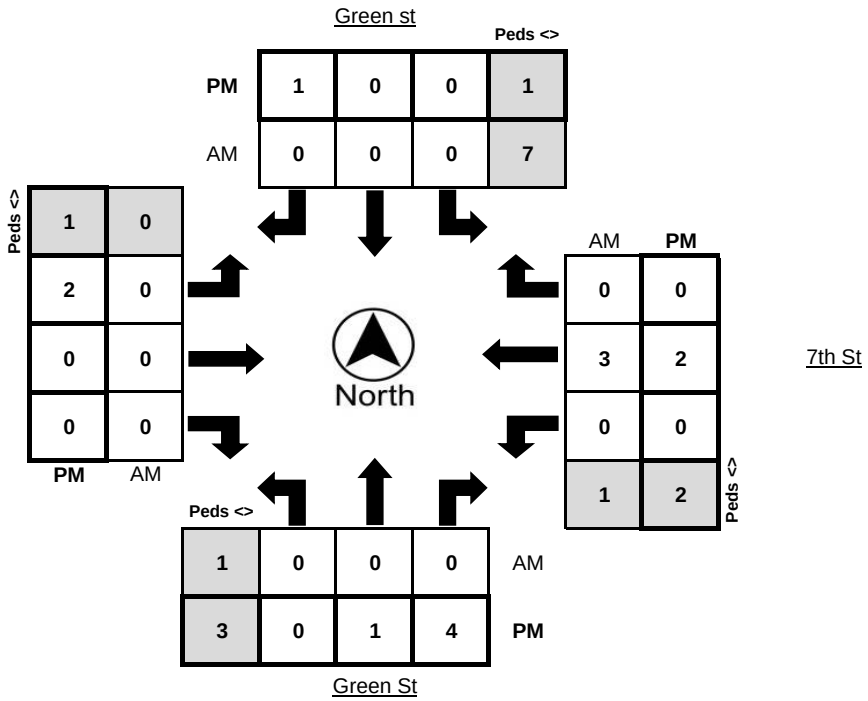
LOCATION 7th St @ Green St
LATITUDE 36.3274
COUNTY Kings
LONGITUDE -119.6409
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	2	0	0	0	0	0	2	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0
TOTAL	**0**	**0**	**0**	**9**	**0**	**1**	**0**	**2**	**0**	**2**	**0**	**1**	**0**	**3**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM - 4:30 PM	0	5	0	0	0	1	0	3	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	1	0	0	0	0	0	0	1	0	0	0	0	1	0	0
4:45 PM - 5:00 PM	0	0	1	1	0	0	0	1	1	0	0	1	0	1	0	1
5:00 PM - 5:15 PM	0	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	2	0	0	0	0	1	0	0	0	1	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	2	0	1	0	2	0	0	0	0	0	0	0	0
TOTAL	**0**	**6**	**5**	**4**	**0**	**5**	**1**	**8**	**2**	**0**	**0**	**2**	**0**	**2**	**0**	**3**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	7	0	0	0	1	0	0	0	1	0	3	0	0
4:30 PM - 5:30 PM	0	1	4	1	0	0	1	3	2	0	0	2	0	2	0	1

	Bikes	Peds
AM Peak Total	3	9
PM Peak Total	**10**	**7**



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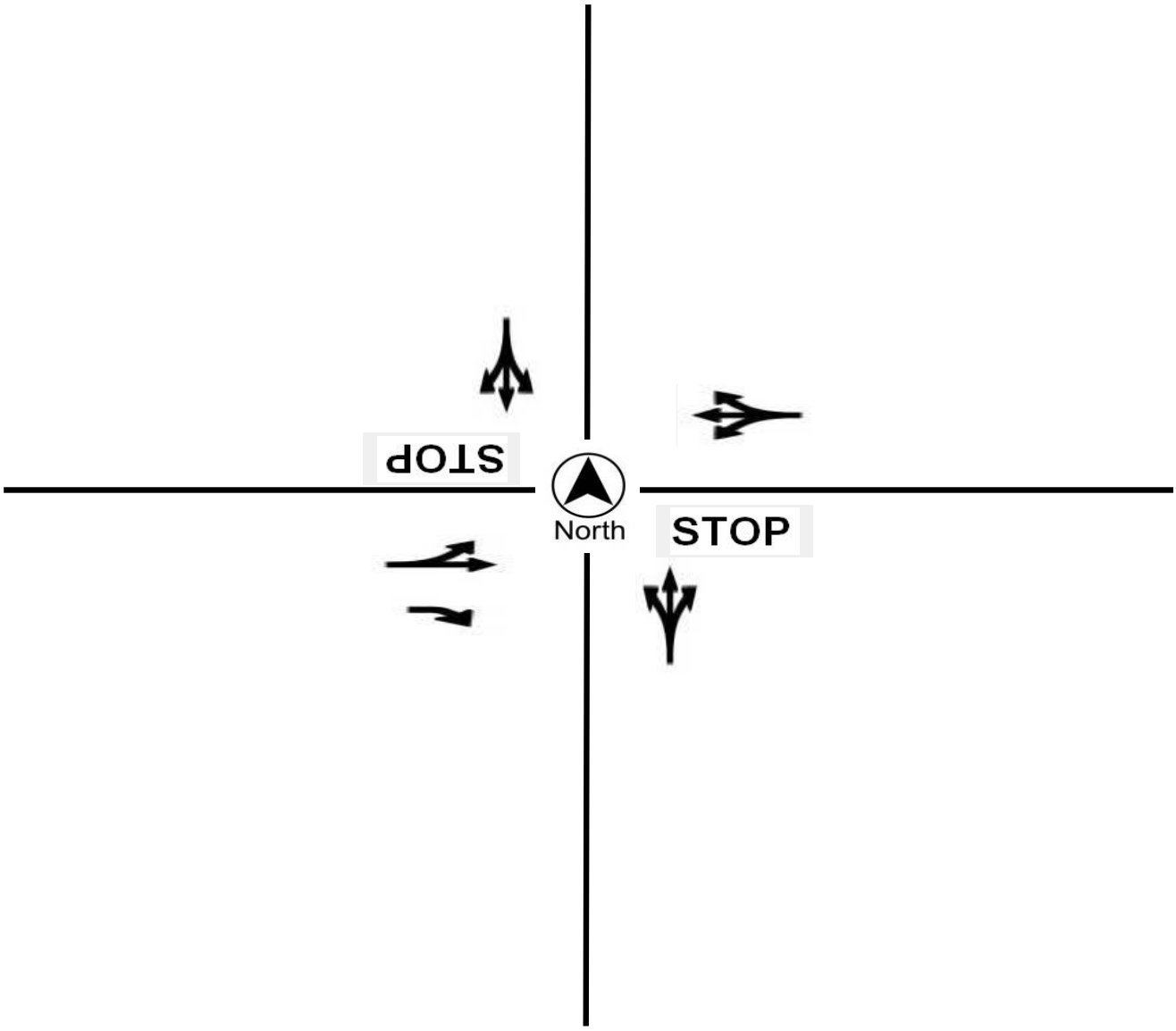
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	7th St @ Green St	**N/S STREET**	Green st / Green St
COUNTY	Kings	**E/W STREET**	7th St / 7th St
COLLECTION DATE	Wednesday, October 24, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

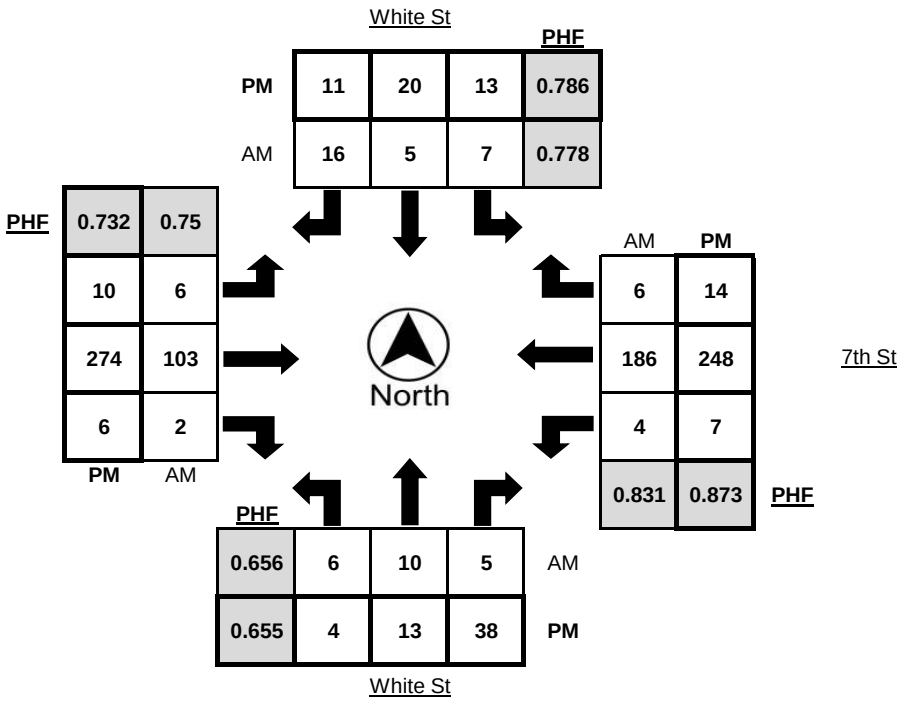
LOCATION 7th St @ White St
LATITUDE 36.3276
COUNTY Kings
LONGITUDE -119.6393
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	1	0	1	1	0	1	0	14	1	1	2	21	1	1
7:15 AM - 7:30 AM	0	3	1	0	2	0	0	0	0	12	0	0	2	31	2	0
7:30 AM - 7:45 AM	0	5	1	0	0	3	1	0	0	27	0	0	2	25	2	1
7:45 AM - 8:00 AM	2	1	1	0	4	2	1	0	1	22	0	0	3	64	2	1
8:00 AM - 8:15 AM	2	1	1	0	2	2	1	0	0	25	2	0	2	44	3	0
8:15 AM - 8:30 AM	1	1	1	0	3	0	2	0	0	21	0	0	0	44	0	1
8:30 AM - 8:45 AM	1	5	0	0	0	3	6	0	2	24	0	0	1	43	0	2
8:45 AM - 9:00 AM	2	3	3	0	2	0	7	0	4	33	0	0	1	55	3	0
TOTAL	**8**	**19**	**9**	**0**	**14**	**11**	**18**	**1**	**7**	**178**	**3**	**1**	**13**	**327**	**13**	**6**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	2	8	0	0	1	2	0	2	74	0	1	5	59	7	0
4:15 PM - 4:30 PM	2	7	10	2	3	3	6	0	2	49	0	1	2	53	5	0
4:30 PM - 4:45 PM	0	1	8	3	4	9	1	1	0	56	1	0	0	76	1	1
4:45 PM - 5:00 PM	1	3	6	1	1	3	4	0	2	57	1	0	5	53	2	0
5:00 PM - 5:15 PM	3	4	14	0	4	2	2	0	3	94	2	1	0	56	6	0
5:15 PM - 5:30 PM	0	5	10	0	4	6	4	0	5	67	2	1	2	63	5	1
5:30 PM - 5:45 PM	3	4	4	0	6	4	4	0	2	51	1	0	4	54	7	1
5:45 PM - 6:00 PM	1	5	2	0	1	2	1	0	1	56	0	0	1	61	5	0
TOTAL	**10**	**31**	**62**	**6**	**23**	**30**	**24**	**1**	**17**	**504**	**7**	**4**	**19**	**475**	**38**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	6	10	5	0	7	5	16	0	6	103	2	0	4	186	6	3
4:30 PM - 5:30 PM	4	13	38	4	13	20	11	1	10	274	6	2	7	248	14	2

	PHF	Trucks
AM	0.788	0.8%
PM	0.866	1.4%



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

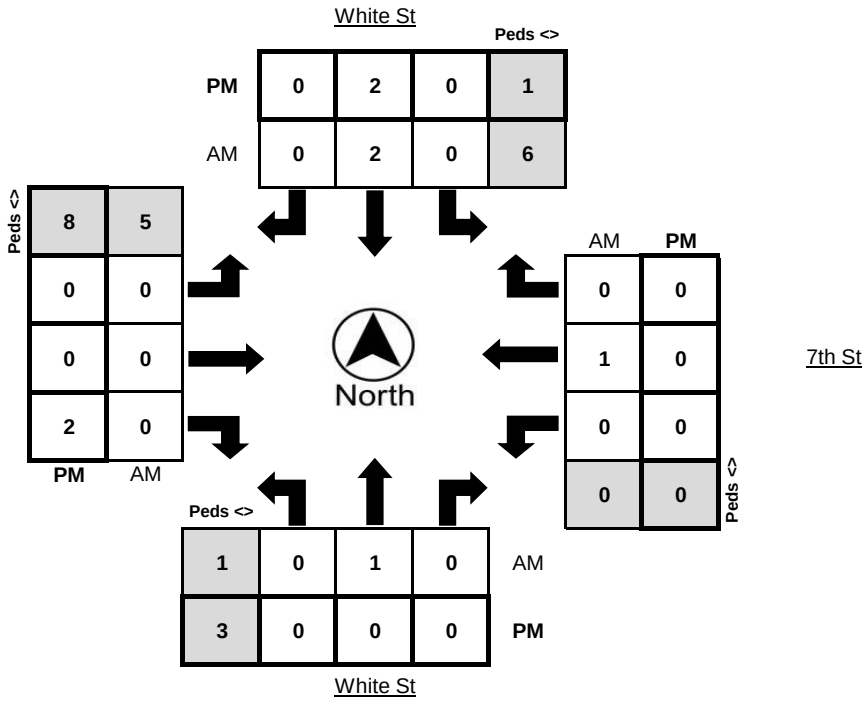
LOCATION 7th St @ White St
LATITUDE 36.3276
COUNTY Kings
LONGITUDE -119.6393
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	2	0	0	0	0	0	1	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
8:15 AM - 8:30 AM	0	0	0	4	0	0	0	1	0	0	0	0	0	0	0	1
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
8:45 AM - 9:00 AM	0	1	0	1	0	2	0	0	0	0	0	0	0	0	0	2
TOTAL	**0**	**1**	**0**	**8**	**0**	**2**	**0**	**2**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**5**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	1
4:15 PM - 4:30 PM	0	0	0	4	0	0	0	0	0	0	0	3	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	6
4:45 PM - 5:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM - 5:15 PM	0	0	0	0	0	1	0	2	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**11**	**0**	**3**	**0**	**3**	**0**	**0**	**2**	**3**	**0**	**0**	**1**	**9**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	1	0	6	0	2	0	1	0	0	0	0	0	1	0	5
4:30 PM - 5:30 PM	0	0	0	1	0	2	0	3	0	0	2	0	0	0	0	8

	Bikes	Peds
AM Peak Total	4	12
PM Peak Total	**4**	**12**



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

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www.metrotrafficdata.com

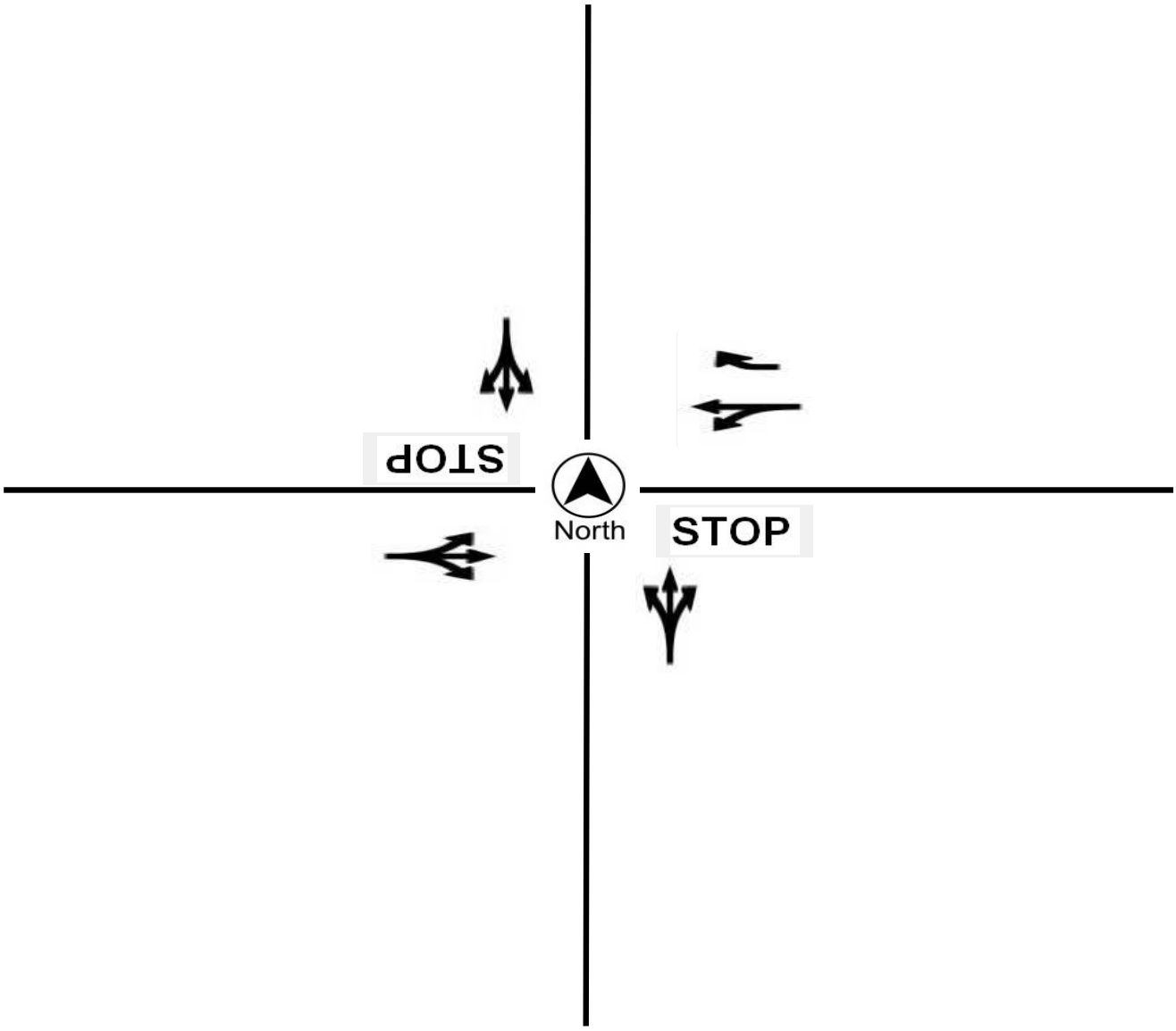
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	7th St @ White St	**N/S STREET**	White St / White St
COUNTY	Kings	**E/W STREET**	7th St / 7th St
COLLECTION DATE	Wednesday, October 24, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

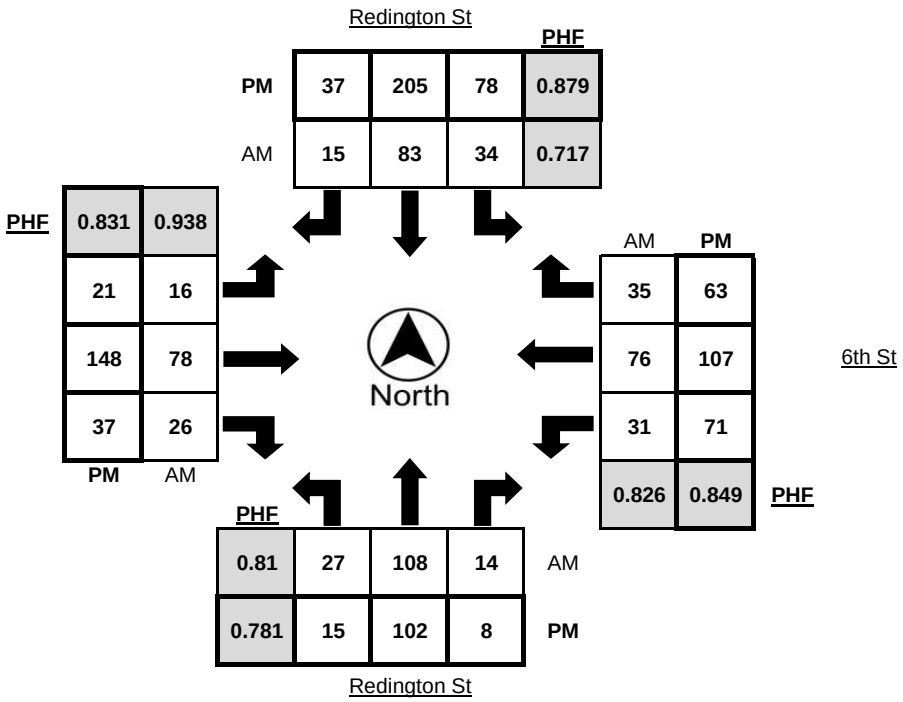
LOCATION 6th St @ Redington St
LATITUDE 36.3250
COUNTY Kings
LONGITUDE -119.6486
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	3	14	0	0	6	20	1	0	0	12	3	0	6	10	4	0
7:15 AM - 7:30 AM	1	16	0	0	8	22	1	0	1	15	1	0	8	13	7	1
7:30 AM - 7:45 AM	5	21	3	0	6	30	4	0	2	14	4	0	3	15	8	0
7:45 AM - 8:00 AM	8	32	6	2	13	27	6	0	4	16	9	1	11	23	9	0
8:00 AM - 8:15 AM	7	20	5	0	9	19	3	0	7	18	7	0	7	17	6	0
8:15 AM - 8:30 AM	7	27	2	0	4	20	0	0	2	18	7	0	4	14	12	2
8:30 AM - 8:45 AM	5	29	1	0	8	17	6	1	3	26	3	0	9	22	8	1
8:45 AM - 9:00 AM	9	29	4	0	6	19	5	0	3	20	3	0	8	20	10	0
TOTAL	**45**	**188**	**21**	**2**	**60**	**174**	**26**	**1**	**22**	**139**	**37**	**1**	**56**	**134**	**64**	**4**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	6	22	1	0	13	44	6	1	3	28	10	0	13	26	11	0
4:15 PM - 4:30 PM	5	29	1	0	13	40	6	0	5	31	10	6	6	26	10	0
4:30 PM - 4:45 PM	6	16	1	0	15	61	15	0	6	37	6	0	16	25	11	0
4:45 PM - 5:00 PM	2	28	1	0	22	37	5	0	6	37	7	0	18	28	19	2
5:00 PM - 5:15 PM	2	27	2	0	20	55	6	1	6	40	16	1	25	29	17	0
5:15 PM - 5:30 PM	5	31	4	0	21	52	11	0	3	34	8	1	12	25	16	1
5:30 PM - 5:45 PM	3	20	3	0	9	42	4	0	3	30	13	0	12	23	9	0
5:45 PM - 6:00 PM	4	19	2	0	14	34	2	0	1	26	3	0	9	29	4	0
TOTAL	**33**	**192**	**15**	**0**	**127**	**365**	**55**	**2**	**33**	**263**	**73**	**8**	**111**	**211**	**97**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	27	108	14	2	34	83	15	1	16	78	26	1	31	76	35	3
4:30 PM - 5:30 PM	15	102	8	0	78	205	37	1	21	148	37	2	71	107	63	3

	PHF	Trucks
AM	0.828	1.3%
PM	0.910	0.7%



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

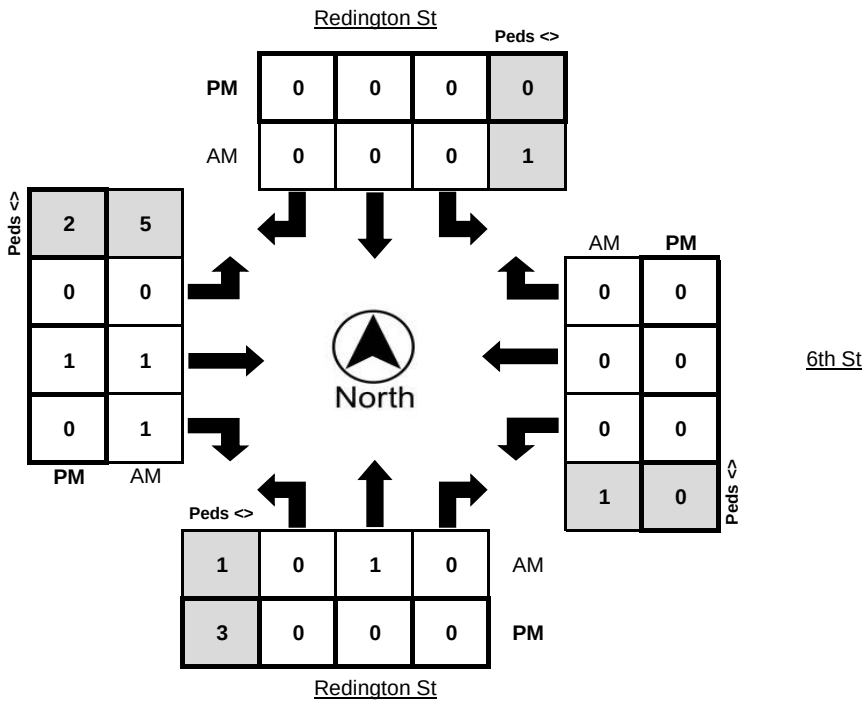
LOCATION 6th St @ Redington St
LATITUDE 36.3250
COUNTY Kings
LONGITUDE -119.6486
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3
8:15 AM - 8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	2
8:45 AM - 9:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0
TOTAL	**0**	**1**	**1**	**1**	**1**	**1**	**0**	**1**	**0**	**3**	**1**	**1**	**0**	**0**	**0**	**5**

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

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:45 AM - 8:45 AM	0	1	0	1	0	0	0	1	0	1	1	1	0	0	0	5
4:30 PM - 5:30 PM	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	2

	Bikes	Peds
AM Peak Total	3	8
PM Peak Total	1	5



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

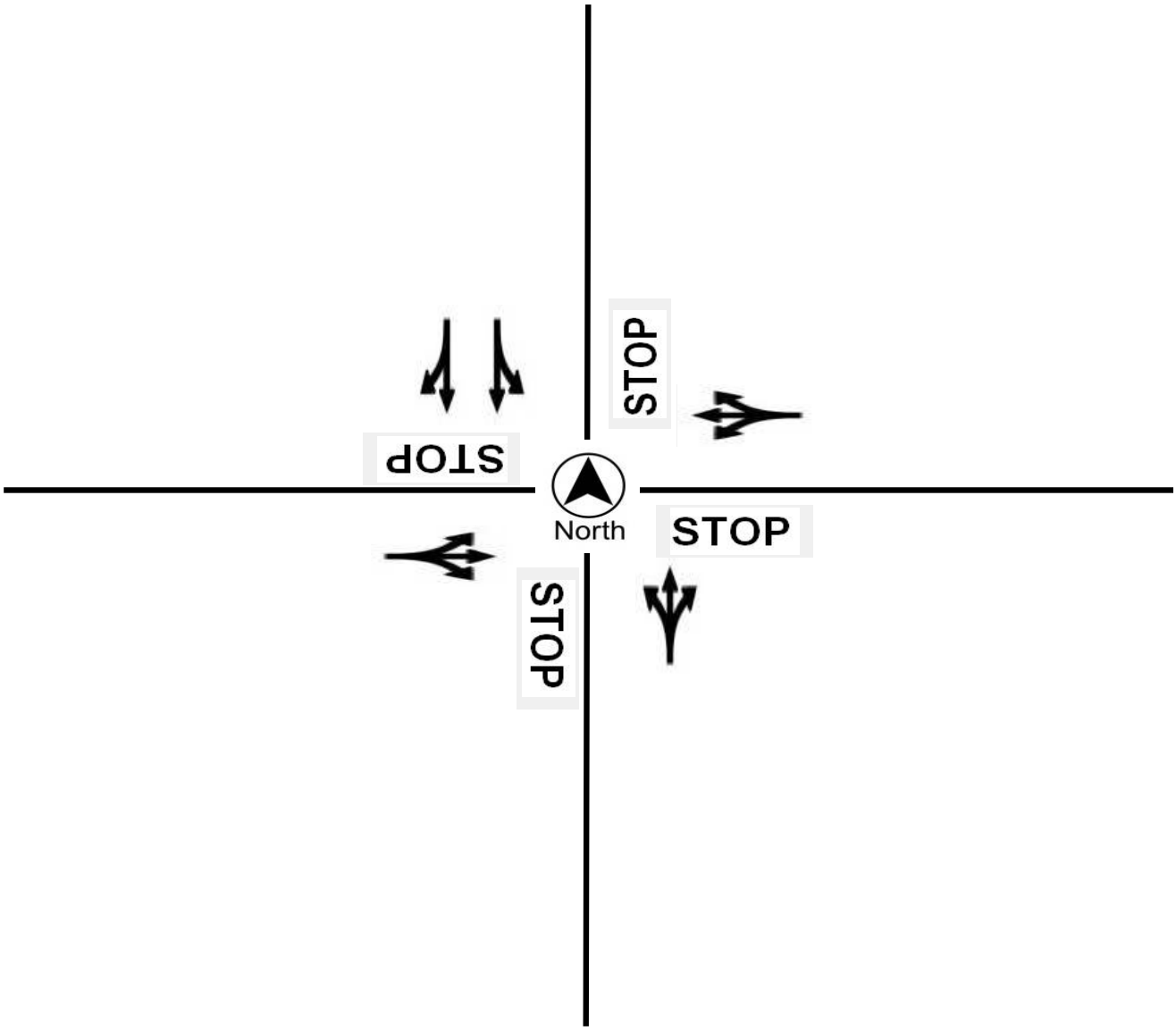
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	6th St @ Redington St	**N/S STREET**	Redington St / Redington St
COUNTY	Kings	**E/W STREET**	6th St / 6th St
COLLECTION DATE	Wednesday, October 24, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

