



**AMENDED CITY COUNCIL AGENDA
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
NOVEMBER 21, 2017, 5:30 PM**

Call to Order

Roll Call

ORAL COMMUNICATIONS

This is the opportunity to address the City Council on any matter scheduled for Closed Session. Unless additional time is authorized by the Council, all commentary shall be limited to three minutes.

CITY COUNCIL CLOSED SESSION:

A. Closed Session Pursuant to:

- 1 - Government Code Section 54956.8 -- Conference with Real Property Negotiators/Property: APN: 260-235-006 and 260-242-016. Agency Negotiator: John Lollis. Negotiating Parties: City of Porterville and Greg Shelton and Steve Penn. Under Negotiation: Terms and Price.
- 2 - Government Code Section 54957.6 -- Conference with Labor Negotiator. Agency Negotiator: John Lollis and Patrice Hildreth. Employee Organizations: Porterville Peace Officers Association.
- 3 - Government Code Section 54956.95 -- Liability Claim: Application for Late Filing. Claimant: Gregorio Carranza. Agency claimed against: City of Porterville.
- 4 - Government Code Section 54956.95 -- Liability Claim: Claimant: Jeffrey Stowe. Agency claimed against: City of Porterville.
- 5 - Government Code Section 54956.95 -- Liability Claim: Claimant: Home Rental Company. Agency claimed against: City of Porterville.
- 6 - Government Code Section 54956.9(d) (3) -- Conference with Legal Counsel -- Anticipated Litigation -- Significant Exposure to Litigation: One case in which facts are not yet known to potential plaintiff.
- 7 - Government Code Section 54956.9(d)(4) -- Conference with Legal Counsel -- Anticipated Litigation -- Initiation of Litigation: One case.

**6:30 P.M. RECONVENE OPEN SESSION AND REPORT ON
REPORTABLE ACTION TAKEN IN CLOSED SESSION**

Pledge of Allegiance Led by Council Member Monte Reyes

Invocation

PRESENTATIONS

Legacy Awards

AB 1234 REPORTS

This is the time for all AB 1234 reports required pursuant to Government Code § 53232.3.

1. Tulare County Association of Governments (TCAG) - November 13, 2017
2. Joint City/School Committee - November 13, 2017
3. Tulare County Task Force on Homelessness - November 15, 2017
4. Council of Cities - November 15, 2017

REPORTS

This is the time for all committee/commission/board reports; subcommittee reports; and staff informational items.

- I. City Commission and Committee Meetings
 1. Parks & Leisure Services Commission
 2. Library & Literacy Commission - November 14, 2017
 3. Arts Commission
 4. Animal Control Commission - November 13, 2017
 5. Youth Commission - November 13, 2017
 6. Transactions and Use Tax Oversight Committee (TUTOC) - November 14, 2017
- II. Staff Informational Reports
 1. Water Conservation Phase III Status Update

ORAL COMMUNICATIONS

This is the opportunity to address the Council on any matter of interest, whether on the agenda or not. Please address all items not scheduled for public hearing at this time. Unless additional time is authorized by the Council, all commentary shall be limited to three minutes.

CONSENT CALENDAR

All Consent Calendar Items are considered routine and will be enacted in one motion. There will be no separate discussion of these matters unless a request is made, in which event the item will be removed from the Consent Calendar. All items removed from the Consent Calendar for further discussion will be heard at the end of Scheduled Matters.

1. **Police Department Purchase of Speed/Message Trailer**
Re: Considering approval of the purchase of a Speed/Message Trailer from All Traffic Solutions in the amount of \$8,717.20.
2. **Authorization to Paint the Zalud House Roof**
Re: Considering approval of the painting of the Zalud House, to be completed by Gary Bennett's Painting for an amount not to exceed \$5,925.00.
3. **Acceptance of Final Subdivision Map – Summit Estates Two, Phase 1 (Gary Smee)**
Re: Considering approval of the final subdivision map of Summit Estates Two, Phase I, from Smee Homes, Inc., and acceptance of all offers of dedication shown on said map or by separate deed document.
4. **Relinquishment of Repurchase Option - 1835 S. Thunderbolt Drive**
Re: Considering authorization for the Mayor and City Manager to sign the Quitclaim Deed and any other applicable documents to relinquish the Repurchase Option for 1835 S. Thunderbolt Drive.
5. **Free Public Transportation To Homeless Connect Event**
Re: Considering approval of the provision of free bus transportation to participants for the Project Homeless Connect event on January 25, 2018.
6. **City Council Member Requested Agenda Item - Consider "The Spirit of Christmas" Draft Editorial**
Re: Consideration of a request to consider "The Spirit of Christmas" draft editorial prepared by Vice Mayor Ward.

A Council Meeting Recess Will Occur at 8:30 p.m., or as Close to That Time as Possible

PUBLIC HEARINGS

7. **Porter's Crossing Commercial Center proposal of a General Plan Amendment, Zone Change and Conditional Use Permit**
Re: Consideration of a General Plan Amendment, Zone Change and Conditional Use Permit to facilitate the development of a 1.79± acre site for a new 12,410± square foot commercial center with up to six individual tenant spaces at the northeast corner of Henderson Avenue and Prospect Street.

SCHEDULED MATTERS

8. Status and Review of Declaration of Local Emergency

Re: Consideration of the continuance of the Declaration of Local Emergency.

ORAL COMMUNICATIONS

OTHER MATTERS

CLOSED SESSION

Any Closed Session Items not completed prior to 6:30 p.m. will be considered at this time.

ADJOURNMENT - to the meeting of December 5, 2017.

In compliance with the Americans with Disabilities Act and the California Ralph M. Brown Act, if you need special assistance to participate in this meeting, or to be able to access this agenda and documents in the agenda packet, please contact the Office of City Clerk at (559) 782-7464. Notification 48 hours prior to the meeting will enable the City to make reasonable arrangements to ensure accessibility to this meeting and/or provision of an appropriate alternative format of the agenda and documents in the agenda packet.

Materials related to an item on this Agenda submitted to the City Council after distribution of the Agenda packet are available for public inspection during normal business hours at the Office of City Clerk, 291 North Main Street, Porterville, CA 93257, and on the City's website at www.ci.porterville.ca.us.



CITY COUNCIL AGENDA – NOVEMBER 21, 2017

SUBJECT: 1. Water Conservation Phase III Status Update

SOURCE: Public Works

COMMENT: As Porterville has continued to implement an active water conservation approach, both conserving and providing flexibility to the community, **the City will be transitioning from Phase III to Phase IV of the City's Water Conservation Plan, effective December 1, 2017**, as approved by the City Council at its meeting on May 16, 2017. The Water Conservation Plan applies to all municipal water users within or not within city limits. As part of the Phase IV implementation, the City will reduce its watering days to a **one day per week watering schedule** based on address. If an address ends with an "odd" number, the watering day is Saturday; if an address ends with an "even" number, the watering day is Sunday. Watering is prohibited between the hours of 5 a.m. to 10 a.m. and 5 p.m. to 10 p.m., with no watering allowed Monday, Tuesday, Wednesday, Thursday or Friday. Watering of outdoor landscape is prohibited during, and within 48 hours after, measurable rainfall, which is defined as greater than 0.01 of an inch.

Violations of prohibited activities are considered infractions and are punishable by fines of up to \$500 for each day in which the violation occurs. Any peace officer or employee of a public agency charged with enforcing laws and authorized to do so by ordinance may issue a citation to the violator. The City of Porterville will be responding to enforcement by issuing a Notice of Violation for all witnessed occurrences and staff will be processing all reported issues. Enforcement statistics for the month of October 2017 show that a total of 28 Notice of Violations were issued for water wasting; 11 Administrative Citations were issued.

Water production for October 2017 was a 10% decrease to the 5-year average. The production for the month of October 2017 was 311 million gallons, which when compared to the production for the month of October 2013 of 402 million gallons, equates to a 23% reduction. Residential consumption for October 2017 was 121.5 gallons per capita per day (GPCD).

Under the February 2016 emergency regulation, the City of Porterville received a revised conservation standard of 28% with an additional 2% reduction for a climate adjustment, making the City's conservation standard 26%. After reviewing the Water Board's Self-Certification criteria for the City of Porterville, Council approved maintaining a self-imposed standard of 26%. The continuation of the conservation standard keeps a standardized message the City has worked to develop in public outreach, provides resiliency and capacity to ensure supply under drought conditions, meets the minimum 20% conservation standard defined in the City's Urban Water Management Plan, and assists the

City toward meeting the requirements of the Sustainable Groundwater Management Act (SGMA).

The City will continue to track cumulative conservation totals as well as monthly reporting data, comparing water production totals from 2013 to 2015 through current. Cumulative tracking means that conservation savings will be added together from one month to the next and compared to the amount of water used during the same months in 2013. The cumulative total for the City of Porterville's conservation efforts will reflect June 2015 through October 2017. Porterville's cumulative total conservation through October 2017 is 26.7%.

Following unprecedented water conservation and plentiful winter rain and snow, on April 7, 2017, Governor Edmund G. Brown Jr. ended the Drought State of Emergency in most of California, while maintaining water reporting requirements and prohibitions on wasteful practices such as watering during or right after a rainfall. Executive Order B-40-17 lifts the drought emergency in all California counties except Fresno, Kings, Tulare, and Tuolumne, where emergency drinking water projects will continue to help address diminished groundwater supplies.

The Governor's executive order directs the State Water Board to lift the specific conservation provisions of its drought emergency regulations but to keep in place the temporary requirements for monthly water use reporting and prohibitions against wasteful water use practices while the Board works to develop permanent reporting and wasteful use regulations. The temporary requirements will remain in effect until November 25, 2017, when the emergency regulation is set to expire. The current prohibitions against wasteful water use practices include outdoor watering during or within 48 hours after a rain event; hosing down a sidewalk instead of using a broom or a brush, and over-watering a landscape to where water is running off onto the sidewalk or into the gutter. The long-term conservation framework, also released on April 7, 2017, includes recommendations to establish permanent water conservation standards and improved agricultural and urban water management planning to better prepare for more frequent and severe droughts due to climate change. These actions will help achieve a top priority of the California Water Action Plan - to improve long-term drought preparedness and "Make Conservation a California Way of Life."

RECOMMENDATION: Information Only

ATTACHMENTS: 1. Monthly Production Status October 2017
 2. Drought Response Phase III Flyer
 3. Drought Response Phase IV Flyer

Appropriated/Funded:

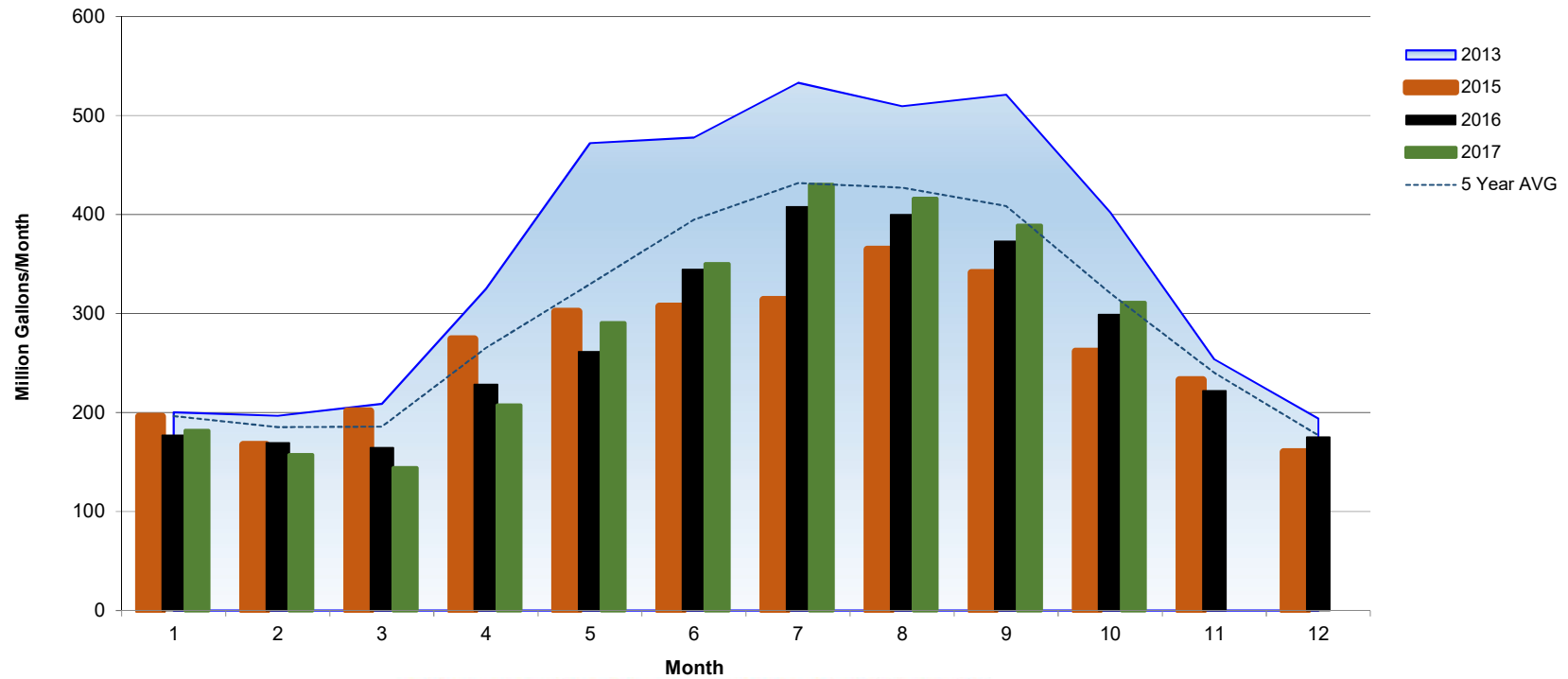
Review By:

Department Director:

Mike Reed, Acting Public Works Director

Final Approver: John Lollis, City Manager

**Monthly Production Status & Cumulative Total June 15/16 Through
October 2017 Production Comparison to 2013 & 5 Year Average**



Cumulative Total 26.7%

2015	-2%	-15%	-4%	-16%	-36%	-36%	-41%	-28%	-35%	-35%	-8%	-18%
2016	-12%	-14%	-21%	-30%	-45%	-28%	-24%	-21%	-28%	-26%	-13%	-10%
2017	-9%	-20%	-31%	-36%	-38%	-27%	-19%	-18%	-25%	-23%		

Percent Comparison to 2013 Production



DROUGHT RESPONSE Phase III

Mandatory Odd/Even Watering Schedule, based on address.
Residents will be allowed **TWO** days a week to water lawns and landscapes. No watering allowed on Mondays, Thursdays, and Fridays.

Watering is prohibited between the hours of **5:00 AM to 10:00 AM** and **5:00 PM to 10:00 PM**.

No watering outdoor landscapes during and within **48** hours after measurable rainfall.

Excessive water runoff is prohibited.

The washing of sidewalks and driveways is prohibited.

Vehicles shall only be washed on designated watering days and with a hose equipped with a shut-off nozzle.

The operation of ornamental water features is prohibited unless the fountain uses a recycling system.

Non-compliance with Phase III water conservation regulations could result in citations with fines up to **\$500**.

DROUGHT RESPONSE PHASE III

The City of Porterville has adopted Phase III of its Drought Response Plan. As part of the Phase III plan, the City has restricted watering days to two days per week, based on address.

Mandatory Odd/Even Watering Schedule

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
DO NOT WATER	OK TO WATER	OK TO WATER	DO NOT WATER	DO NOT WATER	OK TO WATER	OK TO WATER
---	ODD	EVEN	---	---	ODD	EVEN

Odd Address
 Even Address

ODD NUMBER ADDRESSES

If your address ends with an “odd” number, 1, 3, 5, 7, or 9, your watering days are Tuesday and Saturday *only*.

OR

EVEN NUMBER ADDRESSES

If your address ends with an “even” number, 0, 2, 4, 6, or 8, your watering days are Wednesday and Sunday *only*.