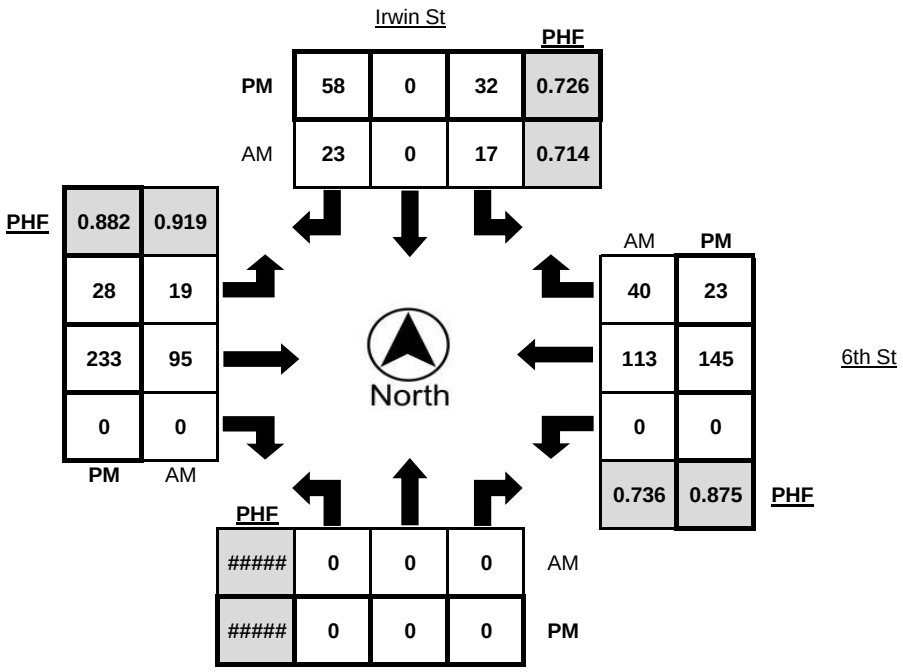
LOCATION 6th St @ Irwin St
LATITUDE 36.3253
COUNTY Kings
LONGITUDE -119.6470
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	1	0	6	1	0	14	0	0	0	11	3	1
7:15 AM - 7:30 AM	0	0	0	0	1	0	4	0	1	15	0	0	0	25	5	1
7:30 AM - 7:45 AM	0	0	0	0	5	0	2	0	4	16	0	0	0	9	2	2
7:45 AM - 8:00 AM	0	0	0	0	10	0	2	0	5	28	0	0	0	17	1	1
8:00 AM - 8:15 AM	0	0	0	0	2	0	5	0	9	19	0	0	0	34	18	0
8:15 AM - 8:30 AM	0	0	0	0	2	0	4	0	3	22	0	0	0	25	10	0
8:30 AM - 8:45 AM	0	0	0	0	8	0	5	0	4	27	0	0	0	29	2	3
8:45 AM - 9:00 AM	0	0	0	0	5	0	9	0	3	27	0	0	0	25	10	0
TOTAL	**0**	**0**	**0**	**0**	**34**	**0**	**37**	**1**	**29**	**168**	**0**	**0**	**0**	**175**	**51**	**8**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	14	0	8	1	7	38	0	1	0	37	14	0
4:15 PM - 4:30 PM	0	0	0	0	5	0	11	0	5	45	0	0	0	29	5	0
4:30 PM - 4:45 PM	0	0	0	0	7	0	11	0	7	53	0	1	0	37	3	0
4:45 PM - 5:00 PM	0	0	0	0	7	0	18	0	8	52	0	0	0	38	10	0
5:00 PM - 5:15 PM	0	0	0	0	14	0	17	0	5	69	0	0	0	35	4	0
5:15 PM - 5:30 PM	0	0	0	0	4	0	12	0	8	59	0	0	0	35	6	0
5:30 PM - 5:45 PM	0	0	0	0	7	0	8	0	6	37	0	1	0	41	4	0
5:45 PM - 6:00 PM	0	0	0	0	7	0	6	0	2	42	0	0	0	35	6	0
TOTAL	**0**	**0**	**0**	**0**	**65**	**0**	**91**	**1**	**48**	**395**	**0**	**3**	**0**	**287**	**52**	**0**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
8:00 AM - 9:00 AM	0	0	0	0	17	0	23	0	19	95	0	0	0	113	40	3
4:30 PM - 5:30 PM	0	0	0	0	32	0	58	0	28	233	0	1	0	145	23	0

	PHF	Trucks
AM	0.882	1.0%
PM	0.901	0.2%



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

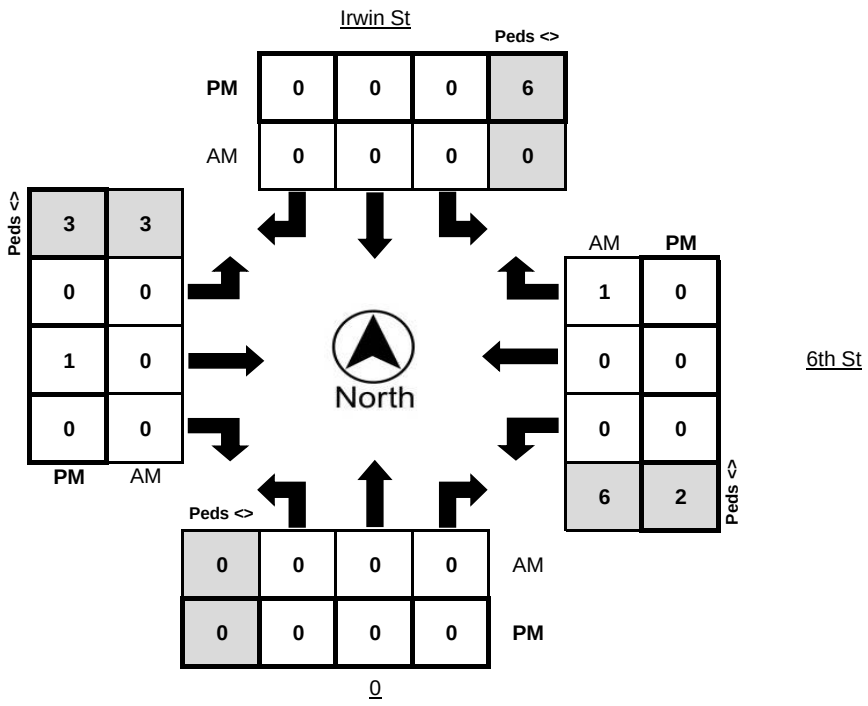
LOCATION 6th St @ Irwin St
LATITUDE 36.3253
COUNTY Kings
LONGITUDE -119.6470
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	1
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**0**	**0**	**1**	**6**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	1	0	0	0	0	0	0	0	2	0	0	0	1
5:00 PM - 5:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM - 5:30 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM - 5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM - 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
TOTAL	**0**	**0**	**0**	**8**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**3**	**0**	**0**	**0**	**8**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
8:00 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	1	3
4:30 PM - 5:30 PM	0	0	0	6	0	0	0	0	0	1	0	2	0	0	0	3

	Bikes	Peds
AM Peak Total	1	9
PM Peak Total	1	11



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

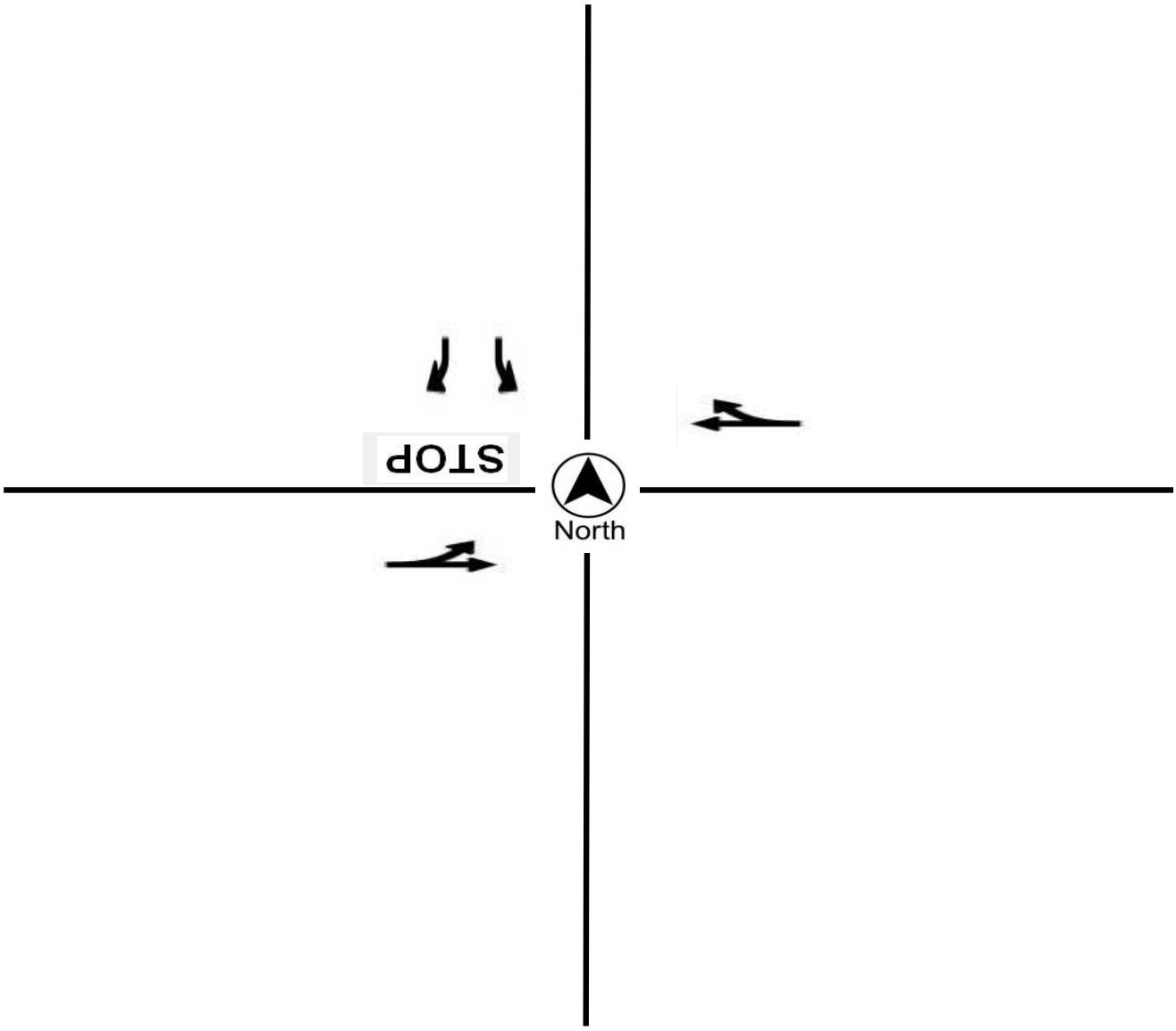
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	6th St @ Irwin St	**N/S STREET**	Irwin St /
COUNTY	Kings	**E/W STREET**	6th St / 6th St
COLLECTION DATE	Wednesday, October 24, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

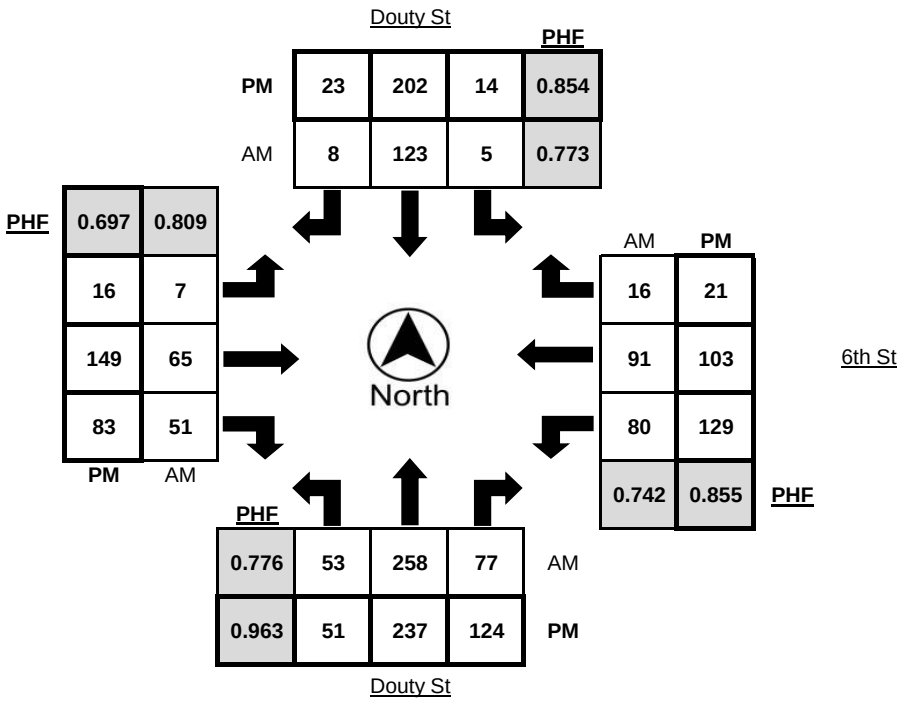
LOCATION 6th St @ Douty St
LATITUDE 36.3255
COUNTY Kings
LONGITUDE -119.6454
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	4	18	10	1	0	16	2	1	1	12	4	0	7	8	3	2
7:15 AM - 7:30 AM	11	33	22	1	0	18	2	0	0	9	10	0	13	18	3	0
7:30 AM - 7:45 AM	9	50	21	1	1	33	4	2	4	7	9	1	19	14	0	1
7:45 AM - 8:00 AM	20	80	25	1	0	44	0	0	1	19	17	0	27	29	7	1
8:00 AM - 8:15 AM	12	60	14	0	2	25	2	0	3	11	11	0	20	21	2	1
8:15 AM - 8:30 AM	9	57	19	1	1	28	2	1	3	15	5	0	19	22	3	2
8:30 AM - 8:45 AM	12	61	19	1	2	26	4	0	0	20	18	2	14	19	4	1
8:45 AM - 9:00 AM	13	75	19	2	2	33	6	0	4	14	13	0	21	18	4	0
TOTAL	**90**	**434**	**149**	**8**	**8**	**223**	**22**	**4**	**16**	**107**	**87**	**3**	**140**	**149**	**26**	**8**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	16	60	36	0	2	28	5	1	5	23	18	2	30	28	4	0
4:15 PM - 4:30 PM	7	68	32	1	5	43	3	1	4	27	20	1	21	27	6	0
4:30 PM - 4:45 PM	16	56	17	0	2	39	6	0	2	38	23	1	36	21	2	0
4:45 PM - 5:00 PM	13	61	33	0	3	44	9	0	3	33	17	0	29	24	7	1
5:00 PM - 5:15 PM	10	61	30	0	4	63	3	0	5	53	31	0	30	26	6	1
5:15 PM - 5:30 PM	14	57	31	0	3	49	5	0	1	40	19	0	28	27	2	0
5:30 PM - 5:45 PM	14	58	30	0	4	46	6	1	7	23	16	1	42	26	6	0
5:45 PM - 6:00 PM	6	45	23	0	3	34	5	0	3	33	11	0	28	29	5	0
TOTAL	**96**	**466**	**232**	**1**	**26**	**346**	**42**	**3**	**30**	**270**	**155**	**5**	**244**	**208**	**38**	**2**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	53	258	77	3	5	123	8	1	7	65	51	2	80	91	16	5
4:45 PM - 5:45 PM	51	237	124	0	14	202	23	1	16	149	83	1	129	103	21	2

	PHF	Trucks
AM	0.775	1.3%
PM	0.894	0.3%



Metro Traffic Data Inc.
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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

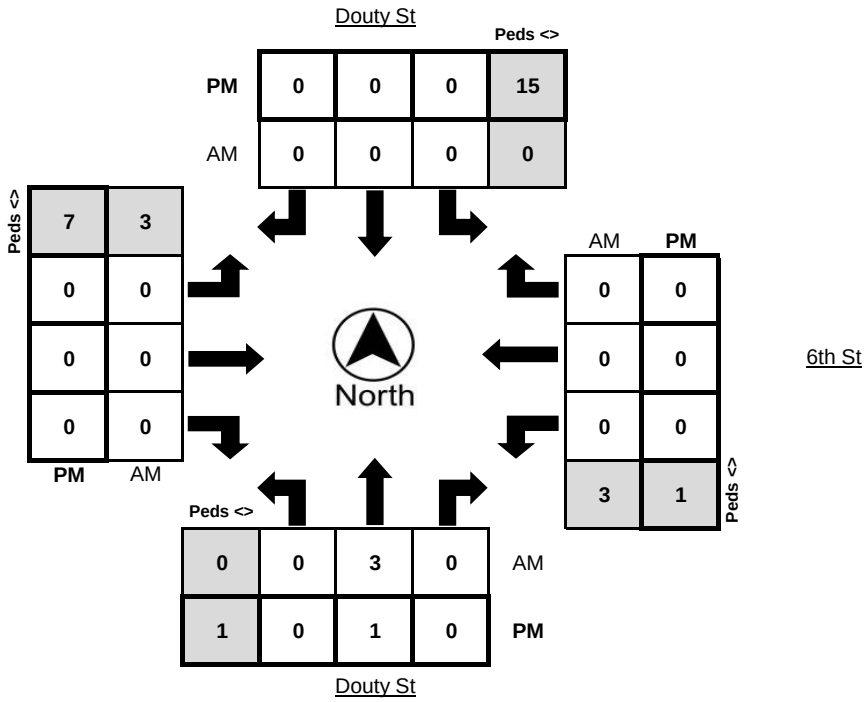
LOCATION 6th St @ Douty St
LATITUDE 36.3255
COUNTY Kings
LONGITUDE -119.6454
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0
7:30 AM - 7:45 AM	0	1	1	0	0	0	0	0	0	0	0	1	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM - 8:15 AM	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0
8:30 AM - 8:45 AM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM - 9:00 AM	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1
TOTAL	**0**	**4**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**6**	**0**	**1**	**0**	**4**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	2	0	0	0	0	0	1	0	0	0	2	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	3
4:30 PM - 4:45 PM	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM - 5:00 PM	0	0	0	2	0	0	0	0	0	0	0	1	0	0	0	0
5:00 PM - 5:15 PM	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM - 5:45 PM	0	1	0	8	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM - 6:00 PM	0	0	0	1	0	0	0	0	0	1	0	4	1	0	0	0
TOTAL	**0**	**3**	**0**	**21**	**0**	**0**	**0**	**2**	**0**	**1**	**0**	**8**	**1**	**0**	**0**	**11**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:45 AM - 8:45 AM	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	3
4:45 PM - 5:45 PM	0	1	0	15	0	0	0	1	0	0	0	1	0	0	0	7

	Bikes	Peds
AM Peak Total	3	6
PM Peak Total	1	24



Metro Traffic Data Inc.
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Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

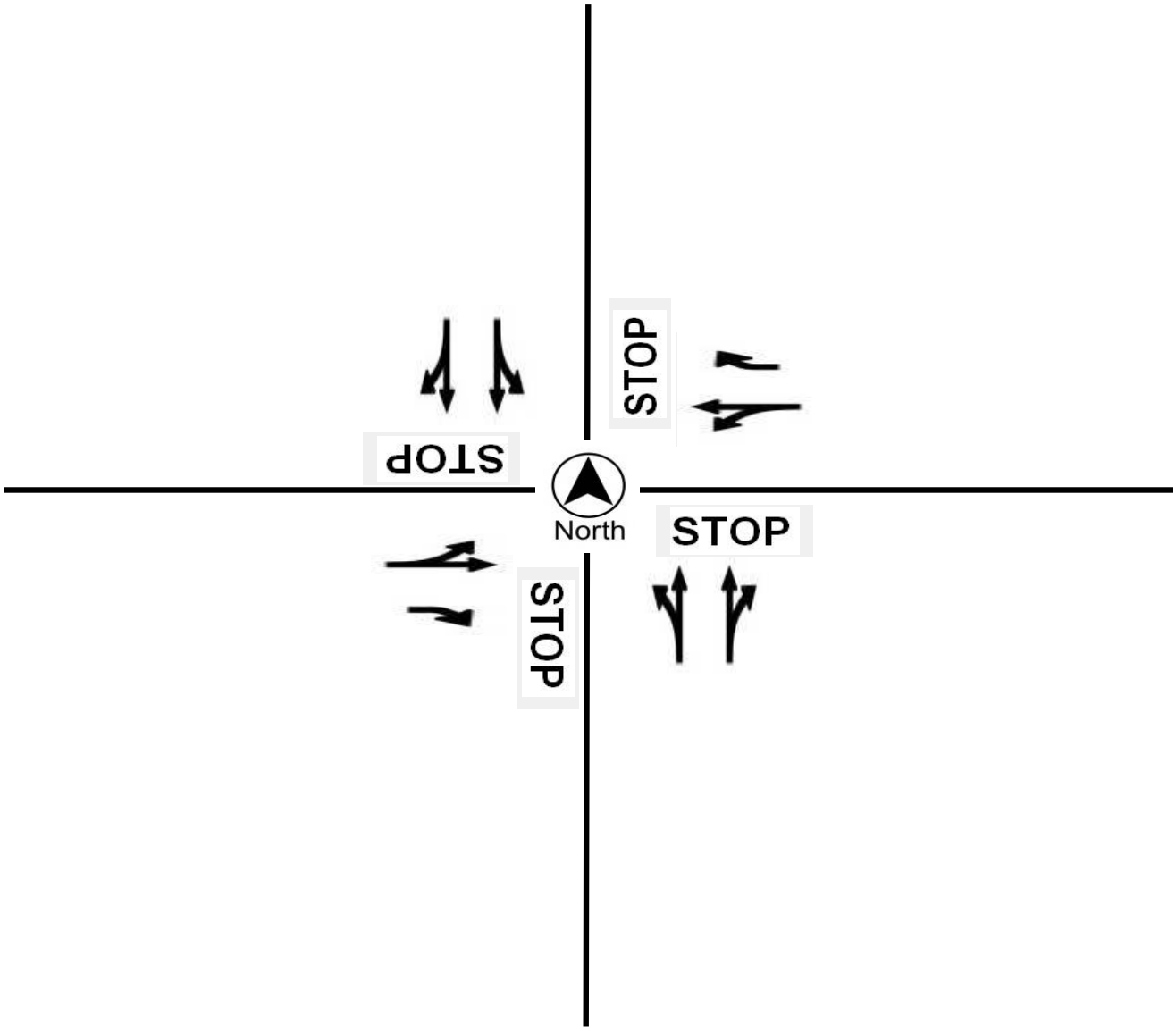
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	6th St @ Douty St	**N/S STREET**	Douty St / Douty St
COUNTY	Kings	**E/W STREET**	6th St / 6th St
COLLECTION DATE	Wednesday, October 24, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	All-Way Stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

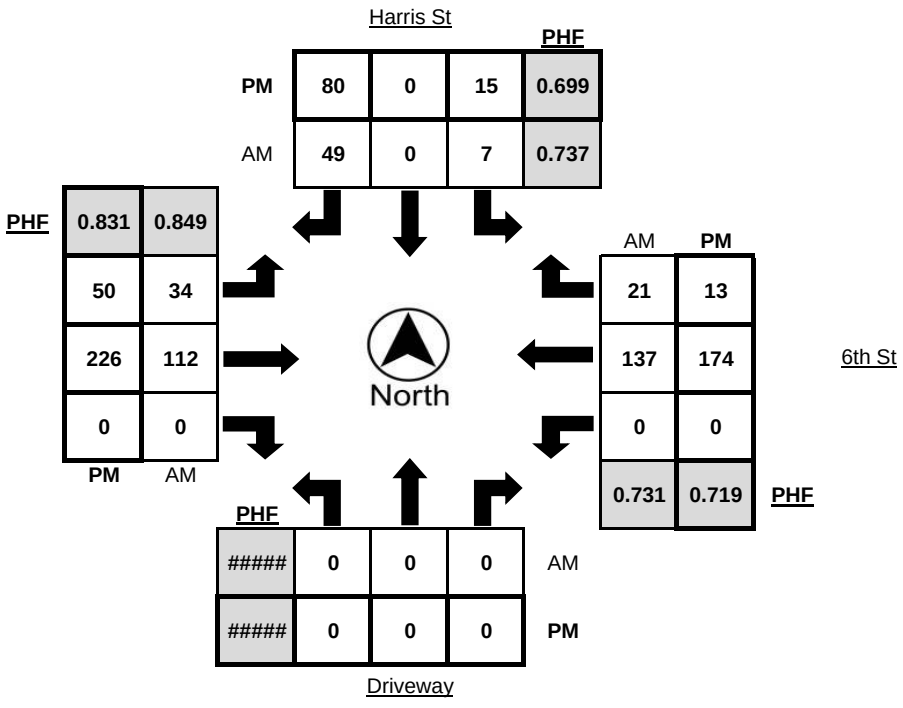
LOCATION 6th St @ Harris St
LATITUDE 36.3258
COUNTY Kings
LONGITUDE -119.6438
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	1	0	4	1	4	18	0	0	0	15	0	1
7:15 AM - 7:30 AM	0	0	0	0	0	0	4	0	5	26	0	1	0	31	4	0
7:30 AM - 7:45 AM	0	0	0	0	2	0	9	0	9	21	0	0	0	26	0	1
7:45 AM - 8:00 AM	0	0	0	0	1	0	18	1	10	33	0	0	0	44	10	2
8:00 AM - 8:15 AM	0	0	0	0	2	0	12	1	6	21	0	0	0	31	5	0
8:15 AM - 8:30 AM	0	0	0	0	1	0	10	0	9	26	0	0	0	35	3	1
8:30 AM - 8:45 AM	0	0	0	0	3	0	9	1	9	32	0	1	0	27	3	1
8:45 AM - 9:00 AM	0	0	0	0	3	0	14	0	12	22	0	1	0	29	3	0
TOTAL	**0**	**0**	**0**	**0**	**13**	**0**	**80**	**4**	**64**	**199**	**0**	**3**	**0**	**238**	**28**	**6**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	3	0	17	0	15	45	0	0	0	48	6	0
4:15 PM - 4:30 PM	0	0	0	0	4	0	16	0	12	49	0	1	0	38	0	0
4:30 PM - 4:45 PM	0	0	0	0	1	0	20	0	4	51	0	2	0	34	1	0
4:45 PM - 5:00 PM	0	0	0	0	2	0	18	0	14	53	0	1	0	42	2	0
5:00 PM - 5:15 PM	0	0	0	0	9	0	25	0	10	73	0	1	0	33	3	0
5:15 PM - 5:30 PM	0	0	0	0	2	0	20	0	14	57	0	0	0	38	4	0
5:30 PM - 5:45 PM	0	0	0	0	2	0	17	0	12	43	0	0	0	61	4	0
5:45 PM - 6:00 PM	0	0	0	0	1	0	15	0	12	45	0	0	0	40	3	0
TOTAL	**0**	**0**	**0**	**0**	**24**	**0**	**148**	**0**	**93**	**416**	**0**	**5**	**0**	**334**	**23**	**0**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	0	0	0	0	7	0	49	3	34	112	0	1	0	137	21	4
4:45 PM - 5:45 PM	0	0	0	0	15	0	80	0	50	226	0	2	0	174	13	0