Violation Level	Citation Amount
First Violation	Warning Only
Second Violation	\$100 Fine
Third Violation	\$200 Fine
Fourth Violation	\$500 Fine

**Mandatory
Odd/Even Watering
Schedule**

**Excessive water
runoff prohibited**

**The washing of
sidewalks and driveways
is prohibited**

**Vehicles shall only be
washed on designated
watering days and with
hoses equipped with a
shut-off nozzle**

**Ornamental water
features are prohibited
unless the fountain uses
a recycling system**

**WATERING PROHIBITED
BETWEEN THE HOURS OF
5:00 – 10:00 AM
5:00 – 10:00 PM**

**NO WATERING ON
MONDAYS, THURSDAYS,
AND FRIDAYS.**



DROUGHT RESPONSE Phase IV

Mandatory Odd/Even Watering Schedule, based on address. Residents will be allowed ONE day a week to water lawns and landscapes. No watering allowed Monday through Fridays.

Watering is prohibited between the hours of 5:00 AM to 10:00 AM and 5:00 PM to 10:00 PM.

No watering outdoor landscapes during and within 48 hours after measurable rainfall (>0.01 inches).

Excessive water runoff is prohibited.

The washing of sidewalks and driveways is prohibited.

Vehicles shall only be washed on designated watering days and with a hose equipped with a shut-off nozzle.

The operation of ornamental water features is prohibited unless the fountain uses a recycling system.

Non-compliance with Phase IV water conservation regulations could result in citations with fines up to \$500.

DROUGHT RESPONSE PHASE IV

The City of Porterville has adopted Phase IV of its Drought Response Plan. As part of the Phase IV plan, the City has restricted watering days to one day per week, based on address.

Mandatory Odd/Even Watering Schedule

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
DO NOT WATER	DO NOT WATER	DO NOT WATER	DO NOT WATER	DO NOT WATER	OK TO WATER	OK TO WATER
---	---	---	---	---	ODD	EVEN

- Odd Address
- Even Address
- Outdoor Watering is Prohibited

ODD NUMBER ADDRESSES

If your address ends with an “odd” number, 1, 3, 5, 7, or 9, your watering day is Saturday *only*.

OR

EVEN NUMBER ADDRESSES

If your address ends with an “even” number, 0, 2, 4, 6, or 8, your watering day is Sunday *only*.

Violation Level	Citation Amount
First Violation	Warning Only
Second Violation	\$100 Fine
Third Violation	\$200 Fine
Fourth Violation	\$500 Fine

**Mandatory
Odd/Even Watering
Schedule**

**Excessive water
runoff prohibited**

**The washing of
sidewalks and driveways
is prohibited**

**Vehicles shall only be
washed on designated
watering days and with
hoses equipped with a
shut-off nozzle**

**Ornamental water
features are prohibited
unless the fountain uses
a recycling system**

**WATERING PROHIBITED
BETWEEN THE HOURS OF
5:00 – 10:00 AM
5:00 – 10:00 PM**

**NO WATERING
MONDAY THROUGH
FRIDAY.**



CITY COUNCIL AGENDA – NOVEMBER 21, 2017

SUBJECT: Police Department Purchase of Speed/Message Trailer

SOURCE: Police

COMMENT: One of the essential duties of the Porterville Police Department is the enforcement of traffic laws in order to prevent and reduce traffic collisions, and thus safeguard lives and protect property. The use of speed trailers have been shown to have a direct and immediate impact on the speed of vehicles in areas where these trailers are deployed.

By providing a highly visible display of the speed at which vehicles are driving, drivers are more cognizant of their actions and more likely to slow down and operate their vehicles in a manner as prescribed by law. This results in traffic traveling at a slower rate giving the drivers more time to recognize hazards and react appropriately. The trailer also has the ability to produce data that can be collected by the Police Department with regards to the volume of traffic in a given area and the speed at which that traffic is traveling. All of this can be done with almost no impact on staffing as the only manpower requirements are limited to the initial deployment and setup of the trailer, and later, it's subsequent retrieval.

Furthermore, the Speed/Message Trailer has the ability of displaying visible messages to the public, which can be used to provide public safety information at various events/incidents.

Department staff has identified three vendors who outfit and supply Speed/Message Trailers with the desired specifications. They are RU2 Systems, Stalker Radar Applied Concepts, and All Traffic Solutions. After providing each of the vendors with the specifications for a Speed/Message Trailer as needed by the Porterville Police Department, each vendor supplied a quote.

RU2 Systems	\$15,099.00
Stalker Radar Applied Concepts	\$14,647.71
All Traffic Solutions	\$8,717.20

The Police Department requests City Council approval to enter into negotiations with All Traffic Solutions for the purchase of the trailer. Funding for the trailer currently exists in the Department's General Fund Budget.

RECOMMENDATION: That the City Council:

1. Authorize the purchase of a Speed/Message Trailer from All

Traffic Solutions in the amount of \$8,717.20; and
2. Authorize the payment for the trailer upon delivery.

ATTACHMENTS:

1. RU2 Systems Quote
2. Stalker Radar Quote
3. All Traffic Solutions Quote

Appropriated/Funded:

Review By:

Department Director:

Final Approver: John Lollis, City Manager



RU2 Systems, Inc.

The Leader in Speed Display Technology

2631 N. Ogden Road, Mesa, AZ 85215 • P 480-982-2107 • F 480-982-5237

Proposal For:

Porterville Police Dept.
Capt. John Hall
350 North D Street
Porterville, CA 92357
USA



Quote # RU2Q15429

Issue Date: 10/24/17

Quote Expires: 12/23/17

Fax:

Pages: 6

Phone: 559-782-7562 Ext:

Email: jhall@ci.porterville.ca.us

Line	Qty	Description	Unit Price	Ext. Price
1	1	RU2 Fast-3350 VMS Radar Speed Display Trailer	\$14,549.00	\$14,549.00

The RU2 Fast-3350 Series Speed Display Trailer has a full graphic, medium density, 30"H x 50"W active area LED array capable for 1 to 3 lines of text, full graphic characters and complex animation. The VMS display sign folds down creating a lower trailer profile for easy transport and storage. Standard features include high speed blanking, flashing digit violator alert and traffic management arrows, and customization software for both text and animation.

Optional features include solar power assist, digital video photo enforcement system and, our RU2 Systems Data Acquisition Package, which records the time, date and speed of oncoming vehicles without the use of cumbersome pneumatic tubes placed across the street!

STANDARD FEATURES:

- Single directional K-band radar unit
- One to Three lines of text; 1 @ 19", 2 @ 13", 3 @ 9"
- Up to 30" Amber AlInGaP LED display characters
- Display protected by 3/16" GE Lexan® with a smoked, non-glare finish
- Automatic intensity adjustment to ambient light conditions
- Keyed On/Off switch
- Four (4) AGM aviation grade batteries (396 A/Hrs total)
- Single cycle 24 hour ON/OFF clock
- Flashing Digit Violator Alert
- Included Traffic Arrow Patterns:
 - Sequential left or right chevron arrows
 - Sequential left or right stem arrows
 - Sequential left or right walking arrows,
 - Flashing left or right arrows,
 - Flashing double arrows, & more.
- Minimum Display Speed / High Speed Cut-off
- 4 point speed triggered custom message mode
- "Presence Only" VMS mode for power conservation
- Unit defaults to last settings upon power up

CONSTRUCTION:

- 2" dia. tubular steel space-frame chassis

Line	Qty	Description	Unit Price	Ext. Price
		• Polyester powder coat finish over high zinc epoxy primer • (2) Extendable outrigger stabilizers with a swing down swivel tongue jack • 2000 lb rated axle • Leaf spring suspension • Taper roller bearings • Curb Weight: 860 lbs. (est.)		
2	1	Crating: Fast-33XX VMS	\$195.00	\$195.00
		Please note trailers ship via LTL Truck and require a fork lift or loading dock at the delivery location. Shipping price below does not include any special or extra delivery services, i.e. lift gate services, call notification, or limited access delivery. If additional delivery services are needed, please request an update shipping quote.		
3		SubTotal		\$14,744.00
4		***** OPTIONS *****		
5	0	Solar Power: 80 Watt panel for Fast-3XXX Series	\$849.00	\$0.00
6	0	Solar Power: 140 Watt panel for Fast-3XXX Series	\$949.00	\$0.00
7	0	Solar Power: 245 Watt panel for Fast-3XXX Series	\$1,249.00	\$0.00
8	0	LED Trailer Lighting: Replace traditional incandescent tail lights and side markers with LED units.	\$44.95	\$0.00
9	0	Battery capacity upgrade: Replace the stock 4 x 99 A/hr. AGM batteries and 4 bank, 40 Amp charger with 4 x 154 A/Hr. AGM batteries and a 4 bank, 60 Amp charger. A 55% increase in battery capacity, adds 122# to curb weight.	\$729.00	\$0.00
10	0	Data Acquisition Package: This data acquisition package utilizes the streaming data received from the radar gun so that the deployment of pneumatic tubing is not required. Proprietary algorithms filter and analyze the data stream, detecting discrete oncoming vehicles that pass the location and records their speed with time/date stamps. Please note that single gun methodologies are situationally sensitive but have proven to provide data as accurate as any pneumatic method. Single gun technology is perfectly suited for determining peak load times and violation concentrations giving law enforcement agencies sufficient data for resource deployment. Please note that some system configurations may require external containment at a small additional cost. Data is saved on an SD memory card. 2GB provided (~44M+ vehicle capacity per GB) and can be downloaded to any computer with the provided SD/USB card reader. The data can then be analyzed by software capable of accepting a comma delimited ASCII text file, such as Microsoft® Excel or RU2's Traffic Count Software package, included. The Traffic Count package allows examination of data exceeding Excel's 65,536 limitation. Tabulated reports and charts include Survey Summary, Vehicle Count, Speed, and Time/date, 85th Percentile, 15 Minute, 1 Hour, Daily and Weekly analysis, etc.	\$395.00	\$0.00

Line	Qty	Description	Unit Price	Ext. Price
		Included Reporting Capability:		
		a) Survey Summary		
		a. Variable Display Scheme		
		b. Total Surveyed		
		c. Incremental Speed Grid (Speed, Volume, % of Survey)		
		d. Speed Statistics Summary		
		i. Posted Limit		
		ii. At/Under Limit Qty. / %		
		iii. Over Limit Qty. / %		
		iv. Average Speed		
		v. 85th Percentile		
		vi. Maximum Speed		
		e. 10 MPH Pace		
		i. Pace Range		
		ii. Number in Pace		
		iii. % in Pace		
		f. Number Exceeding Limit (+10, +20, +30..., Number & %)		
		b) Vehicle Speeds Graph		
		c) Daily Volume/Time Graph		
		d) 85th Percentile Graph		
		e) 15 Minute Breakdown		
		a. AM/PM Analysis		
		i. Total		
		ii. Peak Hour		
		iii. Peak Flow		
		iv. Peak % of AM		
		v. Peak % to 24 Hr		
		f) Weekly Summary - 4 Week Limit		
		g) Time vs. Speed		
		a. Hourly numeric breakdown		
		h) Comparative Survey Analysis		
		a. Virtual Week		
		b. Dynamic/Survey Week		
		c. Comparative Surveys		
		d. Selective Time View (Time Slice)		
		i) Estimated Revenue Calculator		
		a. Client defined fine schedule x Efficiency over Survey Results		
11	0	Download data to a WiFi enabled device.	\$125.00	\$0.00
12	0	Cellular Data Transmission;	\$695.00	\$0.00

Cellular modem for remote download of accumulated data and real time observation of current data stream from radar as displayed. Requires client to acquire and maintain cellular data services from local cellular provider.

When added to a Fast-3XXX series trailer also allows user defined messages to be uploaded to the VMS sign from your remote location. Includes and replaces standard data collection package.

Quad-band GPRS Class 10 performance with RS232 serial interface.

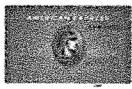
The cellular modem is a ready-to-deploy, standalone modems that provide wireless data communication and integrate seamlessly with virtually any application. This cellular modem is based on industry-standard open interface

Line	Qty	Description	Unit Price	Ext. Price
		and utilizes a Universal Socket design. The cell modem is designed with a quad-band GSM/GPRS network and a RS232 interface. The wireless modem offers standards-based quad-band GPRS Class 10 performance. It allows users to connect to the Internet and send and receive data faster than possible with an ordinary GSM/GPRS network. Based on industry-standard open interfaces, the wireless modem is equipped with quad-band, high-speed RS232 technology, which means it can be used worldwide on all existing GSM networks. Features: - Ruggedized Aluminum Enclosure - Compatible with Any Terminus Plug-In Module - Wired Ethernet - USB Host Port - ARM-9 Processor Capable of Running Embedded Linux OS - GSM, CDMA, UMTS 128 MB of Flash 64 MB of SDRAM - Externally Exposed RS-232 and RS-485 Ports 6 Exposed GPIOs - Embedded GPS - Dimensions: 3.15" x 4.27" x 1.18" Specifications: - Features MTCBA-G2/-U - Performance GPRS; Class 10 - Band, Frequency Quad-band, GSM/GPRS, 850/900/1800/1900 MHz, - Packet Data Up to 85.6K bps, coding schemes CS1 to CS4 - Circuit-Switched Data GPRS up to 14.4K bps transparent and non-transparent - Short Message Services- SMS Text & PDU, Point-to-Point (MO/MT), cell broadcast - Antenna Connector RF Antenna: 50 ohm SMA (female connector) - SIM Connector Standard 1.8 & 3V SIM receptacle - RS232 Connector DE9 only on serial versions - USB Connector*** Type B only on USB versions - Power Connector 2.5mm miniature (screw-on) Serial only - Voltage 9V to 32 VDC Serial only, 5.0V USB input voltage supplied by USB connector Physical Description 4.114" W x 1.065"H x 2.350"D Operating Temperature ** -30° to +70° C UL listed @ 40° Storage Temp -40° to +85° C Humidity Relative humidity 20% to 90% noncondensing		
13	0	Add (2) extendable outrigger style bull-dog jacks at the front for extra stability.	\$395.00	\$0.00

Line	Qty	Description	Unit Price	Ext. Price
14	0	Replace your standard white spokes with these 13 inch SawTooth Aluminum Trailer Wheels; priced the pair.	\$295.00	\$0.00
15	0	13 inch SawTooth Aluminum Trailer Wheel mounted as spare	\$295.00	\$0.00
16	0	Galvanized steel trailer wheels, 175/80D13-ST 5X4.50 lug, 13 x 4 / 1,660 Lb. load capacity.	\$279.00	\$0.00
17	0	Spare tire (Fast-8XX option)	\$225.00	\$0.00
18	0	Alarm System: The RU2 Fast Series Alarm System is a Audiovox Rampage car alarm with a tamper alert warning before alarming, remote activation, and adjustable sensitivity.	\$135.00	\$0.00
19	0	Coupler Lock: Reese Lock 72783	\$35.00	\$0.00
20	0	Cable Lock: MasterLock, Kryptonite, Brinks or equivalent 6' x 5/8" locking cable for immobility by locking wheel to frame or fixed point. Braided steel wires for strength and flexibility, smoke vinyl coating helps prevent scratching. Comes with 2 keys.	\$44.95	\$0.00
21	0	Economy Trailer Cover: A generic small vehicle cover provided in neutral blue & gray. UV Protection * Water Repellent * Elastic Hem * Heat Resistant Panels * Storage Bag	\$39.98	\$0.00
22	0	Locking Lugnuts, Open Bulge, Per Pair	\$19.95	\$0.00
23	0	Titan Grip Wheel Lock: Produced in the United States with premium-grade carbon steel and tempered to the highest treating standards, Carbon Steel rated 6 times stronger than "mild" steel Stainless steel locking cylinder is drill resistant and freeze resistant Strong up to 4000 lbs. Weather resistant Protective coating prevents scratching of wheels Extra large capacity capable of securing 14 inch wide tires	\$99.95	\$0.00
			SubTotal	\$14,744.00
			Shipping	\$355.00
			Sales Tax	\$0.00
			Total	\$15,099.00

WARRANTY: RU2 warrants their LED Displays for Five (5) Years excepting batteries (2 yr.). The radar device is warranted for Five (5) years. On-site labor is not included. However, parts are repaired within five business days of receipt, and include ground-shipping expenses. Warranty does not include physical damage from misuse or vandalism.

- A. Shipping, crating and applicable sales tax are not included in the above pricing unless specifically listed.
- B. Shipping quotes do not include liftgate or any additional services that may be required at destination.
- C. Sign to be shipped approx. 30 days after receipt of purchase order.
- D. Prepaid or Terms: 2% 10, Net 30 on approved credit



www.ru2systems.com



Sustaining
Member

FEIN: 80-0017092



applied concepts, inc.

855 E. Collins Blvd
Richardson, TX 75081
Phone: 972-398-3780
Fax: 972-398-3781

National Toll Free: 1-800- STALKER

Inside Sales Partner: Mike Scaglione
972-801-4856

QUOTE
#2013115

Page 1 of 1

Date: 10/30/17

Reg Sales Mgr: Brian Wong
310-429-0519

Effective From : 10/30/2017

Valid Through: 11/30/2017

Lead Time: 32 working days

Bill To: Porterville Police Dept 350 N D St Porterville, CA 93257-3651	Customer ID: 932571	Ship To: Porterville Police Dept 350 N D St Porterville, CA 93257-3651	<i>Deliver</i> Captain John Hall
--	----------------------------	--	---

Grp	Qty	Package	Description	Wrnty/Mo	Price	Ext Price
1	1	821-1099-00	Stalker MC360 Message Trailer (3'x6')	24	\$13,453.00	\$13,453.00

Ln	Qty	Part Number	Description	Price	Ext Price
1	1	015-2684-59	[268459] MC 360 Message Trailer (3' x 6')		\$0.00
2	1	200-0880-57	Traffic Statistics Sensor w/2-Comm Ports, USB		\$0.00
3	1	006-0569-00	Certificate of Accuracy, Speed Sensor II		\$0.00
4	1	015-5779-00	[274712] MC360 Solar Panel		\$0.00
5	1	015-1819-00	[275569] Trailer Tongue Jack		\$0.00
7	1	200-1173-00	Stalker Traffic Analyst App, No Charge - Limited Time Offer	(\$499.00)	(\$499.00)
8	1	060-1000-24	24-Month Warranty		\$0.00

Group Total \$12,954.00

Product	\$12,954.00	Sub-Total:	\$12,954.00
Discount	\$0.00	Sales Tax 8.25%	\$1,068.71
Payment Terms: Net 30 days		Shipping & Handling:	\$625.00
		Total: USD	\$14,647.71

001

This Quote or Purchase Order is subject in all respects to the Terms and Conditions detailed at the back of this document. These Terms and Conditions contain limitations of liability, waivers of liability even for our own negligence, and indemnification provisions, all of which may affect your rights. Please review these Terms and Conditions carefully before proceeding.



A sign of the future.™

All Traffic Solutions Inc.
12950 Worldgate Dr.,
Ste 310
Herndon, VA 20170
Phone: 814-237-9005
Fax: 814-237-9006

Tax ID: 25-1887906

Questions contact:
MANUFACTURER:
All Traffic Solutions
Heidi Traverso
(206)455-7393

QUOTE Q-31708

DATE/TIME: 10/18/2017 **PAGE**
NO: 1

Independent Sales Rep:

Purchase Orders

3100 Research Dr.
State College, PA
16801

BILL TO:
City of Porterville-CA
291 North Main Street
Porterville, CA

SHIP TO:
City of Porterville-CA

Attn:

PAYMENT TERMS: **CUSTOMER:** 205435 **CONTACT:** 559-782-7451
Net 30

ITEM NO:	DESCRIPTION:	QTY:	EACH:	EXT. PRICE:
4000885	SpeedAlert 18B Radar Message Sign (RMS); base unit w/ mounting bracket, Can be Upgraded to TrafficCloud	1.00	\$3,250.00	\$3,250.00
4000925	Trailer, ATS-3 (select power separately)	1.00	\$2,300.00	\$2,300.00
4000631	Bluetooth: allows wireless control from any Bluetooth enabled device (sold separately)	1.00	\$400.00	\$400.00
4000750	App, Mobile User Interface perpetual license (only 1 req'd per account)	1.00	\$50.00	\$50.00
4000519	Traffic Data Collection; stores vehicle statistics locally for later analysis	1.00	\$250.00	\$250.00
4000637	Trailer Battery kit for ATS-3, 100Ah SLA battery with hold down, cables & hardware	1.00	\$300.00	\$300.00
4000975	Solar panel, 40W; includes bracket for ATS-3 trailer and harness	1.00	\$500.00	\$500.00
4000740	Trailer Certificate of Origin	1.00	\$0.00	\$0.00
4000754	USB cable, 16ft, extra long for trailer or pole	1.00	\$60.00	\$60.00
4900085	crate, ATS-3 trailer shipping crate	1.00	\$250.00	\$250.00

4000705	Sales Tax	1.00	\$607.20	\$607.20
4000641	Shipping	1.00	\$750.00	\$750.00

Special Notes:	SALES AMOUNT: SHIPPING: TOTAL:	\$8,717.20 \$8,717.20
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Duration: This quote is good for 60 days from date of issue.

Shipping Notes: Unless shipping charges are specifically indicated, prices are FOB factory. Shipping charges may apply

Taxes: Taxes are not included in quote. Please provide a tax exempt certificate or sales tax will be applied.

Warranty: Unless otherwise indicated, all products have a one year warranty from date of sale. Warranty extensions are a component of some applications that are available at time of purchase. A Finance Charge of 1.5% per month will be applied to overdue balances. GSA GS-07F-6092R

Authorization: By Signing below I indicate that I am authorized to commit my organization to the above.

Print Name, Title

Signature

Date



CITY COUNCIL AGENDA – NOVEMBER 21, 2017

SUBJECT: Authorization to Paint the Zalud House Roof

SOURCE: Parks and Leisure Services

COMMENT: The Zalud House Museum was built in 1891 and is recognized as a local landmark. The iconic house is listed in the National Historical Register of Historic Places and in the National Historical Registry of Old Houses. The unique mansard roof construction makes the house very unique in its style of architecture. Currently, the roof's four sides are in desperate need of painting.

The two responsive local quotes were as follows:

Gary Bennett's Painting \$5,925.00

Emet Construction \$7,150.00

The cost would include power washing, scraping, priming, and painting all the wood shingles. Gary Bennett's Painting has been identified as the lowest bidder and has painted the Zalud House in the past. The project would be funded by a portion of the revenue received from the recent Pioneer Days event and from the Zalud House's building/grounds maintenance account, which begins annually with \$2,000.

RECOMMENDATION: That the City Council authorize the painting of the Zalud House roof for an amount not to exceed \$5,925.00.

ATTACHMENTS:

Appropriated/Funded: MB

Review By:

Department Director:

Donnie Moore, Parks and Leisure Services Director

Final Approver: John Lollis, City Manager



CITY COUNCIL AGENDA – NOVEMBER 21, 2017

SUBJECT: Acceptance of Final Subdivision Map – Summit Estates Two, Phase 1 (Gary Smee)

SOURCE: Public Works

COMMENT: The subdivider, Smee Homes, Inc., has submitted the final map of the subject project for Council approval. The subdivider is requesting approval prior to the acceptance of the required improvements.

The subdivider has submitted the required guarantee to the City to complete and/or accept all necessary public improvements on the project. A subdivision agreement between the subdivider and the City has been signed by the subdivider, and all fees have been paid.

The final map is in conformance with the approved tentative map and City Council Resolution No. 56-2016. The improvement plans, specifications, dedications and the final map have been approved by the Public Works Director and City Engineer and all other requirements have been met.

RECOMMENDATION: That City Council:

1. Approve the final subdivision map of Summit Estates Two, Phase 1;
2. Accept all offers of dedication shown on the final map or by separate deed document; and
3. Authorize the City Clerk to file said map with the County Recorder.

ATTACHMENTS:

1. Final Map-Summit Estates Two, Phase 1
2. Parkway Dedication Deed
3. Temporary Turnaround Easement Deed
4. Stormdrain Line Easement Deed
5. Reservoir Expansion Easement Deed

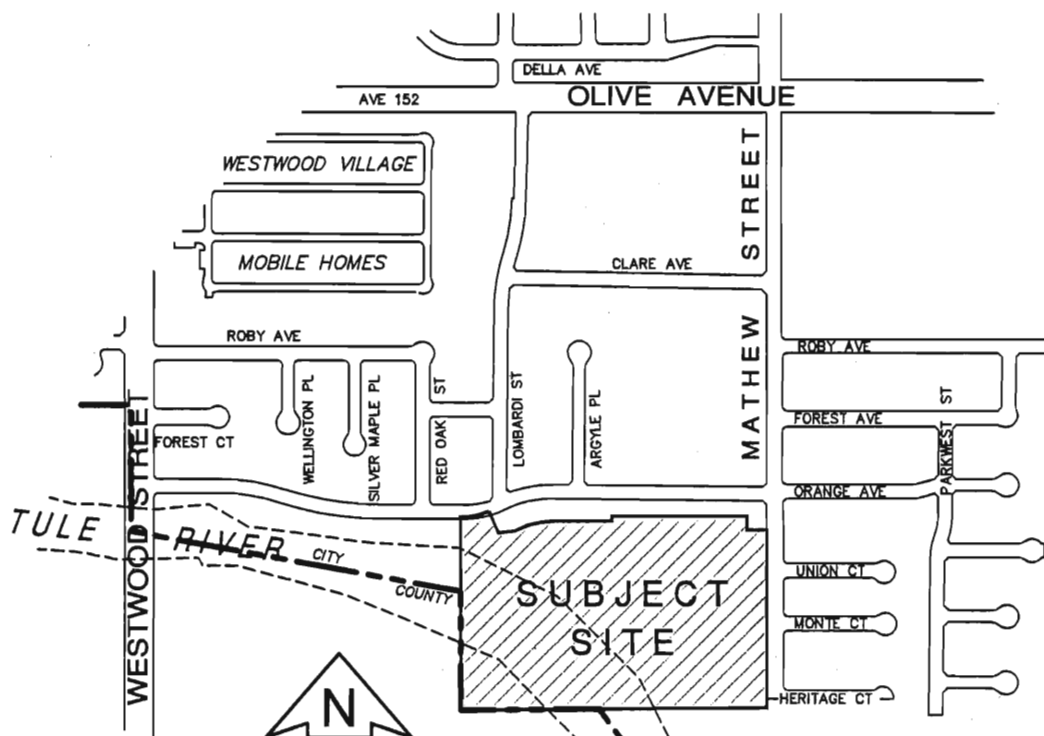
Appropriated/Funded:

Review By:

Department Director:

Mike Reed, Acting Public Works Director

Final Approver: John Lollis, City Manager



LOCATION MAP

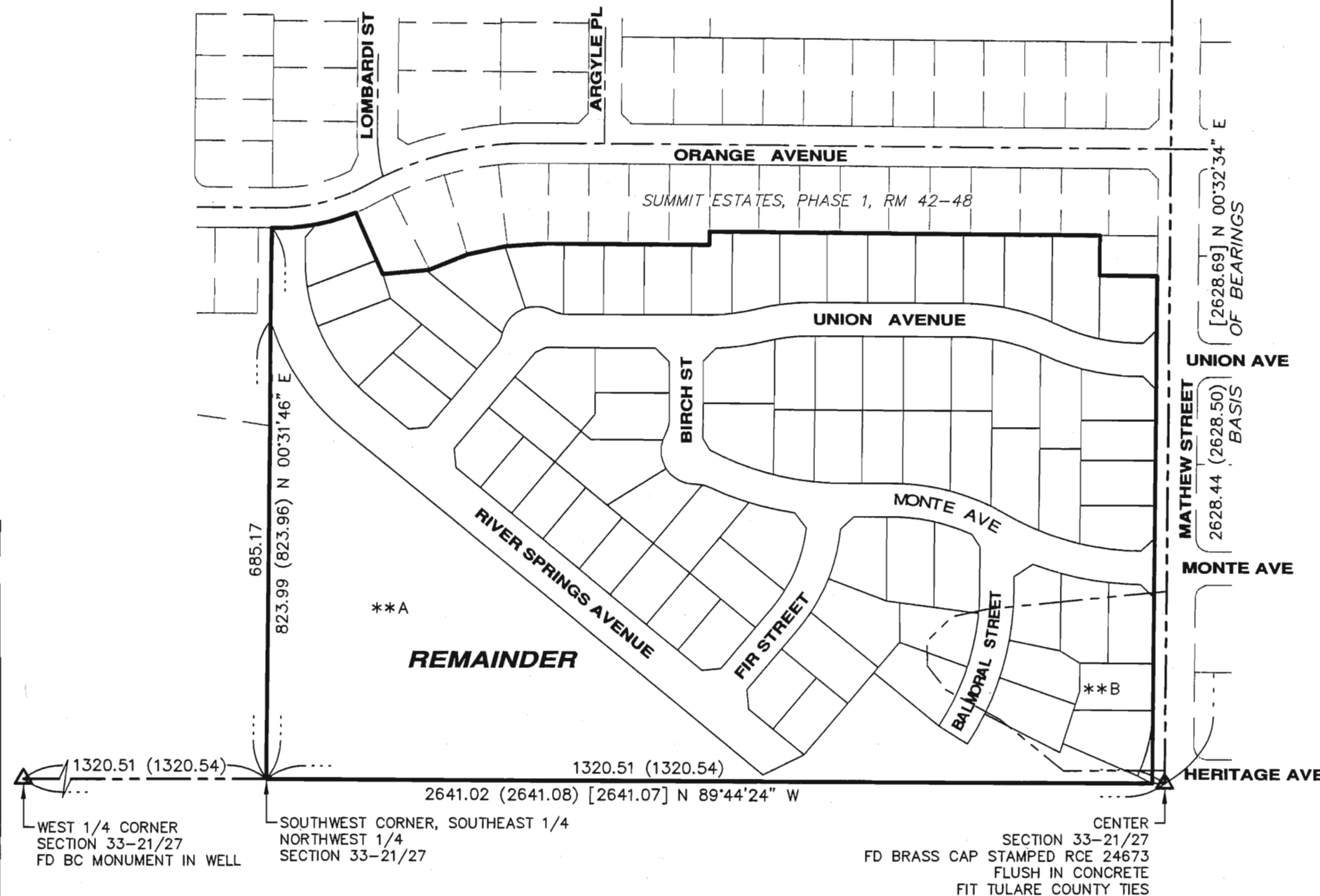
NOT TO SCALE

CURVE DATA

R	Δ	L	T
A1	280.00	23°49'05"	116.40
A2	280.00	12°20'38"	60.32
B	266.50	50°44'41"	236.03
B1	266.50	09°04'35"	42.22
B2	266.50	13°00'41"	60.52
B3	266.50	23°14'42"	108.12
B4	266.50	05°24'43"	25.17
C	275.00	34°29'36"	165.56
C1	275.00	06°43'48"	32.30
C2	275.00	11°45'03"	56.40
C3	275.00	16°00'45"	76.85
D	275.00	24°53'59"	119.51
D1	275.00	12°40'45"	60.86
D2	275.00	12°13'14"	58.65
E	375.00	32°32'33"	212.99
E1	375.00	05°06'01"	33.38
E2	375.00	12°32'16"	82.06
E3	375.00	14°54'16"	97.55
F	225.00	33°44'43"	132.52
F1	225.00	08°14'06"	32.34
F2	225.00	25°30'37"	100.18
G	465.00	16°19'58"	132.55
G1	465.00	08°35'08"	69.68
G2	465.00	07°44'50"	62.87
H	50.00	25°29'38"	22.25
H1	50.00	12°53'57"	11.26
H2	50.00	12°35'41"	10.99
I	50.00	119°05'07"	103.92
I1	50.00	58°23'35"	50.96
I2	50.00	51°20'54"	44.81
J	50.00	09°20'38"	8.15
J1	50.00	28°19'43"	24.72
K	50.00	27°39'55"	24.14
L	50.00	105°49'07"	92.34
L1	50.00	59°51'23"	52.23
L2	50.00	45°57'44"	40.11
M	50.00	27°39'56"	24.14
M1	50.00	21°04'27"	18.39
M2	50.00	06°35'29"	5.75
N	275.00	14°38'29"	70.27
N1	275.00	07°11'30"	34.52
N2	275.00	07°26'59"	35.76
O	325.00	14°38'29"	83.05
O1	325.00	06°17'04"	35.65
O2	325.00	08°21'25"	47.40
P	325.00	25°28'31"	144.50
P1	325.00	10°38'19"	60.35
P2	325.00	12°56'22"	73.40
P3	325.00	01°53'50"	10.76
Q	275.00	25°11'44"	120.93
Q1	275.00	13°10'54"	63.27
Q2	275.00	12°00'50"	57.66