	PHF	Trucks
AM	0.776	2.2%
PM	0.912	0.4%



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

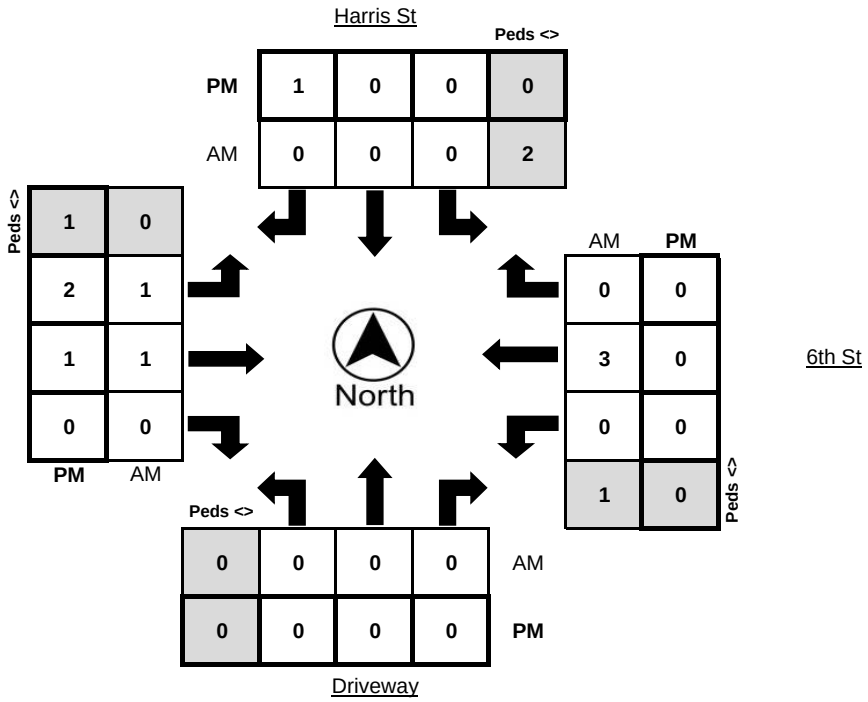
LOCATION 6th St @ Harris St
LATITUDE 36.3258
COUNTY Kings
LONGITUDE -119.6438
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
TOTAL	**0**	**0**	**0**	**2**	**0**	**0**	**0**	**0**	**3**	**2**	**0**	**1**	**0**	**3**	**0**	**2**

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

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:45 AM - 8:45 AM	0	0	0	2	0	0	0	0	1	1	0	1	0	3	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	1

	Bikes	Peds
AM Peak Total	5	3
PM Peak Total	4	1



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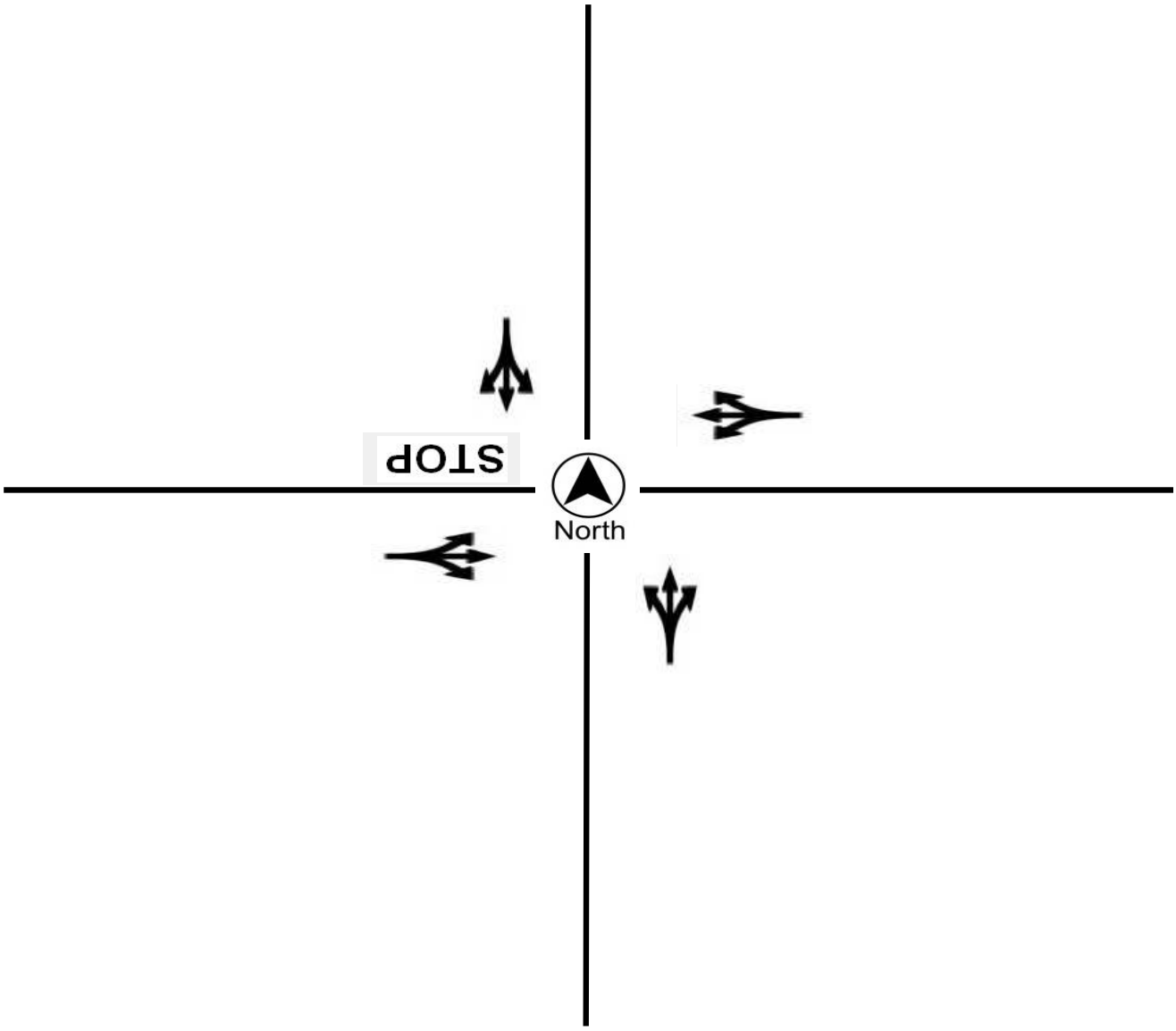
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	6th St @ Harris St	**N/S STREET**	Harris St / Driveway
COUNTY	Kings	**E/W STREET**	6th St / 6th St
COLLECTION DATE	Wednesday, October 24, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

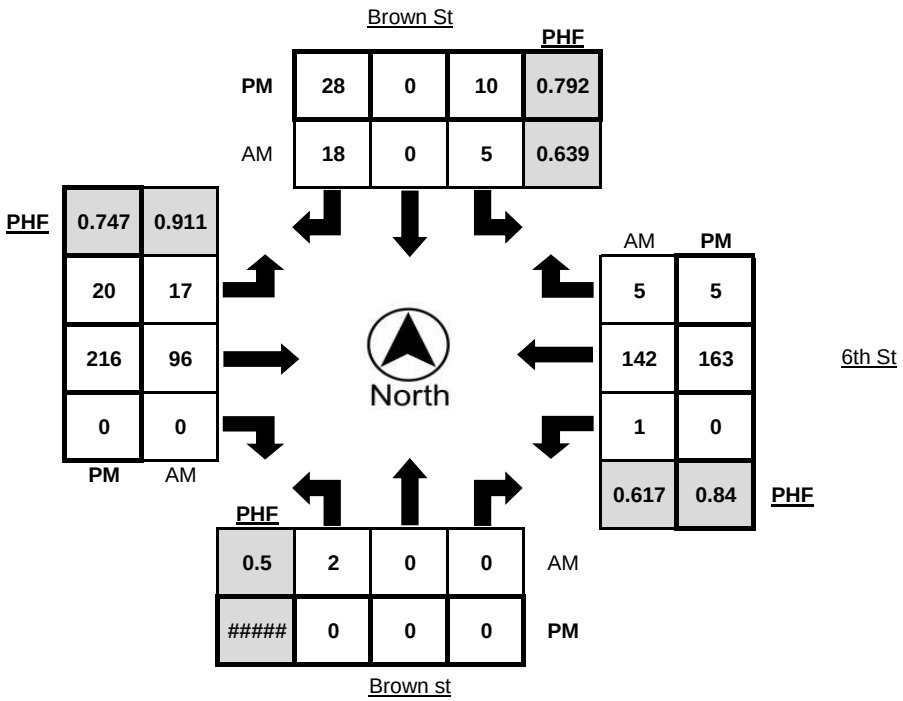
LOCATION 6th St @ Brown St
LATITUDE 36.3260
COUNTY Kings
LONGITUDE -119.6422
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	3	14	0	0	0	15	0	0
7:15 AM - 7:30 AM	0	0	0	0	2	0	1	1	5	18	0	0	0	20	1	0
7:30 AM - 7:45 AM	0	0	0	0	2	0	0	0	4	19	0	0	0	17	0	0
7:45 AM - 8:00 AM	1	0	0	1	1	0	4	0	3	28	0	1	0	58	2	0
8:00 AM - 8:15 AM	0	0	0	0	2	0	3	0	7	18	0	0	0	36	1	1
8:15 AM - 8:30 AM	0	0	0	0	2	0	7	0	3	23	0	0	0	20	1	0
8:30 AM - 8:45 AM	1	0	0	1	0	0	4	0	4	27	0	1	1	28	1	1
8:45 AM - 9:00 AM	0	0	0	0	1	0	9	1	2	28	0	1	0	24	0	1
TOTAL	**2**	**0**	**0**	**2**	**10**	**0**	**28**	**2**	**31**	**175**	**0**	**3**	**1**	**218**	**6**	**3**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	4	0	7	54	0	1	0	36	1	0
4:15 PM - 4:30 PM	0	0	0	0	2	0	8	1	4	33	0	0	0	45	1	0
4:30 PM - 4:45 PM	0	0	0	0	3	0	12	1	8	46	0	0	0	26	1	0
4:45 PM - 5:00 PM	0	0	0	0	2	0	10	0	2	46	0	0	0	39	1	0
5:00 PM - 5:15 PM	0	0	0	0	4	0	8	0	12	67	0	0	0	38	0	0
5:15 PM - 5:30 PM	0	0	0	0	1	0	4	0	2	56	0	2	0	46	4	0
5:30 PM - 5:45 PM	0	0	0	0	3	0	6	0	4	47	0	1	0	40	0	0
5:45 PM - 6:00 PM	0	0	0	0	1	0	4	0	7	45	0	0	0	30	2	0
TOTAL	**0**	**0**	**0**	**0**	**16**	**0**	**56**	**2**	**46**	**394**	**0**	**4**	**0**	**300**	**10**	**0**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	2	0	0	2	5	0	18	0	17	96	0	2	1	142	5	2
4:45 PM - 5:45 PM	0	0	0	0	10	0	28	0	20	216	0	3	0	163	5	0

	PHF	Trucks
AM	0.737	2.1%
PM	0.857	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:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

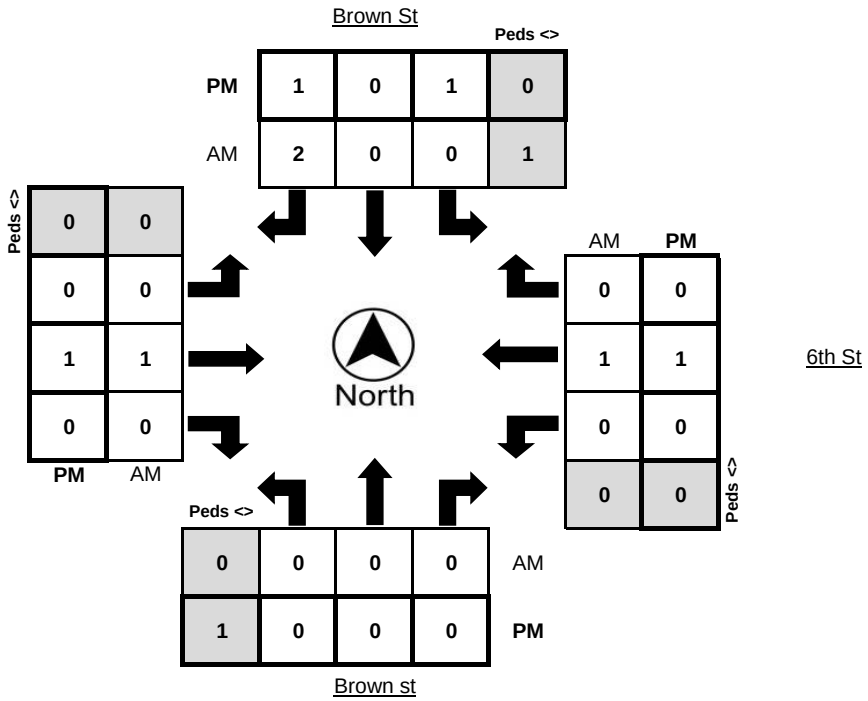
LOCATION 6th St @ Brown St
LATITUDE 36.3260
COUNTY Kings
LONGITUDE -119.6422
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	**0**	**0**	**0**	**1**	**0**	**0**	**2**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**0**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
4:00 PM - 4:15 PM	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM - 4:30 PM	0	0	0	0	0	0	0	17	1	0	0	0	0	0	0	0
4:30 PM - 4:45 PM	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0
4:45 PM - 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
5:00 PM - 5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0
5:30 PM - 5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
5:45 PM - 6:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1
TOTAL	**0**	**0**	**0**	**5**	**1**	**0**	**2**	**19**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**1**

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:45 AM - 8:45 AM	0	0	0	1	0	0	2	0	0	1	0	0	0	1	0	0
4:45 PM - 5:45 PM	0	0	0	0	1	0	1	1	0	1	0	0	0	1	0	0

	Bikes	Peds
AM Peak Total	4	1
PM Peak Total	4	1



Metro Traffic Data Inc.
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Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

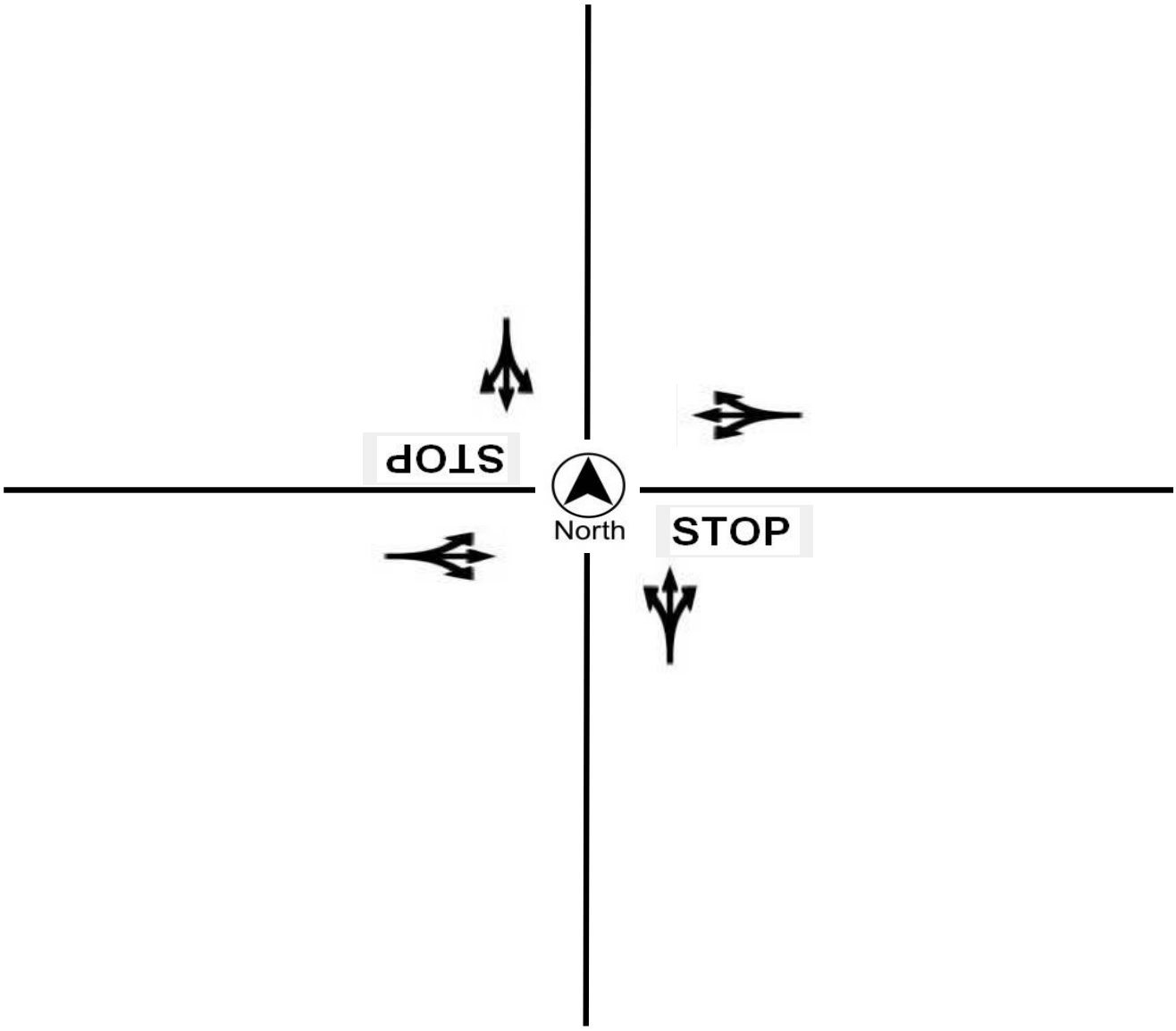
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	6th St @ Brown St	**N/S STREET**	Brown St / Brown st
COUNTY	Kings	**E/W STREET**	6th St / 6th St
COLLECTION DATE	Wednesday, October 24, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	Two-Way stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

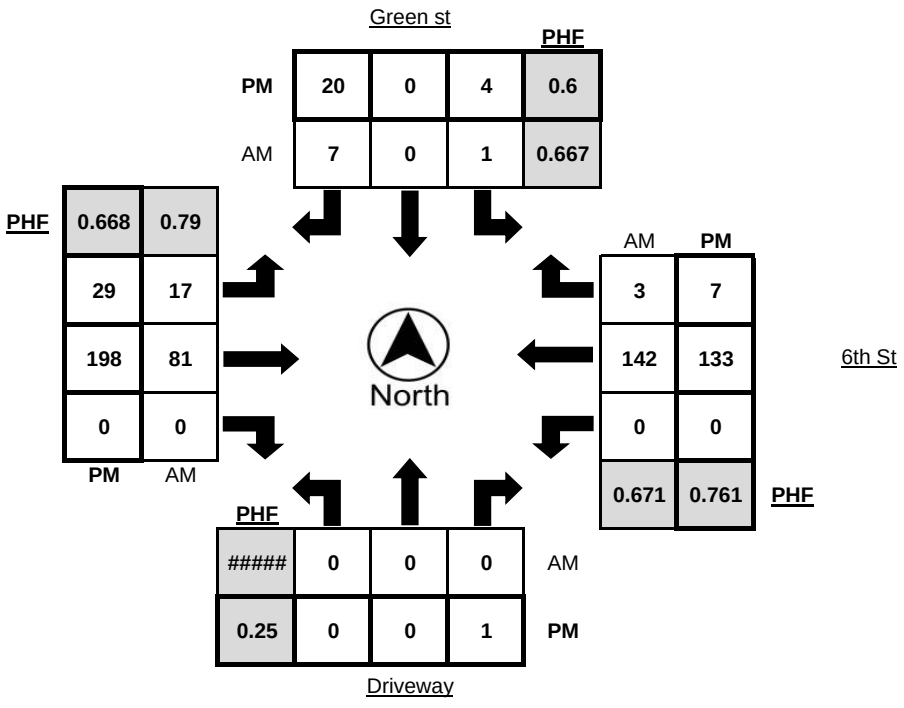
LOCATION 6th St @ Green St
LATITUDE 36.3263
COUNTY Kings
LONGITUDE -119.6407
COLLECTION DATE Thursday, October 25, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	16	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	6	0	0	19	0	1	0	28	0	2
7:30 AM - 7:45 AM	0	0	0	0	0	0	0	0	2	18	0	0	0	22	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	1	0	5	22	0	0	0	53	1	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	2	0	4	16	0	0	0	35	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	2	0	1	19	0	0	0	30	1	3
8:30 AM - 8:45 AM	0	0	0	0	1	0	2	0	7	24	0	0	0	24	1	2
8:45 AM - 9:00 AM	0	0	0	0	0	0	2	0	2	24	0	0	0	27	0	0
TOTAL	**0**	**0**	**0**	**0**	**1**	**0**	**15**	**0**	**21**	**159**	**0**	**1**	**0**	**235**	**3**	**7**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	0	0	4	0	5	41	0	1	0	39	3	0
4:15 PM - 4:30 PM	0	0	0	0	2	0	4	0	8	47	0	1	0	32	1	0
4:30 PM - 4:45 PM	0	0	0	0	1	0	3	0	5	37	0	0	0	24	1	1
4:45 PM - 5:00 PM	0	0	1	0	2	0	3	0	6	37	0	0	0	31	2	0
5:00 PM - 5:15 PM	0	0	0	0	1	0	4	1	11	74	0	1	0	28	2	0
5:15 PM - 5:30 PM	0	0	0	0	1	0	3	0	7	53	0	1	0	31	0	2
5:30 PM - 5:45 PM	0	0	0	0	0	0	10	0	5	34	0	0	0	43	3	0
5:45 PM - 6:00 PM	0	0	0	0	0	0	4	0	2	42	0	0	0	30	0	0
TOTAL	**0**	**0**	**1**	**0**	**7**	**0**	**35**	**1**	**49**	**365**	**0**	**4**	**0**	**258**	**12**	**3**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:45 AM - 8:45 AM	0	0	0	0	1	0	7	0	17	81	0	0	0	142	3	5
4:45 PM - 5:45 PM	0	0	1	0	4	0	20	1	29	198	0	2	0	133	7	2

	PHF	Trucks
AM	0.765	2.0%
PM	0.817	1.3%



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

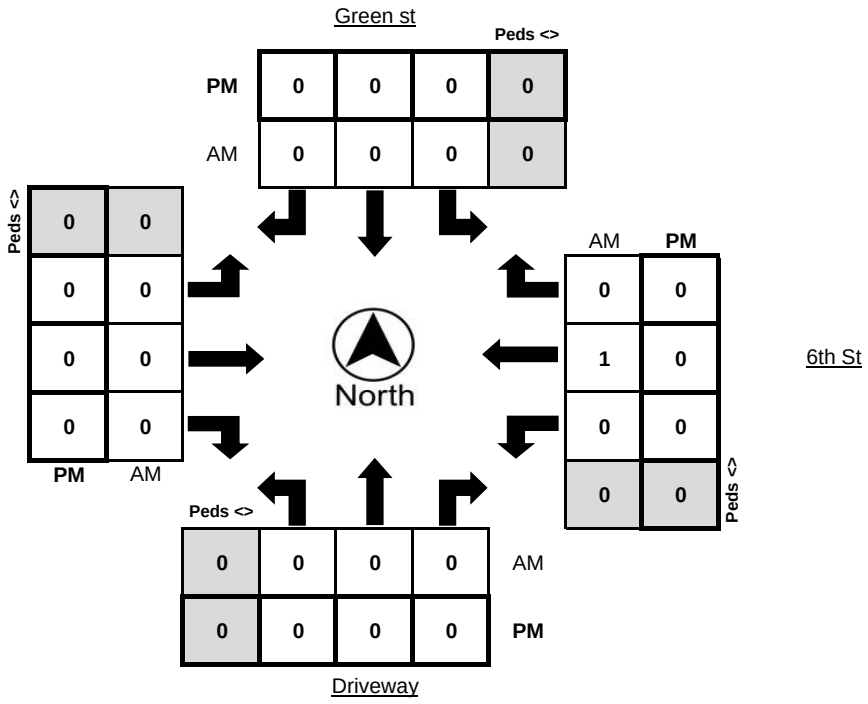
LOCATION 6th St @ Green St
LATITUDE 36.3263
COUNTY Kings
LONGITUDE -119.6407
COLLECTION DATE Thursday, October 25, 2018
WEATHER Clear

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

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

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:45 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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



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www.metrotrafficdata.com

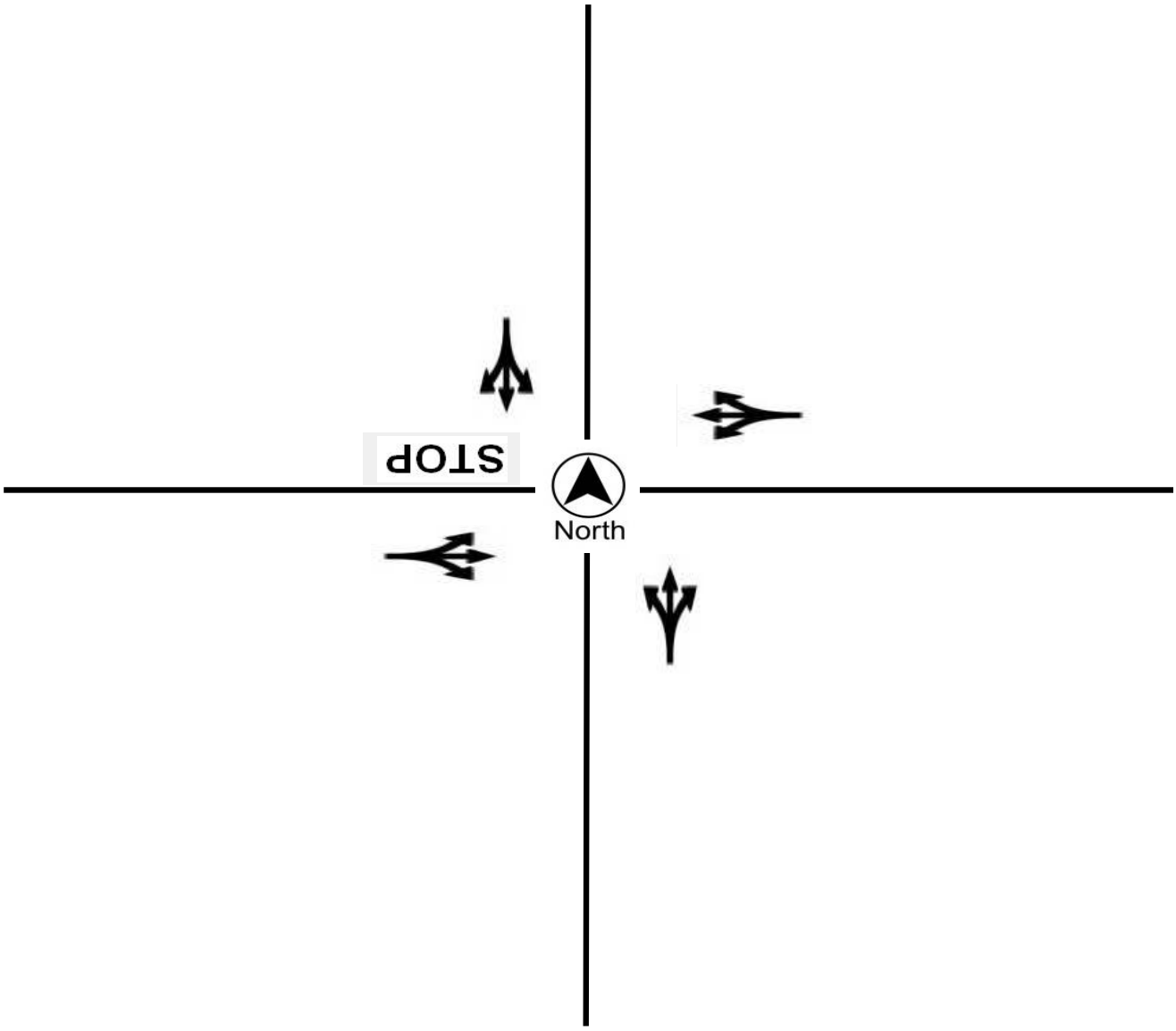
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	6th St @ Green St	**N/S STREET**	Green st / Driveway
COUNTY	Kings	**E/W STREET**	6th St / 6th St
COLLECTION DATE	Thursday, October 25, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way stop

COMMENTS



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

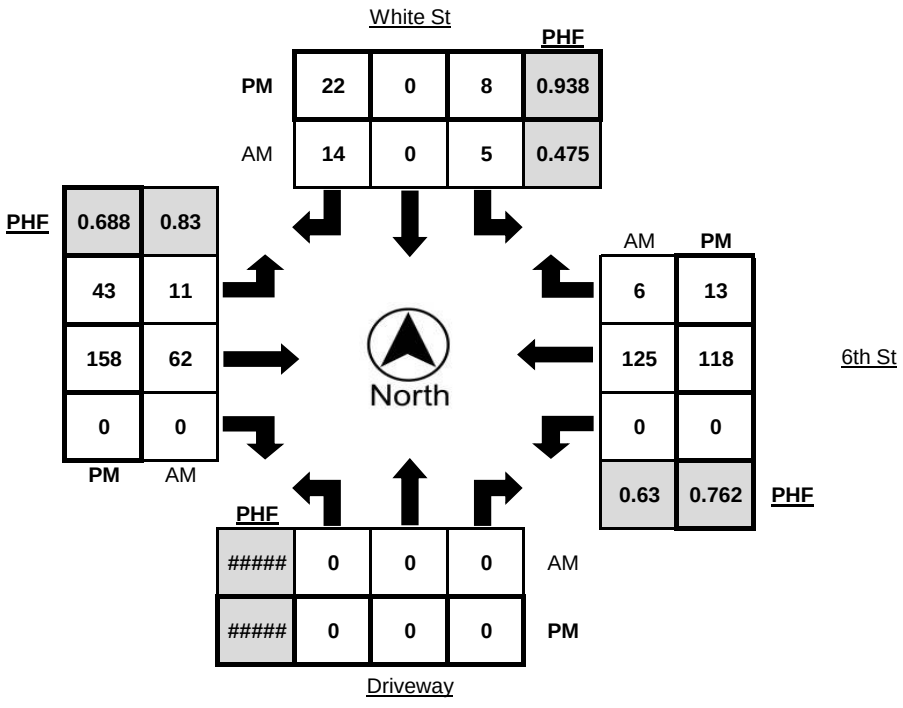
LOCATION 6th St @ White St
LATITUDE 36.3265
COUNTY Kings
LONGITUDE -119.6391
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:00 AM - 7:15 AM	0	0	0	0	2	0	2	0	0	17	0	0	0	13	0	0
7:15 AM - 7:30 AM	0	0	0	0	1	0	2	0	4	14	0	1	0	26	0	1
7:30 AM - 7:45 AM	0	0	0	0	3	0	7	0	3	15	0	0	0	17	2	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	2	0	3	19	0	0	0	49	3	1
8:00 AM - 8:15 AM	0	0	0	0	1	0	3	0	1	14	0	0	0	33	1	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	2	15	0	0	0	28	2	2
8:30 AM - 8:45 AM	0	0	0	0	1	0	3	0	6	15	0	1	0	22	0	1
8:45 AM - 9:00 AM	0	0	0	0	0	0	1	0	7	18	0	0	0	26	0	0
TOTAL	**0**	**0**	**0**	**0**	**8**	**0**	**20**	**0**	**26**	**127**	**0**	**2**	**0**	**214**	**8**	**5**

	Northbound				Southbound				Eastbound				Westbound			
Time	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
4:00 PM - 4:15 PM	0	0	0	0	1	0	4	0	7	33	0	1	0	36	2	0
4:15 PM - 4:30 PM	0	0	0	0	2	0	2	0	15	35	0	1	0	31	1	0
4:30 PM - 4:45 PM	0	0	0	0	2	0	9	0	7	29	0	0	0	19	1	0
4:45 PM - 5:00 PM	0	0	0	0	3	0	5	0	7	33	0	0	0	26	5	1
5:00 PM - 5:15 PM	0	0	0	0	3	0	4	0	16	57	0	0	0	29	4	0
5:15 PM - 5:30 PM	0	0	0	0	0	0	8	0	13	40	0	0	0	22	2	0
5:30 PM - 5:45 PM	0	0	0	0	2	0	5	0	7	28	0	0	0	41	2	0
5:45 PM - 6:00 PM	0	0	0	0	1	0	3	0	3	37	0	0	0	29	4	0
TOTAL	**0**	**0**	**0**	**0**	**14**	**0**	**40**	**0**	**75**	**292**	**0**	**2**	**0**	**233**	**21**	**1**

	Northbound				Southbound				Eastbound				Westbound			
PEAK HOUR	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**	**Left**	**Thru**	**Right**	**Trucks**
7:15 AM - 8:15 AM	0	0	0	0	5	0	14	0	11	62	0	1	0	125	6	2
4:45 PM - 5:45 PM	0	0	0	0	8	0	22	0	43	158	0	0	0	118	13	1

	PHF	Trucks
AM	0.734	1.3%
PM	0.801	0.3%



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Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

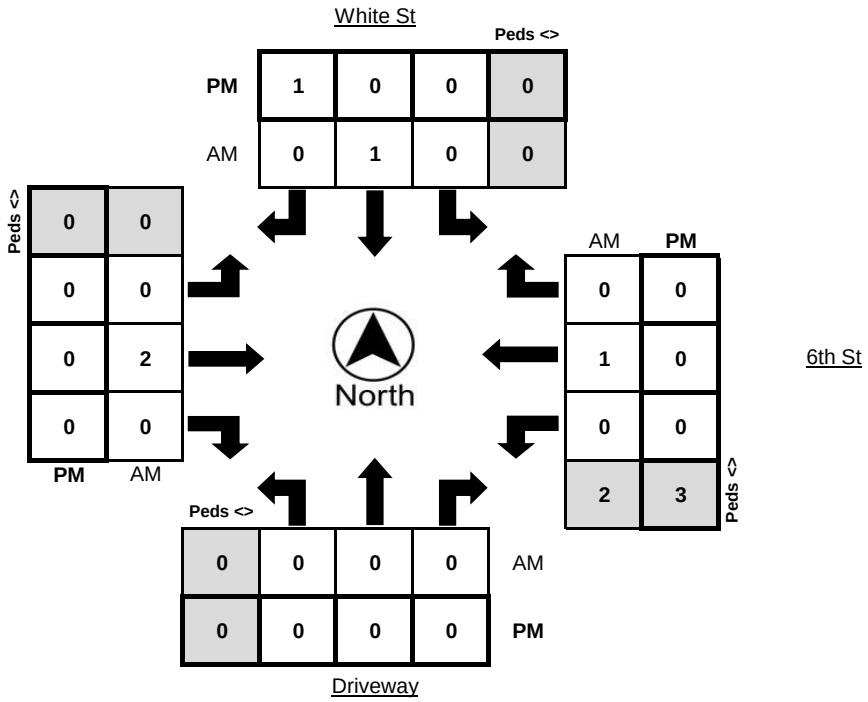
LOCATION 6th St @ White St
LATITUDE 36.3265
COUNTY Kings
LONGITUDE -119.6391
COLLECTION DATE Wednesday, October 24, 2018
WEATHER Clear

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
Time	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:00 AM - 7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM - 7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM - 7:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0
7:45 AM - 8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0
8:00 AM - 8:15 AM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0
8:15 AM - 8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM - 8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM - 9:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0
TOTAL	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**	**0**	**2**	**0**	**2**	**0**	**1**	**1**	**0**

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

	Northbound Bikes			N.Leg	Southbound Bikes			S.Leg	Eastbound Bikes			E.Leg	Westbound Bikes			W.Leg
PEAK HOUR	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds	Left	Thru	Right	Peds
7:15 AM - 8:15 AM	0	0	0	0	0	1	0	0	0	2	0	2	0	1	0	0
4:45 PM - 5:45 PM	0	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0

	Bikes	Peds
AM Peak Total	4	2
PM Peak Total	1	3



Metro Traffic Data Inc.
310 N. Irwin Street - Suite 20
Hanford, CA 93230

800-975-6938 Phone/Fax
www.metrotrafficdata.com

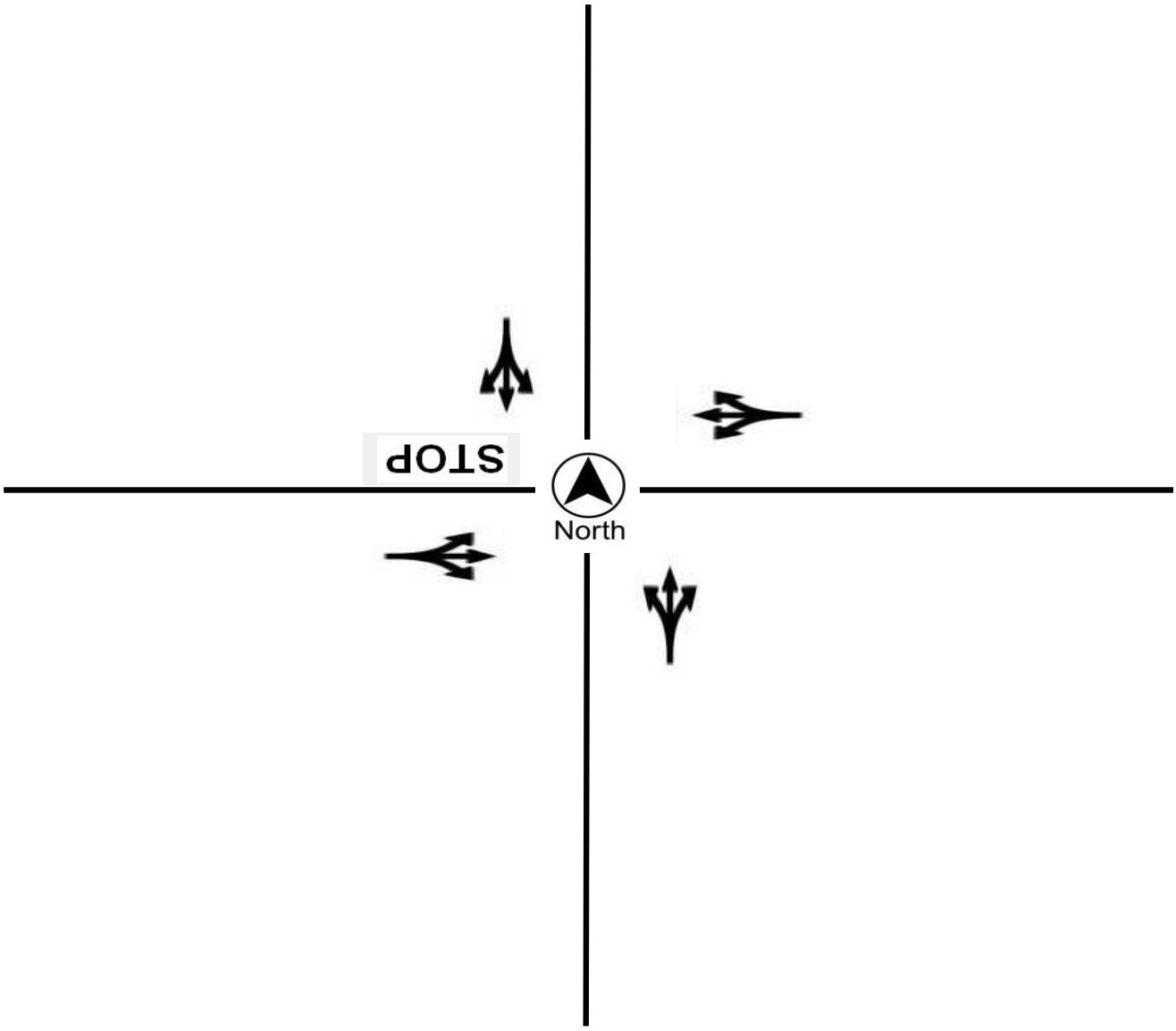
Turning Movement Report

Prepared For:

Peters Engineering Group
952 Pollasky Avenue
Clovis, CA 93612

LOCATION	6th St @ White St	**N/S STREET**	White St / Driveway
COUNTY	Kings	**E/W STREET**	6th St / 6th St
COLLECTION DATE	Wednesday, October 24, 2018	**WEATHER**	Clear
CYCLE TIME	N/A	**CONTROL TYPE**	One-Way stop

COMMENTS

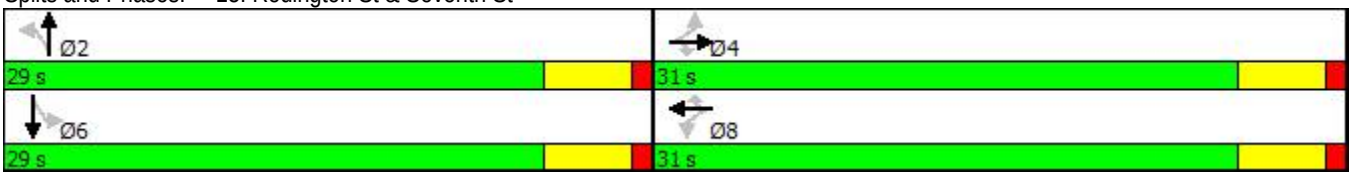


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	205	37	25	242	34	31	132	39	37	198	46
Future Volume (vph)	45	205	37	25	242	34	31	132	39	37	198	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		30	0		30	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.93		1.00	0.93		0.97			0.97	
Frt			0.850			0.850		0.971			0.975	
Flt Protected		0.991			0.995			0.992			0.993	
Satd. Flow (prot)	0	1846	1583	0	1853	1583	0	3332	0	0	3360	0
Flt Permitted		0.876			0.941			0.877			0.895	
Satd. Flow (perm)	0	1621	1471	0	1746	1471	0	2916	0	0	2999	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			35		42			45	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		482			481			201			205	
Travel Time (s)		11.0			10.9			4.6			4.7	
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	50	228	41	27	263	37	34	143	42	41	220	51
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	278	41	0	290	37	0	219	0	0	312	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9		22.9	22.9	
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	29.0	29.0		29.0	29.0	
Total Split (%)	51.7%	51.7%	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%		48.3%	48.3%	
Maximum Green (s)	26.1	26.1	26.1	26.1	26.1	26.1	24.1	24.1		24.1	24.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9		3.9	3.9	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.9		4.9			4.9	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	50	50	50	50	50	50	50	50		50	50	
Act Effct Green (s)		12.4	12.4		12.4	12.4		14.9			14.9	
Actuated g/C Ratio		0.39	0.39		0.39	0.39		0.47			0.47	
v/c Ratio		0.44	0.07		0.43	0.06		0.16			0.22	
Control Delay		11.5	4.7		11.1	4.4		7.3			7.7	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		11.5	4.7		11.1	4.4		7.3			7.7	
LOS		B	A		B	A		A			A	
Approach Delay		10.6			10.3			7.3			7.7	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		27	1		28	0		9			14	
Queue Length 95th (ft)		100	14		101	13		31			44	
Internal Link Dist (ft)		402			401			121			125	
Turn Bay Length (ft)			30			30						
Base Capacity (vph)		1325	1209		1427	1209		2273			2338	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.21	0.03		0.20	0.03		0.10			0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 31.7			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.44			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 74.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 15: Redington St & Seventh St

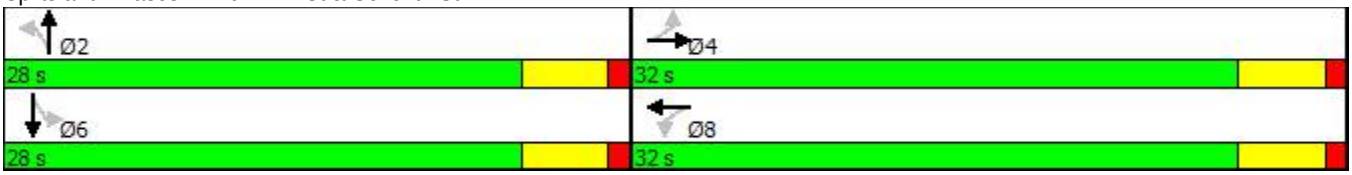


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	185	21	11	233	50	15	29	14	35	48	53
Future Volume (vph)	46	185	21	11	233	50	15	29	14	35	48	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.98			0.95			0.93	
Frt		0.989			0.977			0.968			0.947	
Flt Protected		0.991			0.998			0.987			0.987	
Satd. Flow (prot)	0	1807	0	0	1780	0	0	1730	0	0	1661	0
Flt Permitted		0.880			0.982			0.903			0.909	
Satd. Flow (perm)	0	1589	0	0	1747	0	0	1552	0	0	1494	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			23			15			62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			482			199			205	
Travel Time (s)		10.9			11.0			4.5			4.7	
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	52	208	24	12	259	56	16	32	15	42	58	64
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	284	0	0	327	0	0	63	0	0	164	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9		22.9	22.9		22.9	22.9		22.9	22.9	
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0		28.0	28.0	
Total Split (%)	53.3%	53.3%		53.3%	53.3%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	27.1	27.1		27.1	27.1		23.1	23.1		23.1	23.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.9	3.9		3.9	3.9	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.9			4.9			4.9			4.9	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)	50	50		50	50		50	50		50	50	
Act Effct Green (s)		11.9			11.9			10.3			10.3	
Actuated g/C Ratio		0.36			0.36			0.31			0.31	
v/c Ratio		0.49			0.51			0.13			0.32	
Control Delay		12.0			11.5			7.8			8.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.0			11.5			7.8			8.0	
LOS		B			B			A			A	
Approach Delay		12.0			11.5			7.8			8.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		26			29			5			10	
Queue Length 95th (ft)		99			109			25			41	
Internal Link Dist (ft)		401			402			119			125	
Turn Bay Length (ft)												
Base Capacity (vph)		1330			1464			1183			1151	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.21			0.22			0.05			0.14	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 33.1			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 10.7		Intersection LOS: B	
Intersection Capacity Utilization 54.7%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 16: Irwin St & Seventh St

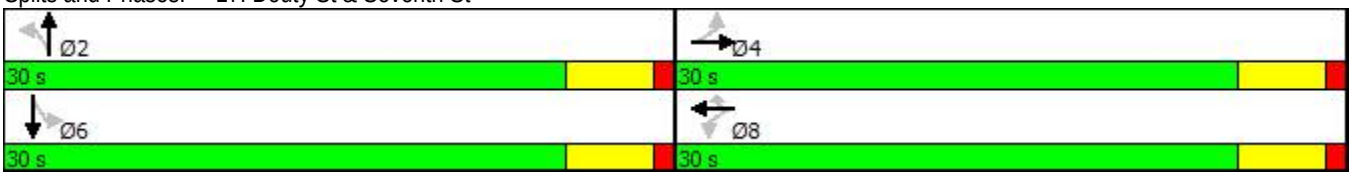


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	182	29	6	214	28	31	202	28	32	177	53
Future Volume (vph)	32	182	29	6	214	28	31	202	28	32	177	53
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		30	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00	0.93		0.98			0.97	
Frt		0.984				0.850		0.984			0.970	
Flt Protected		0.993			0.999			0.994			0.994	
Satd. Flow (prot)	0	1805	0	0	1861	1583	0	3418	0	0	3331	0
Flt Permitted		0.928			0.988			0.886			0.885	
Satd. Flow (perm)	0	1677	0	0	1839	1471	0	3023	0	0	2941	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				35		26			61	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		482			483			200			211	
Travel Time (s)		11.0			11.0			4.5			4.8	
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Peak Hour Factor	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89	0.87	0.87	0.87
Adj. Flow (vph)	41	230	37	6	230	30	35	227	31	37	203	61
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	308	0	0	236	30	0	293	0	0	301	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9		22.9	22.9	22.9	22.9	22.9		22.9	22.9	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.1	25.1		25.1	25.1	25.1	25.1	25.1		25.1	25.1	
Yellow Time (s)	3.9	3.9		3.9	3.9	3.9	3.9	3.9		3.9	3.9	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.9			4.9	4.9		4.9			4.9	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	50	50		50	50	50	50	50		50	50	
Act Effct Green (s)		12.0			12.0	12.0		10.9			10.9	
Actuated g/C Ratio		0.36			0.36	0.36		0.32			0.32	
v/c Ratio		0.51			0.36	0.05		0.29			0.30	
Control Delay		12.1			10.4	3.9		8.8			7.9	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		12.1			10.4	3.9		8.8			7.9	
LOS		B			B	A		A			A	
Approach Delay		12.1			9.7			8.8			7.9	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		29			22	0		14			13	
Queue Length 95th (ft)		88			81	10		43			39	
Internal Link Dist (ft)		402			403			120			131	
Turn Bay Length (ft)						30						
Base Capacity (vph)		1339			1465	1179		2414			2355	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.23			0.16	0.03		0.12			0.13	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 33.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 73.8%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 17: Douty St & Seventh St

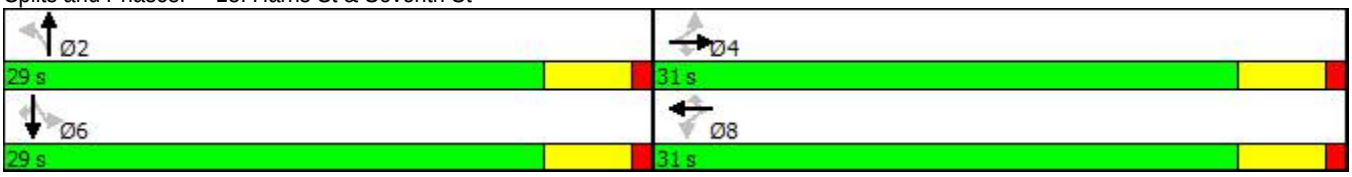


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	213	8	9	218	29	7	32	8	47	70	34
Future Volume (vph)	21	213	8	9	218	29	7	32	8	47	70	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		30	0		30	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.88		1.00	0.88	0.92	0.98			0.96	0.88
Frt			0.850			0.850		0.969				0.850
Flt Protected		0.995			0.998		0.950				0.980	
Satd. Flow (prot)	0	1853	1583	0	1859	1583	1770	1761	0	0	1825	1583
Flt Permitted		0.944			0.977		0.656				0.870	
Satd. Flow (perm)	0	1748	1397	0	1815	1397	1124	1761	0	0	1560	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			35		12				46
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			480			195			203	
Travel Time (s)		11.0			10.9			4.4			4.6	
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.69	0.69	0.69	0.74	0.74	0.74
Adj. Flow (vph)	24	239	9	11	256	34	10	46	12	64	95	46
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	263	9	0	267	34	10	58	0	0	159	46
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	4	8	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9		22.9	22.9	22.9
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	29.0	29.0		29.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%		48.3%	48.3%	48.3%
Maximum Green (s)	26.1	26.1	26.1	26.1	26.1	26.1	24.1	24.1		24.1	24.1	24.1
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.9	4.9			4.9	4.9
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	50	50	50	50	50	50	50	50		50	50	50
Act Effct Green (s)		12.0	12.0		12.0	12.0	15.1	15.1			15.1	15.1
Actuated g/C Ratio		0.38	0.38		0.38	0.38	0.47	0.47			0.47	0.47
v/c Ratio		0.40	0.02		0.39	0.06	0.02	0.07			0.21	0.07
Control Delay		10.9	1.0		10.7	4.2	8.6	7.4			9.8	3.9
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay		10.9	1.0		10.7	4.2	8.6	7.4			9.8	3.9
LOS		B	A		B	A	A	A			A	A
Approach Delay		10.6			10.0			7.6			8.5	
Approach LOS		B			A			A			A	
Queue Length 50th (ft)		26	0		26	0	1	4			16	0
Queue Length 95th (ft)		90	2		85	11	6	17			46	10
Internal Link Dist (ft)		403			400			115			123	
Turn Bay Length (ft)			30			30						
Base Capacity (vph)		1432	1151		1487	1151	877	1377			1217	1100
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0
Reduced v/c Ratio		0.18	0.01		0.18	0.03	0.01	0.04			0.13	0.04

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 31.9			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay: 9.6		Intersection LOS: A	
Intersection Capacity Utilization 54.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 18: Harris St & Seventh St



Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	148	37	71	107	63	15	102	8	78	205	37
Future Vol, veh/h	21	148	37	71	107	63	15	102	8	78	205	37
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	178	45	84	126	74	19	131	10	89	233	42
Number of Lanes	0	1	1	0	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	12.8	16.3	12.4	12.8
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	0%	12%	0%	29%	43%	0%
Vol Thru, %	87%	0%	88%	0%	44%	57%	73%
Vol Right, %	0%	100%	0%	100%	26%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	8	169	37	241	181	140
LT Vol	15	0	21	0	71	78	0
Through Vol	102	0	148	0	107	103	103
RT Vol	0	8	0	37	63	0	37
Lane Flow Rate	150	10	204	45	284	205	159
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.29	0.018	0.38	0.074	0.511	0.385	0.28
Departure Headway (Hd)	6.959	6.177	6.72	5.944	6.491	6.759	6.35
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	574	531	597	550	529	561
Service Time	4.759	3.976	4.511	3.735	4.579	4.545	4.135
HCM Lane V/C Ratio	0.293	0.017	0.384	0.075	0.516	0.388	0.283
HCM Control Delay	12.6	9.1	13.6	9.2	16.3	13.8	11.6
HCM Lane LOS	B	A	B	A	C	B	B
HCM 95th-tile Q	1.2	0.1	1.8	0.2	2.9	1.8	1.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	233	145	23	32	58
Future Vol, veh/h	28	233	145	23	32	58
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	265	165	26	36	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	251	0	-	0	627	298
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1314	-	-	-	447	741
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1239	-	-	-	386	659
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1239	-	-	-	527
HCM Lane V/C Ratio	0.026	-	-	-	0.19
HCM Control Delay (s)	8	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	149	83	129	103	21	51	237	124	14	202	23
Future Vol, veh/h	16	149	83	129	103	21	51	237	124	14	202	23
Peak Hour Factor	0.70	0.70	0.70	0.86	0.86	0.86	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	213	119	150	120	24	53	247	129	16	238	27
Number of Lanes	0	1	0	0	1	1	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	28.8	21.4	16.8	14.3
HCM LOS	D	C	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	30%	0%	6%	56%	0%	12%	0%
Vol Thru, %	70%	49%	60%	44%	0%	88%	81%
Vol Right, %	0%	51%	33%	0%	100%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	243	248	232	21	115	124
LT Vol	51	0	16	129	0	14	0
Through Vol	119	119	149	103	0	101	101
RT Vol	0	124	83	0	21	0	23
Lane Flow Rate	177	253	354	270	24	135	146
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.385	0.514	0.736	0.603	0.048	0.303	0.318
Departure Headway (Hd)	7.844	7.319	7.476	8.049	7.042	8.053	7.856
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	457	490	482	445	505	444	455
Service Time	5.633	5.108	5.561	5.839	4.832	5.851	5.654
HCM Lane V/C Ratio	0.387	0.516	0.734	0.607	0.048	0.304	0.321
HCM Control Delay	15.5	17.7	28.8	22.4	10.2	14.4	14.3
HCM Lane LOS	C	C	D	C	B	B	B
HCM 95th-tile Q	1.8	2.9	6	3.9	0.2	1.3	1.4

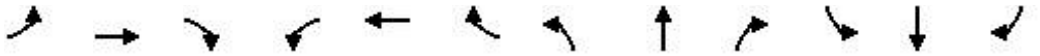
Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	226	174	13	15	80
Future Vol, veh/h	50	226	174	13	15	80
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	314	238	18	21	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	316	0	-	0	819	367
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1244	-	-	-	345	678
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1173	-	-	-	285	603
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1173	-	-	-	513
HCM Lane V/C Ratio	0.059	-	-	-	0.265
HCM Control Delay (s)	8.3	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1



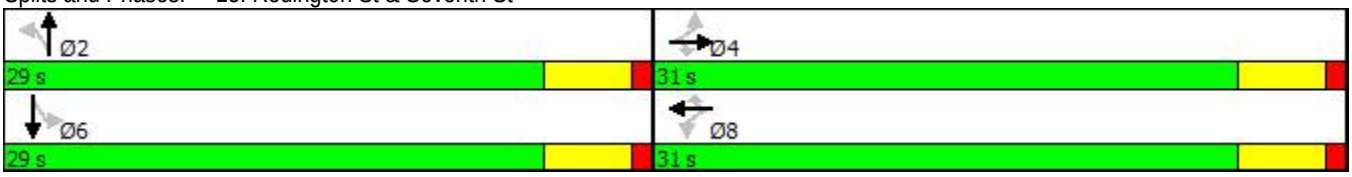
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	255	46	31	301	42	39	164	55	46	246	57
Future Volume (vph)	56	255	46	31	301	42	39	164	55	46	246	57
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		30	0		30	0		0	0		0
Storage Lanes	0		1	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99	0.93		1.00	0.93		0.97			0.97	
Frt			0.850			0.850		0.968			0.976	
Flt Protected		0.991			0.995			0.993			0.993	
Satd. Flow (prot)	0	1846	1583	0	1853	1583	0	3316	0	0	3364	0
Flt Permitted		0.874			0.940			0.855			0.876	
Satd. Flow (perm)	0	1618	1471	0	1745	1471	0	2830	0	0	2941	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			35		60			45	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		482			481			201			205	
Travel Time (s)		11.0			10.9			4.6			4.7	
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Adj. Flow (vph)	62	283	51	34	327	46	42	178	60	51	273	63
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	345	51	0	361	46	0	280	0	0	387	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		
Detector Phase	4	4	4	8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9		22.9	22.9	
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	29.0	29.0		29.0	29.0	
Total Split (%)	51.7%	51.7%	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%		48.3%	48.3%	
Maximum Green (s)	26.1	26.1	26.1	26.1	26.1	26.1	24.1	24.1		24.1	24.1	
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9		3.9	3.9	
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0	0.0		0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.9	4.9		4.9	4.9		4.9			4.9	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	