R	Δ	L	T
R1	391.85	30°14'34"	206.83
R2	391.85	13°10'54"	90.15
R3	391.85	09°13'26"	63.08
S	325.00	07°50'14"	53.60
S1	325.00	30°31'21"	173.13
S2	325.00	04°23'42"	24.93
S3	325.00	11°17'22"	64.04
S4	325.00	12°29'46"	70.88
T	415.00	02°20'31"	13.28
T1	415.00	27°54'11"	202.11
T2	415.00	05°31'14"	39.99
T3	415.00	08°24'18"	60.88
T4	415.00	13°58'39"	101.24
U	325.00	12°39'43"	71.82
V	275.00	14°38'29"	70.27
V1	275.00	03°21'43"	16.14
V2	275.00	11°16'46"	54.14
W	275.00	25°28'31"	122.27
W1	275.00	09°05'28"	43.63
W2	275.00	15°15'03"	73.20
W3	275.00	01°08'00"	5.44
X	325.00	25°11'44"	142.92
X1	325.00	10°20'40"	58.68
X2	325.00	14°51'04"	84.24
Y	425.00	32°32'33"	241.39
Y1	425.00	07°52'52"	58.46
Y2	425.00	07°48'30"	57.92
Y3	425.00	09°54'32"	73.50
Y4	425.00	06°56'39"	51.51
Z	441.85	20°52'46"	161.02
Z1	441.85	05°36'48"	43.29
Z2	441.85	09°14'44"	71.30
Z3	441.85	06°01'14"	46.43
AA	270.00	23°24'31"	110.31
AA1	270.00	01°56'00"	9.11
AA2	270.00	21°28'31"	101.20
BB	328.50	34°23'36"	197.19
BB1	250.00	30°04'08"	131.20
2A	250.00	28°04'51"	122.53
2B	250.00	01°59'17"	8.67
3	297.50	50°44'41"	263.48
4	300.00	14°38'29"	76.66
5	300.00	14°38'29"	76.66
6	300.00	25°28'31"	133.39
7	300.00	25°11'44"	131.92
8	440.00	31°29'34"	241.85
8A	440.00	03°03'13"	23.45
8B	440.00	28°26'21"	218.40
9	300.00	30°31'21"	159.82
10	416.85	30°14'34"	220.03
11	250.00	36°27'30"	159.08
12	400.00	32°32'33"	227.19
13	288.00	23°24'31"	117.66

- ***A BLANKET EASEMENT FOR INGRESS, EGRESS AND EMERGENCY ACCESS RECORDED SEPTEMBER 11, 2008, AS INSTRUMENT No. 2008-0062248, O.R. VACATED BY CITY COUNCIL RESOLUTION No. _____ AS INSTRUMENT No. _____ O.R.
- ***B EASEMENT FOR DRAINAGE RESERVOIR RECORDED SEPTEMBER 11, 2008 AS INSTRUMENT No. 2008-0062250, O.R. VACATED BY CITY COUNCIL RESOLUTION No. _____ RECORDED _____ AS INSTRUMENT No. _____ O.R.



LEGEND

ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF UNLESS OTHERWISE NOTED

- SUBDIVISION BOUNDARY
- CITY LIMITS
- Δ FOUND AS DESCRIBED
- ▲ FOUND 3/4" I.P. TAGGED PLS 8006 PER MAP OF SUMMIT ESTATES, PHASE ONE, RM 42-48
- SET 1" I.P. AT ALL LOT CORNERS NOT OTHERWISE SHOWN.
- SET 1" I.P. WITNESS CORNER TAGGED RCE 16094 ON LOT LINE, 1' SOUTH OF LOT CORNER
- SET BRASS CAP MONUMENT STAMPED RCE 16094, FLUSH PER CITY STANDARD M-2C
- () RECORD DATA PER SUMMIT ESTATES, PHASE ONE, RECORDED IN BOOK 42, PAGE 48 OF MAPS, TCR
- [] RECORD DATA PER RECORD OF SURVEY RECORDED IN BOOK 21, PAGE 68 OF LICENSED SURVEYS, TCR. DISTANCES SHOWN ARE CONVERTED TO GROUND.
- (R) RADIAL BEARING
- E.P.U. EASEMENT FOR PUBLIC UTILITIES

FLOOD NOTE

THE SUBJECT SITE IS WITHIN FLOOD ZONE X AS SHOWN ON FEMA FIRM PANEL 06107C1637E, EFFECTIVE 6/16/2009

BASIS OF BEARINGS

THE EAST LINE OF THE NORTHWEST 1/4 OF SECTION 33-21/27, BEARS N 00°32'34" E PER MAP OF SUMMIT ESTATES, PHASE ONE RECORDED IN BOOK 42, PAGE 48 OF MAPS, TULARE COUNTY RECORDS.

LANDSCAPE AND LIGHTING ASSESSMENT DISTRICT

THIS SUBDIVISION IS SUBJECT TO A LANDSCAPE AND LIGHTING ACT ASSESSMENT DISTRICT WHICH WILL BE FORMED WITHIN 45 DAYS OF THE RECORDING OF THIS MAP.

OWNER'S STATEMENT

WE HEREBY STATE THAT WE ARE OWNERS OF OR HAVE SOME RIGHT, TITLE OR INTEREST IN AND TO THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THE SUBDIVISION SHOWN ON THIS MAP, AND THAT WE ARE THE ONLY PERSONS WHOSE CONSENT IS NECESSARY TO PASS A CLEAR TITLE TO SAID REAL PROPERTY, AND WE CONSENT TO THE MAKING OF SAID MAP AND SUBDIVISION AS SHOWN WITHIN THE BORDER LINES HEREON AND HEREBY DEDICATE TO PUBLIC USE ALL OF THE STREETS, AVENUES, EASEMENTS, AND ACCESS LIMITATION STRIPS ALL AS SHOWN ON SAID MAP WITHIN SAID SUBDIVISION.

SMEE HOMES, Inc.

JASON MOYES, President

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY, OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA
COUNTY OF Tulare
ON 11/9/17 BEFORE ME, Anna M. Ballisteros a Notary Public
PERSONALLY APPEARED, Jason Moyes
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/IT EXECUTED THE SAME IN HIS/HER/ITS AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/ITS SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL

Signature: Anna M. Ballisteros
PRINT NAME: Anna M. Ballisteros
COUNTY OF PRINCIPAL PLACE OF BUSINESS: Tulare
MY COMMISSION EXPIRES: February 28, 2021

RECORDER'S STATEMENT

DOCUMENT NUMBER: _____ FEE PAID: _____
FILED THIS _____ DAY OF _____, 20____, AT _____ M. IN BOOK _____
OF MAPS, AT PAGE _____ AT THE REQUEST OF CHICAGO TITLE COMPANY

ROLAND P. HILL, Tulare County Assessor/Clerk-Recorder

BY: _____
DEPUTY

SUMMIT ESTATES TWO, PHASE ONE

BEING A SUBDIVISION OF REMAINDER 2 OF SUMMIT ESTATES, PHASE ONE, RECORDED IN BOOK 42, PAGE 48 OF MAPS, TCR. LOCATED WITHIN THE NORTHWEST 1/4 OF SECTION 33, T.21S., R.27E., M.D.B.&M., IN THE CITY OF PORTERVILLE, COUNTY OF TULARE, STATE OF CALIFORNIA.

GROSS AREA: 17.90 ACRES

Subdivider: SMEE HOMES, Inc.

Surveyor: JAMES WINTON & ASSOCIATES

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY, TRUE AND COMPLETE AS SHOWN, IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF SMEE HOMES, INC. IN DECEMBER 2016. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP, ALL MONUMENTS ARE OF THE CHARACTER AND OCCUPY THE POSITIONS INDICATED AND ARE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED. THE MONUMENTS NOT YET SET, WILL BE SET AS INDICATED WITHIN ONE YEAR OF THE RECORDING OF THIS MAP.

DATED THIS 10 DAY OF November, 2017

James S. Winton
JAMES S. WINTON R.C.E. 16094

SOIL ENGINEER'S STATEMENT

I HEREBY STATE THAT A PRELIMINARY SOIL REPORT WAS SUBMITTED BY ME ON SEPTEMBER 28, 2016, IN ACCORDANCE WITH THE PROVISIONS OF ORDINANCE 900 OF THE MUNICIPAL CODE OF THE CITY OF PORTERVILLE AND THAT SAID REPORT IS ON FILE IN THE CITY BUILDING INSPECTOR'S OFFICE.

DATED THIS 10 DAY OF Nov, 2017

Santiago Espinoza, R.G.E. 83289

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE CAREFULLY EXAMINED THIS MAP, AND I AM SATISFIED THAT IT IS TECHNICALLY CORRECT, AND THAT THE SUBDIVISION AS SHOWN IS SUBSTANTIALLY THE SAME AS IT APPEARED ON THE TENTATIVE MAP, AND THAT ALL PROVISIONS OF DIVISION 2, TITLE 7 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA, AND ANY LOCAL ORDINANCE APPLICABLE AT THE TIME OF APPROVAL OF THE TENTATIVE MAP, HAVE BEEN COMPLIED WITH.

DATED THIS _____ DAY OF _____, 20____

MICHAEL K. REED, PUBLIC WORKS DIRECTOR, P.L.S. 7514

ZONING ADMINISTRATOR'S STATEMENT

I HEREBY STATE THAT THIS MAP CONFORMS TO THE APPROVED TENTATIVE MAP
DATED THIS _____ DAY OF _____, 20____

JENNIFER M. BYERS, Community Development Director

CITY COUNCIL'S STATEMENT

THIS IS TO STATE THAT AT A REGULAR MEETING OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE HELD ON THE _____ DAY OF _____, 20____, AN ORDER WAS DULY AND REGULARLY MADE AND ENTERED APPROVING THIS MAP AND SUBDIVISION AND ACCEPTING, SUBJECT TO IMPROVEMENTS, ON BEHALF OF THE PUBLIC THE STREETS, AVENUES, EASEMENTS, AND ACCESS LIMITATION STRIPS, ALL AS SHOWN AND INDICATED WITHIN THE BOUNDARIES OF THE SUBDIVISION SHOWN UPON THIS MAP.

WITNESS MY HAND AND OFFICIAL SEAL OF THE CITY OF PORTERVILLE THIS _____ DAY OF _____, 20____

BY: _____
CITY CLERK

CITY CLERK'S STATEMENT

I, JOHN D. LOLLIS, CITY CLERK OF THE CITY OF PORTERVILLE, STATE OF CALIFORNIA, HEREBY STATE TO THE COUNTY RECORDER, AND TO WHOMSOEVER IT MAY CONCERN, THAT ALL THE PROVISIONS OF DIVISION 2, TITLE 7 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA AND OF ANY LOCAL ORDINANCES PERTAINING TO DEPOSITS REQUIRED AT THE TIME OF APPROVAL OF THIS MAP BY THE CITY COUNCIL OF THE CITY OF PORTERVILLE HAVE BEEN COMPLIED WITH.

DATED THIS _____ DAY OF _____, 20____

BY: _____
CITY CLERK

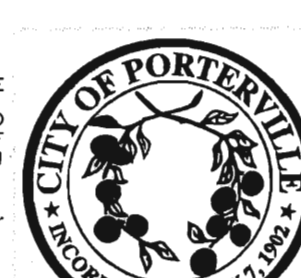
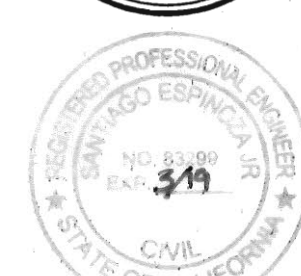
BOARD OF SUPERVISORS' STATEMENT

I, MICHAEL C. SPATA, COUNTY ADMINISTRATIVE OFFICER/CLERK OF THE BOARD OF SUPERVISORS OF THE COUNTY OF TULARE, STATE OF CALIFORNIA, HEREBY CERTIFIES TO THE COUNTY RECORDER AND TO WHOMEVER IT MAY CONCERN, THAT ALL OF THE PROVISIONS OF CHAPTER 2, DIVISION 2, TITLE 7 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA AND ANY LOCAL ORDINANCE PERTAINING TO DEPOSITS REQUIRED AT THE TIME OF APPROVAL BY THE BOARD OF SUPERVISORS OF THIS MAP, HAVE BEEN COMPLIED WITH.

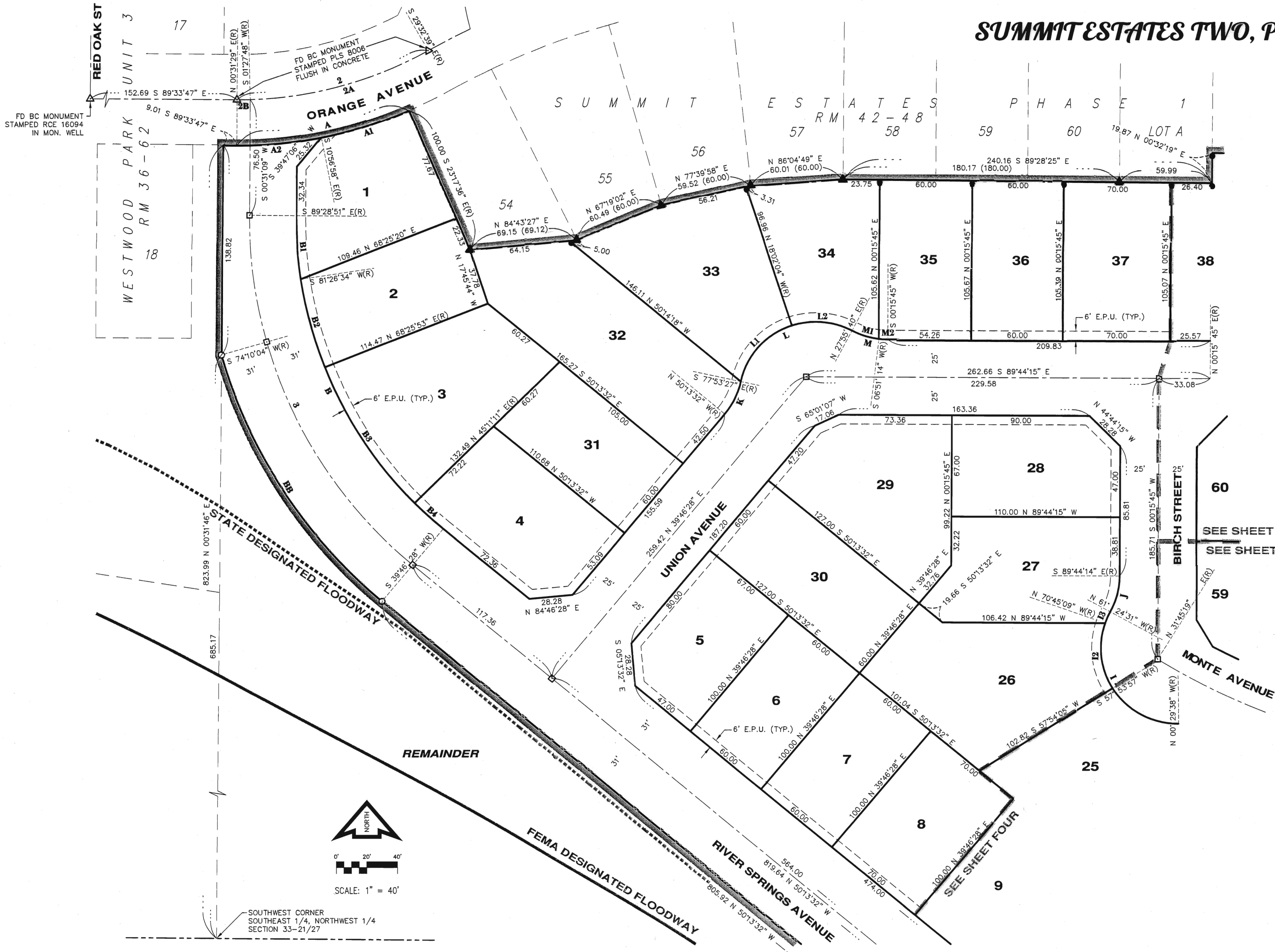
DATED THIS _____ DAY OF _____, 20____

MICHAEL C. SPATA, County Administrative Officer/
Clerk of the Board of Supervisors