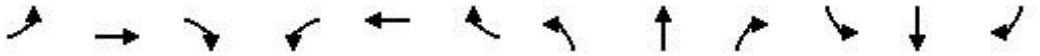
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	50	50	50	50	50	50	50	50		50	50	
Act Effct Green (s)		13.4	13.4		13.4	13.4		11.5			11.5	
Actuated g/C Ratio		0.38	0.38		0.38	0.38		0.32			0.32	
v/c Ratio		0.57	0.09		0.55	0.08		0.29			0.39	
Control Delay		13.4	5.0		12.8	4.7		8.4			10.0	
Queue Delay		0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay		13.4	5.0		12.8	4.7		8.4			10.0	
LOS		B	A		B	A		A			A	
Approach Delay		12.3			11.9			8.4			10.0	
Approach LOS		B			B			A			A	
Queue Length 50th (ft)		39	1		41	1		13			21	
Queue Length 95th (ft)		125	16		126	15		44			64	
Internal Link Dist (ft)		402			401			121			125	
Turn Bay Length (ft)			30			30						
Base Capacity (vph)		1262	1155		1362	1155		2098			2176	
Starvation Cap Reductn		0	0		0	0		0			0	
Spillback Cap Reductn		0	0		0	0		0			0	
Storage Cap Reductn		0	0		0	0		0			0	
Reduced v/c Ratio		0.27	0.04		0.27	0.04		0.13			0.18	

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 35.5
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.57
Intersection Signal Delay: 10.8 Intersection LOS: B
Intersection Capacity Utilization 78.9% ICU Level of Service D
Analysis Period (min) 15

Splits and Phases: 15: Redington St & Seventh St



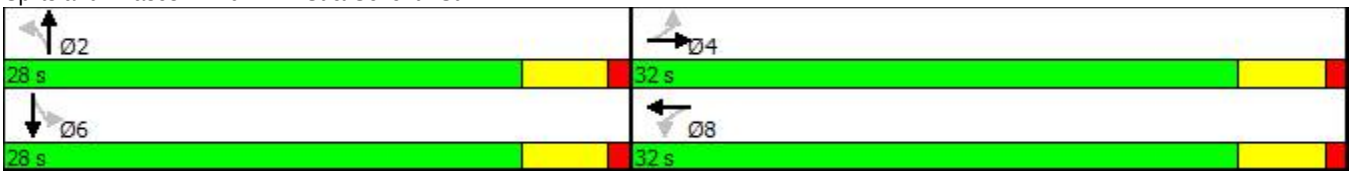


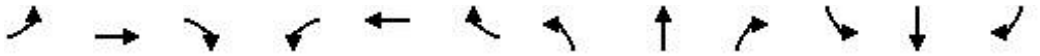
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	230	26	14	290	62	19	36	20	44	60	66
Future Volume (vph)	57	230	26	14	290	62	19	36	20	44	60	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.98			0.98			0.95			0.93	
Frt		0.989			0.977			0.964			0.947	
Flt Protected		0.991			0.998			0.988			0.987	
Satd. Flow (prot)	0	1808	0	0	1780	0	0	1719	0	0	1661	0
Flt Permitted		0.880			0.978			0.891			0.899	
Satd. Flow (perm)	0	1592	0	0	1741	0	0	1523	0	0	1478	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10			22			22			62	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		481			482			199			205	
Travel Time (s)		10.9			11.0			4.5			4.7	
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83
Adj. Flow (vph)	64	258	29	16	322	69	21	40	22	53	72	80
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	351	0	0	407	0	0	83	0	0	205	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2			6		
Detector Phase	4	4		8	8		2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9		22.9	22.9		22.9	22.9		22.9	22.9	
Total Split (s)	32.0	32.0		32.0	32.0		28.0	28.0		28.0	28.0	
Total Split (%)	53.3%	53.3%		53.3%	53.3%		46.7%	46.7%		46.7%	46.7%	
Maximum Green (s)	27.1	27.1		27.1	27.1		23.1	23.1		23.1	23.1	
Yellow Time (s)	3.9	3.9		3.9	3.9		3.9	3.9		3.9	3.9	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.9			4.9			4.9			4.9	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	None	None		None	None		Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Pedestrian Calls (#/hr)	50	50		50	50		50	50		50	50	
Act Effct Green (s)		13.5			13.5			10.8			10.8	
Actuated g/C Ratio		0.39			0.39			0.31			0.31	
v/c Ratio		0.57			0.60			0.17			0.41	
Control Delay		13.0			12.8			8.6			10.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.0			12.8			8.6			10.2	
LOS		B			B			A			B	
Approach Delay		13.0			12.8			8.6			10.2	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		37			42			7			17	
Queue Length 95th (ft)		123			139			34			60	
Internal Link Dist (ft)		401			402			119			125	
Turn Bay Length (ft)												
Base Capacity (vph)		1287			1409			1104			1082	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.29			0.08			0.19	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 35			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.60			
Intersection Signal Delay: 12.0		Intersection LOS: B	
Intersection Capacity Utilization 62.4%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 16: Irwin St & Seventh St



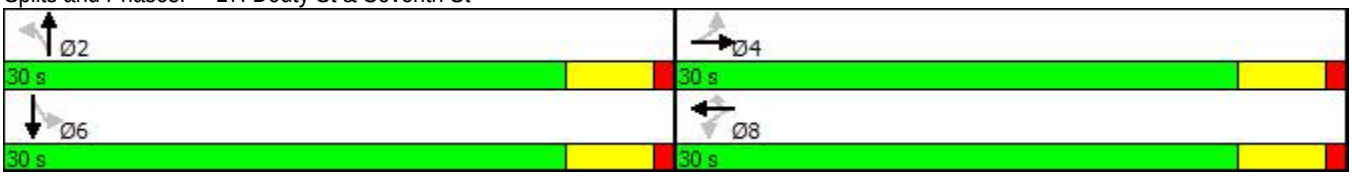


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	227	36	7	266	35	39	251	40	40	220	66
Future Volume (vph)	40	227	36	7	266	35	39	251	40	40	220	66
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		0	0		30	0		0	0		0
Storage Lanes	0		0	0		1	0		0	0		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Ped Bike Factor		0.99			1.00	0.93		0.98			0.97	
Frt		0.984				0.850		0.982			0.970	
Flt Protected		0.993			0.999			0.994			0.994	
Satd. Flow (prot)	0	1805	0	0	1861	1583	0	3405	0	0	3331	0
Flt Permitted		0.919			0.986			0.872			0.869	
Satd. Flow (perm)	0	1662	0	0	1835	1471	0	2966	0	0	2891	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		14				35		31			65	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		482			483			200			211	
Travel Time (s)		11.0			11.0			4.5			4.8	
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Peak Hour Factor	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89	0.87	0.87	0.87
Adj. Flow (vph)	51	287	46	8	286	38	44	282	45	46	253	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	384	0	0	294	38	0	371	0	0	375	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA		Perm	NA	
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2			6		
Detector Phase	4	4		8	8	8	2	2		6	6	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0		5.0	5.0	
Minimum Split (s)	22.9	22.9		22.9	22.9	22.9	22.9	22.9		22.9	22.9	
Total Split (s)	30.0	30.0		30.0	30.0	30.0	30.0	30.0		30.0	30.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%	50.0%	50.0%	50.0%		50.0%	50.0%	
Maximum Green (s)	25.1	25.1		25.1	25.1	25.1	25.1	25.1		25.1	25.1	
Yellow Time (s)	3.9	3.9		3.9	3.9	3.9	3.9	3.9		3.9	3.9	
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0	0.0		0.0			0.0	
Total Lost Time (s)		4.9			4.9	4.9		4.9			4.9	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None		None	None	None	Min	Min		Min	Min	
Walk Time (s)	7.0	7.0		7.0	7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	50	50		50	50	50	50	50		50	50	
Act Effct Green (s)		13.6			13.6	13.6		11.5			11.5	
Actuated g/C Ratio		0.38			0.38	0.38		0.32			0.32	
v/c Ratio		0.60			0.42	0.07		0.38			0.38	
Control Delay		13.5			10.8	4.2		10.2			9.4	
Queue Delay		0.0			0.0	0.0		0.0			0.0	
Total Delay		13.5			10.8	4.2		10.2			9.4	
LOS		B			B	A		B			A	
Approach Delay		13.5			10.0			10.2			9.4	
Approach LOS		B			B			B			A	
Queue Length 50th (ft)		43			32	0		22			20	
Queue Length 95th (ft)		111			99	12		62			56	
Internal Link Dist (ft)		402			403			120			131	
Turn Bay Length (ft)						30						
Base Capacity (vph)		1255			1382	1116		2241			2193	
Starvation Cap Reductn		0			0	0		0			0	
Spillback Cap Reductn		0			0	0		0			0	
Storage Cap Reductn		0			0	0		0			0	
Reduced v/c Ratio		0.31			0.21	0.03		0.17			0.17	

Intersection Summary	
Area Type:	Other
Cycle Length: 60	
Actuated Cycle Length: 35.7	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 10.8	Intersection LOS: B
Intersection Capacity Utilization 76.8%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 17: Douty St & Seventh St



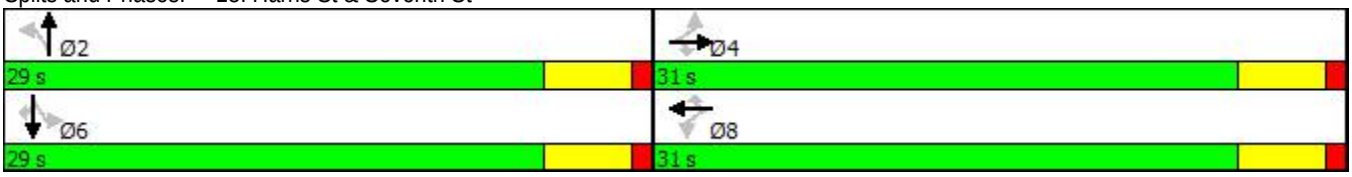
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	265	10	11	271	36	9	40	11	59	87	42
Future Volume (vph)	26	265	10	11	271	36	9	40	11	59	87	42
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	0		30	0		30	0		0	0		0
Storage Lanes	0		1	0		1	1		0	0		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		0.99	0.88		1.00	0.88	0.92	0.97			0.96	0.88
Frt			0.850			0.850		0.968				0.850
Flt Protected		0.996			0.998		0.950				0.980	
Satd. Flow (prot)	0	1855	1583	0	1859	1583	1770	1757	0	0	1825	1583
Flt Permitted		0.945			0.979		0.633				0.845	
Satd. Flow (perm)	0	1751	1397	0	1819	1397	1090	1757	0	0	1517	1397
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			35			35		16				57
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		483			480			195			203	
Travel Time (s)		11.0			10.9			4.4			4.6	
Confl. Peds. (#/hr)	60		60	60		60	60		60	60		60
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.69	0.69	0.69	0.74	0.74	0.74
Adj. Flow (vph)	29	298	11	13	319	42	13	58	16	80	118	57
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	327	11	0	332	42	13	74	0	0	198	57
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Perm	NA	Perm	Perm	NA	Perm	Perm	NA		Perm	NA	Perm
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2			6		6
Detector Phase	4	4	4	8	8	8	2	2		6	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	22.9	22.9	22.9	22.9	22.9	22.9	22.9	22.9		22.9	22.9	22.9
Total Split (s)	31.0	31.0	31.0	31.0	31.0	31.0	29.0	29.0		29.0	29.0	29.0
Total Split (%)	51.7%	51.7%	51.7%	51.7%	51.7%	51.7%	48.3%	48.3%		48.3%	48.3%	48.3%
Maximum Green (s)	26.1	26.1	26.1	26.1	26.1	26.1	24.1	24.1		24.1	24.1	24.1
Yellow Time (s)	3.9	3.9	3.9	3.9	3.9	3.9	3.9	3.9		3.9	3.9	3.9
All-Red Time (s)	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0		1.0	1.0	1.0
Lost Time Adjust (s)		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Lost Time (s)		4.9	4.9		4.9	4.9	4.9	4.9			4.9	4.9
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Recall Mode	None	None	None	None	None	None	Min	Min		Min	Min	Min
Walk Time (s)	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0		7.0	7.0	7.0
Flash Dont Walk (s)	11.0	11.0	11.0	11.0	11.0	11.0	11.0	11.0		11.0	11.0	11.0
Pedestrian Calls (#/hr)	50	50	50	50	50	50	50	50		50	50	50
Act Effct Green (s)		12.4	12.4		12.4	12.4	11.4	11.4			11.4	11.4
Actuated g/C Ratio		0.36	0.36		0.36	0.36	0.33	0.33			0.33	0.33
v/c Ratio		0.52	0.02		0.51	0.08	0.04	0.13			0.40	0.11
Control Delay		12.6	1.4		12.3	4.8	8.9	7.8			12.0	4.0
Queue Delay		0.0	0.0		0.0	0.0	0.0	0.0			0.0	0.0
Total Delay		12.6	1.4		12.3	4.8	8.9	7.8			12.0	4.0
LOS		B	A		B	A	A	A			B	A
Approach Delay		12.3			11.5			8.0			10.2	
Approach LOS		B			B			A			B	
Queue Length 50th (ft)		37	0		37	1	1	6			23	0
Queue Length 95th (ft)		113	3		107	13	7	20			58	11
Internal Link Dist (ft)		403			400			115			123	
Turn Bay Length (ft)			30			30						
Base Capacity (vph)		1394	1119		1448	1119	818	1323			1138	1063
Starvation Cap Reductn		0	0		0	0	0	0			0	0
Spillback Cap Reductn		0	0		0	0	0	0			0	0
Storage Cap Reductn		0	0		0	0	0	0			0	0
Reduced v/c Ratio		0.23	0.01		0.23	0.04	0.02	0.06			0.17	0.05

Intersection Summary

Area Type: Other
Cycle Length: 60
Actuated Cycle Length: 34.4
Natural Cycle: 50
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.52
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 57.6% ICU Level of Service B
Analysis Period (min) 15

Splits and Phases: 18: Harris St & Seventh St



Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	184	46	88	133	78	19	127	11	97	255	46
Future Vol, veh/h	26	184	46	88	133	78	19	127	11	97	255	46
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	222	55	104	156	92	24	163	14	110	290	52
Number of Lanes	0	1	1	0	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	17.6	27.4	16.1	17.3
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	0%	12%	0%	29%	43%	0%
Vol Thru, %	87%	0%	88%	0%	44%	57%	73%
Vol Right, %	0%	100%	0%	100%	26%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	11	210	46	299	225	174
LT Vol	19	0	26	0	88	97	0
Through Vol	127	0	184	0	133	128	128
RT Vol	0	11	0	46	78	0	46
Lane Flow Rate	187	14	253	55	352	255	197
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.417	0.028	0.539	0.106	0.721	0.544	0.398
Departure Headway (Hd)	8.022	7.23	7.67	6.887	7.379	7.673	7.259
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	492	468	518	489	469	495
Service Time	5.806	5.014	5.446	4.662	5.451	5.447	5.033
HCM Lane V/C Ratio	0.418	0.028	0.541	0.106	0.72	0.544	0.398
HCM Control Delay	16.5	10.2	19.1	10.5	27.4	19.3	14.8
HCM Lane LOS	C	B	C	B	D	C	B
HCM 95th-tile Q	2	0.1	3.1	0.4	5.8	3.2	1.9

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	290	180	29	40	72
Future Vol, veh/h	35	290	180	29	40	72
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	330	205	33	44	80

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	298	0	-	0	752	342
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1263	-	-	-	378	701
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1191	-	-	-	322	623
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1191	-	-	-	467
HCM Lane V/C Ratio	0.033	-	-	-	0.266
HCM Control Delay (s)	8.1	0	-	-	15.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection	
Intersection Delay, s/veh	49.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	185	103	161	128	26	63	295	176	17	251	29
Future Vol, veh/h	20	185	103	161	128	26	63	295	176	17	251	29
Peak Hour Factor	0.70	0.70	0.70	0.86	0.86	0.86	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	264	147	187	149	30	66	307	183	20	295	34
Number of Lanes	0	1	0	0	1	1	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	97.8	45.4	31.6	19.9
HCM LOS	F	E	D	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	30%	0%	6%	56%	0%	12%	0%
Vol Thru, %	70%	46%	60%	44%	0%	88%	81%
Vol Right, %	0%	54%	33%	0%	100%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	324	308	289	26	143	155
LT Vol	63	0	20	161	0	17	0
Through Vol	148	148	185	128	0	126	126
RT Vol	0	176	103	0	26	0	29
Lane Flow Rate	219	337	440	336	30	168	182
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.545	0.788	1.079	0.855	0.069	0.432	0.459
Departure Headway (Hd)	9.384	8.828	8.826	9.543	8.521	9.748	9.547
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	386	414	409	383	423	372	380
Service Time	7.084	6.528	6.898	7.243	6.221	7.448	7.247
HCM Lane V/C Ratio	0.567	0.814	1.076	0.877	0.071	0.452	0.479
HCM Control Delay	22.8	37.4	97.8	48.4	11.9	19.7	20.1
HCM Lane LOS	C	E	F	E	B	C	C
HCM 95th-tile Q	3.1	6.8	14.9	8.1	0.2	2.1	2.3

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	281	217	16	19	100
Future Vol, veh/h	62	281	217	16	19	100
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	390	297	22	27	143

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	379	0	-	0	990	428
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	622	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1179	-	-	-	273	627
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1112	-	-	-	219	557
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1112	-	-	-	447
HCM Lane V/C Ratio	0.077	-	-	-	0.38
HCM Control Delay (s)	8.5	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.8

Intersection	
Intersection Delay, s/veh	15
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	45	205	37	25	242	34	31	132	39	37	198	46
Future Vol, veh/h	45	205	37	25	242	34	31	132	39	37	198	46
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	50	228	41	27	263	37	34	143	42	41	220	51
Number of Lanes	0	1	1	0	1	1	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	16.7	17.3	12.1	12.9
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	32%	0%	18%	0%	9%	0%	27%	0%
Vol Thru, %	68%	63%	82%	0%	91%	0%	73%	68%
Vol Right, %	0%	37%	0%	100%	0%	100%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	105	250	37	267	34	136	145
LT Vol	31	0	45	0	25	0	37	0
Through Vol	66	66	205	0	242	0	99	99
RT Vol	0	39	0	37	0	34	0	46
Lane Flow Rate	105	114	278	41	290	37	151	161
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.22	0.224	0.542	0.071	0.562	0.064	0.306	0.309
Departure Headway (Hd)	7.5	7.069	7.025	6.218	6.966	6.203	7.281	6.915
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	479	508	514	576	519	577	494	520
Service Time	5.25	4.819	4.769	3.961	4.708	3.944	5.028	4.661
HCM Lane V/C Ratio	0.219	0.224	0.541	0.071	0.559	0.064	0.306	0.31
HCM Control Delay	12.4	11.9	17.8	9.4	18.3	9.4	13.2	12.7
HCM Lane LOS	B	B	C	A	C	A	B	B
HCM 95th-tile Q	0.8	0.9	3.2	0.2	3.4	0.2	1.3	1.3

Intersection	
Intersection Delay, s/veh	11.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	185	21	11	233	50	15	29	14	35	48	53
Future Vol, veh/h	46	185	21	11	233	50	15	29	14	35	48	53
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	52	208	24	12	259	56	16	32	15	42	58	64
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	11.3	11.7	9.3	10.2
HCM LOS	B	B	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	26%	18%	4%	26%
Vol Thru, %	50%	73%	79%	35%
Vol Right, %	24%	8%	17%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	252	294	136
LT Vol	15	46	11	35
Through Vol	29	185	233	48
RT Vol	14	21	50	53
Lane Flow Rate	64	283	327	164
Geometry Grp	1	1	1	1
Degree of Util (X)	0.1	0.395	0.443	0.245
Departure Headway (Hd)	5.656	5.017	4.887	5.373
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	633	719	742	669
Service Time	3.696	3.026	2.896	3.408
HCM Lane V/C Ratio	0.101	0.394	0.441	0.245
HCM Control Delay	9.3	11.3	11.7	10.2
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.3	1.9	2.3	1

Intersection	
Intersection Delay, s/veh	15.3
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	32	182	29	6	214	28	31	202	28	32	177	53
Future Vol, veh/h	32	182	29	6	214	28	31	202	28	32	177	53
Peak Hour Factor	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	41	230	37	6	230	30	35	227	31	37	203	61
Number of Lanes	0	1	0	0	1	1	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	19.9	15.3	12.9	12.8
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	23%	0%	13%	3%	0%	27%	0%
Vol Thru, %	77%	78%	75%	97%	0%	73%	63%
Vol Right, %	0%	22%	12%	0%	100%	0%	37%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	132	129	243	220	28	121	142
LT Vol	31	0	32	6	0	32	0
Through Vol	101	101	182	214	0	89	89
RT Vol	0	28	29	0	28	0	53
Lane Flow Rate	148	145	308	237	30	139	163
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.301	0.283	0.597	0.468	0.053	0.281	0.312
Departure Headway (Hd)	7.3	7.023	6.982	7.124	6.394	7.304	6.899
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	492	512	517	506	559	492	520
Service Time	5.05	4.773	5.028	4.874	4.144	5.056	4.65
HCM Lane V/C Ratio	0.301	0.283	0.596	0.468	0.054	0.283	0.313
HCM Control Delay	13.2	12.5	19.9	16	9.5	12.9	12.8
HCM Lane LOS	B	B	C	C	A	B	B
HCM 95th-tile Q	1.3	1.2	3.9	2.5	0.2	1.1	1.3

Intersection	
Intersection Delay, s/veh	11.9
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	213	8	9	218	29	7	32	8	47	70	34
Future Vol, veh/h	21	213	8	9	218	29	7	32	8	47	70	34
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.69	0.69	0.69	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	24	239	9	11	256	34	10	46	12	64	95	46
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	12.6	12.3	9.8	11
HCM LOS	B	B	A	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	9%	0%	4%	0%	40%	0%
Vol Thru, %	0%	80%	91%	0%	96%	0%	60%	0%
Vol Right, %	0%	20%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	7	40	234	8	227	29	117	34
LT Vol	7	0	21	0	9	0	47	0
Through Vol	0	32	213	0	218	0	70	0
RT Vol	0	8	0	8	0	29	0	34
Lane Flow Rate	10	58	263	9	267	34	158	46
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.02	0.103	0.425	0.013	0.428	0.048	0.283	0.071
Departure Headway (Hd)	7.019	6.368	5.826	5.073	5.769	5.042	6.451	5.538
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	510	562	618	705	625	710	557	646
Service Time	4.764	4.113	3.559	2.805	3.501	2.774	4.189	3.275
HCM Lane V/C Ratio	0.02	0.103	0.426	0.013	0.427	0.048	0.284	0.071
HCM Control Delay	9.9	9.8	12.8	7.9	12.8	8	11.7	8.7
HCM Lane LOS	A	A	B	A	B	A	B	A
HCM 95th-tile Q	0.1	0.3	2.1	0	2.1	0.2	1.2	0.2

Intersection	
Intersection Delay, s/veh	13.7
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	21	148	37	71	107	63	15	102	8	78	205	37
Future Vol, veh/h	21	148	37	71	107	63	15	102	8	78	205	37
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	25	178	45	84	126	74	19	131	10	89	233	42
Number of Lanes	0	1	1	0	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	12.8	16.3	12.4	12.8
HCM LOS	B	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	0%	12%	0%	29%	43%	0%
Vol Thru, %	87%	0%	88%	0%	44%	57%	73%
Vol Right, %	0%	100%	0%	100%	26%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	117	8	169	37	241	181	140
LT Vol	15	0	21	0	71	78	0
Through Vol	102	0	148	0	107	103	103
RT Vol	0	8	0	37	63	0	37
Lane Flow Rate	150	10	204	45	284	205	159
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.29	0.018	0.38	0.074	0.511	0.385	0.28
Departure Headway (Hd)	6.959	6.177	6.72	5.944	6.491	6.759	6.35
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	512	574	531	597	550	529	561
Service Time	4.759	3.976	4.511	3.735	4.579	4.545	4.135
HCM Lane V/C Ratio	0.293	0.017	0.384	0.075	0.516	0.388	0.283
HCM Control Delay	12.6	9.1	13.6	9.2	16.3	13.8	11.6
HCM Lane LOS	B	A	B	A	C	B	B
HCM 95th-tile Q	1.2	0.1	1.8	0.2	2.9	1.8	1.1

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	28	233	145	23	32	58
Future Vol, veh/h	28	233	145	23	32	58
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	32	265	165	26	36	64

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	251	0	-	0	627	298
Stage 1	-	-	-	-	238	-
Stage 2	-	-	-	-	389	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1314	-	-	-	447	741
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	685	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1239	-	-	-	386	659
Mov Cap-2 Maneuver	-	-	-	-	386	-
Stage 1	-	-	-	-	734	-
Stage 2	-	-	-	-	646	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1239	-	-	-	527
HCM Lane V/C Ratio	0.026	-	-	-	0.19
HCM Control Delay (s)	8	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

Intersection	
Intersection Delay, s/veh	20.4
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	16	149	83	129	103	21	51	237	124	14	202	23
Future Vol, veh/h	16	149	83	129	103	21	51	237	124	14	202	23
Peak Hour Factor	0.70	0.70	0.70	0.86	0.86	0.86	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	213	119	150	120	24	53	247	129	16	238	27
Number of Lanes	0	1	0	0	1	1	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	28.8	21.4	16.8	14.3
HCM LOS	D	C	C	B

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	30%	0%	6%	56%	0%	12%	0%
Vol Thru, %	70%	49%	60%	44%	0%	88%	81%
Vol Right, %	0%	51%	33%	0%	100%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	170	243	248	232	21	115	124
LT Vol	51	0	16	129	0	14	0
Through Vol	119	119	149	103	0	101	101
RT Vol	0	124	83	0	21	0	23
Lane Flow Rate	177	253	354	270	24	135	146
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.385	0.514	0.736	0.603	0.048	0.303	0.318
Departure Headway (Hd)	7.844	7.319	7.476	8.049	7.042	8.053	7.856
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	457	490	482	445	505	444	455
Service Time	5.633	5.108	5.561	5.839	4.832	5.851	5.654
HCM Lane V/C Ratio	0.387	0.516	0.734	0.607	0.048	0.304	0.321
HCM Control Delay	15.5	17.7	28.8	22.4	10.2	14.4	14.3
HCM Lane LOS	C	C	D	C	B	B	B
HCM 95th-tile Q	1.8	2.9	6	3.9	0.2	1.3	1.4

Intersection	
Int Delay, s/veh	3.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	50	226	174	13	15	80
Future Vol, veh/h	50	226	174	13	15	80
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	69	314	238	18	21	114

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	316	0	-	0	819	367
Stage 1	-	-	-	-	307	-
Stage 2	-	-	-	-	512	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1244	-	-	-	345	678
Stage 1	-	-	-	-	746	-
Stage 2	-	-	-	-	602	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1173	-	-	-	285	603
Mov Cap-2 Maneuver	-	-	-	-	285	-
Stage 1	-	-	-	-	653	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	14.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1173	-	-	-	513
HCM Lane V/C Ratio	0.059	-	-	-	0.265
HCM Control Delay (s)	8.3	0	-	-	14.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.1

Intersection	
Intersection Delay, s/veh	25.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	56	255	46	31	301	42	39	164	55	46	246	57
Future Vol, veh/h	56	255	46	31	301	42	39	164	55	46	246	57
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	62	283	51	34	327	46	42	178	60	51	273	63
Number of Lanes	0	1	1	0	1	1	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	30.9	33.9	15.4	17.4
HCM LOS	D	D	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	32%	0%	18%	0%	9%	0%	27%	0%
Vol Thru, %	68%	60%	82%	0%	91%	0%	73%	68%
Vol Right, %	0%	40%	0%	100%	0%	100%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	137	311	46	332	42	169	180
LT Vol	39	0	56	0	31	0	46	0
Through Vol	82	82	255	0	301	0	123	123
RT Vol	0	55	0	46	0	42	0	57
Lane Flow Rate	132	149	346	51	361	46	188	200
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.318	0.342	0.777	0.103	0.808	0.092	0.439	0.447
Departure Headway (Hd)	8.716	8.256	8.09	7.274	8.059	7.246	8.423	8.052
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	413	435	449	493	451	495	428	448
Service Time	6.472	6.012	5.838	5.021	5.759	4.988	6.176	5.805
HCM Lane V/C Ratio	0.32	0.343	0.771	0.103	0.8	0.093	0.439	0.446
HCM Control Delay	15.5	15.3	33.9	10.9	36.8	10.7	17.6	17.2
HCM Lane LOS	C	C	D	B	E	B	C	C
HCM 95th-tile Q	1.3	1.5	6.8	0.3	7.4	0.3	2.2	2.3

Intersection	
Intersection Delay, s/veh	14.2
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	57	230	26	14	290	62	19	36	20	44	60	66
Future Vol, veh/h	57	230	26	14	290	62	19	36	20	44	60	66
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	64	258	29	16	322	69	21	40	22	53	72	80
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	14.5	15.8	10.4	12
HCM LOS	B	C	B	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	25%	18%	4%	26%
Vol Thru, %	48%	73%	79%	35%
Vol Right, %	27%	8%	17%	39%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	75	313	366	170
LT Vol	19	57	14	44
Through Vol	36	230	290	60
RT Vol	20	26	62	66
Lane Flow Rate	82	352	407	205
Geometry Grp	1	1	1	1
Degree of Util (X)	0.144	0.529	0.595	0.336
Departure Headway (Hd)	6.271	5.417	5.266	5.902
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	568	661	683	606
Service Time	4.355	3.476	3.322	3.97
HCM Lane V/C Ratio	0.144	0.533	0.596	0.338
HCM Control Delay	10.4	14.5	15.8	12
HCM Lane LOS	B	B	C	B
HCM 95th-tile Q	0.5	3.1	4	1.5

Intersection	
Intersection Delay, s/veh	26.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	40	227	36	7	266	35	39	251	40	40	220	66
Future Vol, veh/h	40	227	36	7	266	35	39	251	40	40	220	66
Peak Hour Factor	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	51	287	46	8	286	38	44	282	45	46	253	76
Number of Lanes	0	1	0	0	1	1	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	44.3	25	17.4	17.4
HCM LOS	E	C	C	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	24%	0%	13%	3%	0%	27%	0%
Vol Thru, %	76%	76%	75%	97%	0%	73%	62%
Vol Right, %	0%	24%	12%	0%	100%	0%	38%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	165	166	303	273	35	150	176
LT Vol	39	0	40	7	0	40	0
Through Vol	126	126	227	266	0	110	110
RT Vol	0	40	36	0	35	0	66
Lane Flow Rate	185	186	384	294	38	172	202
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.438	0.425	0.862	0.676	0.079	0.409	0.457
Departure Headway (Hd)	8.531	8.231	8.091	8.289	7.551	8.541	8.129
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	421	437	449	434	474	421	443
Service Time	6.287	5.988	6.145	6.043	5.305	6.299	5.887
HCM Lane V/C Ratio	0.439	0.426	0.855	0.677	0.08	0.409	0.456
HCM Control Delay	17.8	17	44.3	26.8	11	17.1	17.6
HCM Lane LOS	C	C	E	D	B	C	C
HCM 95th-tile Q	2.2	2.1	8.7	4.9	0.3	2	2.3

Intersection	
Intersection Delay, s/veh	15.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	265	10	11	271	36	9	40	11	59	87	42
Future Vol, veh/h	26	265	10	11	271	36	9	40	11	59	87	42
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.69	0.69	0.69	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	298	11	13	319	42	13	58	16	80	118	57
Number of Lanes	0	1	1	0	1	1	1	1	0	0	1	1

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	2
HCM Control Delay	16.9	16.1	11	13.1
HCM LOS	C	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	100%	0%	9%	0%	4%	0%	40%	0%
Vol Thru, %	0%	78%	91%	0%	96%	0%	60%	0%
Vol Right, %	0%	22%	0%	100%	0%	100%	0%	100%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	9	51	291	10	282	36	146	42
LT Vol	9	0	26	0	11	0	59	0
Through Vol	0	40	265	0	271	0	87	0
RT Vol	0	11	0	10	0	36	0	42
Lane Flow Rate	13	74	327	11	332	42	197	57
Geometry Grp	7	7	7	7	7	7	7	7
Degree of Util (X)	0.028	0.144	0.571	0.017	0.573	0.065	0.383	0.096
Departure Headway (Hd)	7.784	7.017	6.282	5.526	6.218	5.488	6.985	6.066
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	463	507	572	643	577	648	513	587
Service Time	5.484	4.817	4.054	3.297	3.987	3.256	4.763	3.844
HCM Lane V/C Ratio	0.028	0.146	0.572	0.017	0.575	0.065	0.384	0.097
HCM Control Delay	10.7	11	17.2	8.4	17.1	8.6	14.1	9.5
HCM Lane LOS	B	B	C	A	C	A	B	A
HCM 95th-tile Q	0.1	0.5	3.6	0.1	3.6	0.2	1.8	0.3

Intersection	
Intersection Delay, s/veh	19.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	26	184	46	88	133	78	19	127	11	97	255	46
Future Vol, veh/h	26	184	46	88	133	78	19	127	11	97	255	46
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	31	222	55	104	156	92	24	163	14	110	290	52
Number of Lanes	0	1	1	0	1	0	0	1	1	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	1	2
HCM Control Delay	17.6	27.4	16.1	17.3
HCM LOS	C	D	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	13%	0%	12%	0%	29%	43%	0%
Vol Thru, %	87%	0%	88%	0%	44%	57%	73%
Vol Right, %	0%	100%	0%	100%	26%	0%	27%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	146	11	210	46	299	225	174
LT Vol	19	0	26	0	88	97	0
Through Vol	127	0	184	0	133	128	128
RT Vol	0	11	0	46	78	0	46
Lane Flow Rate	187	14	253	55	352	255	197
Geometry Grp	7	7	7	7	6	7	7
Degree of Util (X)	0.417	0.028	0.539	0.106	0.721	0.544	0.398
Departure Headway (Hd)	8.022	7.23	7.67	6.887	7.379	7.673	7.259
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	492	468	518	489	469	495
Service Time	5.806	5.014	5.446	4.662	5.451	5.447	5.033
HCM Lane V/C Ratio	0.418	0.028	0.541	0.106	0.72	0.544	0.398
HCM Control Delay	16.5	10.2	19.1	10.5	27.4	19.3	14.8
HCM Lane LOS	C	B	C	B	D	C	B
HCM 95th-tile Q	2	0.1	3.1	0.4	5.8	3.2	1.9

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	35	290	180	29	40	72
Future Vol, veh/h	35	290	180	29	40	72
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	330	205	33	44	80

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	298	0	-	0	752	342
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	470	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1263	-	-	-	378	701
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	629	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1191	-	-	-	322	623
Mov Cap-2 Maneuver	-	-	-	-	322	-
Stage 1	-	-	-	-	692	-
Stage 2	-	-	-	-	593	-

Approach	EB	WB	SB
HCM Control Delay, s	0.9	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1191	-	-	-	467
HCM Lane V/C Ratio	0.033	-	-	-	0.266
HCM Control Delay (s)	8.1	0	-	-	15.5
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	1.1

Intersection	
Intersection Delay, s/veh	49.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	185	103	161	128	26	63	295	176	17	251	29
Future Vol, veh/h	20	185	103	161	128	26	63	295	176	17	251	29
Peak Hour Factor	0.70	0.70	0.70	0.86	0.86	0.86	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	29	264	147	187	149	30	66	307	183	20	295	34
Number of Lanes	0	1	0	0	1	1	0	2	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	1	2	2
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	2	1	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	2	2	2	1
HCM Control Delay	97.8	45.4	31.6	19.9
HCM LOS	F	E	D	C

Lane	NBLn1	NBLn2	EBLn1	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	30%	0%	6%	56%	0%	12%	0%
Vol Thru, %	70%	46%	60%	44%	0%	88%	81%
Vol Right, %	0%	54%	33%	0%	100%	0%	19%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	211	324	308	289	26	143	155
LT Vol	63	0	20	161	0	17	0
Through Vol	148	148	185	128	0	126	126
RT Vol	0	176	103	0	26	0	29
Lane Flow Rate	219	337	440	336	30	168	182
Geometry Grp	7	7	6	7	7	7	7
Degree of Util (X)	0.545	0.788	1.079	0.855	0.069	0.432	0.459
Departure Headway (Hd)	9.384	8.828	8.826	9.543	8.521	9.748	9.547
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	386	414	409	383	423	372	380
Service Time	7.084	6.528	6.898	7.243	6.221	7.448	7.247
HCM Lane V/C Ratio	0.567	0.814	1.076	0.877	0.071	0.452	0.479
HCM Control Delay	22.8	37.4	97.8	48.4	11.9	19.7	20.1
HCM Lane LOS	C	E	F	E	B	C	C
HCM 95th-tile Q	3.1	6.8	14.9	8.1	0.2	2.1	2.3

Intersection	
Int Delay, s/veh	3.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	281	217	16	19	100
Future Vol, veh/h	62	281	217	16	19	100
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	86	390	297	22	27	143

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	379	0	-	0	990	428
Stage 1	-	-	-	-	368	-
Stage 2	-	-	-	-	622	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1179	-	-	-	273	627
Stage 1	-	-	-	-	700	-
Stage 2	-	-	-	-	535	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1112	-	-	-	219	557
Mov Cap-2 Maneuver	-	-	-	-	219	-
Stage 1	-	-	-	-	595	-
Stage 2	-	-	-	-	505	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	17.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1112	-	-	-	447
HCM Lane V/C Ratio	0.077	-	-	-	0.38
HCM Control Delay (s)	8.5	0	-	-	17.9
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.8

Intersection	
Intersection Delay, s/veh	26.6
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	393	74	0	0	0	31	132	153	37	198	46
Future Vol, veh/h	66	393	74	0	0	0	31	132	153	37	198	46
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	437	82	0	0	0	34	143	166	41	220	51
Number of Lanes	0	1	1	0	0	0	0	2	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	41.4	13.5	12.8
HCM LOS	E	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	32%	0%	14%	0%	27%	0%
Vol Thru, %	68%	30%	86%	0%	73%	68%
Vol Right, %	0%	70%	0%	100%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	219	459	74	136	145
LT Vol	31	0	66	0	37	0
Through Vol	66	66	393	0	99	99
RT Vol	0	153	0	74	0	46
Lane Flow Rate	105	238	510	82	151	161
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.21	0.43	0.921	0.131	0.302	0.305
Departure Headway (Hd)	7.173	6.508	6.503	5.722	7.187	6.82
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	497	550	556	623	497	524
Service Time	4.969	4.303	4.268	3.487	4.985	4.617
HCM Lane V/C Ratio	0.211	0.433	0.917	0.132	0.304	0.307
HCM Control Delay	11.9	14.2	46.6	9.4	13.1	12.6
HCM Lane LOS	B	B	E	A	B	B
HCM 95th-tile Q	0.8	2.1	11.3	0.4	1.3	1.3

Intersection	
Intersection Delay, s/veh	23.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	492	21	0	0	0	0	44	14	67	101	0
Future Vol, veh/h	74	492	21	0	0	0	0	44	14	67	101	0
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	553	24	0	0	0	0	48	15	81	122	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	29	9.5	11.6
HCM LOS	D	A	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	13%	40%
Vol Thru, %	76%	84%	60%
Vol Right, %	24%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	58	587	168
LT Vol	0	74	67
Through Vol	44	492	101
RT Vol	14	21	0
Lane Flow Rate	64	660	202
Geometry Grp	1	1	1
Degree of Util (X)	0.104	0.856	0.328
Departure Headway (Hd)	5.86	4.672	5.825
Convergence, Y/N	Yes	Yes	Yes
Cap	614	765	621
Service Time	3.868	2.758	3.829
HCM Lane V/C Ratio	0.104	0.863	0.325
HCM Control Delay	9.5	29	11.6
HCM Lane LOS	A	D	B
HCM 95th-tile Q	0.3	10.2	1.4

Intersection	
Intersection Delay, s/veh	69.9
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	405	112	0	0	0	0	233	202	96	230	0
Future Vol, veh/h	48	405	112	0	0	0	0	233	202	96	230	0
Peak Hour Factor	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	513	142	0	0	0	0	262	227	110	264	0
Number of Lanes	0	1	0	0	0	0	0	2	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	133.7	17.9	16.1
HCM LOS	F	C	C

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	8%	56%	0%
Vol Thru, %	100%	28%	72%	44%	100%
Vol Right, %	0%	72%	20%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	280	565	173	153
LT Vol	0	0	48	96	0
Through Vol	155	78	405	77	153
RT Vol	0	202	112	0	0
Lane Flow Rate	175	314	715	198	176
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.345	0.577	1.217	0.42	0.359
Departure Headway (Hd)	7.871	7.346	6.124	8.296	8.007
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	461	493	601	437	453
Service Time	5.571	5.046	4.134	5.996	5.707
HCM Lane V/C Ratio	0.38	0.637	1.19	0.453	0.389
HCM Control Delay	14.7	19.6	133.7	16.9	15.1
HCM Lane LOS	B	C	F	C	C
HCM 95th-tile Q	1.5	3.6	26.2	2	1.6

Intersection	
Intersection Delay, s/veh	48.7
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	513	132	118	0	138	0	39	8	47	104	0
Future Vol, veh/h	71	513	132	118	0	138	0	39	8	47	104	0
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.69	0.69	0.69	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	576	148	139	0	162	0	57	12	64	141	0
Number of Lanes	0	1	1	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	74.6	11.5	11.3	13.9
HCM LOS	F	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	12%	0%	100%	0%	31%
Vol Thru, %	83%	88%	0%	0%	0%	69%
Vol Right, %	17%	0%	100%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	584	132	118	138	151
LT Vol	0	71	0	118	0	47
Through Vol	39	513	0	0	0	104
RT Vol	8	0	132	0	138	0
Lane Flow Rate	68	656	148	139	162	204
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.131	1.097	0.216	0.269	0.26	0.373
Departure Headway (Hd)	7.212	6.019	5.247	7.168	5.942	6.894
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	500	604	687	504	609	524
Service Time	5.212	3.733	2.961	4.868	3.642	4.894
HCM Lane V/C Ratio	0.136	1.086	0.215	0.276	0.266	0.389
HCM Control Delay	11.3	89.3	9.4	12.5	10.7	13.9
HCM Lane LOS	B	F	A	B	B	B
HCM 95th-tile Q	0.4	19.7	0.8	1.1	1	1.7

Intersection	
Intersection Delay, s/veh	123.6
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	0	111	96	458	97	15	110	0	0	283	37
Future Vol, veh/h	95	0	111	96	458	97	15	110	0	0	283	37
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	114	0	134	113	539	114	19	141	0	0	322	42
Number of Lanes	1	0	1	0	1	0	0	1	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	13.4	232.5	17.3	16.5
HCM LOS	B	F	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	12%	100%	0%	15%	0%	0%
Vol Thru, %	88%	0%	0%	70%	100%	72%
Vol Right, %	0%	0%	100%	15%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	95	111	651	189	131
LT Vol	15	95	0	96	0	0
Through Vol	110	0	0	458	189	94
RT Vol	0	0	111	97	0	37
Lane Flow Rate	160	114	134	766	214	149
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.358	0.252	0.249	1.45	0.446	0.302
Departure Headway (Hd)	9.256	8.687	7.442	6.816	8.529	8.325
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	391	417	485	536	425	434
Service Time	7.256	6.387	5.142	4.882	6.229	6.025
HCM Lane V/C Ratio	0.409	0.273	0.276	1.429	0.504	0.343
HCM Control Delay	17.3	14.3	12.6	232.5	17.9	14.6
HCM Lane LOS	C	B	B	F	C	B
HCM 95th-tile Q	1.6	1	1	37.1	2.2	1.3

Intersection	
Int Delay, s/veh	4.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	487	73	0	164
Future Vol, veh/h	0	0	487	73	0	164
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	553	83	0	182

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	715
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	431
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	406
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	20.9
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	406
HCM Lane V/C Ratio	-	-	0.449
HCM Control Delay (s)	-	-	20.9
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2.3

Intersection	
Intersection Delay, s/veh	76.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	135	426	49	81	361	0	0	216	53
Future Vol, veh/h	0	0	0	135	426	49	81	361	0	0	216	53
Peak Hour Factor	0.70	0.70	0.70	0.86	0.86	0.86	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	157	495	57	84	376	0	0	254	62
Number of Lanes	0	0	0	0	1	1	0	2	0	0	2	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	142.1	17.4	14.3
HCM LOS	F	C	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	40%	0%	24%	0%	0%	0%
Vol Thru, %	60%	100%	76%	0%	100%	58%
Vol Right, %	0%	0%	0%	100%	0%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	201	241	561	49	144	125
LT Vol	81	0	135	0	0	0
Through Vol	120	241	426	0	144	72
RT Vol	0	0	0	49	0	53
Lane Flow Rate	210	251	652	57	169	147
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.427	0.497	1.259	0.097	0.346	0.289
Departure Headway (Hd)	8.032	7.824	6.946	6.113	8.082	7.774
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	451	464	528	587	447	465
Service Time	5.732	5.524	4.673	3.84	5.782	5.474
HCM Lane V/C Ratio	0.466	0.541	1.235	0.097	0.378	0.316
HCM Control Delay	16.6	18	153.7	9.5	15	13.6
HCM Lane LOS	C	C	F	A	B	B
HCM 95th-tile Q	2.1	2.7	26.1	0.3	1.5	1.2

Intersection	
Int Delay, s/veh	84

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	392	42	139	223
Future Vol, veh/h	0	0	392	42	139	223
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	537	58	199	319

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	686	686
Stage 1	-	-	626	-
Stage 2	-	-	60	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	413	447
Stage 1	-	-	533	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	367	421
Mov Cap-2 Maneuver	-	-	367	-
Stage 1	-	-	503	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	180.5
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	398
HCM Lane V/C Ratio	-	-	1.299
HCM Control Delay (s)	-	-	180.5
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	23.2

Intersection	
Intersection Delay, s/veh	67.4
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	489	92	0	0	0	39	164	190	46	246	57
Future Vol, veh/h	82	489	92	0	0	0	39	164	190	46	246	57
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	91	543	102	0	0	0	42	178	207	51	273	63
Number of Lanes	0	1	1	0	0	0	0	2	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	123.7	17.5	15.6
HCM LOS	F	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	32%	0%	14%	0%	27%	0%
Vol Thru, %	68%	30%	86%	0%	73%	68%
Vol Right, %	0%	70%	0%	100%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	272	571	92	169	180
LT Vol	39	0	82	0	46	0
Through Vol	82	82	489	0	123	123
RT Vol	0	190	0	92	0	57
Lane Flow Rate	132	296	634	102	188	200
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.272	0.559	1.229	0.176	0.39	0.396
Departure Headway (Hd)	8.081	7.409	6.974	6.19	8.117	7.747
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	491	527	581	447	468
Service Time	5.781	5.109	4.705	3.921	5.817	5.447
HCM Lane V/C Ratio	0.295	0.603	1.203	0.176	0.421	0.427
HCM Control Delay	13.8	19.1	142	10.2	15.9	15.4
HCM Lane LOS	B	C	F	B	C	C
HCM 95th-tile Q	1.1	3.4	24.4	0.6	1.8	1.9

Intersection	
Intersection Delay, s/veh	68.3
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	612	26	0	0	0	0	55	17	83	126	0
Future Vol, veh/h	92	612	26	0	0	0	0	55	17	83	126	0
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	688	29	0	0	0	0	60	19	100	152	0
Number of Lanes	0	1	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	1
HCM Control Delay	90.5	10.6	14
HCM LOS	F	B	B

Lane	NBLn1	EBLn1	SBLn1
Vol Left, %	0%	13%	40%
Vol Thru, %	76%	84%	60%
Vol Right, %	24%	4%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	72	730	209
LT Vol	0	92	83
Through Vol	55	612	126
RT Vol	17	26	0
Lane Flow Rate	79	820	252
Geometry Grp	1	1	1
Degree of Util (X)	0.135	1.116	0.423
Departure Headway (Hd)	6.544	4.898	6.394
Convergence, Y/N	Yes	Yes	Yes
Cap	551	730	567
Service Time	4.544	2.989	4.394
HCM Lane V/C Ratio	0.143	1.123	0.444
HCM Control Delay	10.6	90.5	14
HCM Lane LOS	B	F	B
HCM 95th-tile Q	0.5	23.4	2.1

Intersection	
Intersection Delay, s/veh	148
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	504	139	0	0	0	0	290	251	119	286	0
Future Vol, veh/h	60	504	139	0	0	0	0	290	251	119	286	0
Peak Hour Factor	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	638	176	0	0	0	0	326	282	137	329	0
Number of Lanes	0	1	0	0	0	0	0	2	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	1	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	1
HCM Control Delay	297.6	26.6	20.7
HCM LOS	F	D	C

Lane	NBLn1	NBLn2	EBLn1	SBLn1	SBLn2
Vol Left, %	0%	0%	9%	56%	0%
Vol Thru, %	100%	28%	72%	44%	100%
Vol Right, %	0%	72%	20%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	193	348	703	214	191
LT Vol	0	0	60	119	0
Through Vol	193	97	504	95	191
RT Vol	0	251	139	0	0
Lane Flow Rate	217	391	890	246	219
Geometry Grp	7	7	2	7	7
Degree of Util (X)	0.44	0.736	1.604	0.527	0.452
Departure Headway (Hd)	8.931	8.399	6.49	9.382	9.089
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes
Cap	406	434	570	387	399
Service Time	6.631	6.099	4.49	7.082	6.789
HCM Lane V/C Ratio	0.534	0.901	1.561	0.636	0.549
HCM Control Delay	18.5	31.1	297.6	22.1	19.1
HCM Lane LOS	C	D	F	C	C
HCM 95th-tile Q	2.2	5.9	48.7	3	2.3

Intersection	
Intersection Delay, s/veh	21.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	639	164	147	0	172	0	49	10	59	129	0
Future Vol, veh/h	88	639	164	147	0	172	0	49	10	59	129	0
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.69	0.69	0.69	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	99	718	184	173	0	202	0	71	14	80	174	0
Number of Lanes	0	1	1	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	197	13.8	12.9	17.6
HCM LOS	F	B	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	12%	0%	100%	0%	31%
Vol Thru, %	83%	88%	0%	0%	0%	69%
Vol Right, %	17%	0%	100%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	727	164	147	172	188
LT Vol	0	88	0	147	0	59
Through Vol	49	639	0	0	0	129
RT Vol	10	0	164	0	172	0
Lane Flow Rate	86	817	184	173	202	254
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.174	1.469	0.292	0.353	0.346	0.486
Departure Headway (Hd)	8.194	6.472	5.697	7.943	6.707	7.603
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	440	564	630	457	540	478
Service Time	6.194	4.22	3.444	5.643	4.407	5.603
HCM Lane V/C Ratio	0.195	1.449	0.292	0.379	0.374	0.531
HCM Control Delay	12.9	239	10.8	14.9	12.9	17.6
HCM Lane LOS	B	F	B	B	B	C
HCM 95th-tile Q	0.6	40	1.2	1.6	1.5	2.6

Intersection	
Intersection Delay, s/veh	244.2
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	0	138	119	570	121	19	137	0	0	352	46
Future Vol, veh/h	118	0	138	119	570	121	19	137	0	0	352	46
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	0	166	140	671	142	24	176	0	0	400	52
Number of Lanes	1	0	1	0	1	0	0	1	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	1	2
HCM Control Delay	16.9	469.1	23.7	22.8
HCM LOS	C	F	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	SBLn1	SBLn2
Vol Left, %	12%	100%	0%	15%	0%	0%
Vol Thru, %	88%	0%	0%	70%	100%	72%
Vol Right, %	0%	0%	100%	15%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	118	138	810	235	163
LT Vol	19	118	0	119	0	0
Through Vol	137	0	0	570	235	117
RT Vol	0	0	138	121	0	46
Lane Flow Rate	200	142	166	953	267	186
Geometry Grp	6	7	7	6	7	7
Degree of Util (X)	0.474	0.335	0.337	1.986	0.582	0.395
Departure Headway (Hd)	11.106	10.149	8.886	7.502	9.977	9.77
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	328	357	407	486	365	371
Service Time	9.106	7.849	6.586	5.598	7.677	7.47
HCM Lane V/C Ratio	0.61	0.398	0.408	1.961	0.732	0.501
HCM Control Delay	23.7	17.9	16	469.1	25.7	18.7
HCM Lane LOS	C	C	C	F	D	C
HCM 95th-tile Q	2.4	1.4	1.5	63.9	3.5	1.8

Intersection	
Int Delay, s/veh	7.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	606	91	0	204
Future Vol, veh/h	0	0	606	91	0	204
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	689	103	0	227

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	861
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.22
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.318
Pot Cap-1 Maneuver	-	-	0	355
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	335
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	35.5
HCM LOS		E

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	335
HCM Lane V/C Ratio	-	-	0.677
HCM Control Delay (s)	-	-	35.5
HCM Lane LOS	-	-	E
HCM 95th %tile Q(veh)	-	-	4.7

Intersection	
Intersection Delay, s/veh	155
Intersection LOS	F

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	168	530	61	101	449	0	0	269	66
Future Vol, veh/h	0	0	0	168	530	61	101	449	0	0	269	66
Peak Hour Factor	0.70	0.70	0.70	0.86	0.86	0.86	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	195	616	71	105	468	0	0	316	78
Number of Lanes	0	0	0	0	1	1	0	2	0	0	2	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	301.4	23.9	17.8
HCM LOS	F	C	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	40%	0%	24%	0%	0%	0%
Vol Thru, %	60%	100%	76%	0%	100%	58%
Vol Right, %	0%	0%	0%	100%	0%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	299	698	61	179	156
LT Vol	101	0	168	0	0	0
Through Vol	150	299	530	0	179	90
RT Vol	0	0	0	61	0	66
Lane Flow Rate	261	312	812	71	211	183
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.544	0.632	1.665	0.129	0.443	0.369
Departure Headway (Hd)	9.051	8.84	7.387	6.551	9.108	8.796
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	402	412	495	548	399	412
Service Time	6.751	6.54	5.114	4.278	6.808	6.496
HCM Lane V/C Ratio	0.649	0.757	1.64	0.13	0.529	0.444
HCM Control Delay	22	25.5	326.9	10.2	18.9	16.5
HCM Lane LOS	C	D	F	B	C	C
HCM 95th-tile Q	3.1	4.2	46.8	0.4	2.2	1.7

Intersection	
Int Delay, s/veh	214.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	488	52	173	278
Future Vol, veh/h	0	0	488	52	173	278
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	668	71	247	397

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	824	824
Stage 1	-	-	764	-
Stage 2	-	-	60	-
Critical Hdwy	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	343	~ 373
Stage 1	-	-	460	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	305	~ 352
Mov Cap-2 Maneuver	-	-	305	-
Stage 1	-	-	434	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	$ 460.4
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	332
HCM Lane V/C Ratio	-	-	1.941
HCM Control Delay (s)	-	-	$ 460.4
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	44.5

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Intersection Delay, s/veh	14.1
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	66	393	74	0	0	0	31	132	153	37	198	46
Future Vol, veh/h	66	393	74	0	0	0	31	132	153	37	198	46
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	73	437	82	0	0	0	34	143	166	41	220	51
Number of Lanes	0	2	0	0	0	0	0	2	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	15.8	12.8	12.2
HCM LOS	C	B	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	32%	0%	25%	0%	27%	0%
Vol Thru, %	68%	30%	75%	73%	73%	68%
Vol Right, %	0%	70%	0%	27%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	97	219	263	271	136	145
LT Vol	31	0	66	0	37	0
Through Vol	66	66	197	197	99	99
RT Vol	0	153	0	74	0	46
Lane Flow Rate	105	238	292	301	151	161
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.202	0.413	0.527	0.517	0.29	0.293
Departure Headway (Hd)	6.909	6.246	6.51	6.189	6.914	6.548
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	518	574	554	580	518	546
Service Time	4.672	4.009	4.26	3.939	4.679	4.313
HCM Lane V/C Ratio	0.203	0.415	0.527	0.519	0.292	0.295
HCM Control Delay	11.4	13.4	16.3	15.4	12.5	12
HCM Lane LOS	B	B	C	C	B	B
HCM 95th-tile Q	0.7	2	3.1	3	1.2	1.2