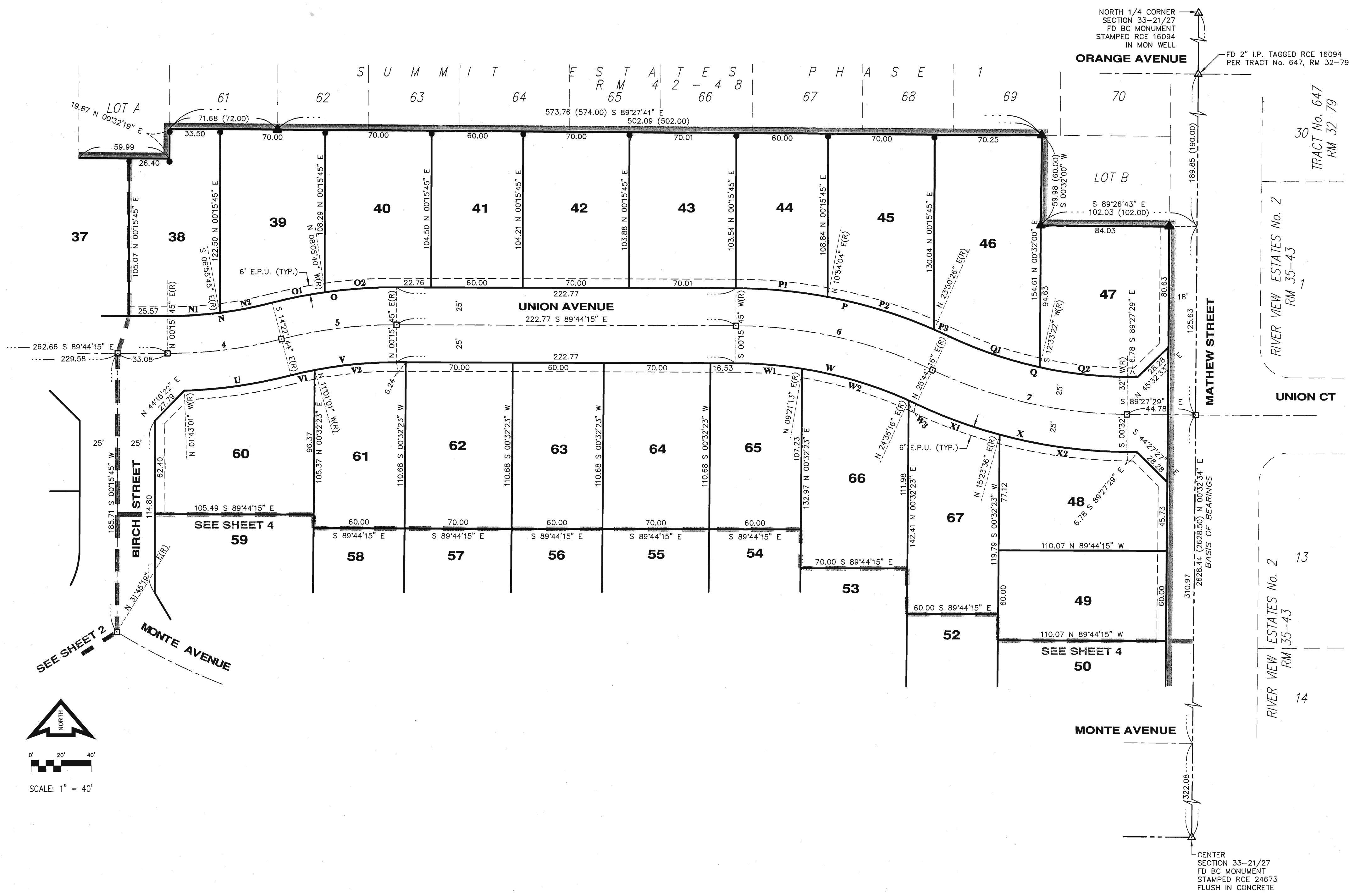
BY: _____
DEPUTY



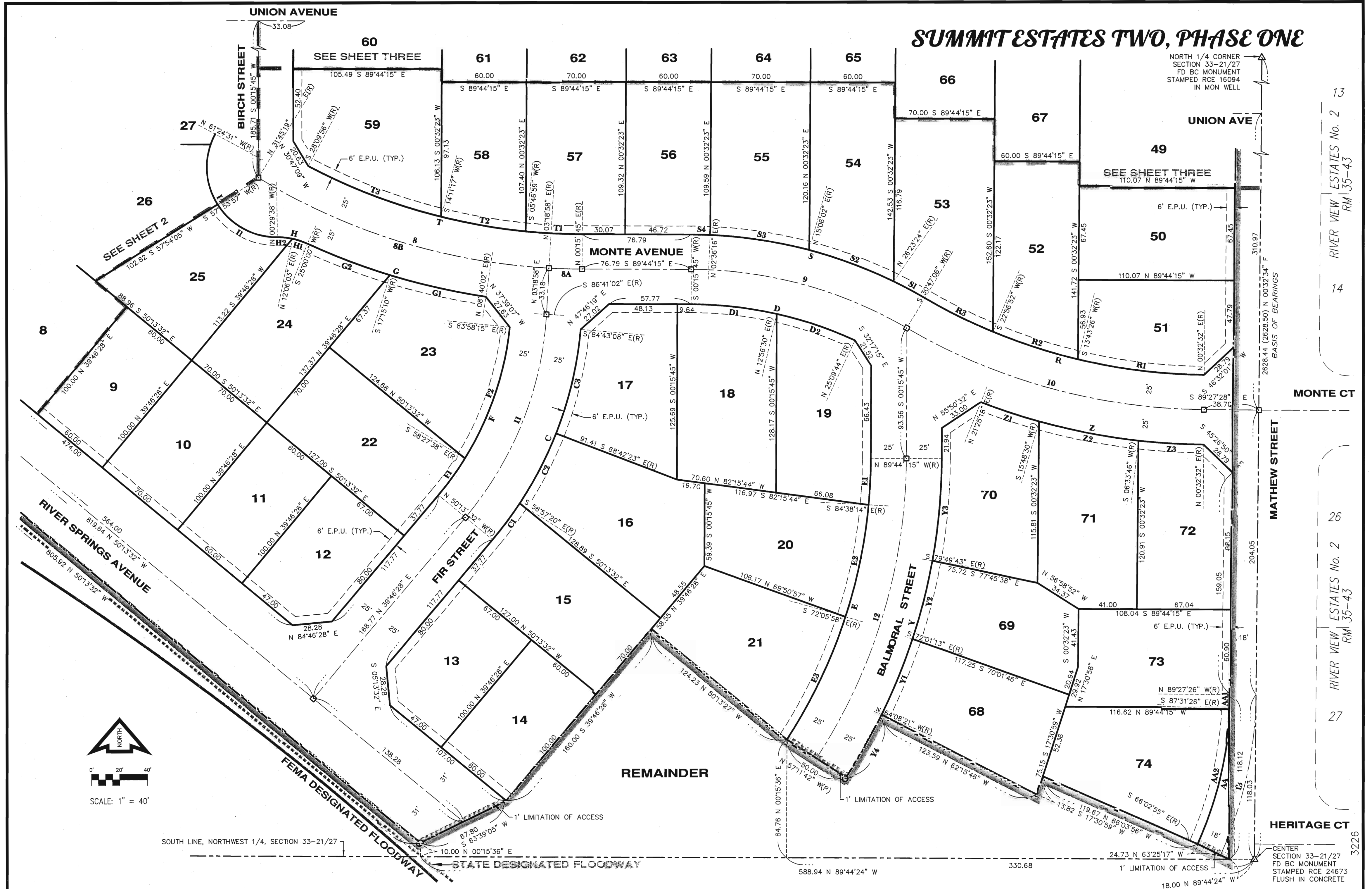
SUMMIT ESTATES TWO, PHASE ONE



SUMMIT ESTATES TWO, PHASE ONE



SUMMIT ESTATES TWO, PHASE ONE



NORTH 1/4 CORNER
SECTION 33-21/27
FD BC MONUMENT
STAMPED RCE 16094
IN MON WELL

13
RIVER VIEW ESTATES No. 2
RM 35-43

14

26

RIVER VIEW ESTATES No. 2
RM 35-43

27

3226

CENTER
SECTION 33-21/27
FD BC MONUMENT
STAMPED RCE 24673
FLUSH IN CONCRETE

**RECORDING REQUESTED BY
AND WHEN RECORDED MAIL THIS
DEED AND TAX STATEMENTS TO:**

City of Porterville
291 N. Main St.
Porterville, CA 9325

**NO FEE PURSUANT TO GOVERNMENT
SECTION 27383**

Space above this line for Recorder's Use

GRANT DEED
(CORPORATION)

Atlas Sheet	Section	Township	Range	Street/Avenue
G3	33	T 21 S	R 27 E	River Springs Ave & Tule River

Smee Homes, Inc. a corporation organized and existing under and by virtue of the laws of the State of California, does hereby DEDICATE to the CITY OF PORTERVILLE, a Municipal Corporation all that real property in the City of Porterville, County of Tulare, State of California, for support of the development of the Tule River Parkway Bicycle and Pedestrian path, described as follows:

See Exhibit "A" and shown on Exhibit "B" attached hereto and made a part hereof by reference, consisting of two pages.

Number

IN WITNESS WHEREOF, said corporation has caused its corporate name to be hereunto subscribed and its corporate seal to be affixed hereto, this 9 day of November, 2017.

Smee Homes, Inc.

By [Signature]
Jason Moyes, President

[CORPORATE SEAL]

CALIFORNIA ALL PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

County of Tulare } SS

On this the 9 day of November, 2017, before me, Anna M. Ballesteros, a Notary Public,
Name, Title of Officer-E.G., "Jane Doe, Notary Public"

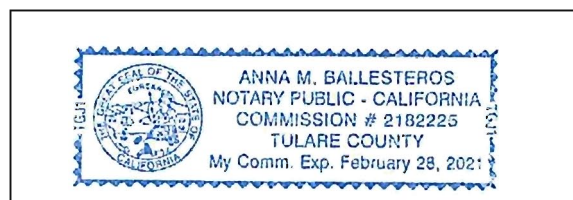
personally appeared Jason Moyes
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

[Signature]
(Notary Public's signature in and for said County and State)



(for notary seal or stamp)

THIS IS TO CERTIFY, That pursuant to the authority conferred by City of Porterville, Ordinance No. 1590, adopted February 20, 2001, the undersigned, on behalf of the public and City Council of the City of Porterville consents to the acceptance for public purposes the real property described in the within deed and consents to the recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand
this _____ day of _____, 2017.

Javier Sanchez, RCE #70356, City Engineer

CALIFORNIA ALL PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

County of Tulare

On this the _____ day of _____, 20____, before me, _____,
Name, Title of Officer-E.G., "Jane Doe, Notary Public"

personally appeared Javier Sanchez _____,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



(Notary Public's signature in and for said County and State)

(for notary seal or stamp)

3226
11/2/2017

Exhibit "A"

Parkway Dedication

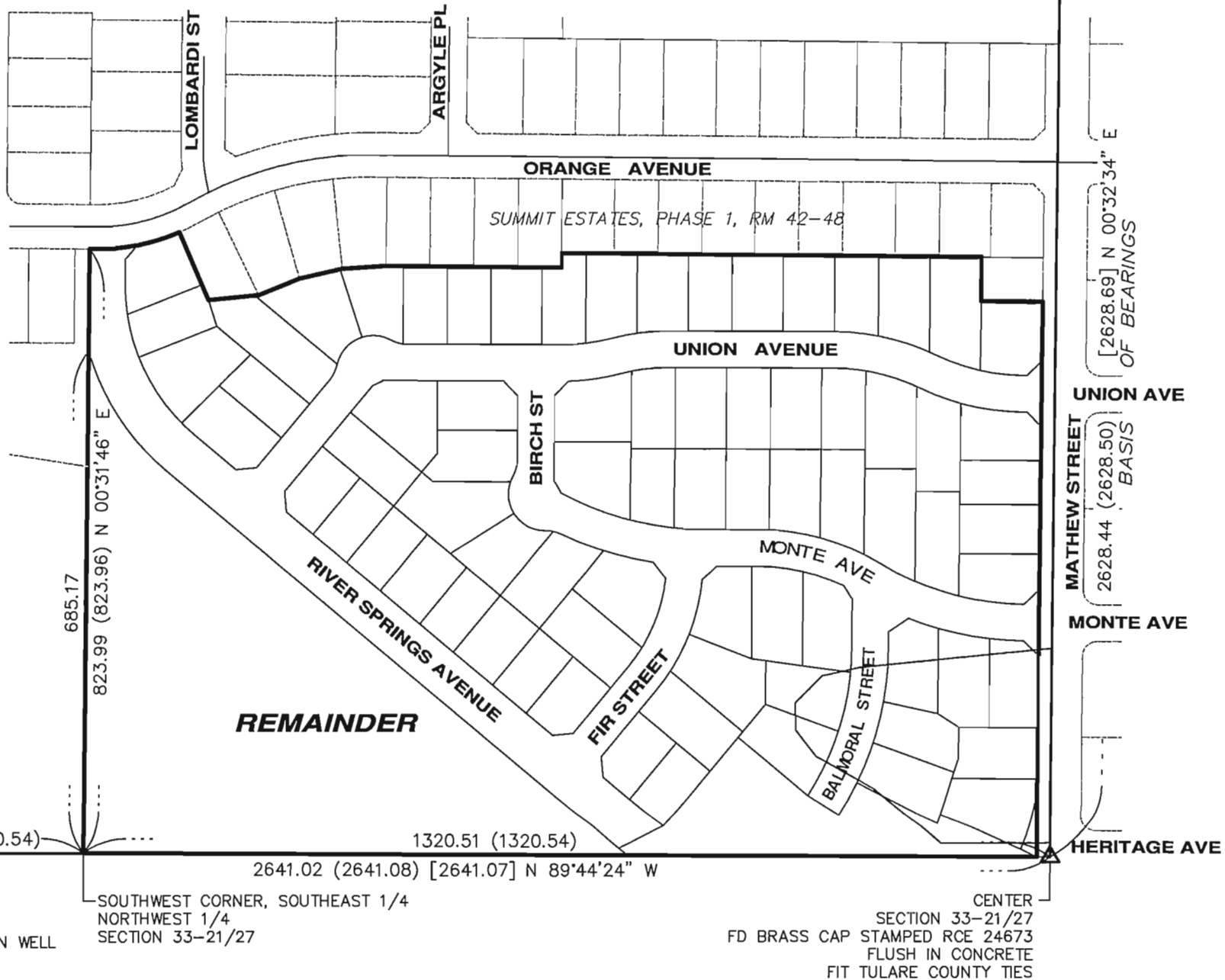
That portion of the Southeast quarter of the Northwest quarter of Section 33, Township 21 South, Range 27 East, Mount Diablo Base and Meridian, in the City of Porterville, County of Tulare, State of California, lying Southwesterly of the Southwesterly Right of Way line of River Springs Avenue per map of Summit Estates Two, Phase 1 recorded in Book _____, Page _____ of Maps, in the Office of the County Recorder of said County.



EXHIBIT "B"

OLIVE AVENUE

NORTH 1/4 CORNER
SECTION 33-21/27
FD BRASS CAP STAMPED RCE 16094
IN MONUMENT WELL
FIT TULARE COUNTY TIES



**RECORDING REQUESTED BY
AND WHEN RECORDED MAIL THIS
DEED AND TAX STATEMENTS TO:**

City of Porterville
291 N. Main St.
Porterville, CA 93257

**NO FEE PURSUANT TO GOVERNMENT
SECTION 27383**

Space above this line for Recorder's Use

EASEMENT DEED

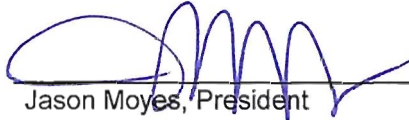
Atlas Sheet	Section	Township	Range	Street/Avenue
G3	33	T 21 S	R 27 E	River Springs Ave, Balmoral St.

Smee Homes Inc GRANTS to the CITY OF PORTERVILLE, a Municipal Corporation an EASEMENT to **for the use, maintenance, repair and replacement of temporary turnarounds**, upon, over, across and within that certain real property in the City of Porterville, County of Tulare, State of California, described as follows:

See Exhibit "A" and shown on Exhibit "B" attached hereto and made a part hereof by reference, consisting of two pages.