Intersection	
Intersection Delay, s/veh	12.4
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	74	492	21	0	0	0	0	44	14	67	101	0
Future Vol, veh/h	74	492	21	0	0	0	0	44	14	67	101	0
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	83	553	24	0	0	0	0	48	15	81	122	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	13.2	9.2	11
HCM LOS	B	A	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	23%	0%	40%
Vol Thru, %	76%	77%	92%	60%
Vol Right, %	24%	0%	8%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	58	320	267	168
LT Vol	0	74	0	67
Through Vol	44	246	246	101
RT Vol	14	0	21	0
Lane Flow Rate	64	360	300	202
Geometry Grp	2	7	7	2
Degree of Util (X)	0.097	0.536	0.433	0.309
Departure Headway (Hd)	5.501	5.363	5.192	5.502
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	646	669	690	650
Service Time	3.583	3.127	2.955	3.564
HCM Lane V/C Ratio	0.099	0.538	0.435	0.311
HCM Control Delay	9.2	14.2	11.9	11
HCM Lane LOS	A	B	B	B
HCM 95th-tile Q	0.3	3.2	2.2	1.3

Intersection	
Intersection Delay, s/veh	20.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	405	112	0	0	0	0	233	202	96	230	0
Future Vol, veh/h	48	405	112	0	0	0	0	233	202	96	230	0
Peak Hour Factor	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	61	513	142	0	0	0	0	262	227	110	264	0
Number of Lanes	0	2	0	0	0	0	0	2	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	24.2	17.5	15.5
HCM LOS	C	C	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	19%	0%	56%	0%
Vol Thru, %	100%	28%	81%	64%	44%	100%
Vol Right, %	0%	72%	0%	36%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	155	280	251	315	173	153
LT Vol	0	0	48	0	96	0
Through Vol	155	78	203	203	77	153
RT Vol	0	202	0	112	0	0
Lane Flow Rate	175	314	317	398	198	176
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.359	0.601	0.623	0.743	0.431	0.369
Departure Headway (Hd)	7.41	6.891	7.176	6.825	7.825	7.539
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	489	528	507	533	462	479
Service Time	5.11	4.591	4.876	4.525	5.537	5.251
HCM Lane V/C Ratio	0.358	0.595	0.625	0.747	0.429	0.367
HCM Control Delay	14.2	19.4	21	26.7	16.3	14.6
HCM Lane LOS	B	C	C	D	C	B
HCM 95th-tile Q	1.6	3.9	4.2	6.3	2.1	1.7

Intersection	
Intersection Delay, s/veh	16.2
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	71	513	132	118	0	138	0	39	8	47	104	0
Future Vol, veh/h	71	513	132	118	0	138	0	39	8	47	104	0
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.69	0.69	0.69	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	80	576	148	139	0	162	0	57	12	64	141	0
Number of Lanes	0	2	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	19.1	11.5	10.8	13.3
HCM LOS	C	B	B	B

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	22%	0%	100%	0%	31%
Vol Thru, %	83%	78%	66%	0%	0%	69%
Vol Right, %	17%	0%	34%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	47	328	389	118	138	151
LT Vol	0	71	0	118	0	47
Through Vol	39	257	257	0	0	104
RT Vol	8	0	132	0	138	0
Lane Flow Rate	68	368	437	139	162	204
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.128	0.615	0.687	0.271	0.262	0.368
Departure Headway (Hd)	6.75	6.018	5.667	7.04	5.817	6.495
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	529	600	637	508	614	553
Service Time	4.822	3.768	3.416	4.807	3.583	4.549
HCM Lane V/C Ratio	0.129	0.613	0.686	0.274	0.264	0.369
HCM Control Delay	10.8	18	20	12.4	10.7	13.3
HCM Lane LOS	B	C	C	B	B	B
HCM 95th-tile Q	0.4	4.2	5.4	1.1	1	1.7

Intersection	
Intersection Delay, s/veh	20.9
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	95	0	111	96	458	97	15	110	0	0	283	37
Future Vol, veh/h	95	0	111	96	458	97	15	110	0	0	283	37
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	114	0	134	113	539	114	19	141	0	0	322	42
Number of Lanes	1	0	1	0	2	0	0	1	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	13.1	27	15.7	15.6
HCM LOS	B	D	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	12%	100%	0%	30%	0%	0%	0%
Vol Thru, %	88%	0%	0%	70%	70%	100%	72%
Vol Right, %	0%	0%	100%	0%	30%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	125	95	111	325	326	189	131
LT Vol	15	95	0	96	0	0	0
Through Vol	110	0	0	229	229	189	94
RT Vol	0	0	111	0	97	0	37
Lane Flow Rate	160	114	134	382	384	214	149
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.361	0.264	0.263	0.757	0.721	0.461	0.313
Departure Headway (Hd)	8.109	8.317	7.079	7.128	6.763	7.744	7.542
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	444	432	507	509	533	465	478
Service Time	6.156	6.067	4.829	4.868	4.503	5.486	5.283
HCM Lane V/C Ratio	0.36	0.264	0.264	0.75	0.72	0.46	0.312
HCM Control Delay	15.7	14	12.4	28.9	25.1	17	13.7
HCM Lane LOS	C	B	B	D	D	C	B
HCM 95th-tile Q	1.6	1	1	6.5	5.9	2.4	1.3

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	487	73	0	164
Future Vol, veh/h	0	0	487	73	0	164
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	553	83	0	182

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	438
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	567
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	535
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	15.2
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	535
HCM Lane V/C Ratio	-	-	0.341
HCM Control Delay (s)	-	-	15.2
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	1.5

Intersection	
Intersection Delay, s/veh	20
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	135	426	49	81	361	0	0	216	53
Future Vol, veh/h	0	0	0	135	426	49	81	361	0	0	216	53
Peak Hour Factor	0.70	0.70	0.70	0.86	0.86	0.86	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	157	495	57	84	376	0	0	254	62
Number of Lanes	0	0	0	0	2	0	0	2	0	0	2	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	25.2	16.4	13.5
HCM LOS	D	C	B

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	40%	0%	39%	0%	0%	0%
Vol Thru, %	60%	100%	61%	81%	100%	58%
Vol Right, %	0%	0%	0%	19%	0%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	201	241	348	262	144	125
LT Vol	81	0	135	0	0	0
Through Vol	120	241	213	213	144	72
RT Vol	0	0	0	49	0	53
Lane Flow Rate	210	251	405	305	169	147
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.43	0.5	0.785	0.563	0.349	0.291
Departure Headway (Hd)	7.386	7.18	6.988	6.658	7.425	7.12
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	484	499	518	539	481	501
Service Time	5.171	4.964	4.759	4.43	5.217	4.912
HCM Lane V/C Ratio	0.434	0.503	0.782	0.566	0.351	0.293
HCM Control Delay	15.7	17	30.9	17.7	14.2	12.8
HCM Lane LOS	C	C	D	C	B	B
HCM 95th-tile Q	2.1	2.8	7.2	3.5	1.5	1.2

Intersection	
Int Delay, s/veh	58.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	392	42	139	223
Future Vol, veh/h	0	0	392	42	139	223
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	537	58	199	319

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	686	418
Stage 1	-	-	626	-
Stage 2	-	-	60	-
Critical Hdwy	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	381	584
Stage 1	-	-	495	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	339	551
Mov Cap-2 Maneuver	-	-	339	-
Stage 1	-	-	467	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	125.2
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	444
HCM Lane V/C Ratio	-	-	1.165
HCM Control Delay (s)	-	-	125.2
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	19.2

Intersection	
Intersection Delay, s/veh	19.7
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	82	489	92	0	0	0	39	164	190	46	246	57
Future Vol, veh/h	82	489	92	0	0	0	39	164	190	46	246	57
Peak Hour Factor	0.90	0.90	0.90	0.92	0.92	0.92	0.92	0.92	0.92	0.90	0.90	0.90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	91	543	102	0	0	0	42	178	207	51	273	63
Number of Lanes	0	2	0	0	0	0	0	2	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	24.1	16.6	14.8
HCM LOS	C	C	B

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	32%	0%	25%	0%	27%	0%
Vol Thru, %	68%	30%	75%	73%	73%	68%
Vol Right, %	0%	70%	0%	27%	0%	32%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	121	272	327	337	169	180
LT Vol	39	0	82	0	46	0
Through Vol	82	82	245	245	123	123
RT Vol	0	190	0	92	0	57
Lane Flow Rate	132	296	363	374	188	200
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.274	0.561	0.704	0.693	0.392	0.397
Departure Headway (Hd)	7.503	6.835	6.991	6.669	7.519	7.151
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	476	523	515	538	475	500
Service Time	5.294	4.626	4.767	4.445	5.312	4.944
HCM Lane V/C Ratio	0.277	0.566	0.705	0.695	0.396	0.4
HCM Control Delay	13.1	18.1	24.9	23.3	15.1	14.6
HCM Lane LOS	B	C	C	C	C	B
HCM 95th-tile Q	1.1	3.4	5.5	5.4	1.8	1.9

Intersection	
Intersection Delay, s/veh	16.1
Intersection LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	92	612	26	0	0	0	0	55	17	83	126	0
Future Vol, veh/h	92	612	26	0	0	0	0	55	17	83	126	0
Peak Hour Factor	0.89	0.89	0.89	0.90	0.90	0.90	0.91	0.91	0.91	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	103	688	29	0	0	0	0	60	19	100	152	0
Number of Lanes	0	2	0	0	0	0	0	1	0	0	1	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	1	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	1	0	2
HCM Control Delay	17.7	9.9	12.8
HCM LOS	C	A	B

Lane	NBLn1	EBLn1	EBLn2	SBLn1
Vol Left, %	0%	23%	0%	40%
Vol Thru, %	76%	77%	92%	60%
Vol Right, %	24%	0%	8%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	72	398	332	209
LT Vol	0	92	0	83
Through Vol	55	306	306	126
RT Vol	17	0	26	0
Lane Flow Rate	79	447	373	252
Geometry Grp	2	7	7	2
Degree of Util (X)	0.131	0.692	0.559	0.404
Departure Headway (Hd)	5.968	5.568	5.396	5.774
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	604	644	660	619
Service Time	3.968	3.365	3.193	3.859
HCM Lane V/C Ratio	0.131	0.694	0.565	0.407
HCM Control Delay	9.9	20.1	14.9	12.8
HCM Lane LOS	A	C	B	B
HCM 95th-tile Q	0.4	5.5	3.5	2

Intersection	
Intersection Delay, s/veh	40.5
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	504	139	0	0	0	0	290	251	119	286	0
Future Vol, veh/h	60	504	139	0	0	0	0	290	251	119	286	0
Peak Hour Factor	0.79	0.79	0.79	0.93	0.93	0.93	0.89	0.89	0.89	0.87	0.87	0.87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	76	638	176	0	0	0	0	326	282	137	329	0
Number of Lanes	0	2	0	0	0	0	0	2	0	0	2	0

Approach	EB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	SB	EB	
Conflicting Lanes Left	2	2	0
Conflicting Approach Right	NB		EB
Conflicting Lanes Right	2	0	2
HCM Control Delay	58.5	29.2	20.8
HCM LOS	F	D	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	SBLn1	SBLn2
Vol Left, %	0%	0%	19%	0%	56%	0%
Vol Thru, %	100%	28%	81%	64%	44%	100%
Vol Right, %	0%	72%	0%	36%	0%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	193	348	312	391	214	191
LT Vol	0	0	60	0	119	0
Through Vol	193	97	252	252	95	191
RT Vol	0	251	0	139	0	0
Lane Flow Rate	217	391	395	495	246	219
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.481	0.809	0.851	1.018	0.578	0.497
Departure Headway (Hd)	8.123	7.601	7.755	7.402	8.607	8.319
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	480	470	495	421	436
Service Time	5.823	5.301	5.455	5.102	6.307	6.019
HCM Lane V/C Ratio	0.485	0.815	0.84	1	0.584	0.502
HCM Control Delay	18.1	35.3	40.9	72.5	22.4	19
HCM Lane LOS	C	E	E	F	C	C
HCM 95th-tile Q	2.6	7.6	8.6	14.2	3.5	2.7

Intersection	
Intersection Delay, s/veh	30.2
Intersection LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	88	639	164	147	0	172	0	49	10	59	129	0
Future Vol, veh/h	88	639	164	147	0	172	0	49	10	59	129	0
Peak Hour Factor	0.89	0.89	0.89	0.85	0.85	0.85	0.69	0.69	0.69	0.74	0.74	0.74
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	99	718	184	173	0	202	0	71	14	80	174	0
Number of Lanes	0	2	0	1	0	1	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	2	2
HCM Control Delay	41.3	14	12.2	16.7
HCM LOS	E	B	B	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1
Vol Left, %	0%	22%	0%	100%	0%	31%
Vol Thru, %	83%	78%	66%	0%	0%	69%
Vol Right, %	17%	0%	34%	0%	100%	0%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	59	408	484	147	172	188
LT Vol	0	88	0	147	0	59
Through Vol	49	320	320	0	0	129
RT Vol	10	0	164	0	172	0
Lane Flow Rate	86	458	543	173	202	254
Geometry Grp	2	7	7	7	7	2
Degree of Util (X)	0.179	0.831	0.933	0.375	0.37	0.492
Departure Headway (Hd)	7.549	6.535	6.182	7.813	6.582	6.978
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	477	549	581	463	550	513
Service Time	5.563	4.333	3.98	5.517	4.286	5.064
HCM Lane V/C Ratio	0.18	0.834	0.935	0.374	0.367	0.495
HCM Control Delay	12.2	34	47.4	15.1	13.1	16.7
HCM Lane LOS	B	D	E	C	B	C
HCM 95th-tile Q	0.6	8.5	12	1.7	1.7	2.7

Intersection	
Intersection Delay, s/veh	48.2
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	118	0	138	119	570	121	19	137	0	0	352	46
Future Vol, veh/h	118	0	138	119	570	121	19	137	0	0	352	46
Peak Hour Factor	0.83	0.83	0.83	0.85	0.85	0.85	0.78	0.78	0.78	0.88	0.88	0.88
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	142	0	166	140	671	142	24	176	0	0	400	52
Number of Lanes	1	0	1	0	2	0	0	1	0	0	2	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	2	2	2	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	2	1	2	2
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	2	2	2
HCM Control Delay	16.1	77.3	20.1	21.1
HCM LOS	C	F	C	C

Lane	NBLn1	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	12%	100%	0%	29%	0%	0%	0%
Vol Thru, %	88%	0%	0%	71%	70%	100%	72%
Vol Right, %	0%	0%	100%	0%	30%	0%	28%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	156	118	138	404	406	235	163
LT Vol	19	118	0	119	0	0	0
Through Vol	137	0	0	285	285	235	117
RT Vol	0	0	138	0	121	0	46
Lane Flow Rate	200	142	166	475	478	267	186
Geometry Grp	6	7	7	7	7	7	7
Degree of Util (X)	0.487	0.359	0.362	1.05	1.007	0.618	0.42
Departure Headway (Hd)	8.915	9.297	8.048	7.956	7.588	8.512	8.308
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	406	390	451	461	482	427	436
Service Time	6.915	6.997	5.748	5.656	5.288	6.212	6.008
HCM Lane V/C Ratio	0.493	0.364	0.368	1.03	0.992	0.625	0.427
HCM Control Delay	20.1	17.1	15.2	84.2	70.5	24	16.9
HCM Lane LOS	C	C	C	F	F	C	C
HCM 95th-tile Q	2.6	1.6	1.6	14.8	13.6	4	2

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	606	91	0	204
Future Vol, veh/h	0	0	606	91	0	204
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	689	103	0	227

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	-	516
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	-	-	-	6.94
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	-	3.32
Pot Cap-1 Maneuver	-	-	0	504
Stage 1	-	-	0	-
Stage 2	-	-	0	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	-	475
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	19.3
HCM LOS		C

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	475
HCM Lane V/C Ratio	-	-	0.477
HCM Control Delay (s)	-	-	19.3
HCM Lane LOS	-	-	C
HCM 95th %tile Q(veh)	-	-	2.5

Intersection	
Intersection Delay, s/veh	39.4
Intersection LOS	E

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	168	530	61	101	449	0	0	269	66
Future Vol, veh/h	0	0	0	168	530	61	101	449	0	0	269	66
Peak Hour Factor	0.70	0.70	0.70	0.86	0.86	0.86	0.96	0.96	0.96	0.85	0.85	0.85
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	195	616	71	105	468	0	0	316	78
Number of Lanes	0	0	0	0	2	0	0	2	0	0	2	0

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	2	2
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	2	0	2
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	2	2	0
HCM Control Delay	60.1	23.1	16.9
HCM LOS	F	C	C

Lane	NBLn1	NBLn2	WBLn1	WBLn2	SBLn1	SBLn2
Vol Left, %	40%	0%	39%	0%	0%	0%
Vol Thru, %	60%	100%	61%	81%	100%	58%
Vol Right, %	0%	0%	0%	19%	0%	42%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	251	299	433	326	179	156
LT Vol	101	0	168	0	0	0
Through Vol	150	299	265	265	179	90
RT Vol	0	0	0	61	0	66
Lane Flow Rate	261	312	503	379	211	183
Geometry Grp	7	7	7	7	7	7
Degree of Util (X)	0.57	0.663	1.053	0.758	0.467	0.391
Departure Headway (Hd)	8.116	7.908	7.53	7.199	8.249	7.942
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes
Cap	447	458	483	500	439	456
Service Time	5.816	5.608	5.286	4.955	5.949	5.642
HCM Lane V/C Ratio	0.584	0.681	1.041	0.758	0.481	0.401
HCM Control Delay	21	24.8	83.3	29.3	18	15.6
HCM Lane LOS	C	C	F	D	C	C
HCM 95th-tile Q	3.5	4.7	15.4	6.5	2.4	1.8

Intersection	
Int Delay, s/veh	163.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	0	488	52	173	278
Future Vol, veh/h	0	0	488	52	173	278
Conflicting Peds, #/hr	60	0	0	60	60	60
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	-	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	72	72	73	73	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	668	71	247	397

Major/Minor	Major2		Minor2	
Conflicting Flow All	-	0	824	490
Stage 1	-	-	764	-
Stage 2	-	-	60	-
Critical Hdwy	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	-	-	3.52	3.32
Pot Cap-1 Maneuver	-	-	311	524
Stage 1	-	-	420	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-		
Mov Cap-1 Maneuver	-	-	276	494
Mov Cap-2 Maneuver	-	-	276	-
Stage 1	-	-	396	-
Stage 2	-	-	-	-

Approach	WB	SB
HCM Control Delay, s	0	$ 351.1
HCM LOS		F

Minor Lane/Major Mvmt	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	379
HCM Lane V/C Ratio	-	-	1.7
HCM Control Delay (s)	-	-	$ 351.1
HCM Lane LOS	-	-	F
HCM 95th %tile Q(veh)	-	-	39.3

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

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

COUNT DATE 10-23-18

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: SEVENTH ST.

Minor St: IRWIN ST.

Critical Approach Speed 25 mph

Critical Approach Speed 25 mph

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

☒ **URBAN (U)**

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

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☒** 1 MET
80% SATISFIED YES ☐ NO ☒ 7 MET

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				10¹⁵–11¹⁵	11¹⁵–12¹⁵	12¹⁵–13¹⁵	13¹⁵–14¹⁵	14¹⁵–15¹⁵	15¹⁵–16¹⁵	16¹⁵–17¹⁵	Hour
	U	R	U	R								
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	529	558	567	539	(479)	514	528	
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	(126)	152	(127)	(128)	(123)	(131)	(124)	

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

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)											
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)								
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)								

NONE

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

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

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

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

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

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

APPROACH LANES	One	2 or More					Hour
Both Approaches - Major Street	X						NONE
Higher Approach - Minor Street	X						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

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

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐	N/A
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐	
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☒ No ☐	813

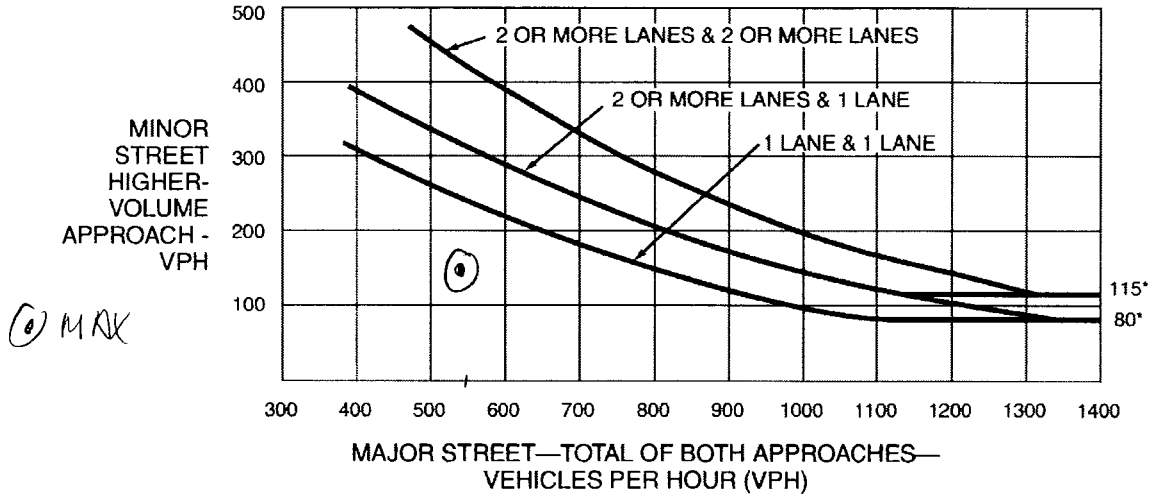
PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	Hour
Both Approaches - Major Street	X		578
Higher Approach - Minor Street	X		133

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

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

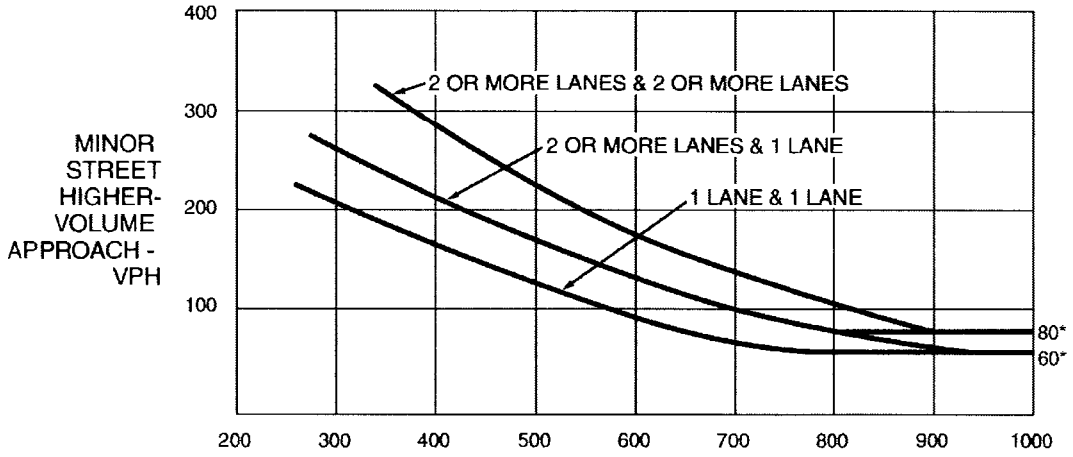
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



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

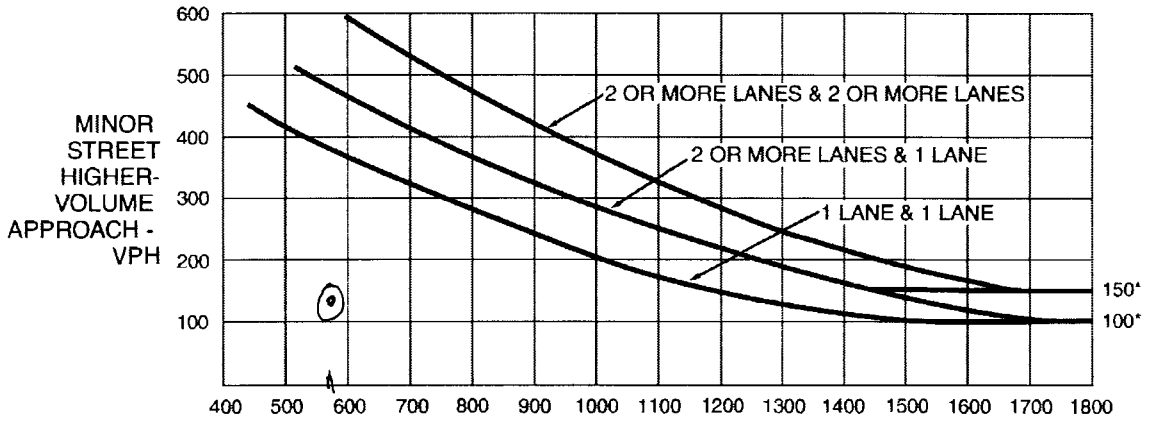
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

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



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

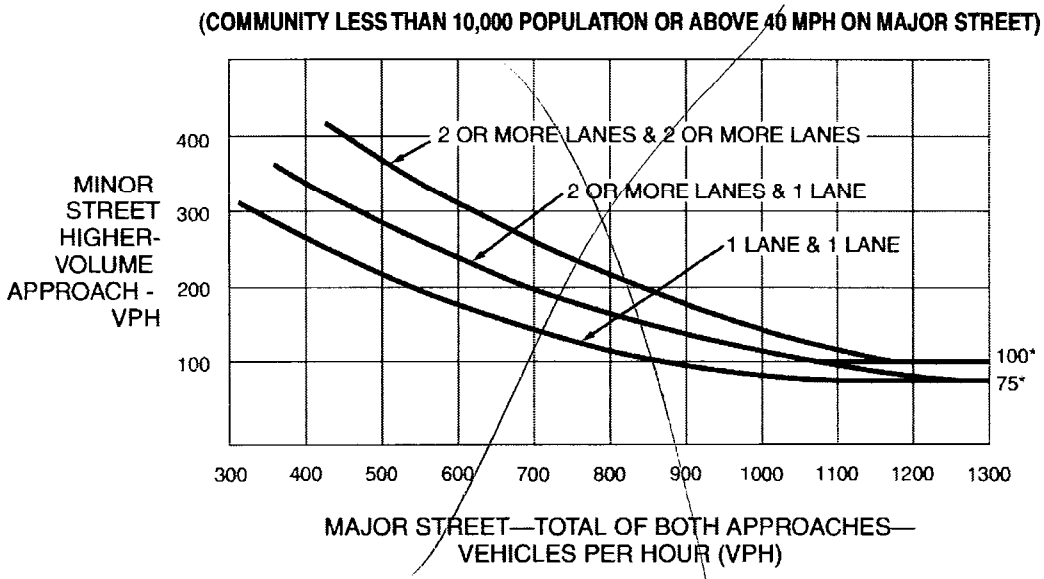
Figure 4C-3. Warrant 3, Peak Hour



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

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

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



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

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

	Hours - - ->				
A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

	Hours - - ->				
B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2 **SATISFIED YES ☐ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

		Hour
Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

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

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

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

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

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

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

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

COUNT DATE 10-23-18

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: SEVENTH ST (5,945)

Minor St: DOUTY ST. (5,668)

Critical Approach Speed 25 mph

Critical Approach Speed 25 mph

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

☒ **URBAN (U)**

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

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☒** 3 HRS
80% SATISFIED YES ☒ NO ☐ 9 HRS

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				0945 1045	1045 1145	1145 1245	1245 1345	1345 1445	1445 1545	1545 1645	1645 1745
	U	R	U	R								Hour
APPROACH LANES	1		2 or More									
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	(420)	(496)	550	510	(475)	(459)	(482)	508
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	211	250	205	231	244	280	268	273

Condition B - Interruption of Continuous Traffic **100% SATISFIED YES ☐ NO ☒** 0 HRS
80% SATISFIED YES ☐ NO ☒ 0 HRS

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)												
	U	R	U	R									Hour
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)									
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)									

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

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

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

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

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

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

APPROACH LANES	One	2 or More				Hour
Both Approaches - Major Street						NONE
Higher Approach - Minor Street						

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

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

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

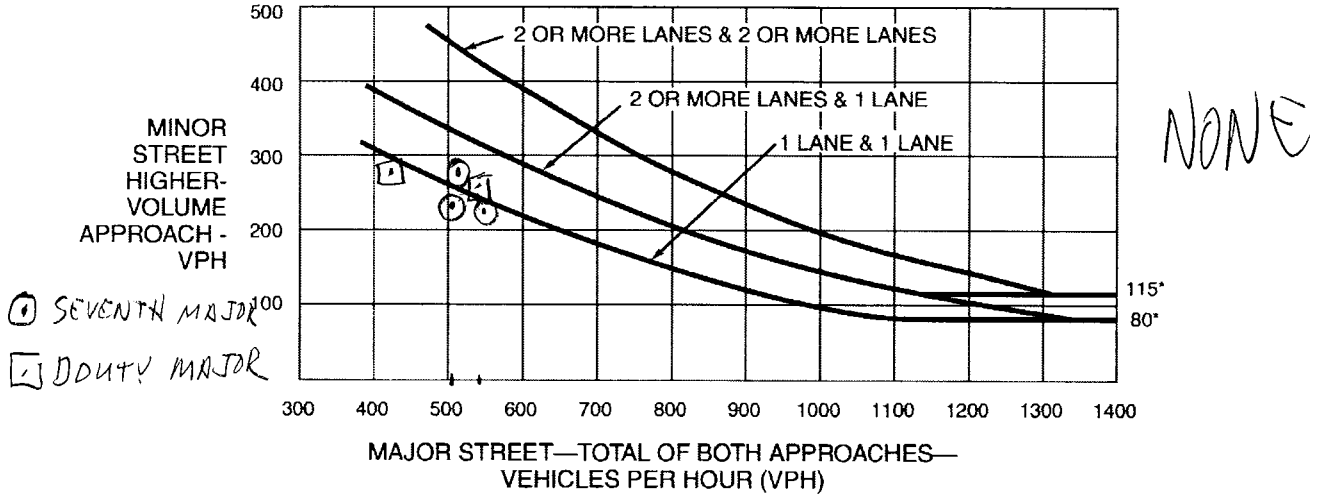
PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	1600-1700 Hour
Both Approaches - Major Street	X		523
Higher Approach - Minor Street		X	262

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

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

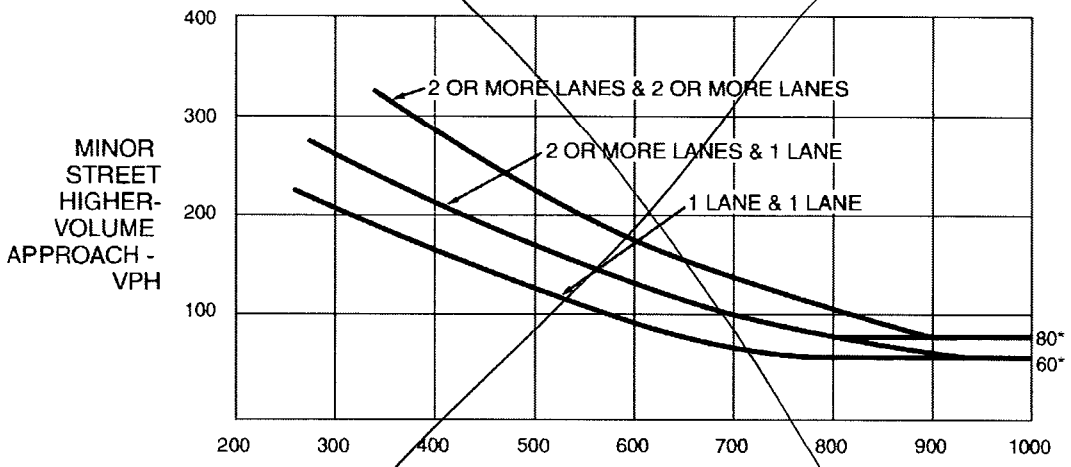
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



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

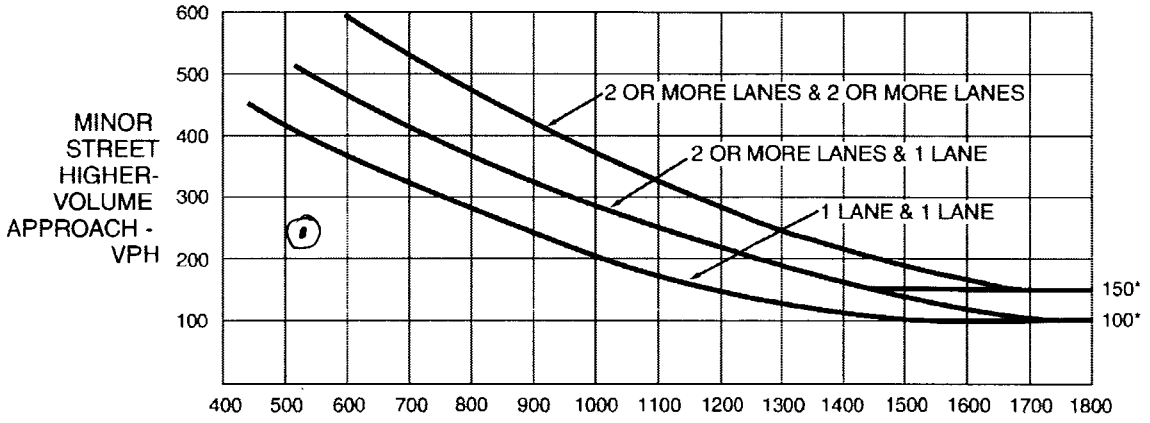
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

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



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

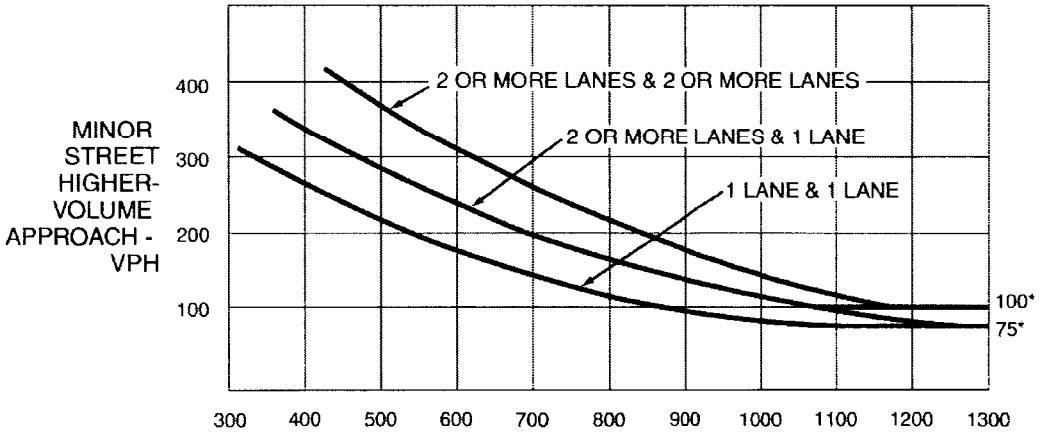
Figure 4C-3. Warrant 3, Peak Hour



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

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

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



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

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied) **SATISFIED YES ☐ NO ☐**

Part 1 (Parts A or B must be satisfied)

	Hours - - ->				
A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

	Hours - - ->				
B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2 **SATISFIED YES ☐ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied) **SATISFIED YES ☐ NO ☐**

Part A **SATISFIED YES ☐ NO ☐**
Gap/Minutes and # of Children

Gaps vs Minutes	Hour
Minutes Children Using Crossing	
Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr	

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

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

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

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

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

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

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

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

COUNT DATE 10-23-18

DIST ____ CO ____ RTE ____ PM ____

CALC ____ DATE ____

CHK ____ DATE ____

Major St: SEVENTH ST (5881)

Minor St: HARRIS ST (2002)

Critical Approach Speed 25 mph

Critical Approach Speed 25 mph

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

☐ **URBAN (U)**

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

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☐ NO ☒** 0 MET
80% SATISFIED YES ☐ NO ☒ 6 MET

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) U (1)	R	U 2 or More	R	1115	1215	1215 1315	1315 1415	1415 1515	1515 1615	1615 1715	Hour
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	490	495	509	458	488	498		
Highest Approach Minor Street	150 (120)	105 (84)	200 (160)	140 (112)	129	138	126	135	122	151		

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

APPROACH LANES	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS) U (1)	R	U 2 or More	R	Hour
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	
Highest Approach Minor Street	75 (60)	53 (42)	100 (80)	70 (56)	

NONE

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

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

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

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

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

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

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

NONE

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☒**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☒**

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

1. The total delay experienced by traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	Yes ☐ No ☐ N/A
2. The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	Yes ☒ No ☐
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	Yes ☐ No ☒ 714

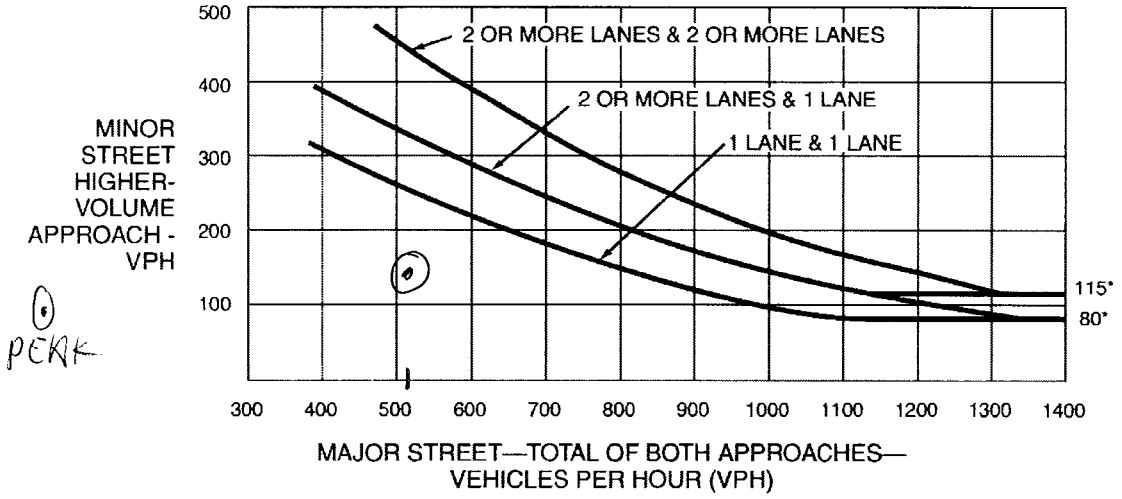
PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	1200-1300 Hour
Both Approaches - Major Street	4		515
Higher Approach - Minor Street	2		147

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

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

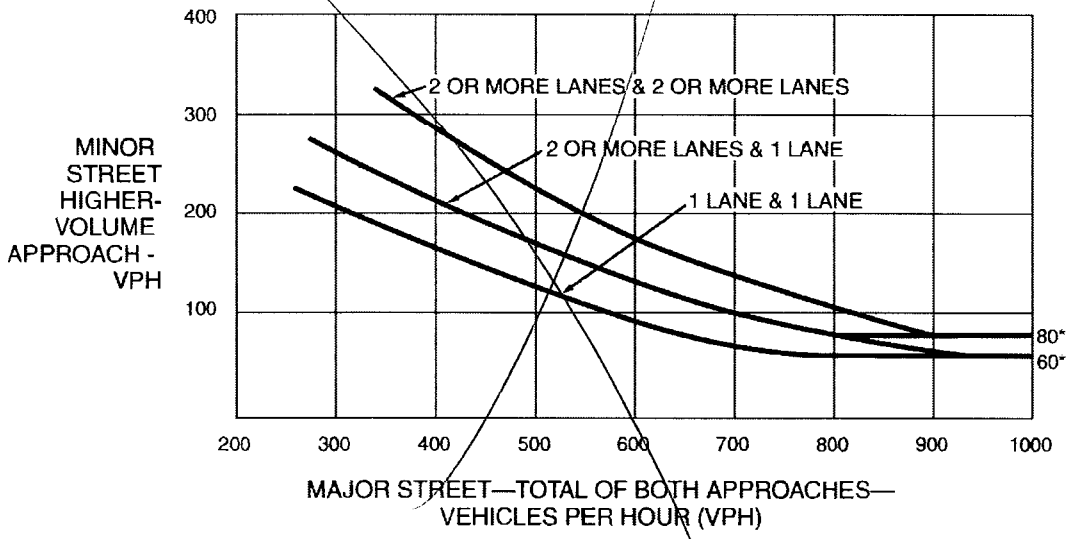
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



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

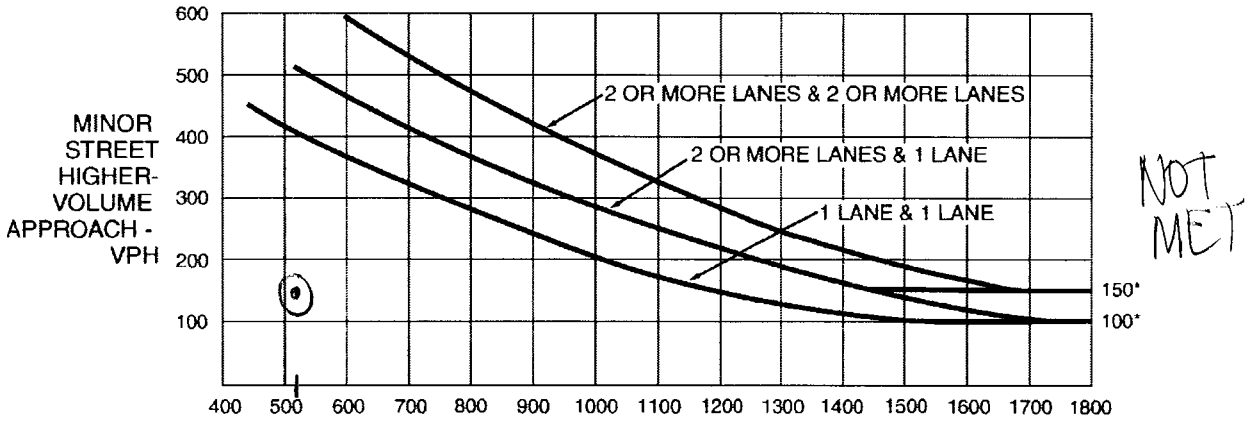
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

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



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

Figure 4C-3. Warrant 3, Peak Hour

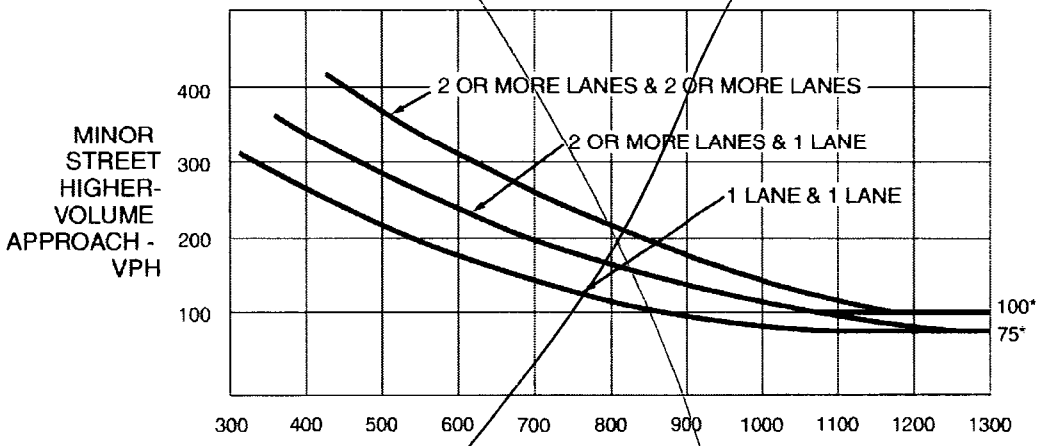


NOT MET

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

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

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



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

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

	Hours - - ->				
A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

	Hours - - ->				
B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2 **SATISFIED YES ☐ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

		Hour
Gaps vs Minutes	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

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

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

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

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

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

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing -** During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)

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

COUNT DATE 10-23-18

CALC _____ DATE _____

CHK _____ DATE _____

DIST ____ CO ____ RTE ____ PM ____

Major St: SEVENTH ST.

Minor St: REDINGTON ST.

Critical Approach Speed 25 mph

Critical Approach Speed 25 mph

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

☒ **URBAN (U)**

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

Condition A - Minimum Vehicle Volume **100% SATISFIED YES ☒ NO ☐** 8 MCT
80% SATISFIED YES ☐ NO ☐

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	Hour
	(U)	R	(U)	R									
APPROACH LANES	(1)		2 or More										
Both Approaches Major Street	500 (400)	350 (280)	600 (480)	420 (336)	537	622	632	615	566	582	585	585	
Highest Approach Minor Street	~~150~~ (120)	105 (84)	~~200~~ (160)	140 (112)	214	235	276	245	208	252	228	265	

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

	MINIMUM REQUIREMENTS (80% SHOWN IN BRACKETS)				7-8	8-9	9-10	10-11	11-12	12-1	1-2	2-3	Hour
	U	R	U	R									
APPROACH LANES	1		2 or More										
Both Approaches Major Street	750 (600)	525 (420)	900 (720)	630 (504)	(600)	(648)	(604)	(609)					
Highest Approach Minor Street	75 (60)	53 (42)	~~100~~ (80)	70 (56)	232	273	252	219					

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

REQUIREMENT	CONDITION	✓	FULFILLED
TWO CONDITIONS SATISFIED 80%	A. MINIMUM VEHICULAR VOLUME		Yes ☐ No ☒
	AND, B. INTERRUPTION OF CONTINUOUS TRAFFIC		
AND, AN ADEQUATE TRIAL OF OTHER ALTERNATIVES THAT COULD CAUSE LESS DELAY AND INCONVENIENCE TO TRAFFIC HAS FAILED TO SOLVE THE TRAFFIC PROBLEMS			Yes ☐ No ☐

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

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

WARRANT 2 - Four Hour Vehicular Volume **SATISFIED* YES ☐ NO ☒**

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

APPROACH LANES	One	2 or More	1145 Hour			
Both Approaches - Major Street	X		632			
Higher Approach - Minor Street		X	276			

ONE MET

*All plotted points fall above the applicable curve in Figure 4C-1. (URBAN AREAS)	Yes ☐ No ☒
OR, All plotted points fall above the applicable curve in Figure 4C-2. (RURAL AREAS)	Yes ☐ No ☐

WARRANT 3 - Peak Hour **SATISFIED YES ☐ NO ☐**
(Part A or Part B must be satisfied)

PART A **SATISFIED YES ☐ NO ☐**

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

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

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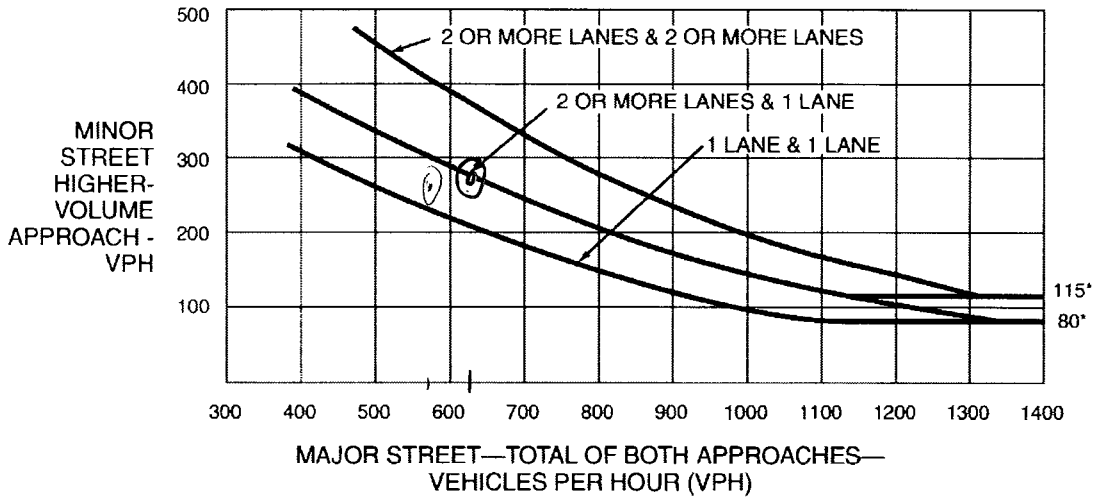
PART B **SATISFIED YES ☐ NO ☒**

APPROACH LANES	One	2 or More	1145 Hour
Both Approaches - Major Street	X		650
Higher Approach - Minor Street		X	272

The plotted point falls above the applicable curve in Figure 4C-3. (URBAN AREAS)	Yes ☐ No ☒
OR, The plotted point falls above the applicable curve in Figure 4C-4. (RURAL AREAS)	Yes ☐ No ☐

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

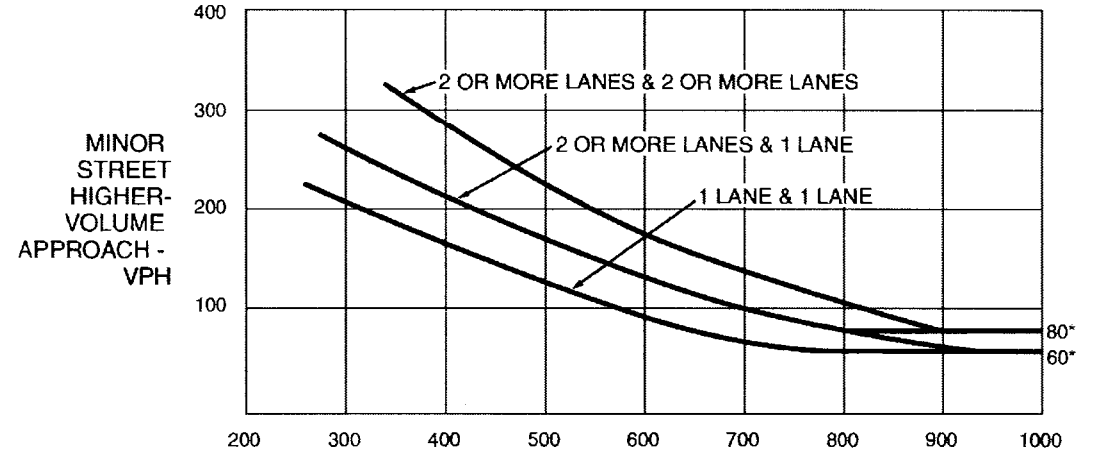
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume



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

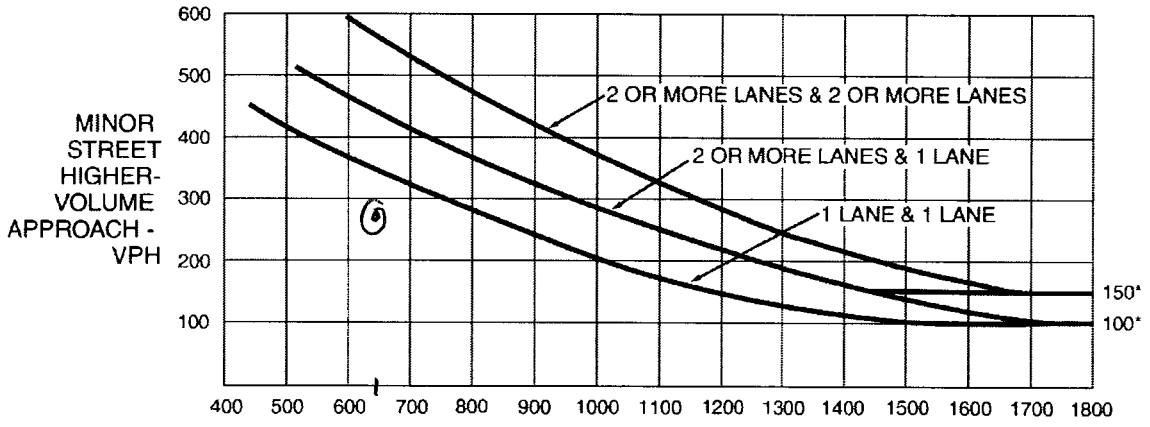
Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

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



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

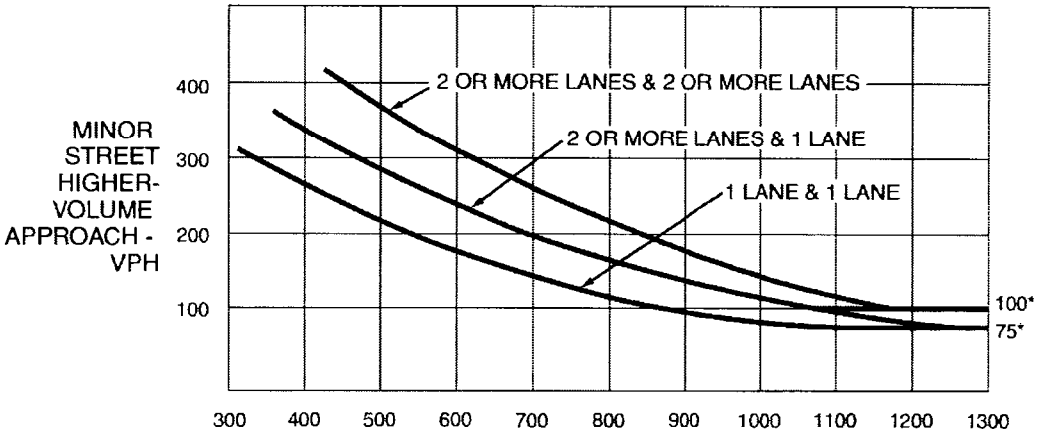
Figure 4C-3. Warrant 3, Peak Hour



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

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

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



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

Figure 4C-101 (CA). Traffic Signal Warrants Worksheet (Sheet 3 of 5)

WARRANT 4 - Pedestrian Volume
(Parts 1 and 2 Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part 1 (Parts A or B must be satisfied)

	Hours - - ->				
A.	Vehicles per hour for any 4 hours				
	Pedestrians per hour for any 4 hours				

Figure 4C-5 or Figure 4C-6
SATISFIED YES ☐ NO ☐

	Hours - - ->				
B.	Vehicles per hour for any 1 hour				
	Pedestrians per hour for any 1 hour				

Figure 4C-7 or Figure 4C-8
SATISFIED YES ☐ NO ☐

Part 2 **SATISFIED YES ☐ NO ☐**

AND, The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed traffic signal will not restrict progressive traffic flow along the major street.	Yes ☐ No ☐

WARRANT 5 - School Crossing
(Parts A and B Must Be Satisfied)

SATISFIED YES ☐ NO ☐

Part A
Gap/Minutes and # of Children

SATISFIED YES ☐ NO ☐

Gaps vs Minutes		Hour
	Minutes Children Using Crossing	
	Number of Adequate Gaps	
School Age Pedestrians Crossing Street / hr		

Gaps < Minutes YES ☐ NO ☐
AND Children > 20/hr YES ☐ NO ☐

AND, Consideration has been given to less restrictive remedial measures.	Yes ☐ No ☐

Part B **SATISFIED YES ☐ NO ☐**

The distance to the nearest traffic signal along the major street is greater than 300 ft	Yes ☐ No ☐
OR, The proposed signal will not restrict the progressive movement of traffic.	Yes ☐ No ☐

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

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

WARRANT 6 - Coordinated Signal System **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 7 - Crash Experience Warrant **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

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

WARRANT 8 - Roadway Network **SATISFIED YES ☐ NO ☐**
(All Parts Must Be Satisfied)

MINIMUM VOLUME REQUIREMENTS	ENTERING VOLUMES - ALL APPROACHES	✓	FULFILLED
1000 Veh/Hr	During Typical Weekday Peak Hour _____ Veh/Hr and has 5-year projected traffic volumes that meet one or more of Warrants 1, 2, and 3 during an average weekday.		Yes ☐ No ☐
	OR During Each of Any 5 Hrs. of a Sat. or Sun _____ Veh/Hr		

CHARACTERISTICS OF MAJOR ROUTES	MAJOR ROUTE A	MAJOR ROUTE B	
Hwy. System Serving as Principal Network for Through Traffic			
Rural or Suburban Highway Outside Of, Entering, or Traversing a City			
Appears as Major Route on an Official Plan			
Any Major Route Characteristics Met, Both Streets			Yes ☐ No ☐

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

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

WARRANT 9 - Intersection Near a Grade Crossing **SATISFIED YES ☐ NO ☐**
(Both Parts A and B Must Be Satisfied)

PART A A grade crossing exists on an approach controlled by a STOP or YIELD sign and the center of the track nearest to the intersection is within 140 feet of the stop line or yield line on the approach. Track Center Line to Limit Line _____ ft	Yes ☐ No ☐
PART B **There is one minor street approach lane at the track crossing** - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-9. Major Street - Total of both approaches: _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calculate AF) = _____ VPH	Yes ☐ No ☐
OR, There are two or more minor street approach lanes at the track crossing - During the highest traffic volume hour during which rail traffic uses the crossing, the plotted point falls above the applicable curve in Figure 4C-10. Major Street - Total of both approaches : _____ VPH Minor Street - Crosses the track (one direction only, approaching the intersection): _____ VPH X AF (Use Tables 4C-2, 3, & 4 below to calcualte AF) = _____ VPH	

The minor street approach volume may be multiplied by up to three following adjustment factors (AF) as described in Section 4C.10.

1- Number of Rail Traffic per Day_____ Adjustment factor from table 4C-2____

2- Percentage of High-Occupancy Buses on Minor Street Approach_____ Adjustment factor from table 4C-3____

3- Percentage of Tractor-Trailer Trucks on Minor Street Approach_____ Adjustment factor from table 4C-4____

NOTE: If no data is availale or known, then use AF = 1 (no adjustment)