Dated this 9 day of November, 20 17

Smee Homes, Inc.


Jason Moyes, President

CALIFORNIA ALL PURPOSE ACKNOWLEDGMENT

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STATE OF CALIFORNIA

County of Tulare } SS

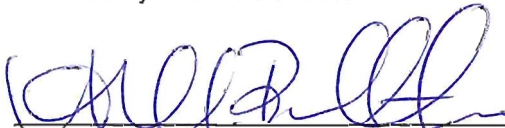
On this the 9 day of November, 20 17, before me, Anna M. Ballesteros, a Notary Public,
Name, Title of Officer-E.G., "Jane Doe, Notary Public"

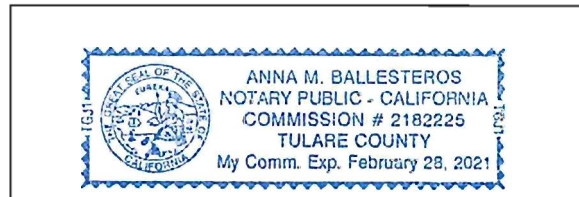
personally appeared Jason Moyes,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.


(Notary Public's signature in and for said County and State)



(for notary seal or stamp)

THIS IS TO CERTIFY, That pursuant to the authority conferred by City of Porterville, Ordinance No. 1590, adopted February 20, 2001, the undersigned, on behalf of the public and City Council of the City of Porterville consents to the acceptance for public purposes the real property described in the within deed and consents to the recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand
this _____ day of _____, 2017.

Javier Sanchez, RCE #70356, City Engineer

CALIFORNIA ALL PURPOSE ACKNOWLEDGMENT

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF CALIFORNIA

County of _____

On this the _____ day of _____, 20____, before me, _____,
Name, Title of Officer-E.G., "Jane Doe, Notary Public"

personally appeared _____ Javier Sanchez _____,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



(Notary Public's signature in and for said County and State)

(for notary seal or stamp)

Exhibit "A"

Temporary Turnaround Easements

Easements for use, maintenance, repair and replacement of temporary turn arounds over across through and within that portion of the West half of Section 33, Township 21 South, Range 27 East, Mount Diablo Base and Meridian, City of Porterville, County of Tulare, State of California, described as follows:

Parcel 1

Beginning at the Southeasterly corner of Lot 14 of Summit Estates Two, Phase One per map recorded in Book ____, page ____, of Maps in the office of the County Recorder of said County;

Thence, North 39°46'28" East, 14.00 feet along the Southeasterly line of said Lot 14;

Thence, South 50°13'32" East, 80.00 feet

Thence, South 39°46'28" West 90.00 feet;

Thence, North 50° 13'32" West, 107.44 feet;

Thence, North 39°46'28" East, 14.00 feet;

Thence, North 63°39'05" East, 67.80 feet to the point of beginning.

Parcel 2

Beginning at the Southeasterly corner of Lot 21 of Summit Estates Two, Phase One per map recorded in Book ____, page ____, of Maps in the office of the County Recorder of said County;

Thence, South 57°11'42" East, 73.31 feet;

Thence, South 39°46'27" West, 94.40 feet;

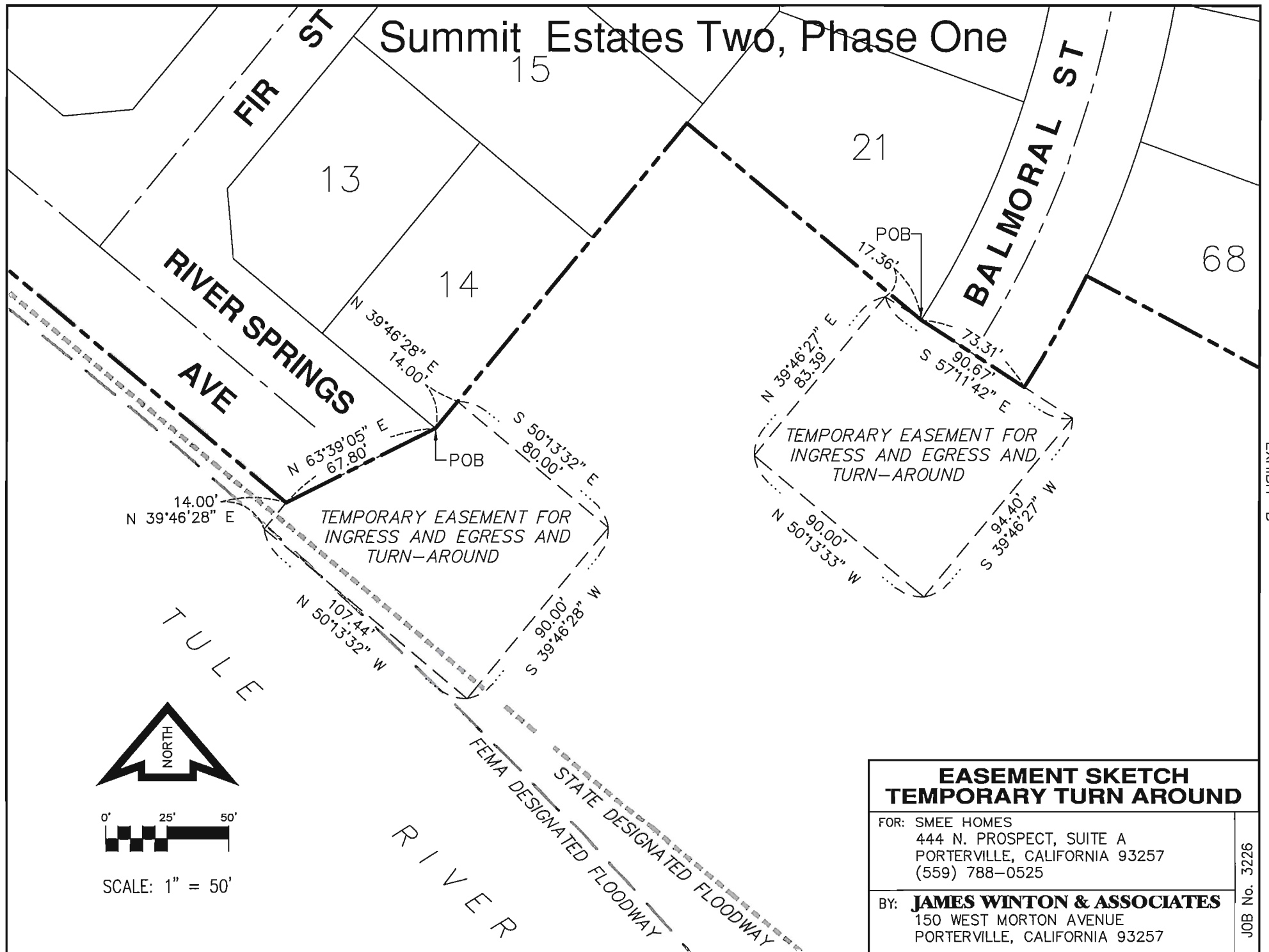
Thence, North 50°13'33" West, 90.00 feet;

Thence, North 39°46'27" East, 83.39 feet;

Thence, South 57°11'42" East, 17.36 feet to the point of beginning.



Summit Estates Two, Phase One



**RECORDING REQUESTED BY
AND WHEN RECORDED MAIL THIS
DEED AND TAX STATEMENTS TO:**

City of Porterville
291 N. Main St.
Porterville, CA 93257

**NO FEE PURSUANT TO GOVERNMENT
SECTION 27383**

Space above this line for Recorder's Use

EASEMENT DEED

Atlas Sheet	Section	Township	Range	Street/Avenue
G3	33	T 21 S	R 27 E	River Springs Ave, Balmoral St, Mathew St

Smee Homes Inc GRANTS to the CITY OF PORTERVILLE, a Municipal Corporation an EASEMENT to **for the use, operation, maintenance and repair of a storm drain pipe line**, upon, over, across and within that certain real property in the City of Porterville, County of Tulare, State of California, described as follows:

See Exhibit "A" and shown on Exhibit "B" attached hereto and made a part hereof by reference, consisting of two pages.

Dated this 9 day of November, 2017

Smee Homes, Inc.



Jason Moyes, President

CALIFORNIA ALL PURPOSE ACKNOWLEDGMENT

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STATE OF CALIFORNIA

County of Tulare } ss

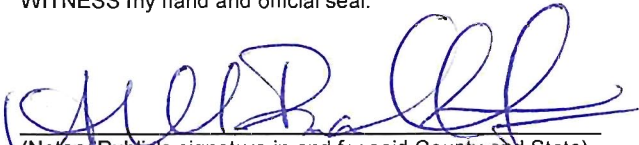
On this the 9 day of November, 2017, before me, Anna M. Ballesteros, a Notary Public,
Name, Title of Officer-E.G., "Jane Doe, Notary Public"

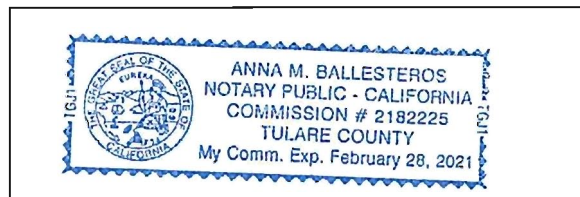
personally appeared Jason Moyes,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.


(Notary Public's signature in and for said County and State)



(for notary seal or stamp)

THIS IS TO CERTIFY, That pursuant to the authority conferred by City of Porterville, Ordinance No. 1590, adopted February 20, 2001, the undersigned, on behalf of the public and City Council of the City of Porterville consents to the acceptance for public purposes the real property described in the within deed and consents to the recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand
this _____ day of _____, 2017.

Javier Sanchez, RCE #70356, City Engineer

CALIFORNIA ALL PURPOSE ACKNOWLEDGMENT

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STATE OF CALIFORNIA

County of _____

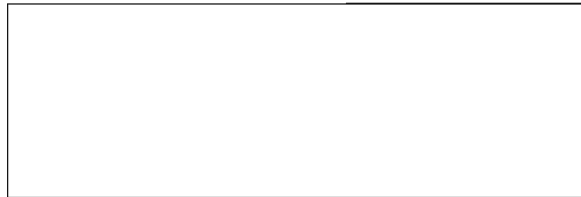
On this the _____ day of _____, 20____, before me, _____,
Name, Title of Officer-E.G., "Jane Doe, Notary Public"

personally appeared Javier Sanchez _____,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

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WITNESS my hand and official seal.



(Notary Public's signature in and for said County and State)

(for notary seal or stamp)

Exhibit "A"

Storm Drain Easement

An easement 20 feet in width for the use, operation, maintenance and repair of a storm drain pipe line and necessary or convenient appurtenances over across through and within that portion of the West half of Section 33, Township 21 South, Range 27 East, Mount Diablo Base and Meridian, City of Porterville, County of Tulare, State of California, the center line of said 20 feet strip being described as follows:

Parcel 1

Commencing at a point in the South line of the Northwest quarter of said Section 33 said point being North 89°44'24" West, 579.16 feet of the Southeast corner of said Northwest quarter;

Thence, North 00°15'36" East, 14.90 feet to the true point of beginning of the center line to be described;

Thence, South 50°13'32" East, 164.93 feet to point A;

Thence, North 82°15'31" East, 446.13 feet to a point in the West line of the East 10 feet of the Southwest quarter of said Section 33;

Thence, North 00°32'34" East, 27.95 feet to a point in the South line of said Northwest quarter said point being South 89°44'24" East, 10.00 feet of the Southeast corner of said Northwest quarter and the terminus of the center line being described;

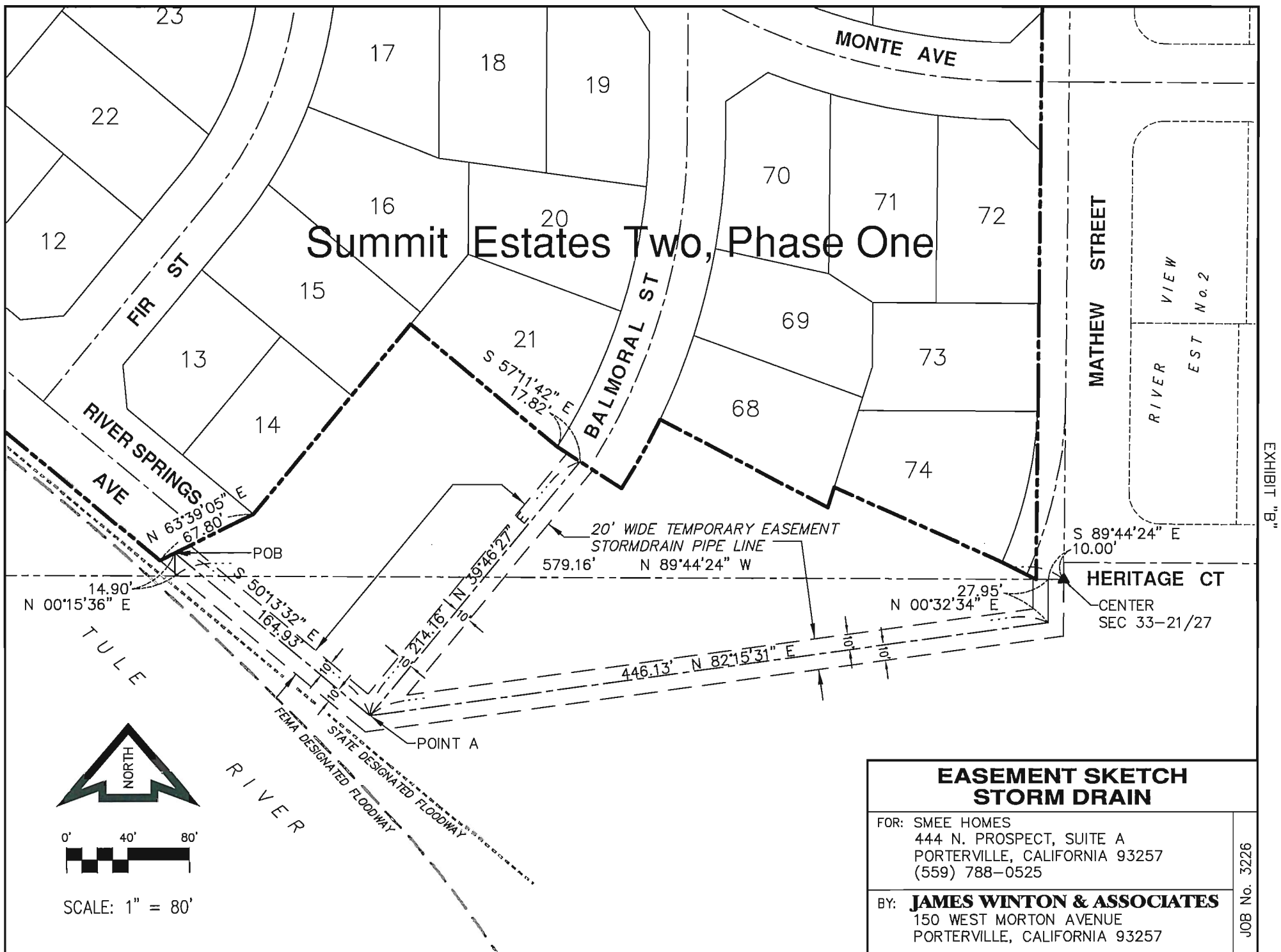
Parcel 2

Beginning at point "A" described in Parcel 1 above;

Thence North 39°46'27" East, 214.16 feet to a point in the South line of Summit Estates Two, Phase One per map recorded in Book ___, page ___ of Maps in the Office of the County Recorder of said County said point being South 57°11'42" East, 17.82 feet of the Southeast corner of Lot 21 of said Summit Estates Two, Phase One and the terminus of the center line being described.



Summit Estates Two, Phase One



EASEMENT SKETCH STORM DRAIN

FOR: SMEE HOMES
444 N. PROSPECT, SUITE A
PORTERVILLE, CALIFORNIA 93257
(559) 788-0525

BY: **JAMES WINTON & ASSOCIATES**
150 WEST MORTON AVENUE
PORTERVILLE, CALIFORNIA 93257

JOB No. 3226

EXHIBIT "B"

**RECORDING REQUESTED BY
AND WHEN RECORDED MAIL THIS
DEED AND TAX STATEMENTS TO:**

City of Porterville
291 N. Main St.
Porterville, CA 93257

**NO FEE PURSUANT TO GOVERNMENT
SECTION 27383**

Space above this line for Recorder's Use

EASEMENT DEED

Atlas Sheet	Section	Township	Range	Street/Avenue
H4	33	T 21 S	R 27 E	Heritage CT

Smee Homes Inc GRANTS to the CITY OF PORTERVILLE, a Municipal Corporation an EASEMENT to **construct, lay install, use, maintain, alter, add to, repair and inspect at any time from time to time, a storm water drainage reservoir**, upon, over, across and within that certain real property in the City of Porterville, County of Tulare, State of California, described as follows:

See Exhibit "A" attached hereto and made a part hereof by reference, consisting of one page.

Dated this 9 day of November, 20 17

Smee Homes, Inc.

Jason Moyes, President

CALIFORNIA ALL PURPOSE ACKNOWLEDGMENT

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STATE OF CALIFORNIA

County of Tulare } ss

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Name, Title of Officer-E.G., "Jane Doe, Notary Public"

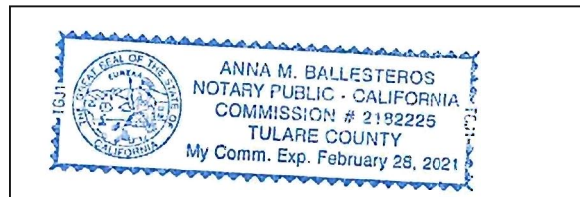
personally appeared Jason Moyes,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

[Signature]
(Notary Public's signature in and for said County and State)



(for notary seal or stamp)

THIS IS TO CERTIFY, That pursuant to the authority conferred by City of Porterville, Ordinance No. 1590, adopted February 20, 2001, the undersigned, on behalf of the public and City Council of the City of Porterville consents to the acceptance for public purposes the real property described in the within deed and consents to the recordation thereof.

IN WITNESS WHEREOF, I have hereunto set my hand
this _____ day of _____, 2017.

Javier Sanchez, RCE #70356, City Engineer

CALIFORNIA ALL PURPOSE ACKNOWLEDGMENT

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STATE OF CALIFORNIA

County of _____

On this the _____ day of _____, 20____, before me, _____,
Name, Title of Officer-E.G., "Jane Doe, Notary Public"

personally appeared Javier Sanchez _____,
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person whose name is subscribed to the within instrument and acknowledged to me that he executed the same in his authorized capacity, and that by his signature on the instrument the person, or the entity upon behalf of which the person acted, executed the instrument.

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WITNESS my hand and official seal.



(Notary Public's signature in and for said County and State)

(for notary seal or stamp)

Exhibit "A"

An easement to construct, lay, install, use, maintain, alter, add to, repair and inspect at any time and from time to time, an underground storm drain line and storm water ponding facility, including the right to construct fencing, in, on, under and through, the following described property:

The South 95.00 feet of the North 345.00 feet of the West 280.00 feet of the Southeast quarter of Section 33, Township 21 South, Range 27 East, Mount Diablo Base and Meridian, in the City of Porterville, County of Tulare, State of California.





CITY COUNCIL AGENDA – NOVEMBER 21, 2017

SUBJECT: Relinquishment of Repurchase Option - 1835 S. Thunderbolt Drive

SOURCE: Community Development

COMMENT: On November 2, 2017, staff was contacted by First American Title Company requesting a quitclaim deed be signed to relinquish the City of Porterville's repurchase option for 1835 S. Thunderbolt, recorded July 26, 1989, as the property is under contract to be sold and such documentation is required to complete the sale of the property.

The City of Porterville entered into a purchase and sale agreement with Ed Hays of Hays Metal Spinning on May 26, 1989. A repurchase option was included in the agreement under Section Seven Repurchase Option, to ensure that the purchaser would develop a 7,500 square foot industrial building within one year of purchasing the property. A "Memorandum of Repurchase Option" was recorded at the close of escrow pursuant to Section 3.5 of the agreement. The purchaser has fulfilled the duties in developing the industrial building within the agreed upon timeline.

The Memorandum of Repurchase Option states in Section Four "In the event that either (I) Optioner completes construction of the improvements on the Property as defined in the Purchase Agreement within 365 days of the date of this memorandum (or as extended pursuant to the Purchase Agreement) or (II) Optionee does not exercise the Option granted in the memorandum within the time and in the manner specified in the Purchaser Agreement, Optionee's right to exercise the Option shall terminate immediately upon the occurrence of either of such events and it shall be the ministerial act and duty of the applicable officials and officers of Optionee to execute, deliver and record such documents and instruments, including without limitations a Quitclaim Deed, requested by Optioner to relinquish all of Optionee's rights to the Option and the Property."

RECOMMENDATION: That the City Council authorize the Mayor and City Manager to sign the Quitclaim Deed and any other applicable documents to relinquish the Repurchase Option.

ATTACHMENTS:

1. Quitclaim Deed -CA
2. Purchase and Sale Agreement 1835 S Thunderbolt
3. Memorandum of Repurchase Option

Appropriated/Funded:

Review By:

Department Director:

Jenni Byers, Community Development Director

Final Approver: John Lollis, City Manager

RECORDING REQUESTED BY:

First American Title Company

MAIL TAX STATEMENT

AND WHEN RECORDED MAIL DOCUMENT TO:

Edward Hays

Porterville, CA 93257

Space Above This Line for Recorder's Use Only

QUITCLAIM DEED

A.P.N.: 302-390-009-000

File No.: 54075568800 (AM)

The Undersigned Grantor(s) Declare(s):

CITY TRANSFER TAX \$

DOCUMENTARY TRANSFER TAX \$

SURVEY MONUMENT FEE \$

[] computed on the consideration or full value of property conveyed, OR

[] computed on the consideration or full value less value of liens and/or encumbrances remaining at time of sale,

[] unincorporated area; [x] City of Porterville, and

SURVEY MONUMENT FEE \$

FOR A VALUABLE CONSIDERATION, receipt of which is hereby acknowledged, **The City of Porterville, a Municipal Corporation**

hereby remise, release and forever quitclaim to **Edward E. Hays and Kay P. Hays, as Co-Trustees of the Edward & Kay Hays Trust dated October 16, 1998**

the following described property in the City of **Porterville**, County of **Tulare**, State of **California**:

THAT PORTION OF THE NORTHEAST QUARTER OF SECTION 9, TOWNSHIP 22, SOUTH, RANGE 27, EAST, MOUNT DIABLO BASE AND MERIDIAN IN THE CITY OF PORTERVILLE, COUNTY OF TULARE STATE OF CALIFORNIA MORE PARTICULARLY DESCRIBED AS

PARCEL NO. 4 OF PARCEL MAP NO. 3735, AS PER MAP RECORDED IN BOOK 38, PAGE 38 OF PARCEL MAPS, TULARE COUNTY RECORDS.

This quitclaim deed is being recorded to terminate the Option created by that document recorded July 26, 1989 as Instrument No. 89-39438 in Book 4862, Page 540 of Officiall Records

Dated: November 06, 2017

Mail Tax Statements To: **SAME AS ABOVE**

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

STATE OF _____)SS
COUNTY OF _____)

On _____, before me, _____, Notary
Public, personally appeared

_____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature

This area for official notarial seal

PURCHASE AGREEMENT
(Porterville, California)

THIS AGREEMENT is made and entered into as of this 26th day of May, 1989, by and between the CITY OF PORTERVILLE (the "Seller"), a municipal corporation and Ed Hays, owner of Hays Metal Spinning (the "Buyer"), a sole proprietorship.

R E C I T A L S

A. Seller is the owner in fee simple of an approximate 0.61 acres parcel of land, located in the City of Porterville, County of Tulare, State of California, the legal description of which is:

LEGAL DESCRIPTION AS PROVIDED IN EXHIBIT A
(Otherwise known as Lot #42)

B. Buyer desires to purchase such land to develop thereon an industrial building (the "Project") and Seller desires to sell such land on the following terms and conditions.

NOW, THEREFORE, in consideration of the mutual covenants and agreements contained herein, the parties hereto agree as follows:

I

PURCHASE AND SALE

1.1 Sale and Purchase. Buyer hereby agrees to acquire and purchase from Seller and Seller hereby agrees to sell and convey to Buyer that certain real property located in the City of Porterville, County of Tulare, California, described in Exhibit A attached and incorporated into this Agreement by this reference, together with all rights, privileges and easements appurtenant thereto including all development rights and air rights. Seller retains rights to and ownership of all minerals, oil, gas and other hydrocarbon substances thereon including water, water rights and water stock relating thereto.

1.2 Purchase Price. The purchase price (the "Purchase Price") of the property shall be the sum of \$10,518.00. City fees and Building Permit fees are not included in the purchase price.

1.3 Payment of Purchase Price. The Purchase Price shall be payable as follows: Prior to the Closing (as defined below), Buyer shall deposit into Escrow (as defined below) the Purchase Price subject to adjustments as a result of any applicable prorations as described below.

1.4 Payment of Assessment for Frontage Improvement: An assessment of \$8,091.00 improvement expense (30 cents per square foot) shall be payable by Buyer to Seller prior to close of escrow. Such frontage improvements shall be limited to:

- a) Installation of 3' block wall.
- b) Required fire hydrant and street lights.
- c) Curb and Gutter.

II

CONDITIONS TO CLOSING; ACTIONS PENDING CLOSING

2.1 The following is a condition precedent to the Closing and to Buyer's obligation to purchase the Property: At the Closing (as defined below), Seller shall convey to Buyer marketable fee simple title to the Property, by duly executed and acknowledged grant deed (the "Grant Deed"). Evidence of delivery of marketable fee simple title shall be the issuance of a CLTA Standard Coverage Policy of Title Insurance (1973) (the "Owner's Policy"), in the full amount of the Purchase Price by a mutually agreed upon title company (the "Title Company"), insuring fee simple title to the Property in Buyer, subject only to the following (the "Permitted Exceptions"): (i) the standard printed exceptions in the Owner's Policy, (ii) current real estate taxes not delinquent, and (iii) matters affecting title which will not substantially or unreasonably interfere with Buyer's intended development of the Property, as reasonably determined by Buyer. Seller shall cause any liens which secure an obligation to pay money other than the lien of current real estate taxes not delinquent to be discharged on or before the Closing. Pending the Closing, Seller shall not take any action or commit or suffer any acts which would give rise to a variance from the current legal description of the Property, or cause the creation of any exception or encumbrance against or respecting the Property.

2.2 In addition to the condition precedent set forth in Section 2.1, the Closing and Buyer's obligation to perform hereunder are conditioned upon the fulfillment of each and all of the following, any of which Buyer may waive in whole or in part:

2.2.1 Performance by Seller of all of its obligations hereunder and the truthfulness of each representation and warranty by Seller contained in this Agreement at the time the same is made and at the Closing Date.

2.2.2 The commitment and ability to issue, by Title Company a CLTA Standard Coverage Policy of Title Insurance, dated as of the Closing Date, with liability in the amount of the Purchase Price, showing title to the Property vested in Buyer, subject only to the Permitted Exceptions.

2.2.3 That no moratorium, statute, regulation, ordinance or federal, state, county or local legislation, or order, judgment, ruling or decree of any governmental agency or of any court is enacted, adopted, issued, entered or pending which would materially and adversely affect the Property or Buyer's proposed use thereof.

III

ESCROW INSTRUCTIONS

3.1 Opening of Escrow.

3.1.1 Concurrently with the execution of this Agreement, an escrow (the "Escrow") shall be opened by both parties with Chicago Title Insurance Company, 409 North Main Street, Porterville, California 93257.

3.1.2 The terms and conditions set forth in this Agreement shall constitute both an agreement between the parties hereto and escrow instructions for the Escrow Holder. If the Escrow Holder requires separate or additional escrow instructions, both parties agree to execute promptly and deliver to the Escrow Holder, after request for same from Escrow Holder, such separate or additional escrow instructions (the "Additional Instructions"). In the event of any conflict or inconsistency between this Agreement and the Additional Instructions, this Agreement shall prevail and govern and the Additional Instructions shall so provide. The Additional Instructions shall not modify or amend the provisions of this Agreement unless otherwise expressly set forth by mutual consent of Buyer and Seller. "Opening of Escrow", as used herein, shall mean the delivery of a fully executed copy, or counterparts, of this Agreement to Escrow Holder and acceptance thereof by Escrow Holder, and escrow shall be deemed opened as of the date of such delivery and acceptance. "Closing", as used herein, shall mean the recordation of the Grant Deed in the official records of Tulare County, California.

3.1.3 The Closing shall be held not later than the 30th day following the date of the Opening of Escrow (or, if such day is a Friday, Saturday, Sunday or legal holiday, on the second business day thereafter) (the "Closing Date"). Buyer and Seller may change the Closing Date by joint written notice to Escrow Holder. Escrow Holder is hereby directed to hold the Closing on the Closing Date if it has received in a timely manner all the materials required to be delivered into Escrow by Buyer and Seller, and it has received a commitment from the Title Company to insure title to the Property subject only to the Permitted Exceptions.

3.2 Prior to the Closing Date, Seller shall deposit the Grant Deed with Escrow Holder.

3.3 Prior to the Closing Date, Buyer shall deposit with Escrow Holder funds in accordance with the provisions of Sections 1.3 and 1.4 above.

3.4 Seller and Buyer shall each deposit with Escrow Holder prior to the Closing Date fully executed and acknowledged copies of such instruments and funds as are reasonably required by the Escrow Holder or otherwise required to close the Escrow and consummate the purchase of the Property in accordance with the terms hereof. Buyer may waive compliance on Seller's part under any of the items being provided by Seller (except the Grant Deed) by an instrument in writing.

3.5 Closing of Escrow. When escrow is in the condition to close required by Sections 3.2, 3.3 and 3.4 above, Escrow Holder shall:

3.5.1 Deliver to Buyer: the Grant Deed by depositing the same with the County Recorder of the County of Tulare, California, with instructions to record the same and thereafter to mail the same to Buyer and the Owner's Policy (as soon as it is available from the Title Company); and

3.5.2 Deliver to Seller: funds in the amount of the Purchase Price and Frontage Improvements Assessment, less or plus the net debit or credit to Seller by reason of the prorations and allocation of expenses herein provided.

3.6 Escrow Charges.

3.6.1 Closing Costs Borne by Seller. Seller shall bear and Escrow Holder shall discharge on Seller's behalf out of the sums payable to Seller hereunder all costs and expenses associated with the Owner's Policy, the documentary transfer tax required in connection with the transfer of the Property to Buyer, one-half of Escrow Holder's fee and any additional costs and charges customarily charged to sellers in accordance with common escrow practices in Tulare County.

3.6.2 Closing Costs Borne by Buyer. Buyer shall bear and Escrow Holder shall discharge on Buyer's behalf out of the sums deposited by Buyer the fee for recordation of the Grant Deed, one-half of Escrow Holder's fee and any additional charges customarily charged to buyers in accordance with common escrow practices in Tulare County.

3.7 Prorations. Escrow Holder shall prorate real estate taxes as of the Closing on the basis of the most recent tax statement for the Property. Prorations shall be as of 12:01 a.m. on the Closing Date on the basis of a 365 day year.

3.8 Miscellaneous Escrow Instructions.

3.8.1 Time is of the essence of these Escrow Instructions and this Purchase Agreement.

3.8.2 All notices or other communications required or permitted hereunder shall be in writing, and may be personally delivered or sent by United States registered or certified mail, postage prepaid, return receipt requested, addressed as follows:

To Seller: City of Porterville
 P.O. Box 432
 Porterville, CA 93258
 Attn: City Clerk

To Buyer: Ed Hays
 Hays Metal Spinning
 190 So. "D" Street
 Porterville, CA 93257

subject to the right of a party to designate a different address for itself by notice similarly given. Any notice so given by United States mail shall be deemed to have been given on the second business day after the same is deposited in the

United States mail as above provided. Any notice not so given by registered or certified mail shall be deemed given upon receipt of the same by the party to whom the same is given.

3.8.3 Failure to insist upon strict compliance with any of the terms, covenants or conditions hereof shall not be deemed a waiver of such term, covenant or condition, nor shall any waiver or relinquishment of any rights or powers hereunder at any one time or more times be deemed a waiver or relinquishment of such other right of power at any other time or times by any party hereto.

3.9 If the Escrow Holder is not in a position to consummate the Closing on the Closing Date, it shall close as soon thereafter as possible; provided, however, that if the Closing has not occurred by the 30th day following the Closing Date, then Escrow Holder shall return to the depositor thereof any funds or other materials previously placed in Escrow. No such return shall relieve either party of liability for any failure to comply with the terms of this Agreement and shall be in addition to any other rights such party may have at law or in equity.

3.10 Possession of the Property shall be delivered to Buyer upon Closing.

IV

REPRESENTATIONS AND WARRANTIES OF SELLER

Seller hereby makes the following representations and warranties to and agreements with Buyer, which are true as of the date hereof, which shall be true as of the Closing, which are not intended to replace or limit in any manner any express or implied warranty provided under the applicable law and which, except to the extent they relate to events or circumstances occurring or arising after the Closing, shall survive the Closing. Buyer shall be entitled to rely upon said representations and warranties notwithstanding Buyer's inspections and investigations:

4.1 Seller has complied with all applicable federal, state or local laws, regulations, ordinances or orders and has completed all proceedings or other actions necessary to complete the sale of the Property to Buyer and all of the transactions contemplated by this Agreement and the Purchase Price reflects the fair market value of the Property as of the date of this Agreement and as of the Closing.

4.2 There are no unrecorded liens or encumbrances affecting the Property and no person or entity has any right, title or interest in or to the Property other than Seller.

4.3 Seller has not received notice of, nor does Seller have any knowledge of, any pending or threatened action of governmental proceeding in eminent domain, zoning change or other proposed change, which would directly or indirectly affect the Property (save and except such notices of violation which have been

disclosed to Buyer and complied with by Seller), nor does Seller know of any fact which might give rise to any such proceeding, nor does Seller know of any other type of existing or intended use of any adjacent or nearby real property which might adversely affect the use or value of the Property for industrial building purposes.

4.4 There are not presently pending any assessments by any governmental entity or public utility (other than for annual ad valorem real property taxes) of any nature with respect to the Property or any part of the Property. No property tax with respect to the Property is delinquent, and all requirements of all insurance policies with respect to the Property have been, and are being, fully complied with.

4.5 As of the Closing, there shall be no easements, licenses, leases or tenancies of any type on the Property or any portion of the Property except those approved by Buyer in accordance with this Agreement.

4.6 There are no encroachments upon the Property or any portion of the Property or any easement, appurtenance or other interest in the Property except those identified in the title report for utilities. No portion of the Property encroaches upon any property adjacent to the Property or upon any easement, building setback line, appurtenance or other interest in real property.

4.7 Seller has good merchantable and insurable fee simple title to the Property.

4.8 There are no liens or encumbrances against the Property for work performed or commenced, or material supplied with respect to the Property nor can there be claimed against the Property any such lien.

4.9 There is no suit or arbitration, bond issuance or proposal for bond issuance, proposal for public improvement assessment, pay-back agreement, paving agreement, road expansion or improvement agreement, utility moratorium, use moratorium, improvement moratorium, rental increase moratorium, or legal, administrative or other proceeding or governmental investigation or requirement, formal or informal, existing or pending or threatened which affects the Property or which adversely affects Buyer's ability to develop the Property for industrial building purposes, or which imposes any other charge or expense upon, or relating to, the Property, which has not been disclosed to Buyer in writing prior to the date of this Agreement, or, in the case of any such requirement, fully complied with.

4.10 Seller has no knowledge, nor has Seller received notice of any environmental rule, order or regulation which would adversely affect the construction on the Property of an industrial building.

4.11 This Agreement is a valid obligation of Seller and is binding upon Seller in accordance with its terms.

4.12 This Agreement, when executed by Seller, shall have been duly and properly executed and neither the execution of this Agreement nor the consummation of the transactions contemplated by this Agreement will constitute:

(i) a default or an event which with notice or the passage of time or both would constitute a default under, or a violation or breach of, any indenture, license, lease, franchise, mortgage, deed of trust or other instrument or agreement to which Seller is a party or by which Seller, or Seller's property, including without limitation, the Property, may be bound, or

(ii) an event which would permit any party to any agreement or instrument affecting the Property or affecting Seller's ability to perform its obligations under this Agreement to terminate it, or permit the holder of any indebtedness to accelerate its maturity, or

(iii) a violation of any statute, order, rule or regulation applicable to Seller or any portion of the Property.

4.13 After the date of this Agreement, Seller shall not undertake any work on the Property which may result in the creation of a mechanic's lien on the Property or any portion of this Property.

4.14 Existing water lines are available for the use of the Property and the Project and are located at the boundary of the Property. Existing sewer lines are available for the use of the Property and the Project and are located at the boundary of the Property.

4.15 Seller has no knowledge of any adverse geological or soil condition affecting the Property.

4.16 The Property is presently zoned Airport Development (AD/AS) under the zoning laws of the City in which the Property is located.

4.17 No portion of the Property lies within a flood plain designated by the federal, state or local government and there is sufficient existing and available sewerage and utility capacity servicing or available to service the Property.

V

REPRESENTATIONS AND WARRANTIES OF BUYER

Buyer represents and warrants to Seller that Buyer is conducting business as a sole proprietor and is in good standing under the laws of the State of California and that Buyer has taken all action required by law to approve the execution of this Agreement.

VI

POST-CLOSING OBLIGATIONS

6.1 On-Site Improvements and Landscaping. Buyer shall landscape all of that portion of the Property surrounding the site of construction or development of improvements on the Property. All landscaping shall be subject to the approval of the Director of Community Development and Services, which approval shall not be unreasonably withheld. Such landscaping shall include a sprinkling system and adequate maintenance to maintain the landscaping as approved. All improvements shall be in accordance with City standards and City Airport Development Standards, provided as Exhibit B and hereby incorporated in this Agreement.

6.2 Offsite Improvements. Buyer shall at its own cost and expense take all necessary steps to secure water service, underground electrical service, the installment of access facilities and sewer service for the Property, with all improvements to be in accordance with City standards, City Airport Development Standards provided as Exhibit B and thereby incorporated in this Agreement, and approved City Master Plans.

VII

REPURCHASE OPTION

7.1 Repurchase Option. Subject to the conditions set forth in Section 7.2 below, and in consideration of Seller entering into this Agreement, Buyer hereby grants the Seller option (the "Option") to repurchase the subject Property from Buyer upon the terms and conditions set forth in this Agreement.

7.2 Conditions of Option. Buyer's grant of the Option pursuant to Section 7.1 above is expressly conditioned upon each of the following:

7.2.1 The Closing of Escrow pursuant to Section III above, for the subject property.

7.2.2 The continuing performance by Seller of all its obligations under this Agreement and the truthfulness of each representation and warranty by Seller contained within this Agreement.

7.2.3 The failure of Buyer to obtain a Building permit within three months of the date of this agreement and to accomplish occupancy of the industrial building and related facilities, including parking areas and landscaping within one year of the date of this Agreement. The size of said building to be at least 7,500 square feet.

7.2.4 The Option Commencement Date shall be one year from the date of this Agreement and may be extended for and throughout such period of time as the commencement of construction is prevented or delayed due to strikes, lockouts, acts of government (including without limitation Seller's or any local governmental agency's failure to approve construction plans and to issue any permits,

authorizations or approvals required for construction), acts of God, wars, riots and insurrection or abnormal force of elements, by written notice by Buyer to Seller, delivered not less than thirty days prior to the end of the one year Option period, setting forth the facts giving rise to the necessity to extend the Option Commencement Date and the date to which the Buyer is requesting the Option Commencement Date be extended. The Option Commencement Date may be extended by the Seller as many times as the grounds for such extension occur.

7.3 Exercise of Option. Seller may exercise the Option at any time during the two year period following the Option Commencement Date (or any extension thereof) by written notice to Buyer referring to this Agreement and stating that Seller is exercising the Option.

7.4 Option Purchase Price. The purchase price (the "Option Purchase Price") of the Property if the Option is exercised by Seller shall be the sum of \$10,815, less \$5,000 from such total amount (which shall constitute a penalty for Buyer's failure to complete the construction of the improvements described in Section 7.2.3 above).

7.5 Lapse of Option. In the event that (i) on or previous to the Option Commencement Date Buyer completes construction of the improvements described in Section 7.2.3 above or (ii) Seller fails to exercise the Option within the time period specified in Section 7.3 above, it shall be the ministerial act and duty of the applicable officials or officers of Seller to execute, deliver and record such documents and instruments, including without limitation a Quitclaim Deed, requested by Buyer to relinquish all of Seller's rights to the Option and to the Property.

7.6 Memorandum of Option. Concurrently with the execution of this Agreement, Buyer and Seller shall execute a memorandum of option (the "Memorandum of Option") in the form attached hereto as Exhibit C and made a part hereof. The Memorandum of Option shall be recorded by Escrow Holder at the Closing pursuant to Section 3.5 above.

7.7 Purchase and Sale. In the event Seller exercises the Option within the time and in the manner specified in this Agreement, then the parties shall open an escrow (the "Option Escrow") with the Escrow Holder. The Escrow shall close fifteen days after the date of the exercise of the Option (the "Option Closing Date"). Prior to the Option Closing Date, Seller (the City) shall deposit the Option Purchase Price pursuant to Section 7.4 above and any other funds required by Escrow Holder to consummate the transaction and Buyer shall deposit a fully executed and acknowledged Quitclaim Deed to the Property. If the Option Escrow is in a position to close on the Option Closing Date (or as soon thereafter as is possible but in no event later than 30 days following the Option Closing Date) Escrow Holder shall deliver to Seller the Quitclaim Deed by depositing the same with the County Recorder of the County of Tulare, California, with instructions to record the same and thereafter to mail the same to Seller and shall deliver to Buyer funds in the amount of the Option Purchase Price less penalty. Seller shall bear and Escrow Holder shall discharge on Seller's behalf out of the sums deposited by Buyer the fee for recordation of the Quitclaim Deed, one-half of the Escrow Holder's fee and any additional charges customarily charged

to buyers in Tulare County. Buyer shall bear and Escrow Holder shall discharge on Buyer's behalf out of the same payable to Buyer the documentary transfer tax required, one-half of Escrow Holder's fee and any additional costs and charges customarily charged to sellers in Tulare County.

VIII

MISCELLANEOUS PROVISIONS

8.1 Legal Fees. In the event that an action shall be instituted by either party hereto for the enforcement of any of its rights or remedies in or under this Agreement, the party in whose favor judgment shall be rendered therein shall be entitled to recover from the other party all costs and expenses incurred by said prevailing party in said action, including reasonable attorney's fees as fixed by the court therein.

8.2 Representations of Authority. Each party and each individual executing this Agreement on behalf of each party represents and warrants to the other party that the party and each such individual has full power and authority to execute and deliver this Agreement in the manner contemplated hereby and that this Agreement is binding upon the party in accordance with its terms.

8.3 Brokers. Each party represents and warrants to the other party that it has not hired, retained or dealt with any real estate broker, firm or salesman in connection with the transaction contemplated by this Agreement, and each party will defend, indemnify and hold the other party harmless from and against any and all claims for brokerage fees or other commissions which may at any time be asserted against the indemnified party founded upon a claim that the aforesaid representation and warranty of indemnifying party is untrue, together with any and all losses, damages, costs and expenses (including reasonable attorney's fees and disbursements) relating to such claims or arising therefrom or incurred by the indemnified party in connection with the enforcement of this indemnification provision. The provisions of this paragraph shall survive the Closing and any termination of this Agreement.

8.4 Entire Agreement. This Agreement contains the entire integrated agreement between the parties respecting the matters herein set forth and supercedes all prior agreements between the same respecting such matters. In that connection, Buyer specifically acknowledges that it has not received any promises, representations or assurances from Seller or any of Seller's agents or employees which are not contained herein. No addition or modification of any term or provision hereof shall be effective unless set forth in writing, signed by both Seller and Buyer.

8.5 Severability. If any term, covenant, condition or provision of this Agreement, or the application thereof to any person or circumstance, shall to any person or circumstance, shall to any extent be held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of the terms, covenants, conditions or provisions of this Agreement, or the application thereof to any person or circumstance, shall remain in full force and effect and shall in no way be affected, impaired or invalidated thereby.

8.6 Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original, but all of which, taken together, shall constitute one and the same instrument.

8.7 Further Assurances. Each party hereby agrees that it shall, upon request of the other, execute and deliver such further documents (in form and substance reasonably acceptable to the party to be charged) and do such other acts and things as are reasonably necessary and appropriate to effectuate the terms and conditions of this Agreement, without cost, including (without limitation) the execution and delivery of such documents, and the doing of such acts or things as may be required to satisfy the requirements of the Title Company to issue title insurance in accordance with this Agreement and for Buyer to fully and adequately perform its investigations of the Property. Seller hereby grants to Buyer, its agents and employees, the right and license to go on to the Property for the purpose of performing any activity necessary or appropriate to the satisfaction of the conditions of this Agreement or to Buyer's performance of its duties, obligations and responsibilities hereunder; provided, however, that Seller shall have the right to have one or more of its agents or representatives accompany Buyer, or Buyer's agents and employees, while on the Property.

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year first written above.

APPROVED AS TO FORM:



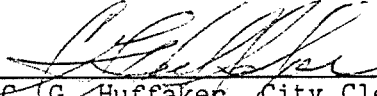
Fred V. Spallina,
City Attorney

SELLER:

CITY OF PORTERVILLE
A Municipal Corporation

By: 

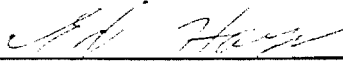
Theodore G. Ensslin, Mayor

By: 

C. G. Huffaker, City Clerk

BUYER:

ED HAYS
HAYS METAL SPINNING

By: 

Ed Hays

Recording Requested by, and
when recorded, return to:
CITY OF PORTERVILLE
P.O. Box 432
Porterville, CA 93258
Attn: G. Hawley

EXHIBIT "C"

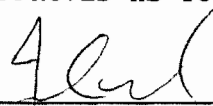
MEMORANDUM OF REPURCHASE OPTION

This MEMORANDUM OF OPTION (the "Memorandum") is made and entered into as of the 26th day of May, 1989, by and between HAYS METAL SPINNING, (the "Optioner"), a sole proprietorship, and the CITY OF PORTERVILLE (the "Optionee"), a municipal corporation.

1. Optioner is the owner in fee simple of approximately 0.61 acres of land located in the City of Porterville, County of Tulare, State of California (See attached description)
2. Pursuant to an unrecorded purchase agreement (the "Purchase Agreement") between Optioner and Optionee of even date herewith, Optioner hereby grants, and Optionee accepts, an option (the "Option") for Optionee to purchase and accept for Optioner to sell, grant, convey and deliver the property.
3. The Option may be exercised during the period commencing 365 days from the date of this Memorandum and ending two (2) years thereafter, which period may be delayed in accordance with the terms and conditions of the Purchase Agreement.
4. In the event that either (i) Optioner completes construction of the improvements on the Property as defined in the Purchase Agreement within 365 days of the date of this memorandum (or as extended pursuant to the Purchase Agreement) or (ii) Optionee does not exercise the Option granted in this memorandum within the time and in the manner specified in the Purchase Agreement, Optionee's right to exercise the Option shall terminate immediately upon the occurrence of either of such events and it shall be the ministerial act and duty of the applicable officials and officers of Optionee to execute, deliver and record such documents and instruments, including without limitation a Quitclaim Deed, requested by Optioner to relinquish all of Optionee's rights to the Option and the Property.
5. This Memorandum is intended only to provide record notice of the Option and the Purchase Agreement, which contains additional terms and conditions agreed upon by Optioner and Optionee.

IN WITNESS WHEREOF, the parties have executed this Memorandum as of the day and year first written above.

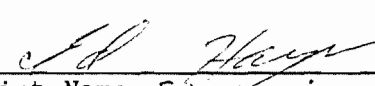
APPROVED AS TO FORM:



Fred V. Spallina,
City Attorney

OPTIONER:

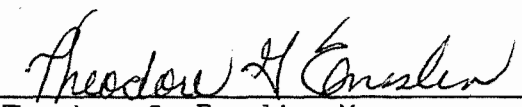
ED HAYS
HAYS METAL SPINNING

By 

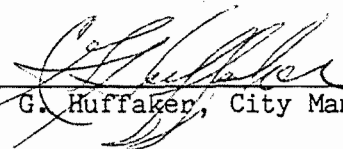
Print Name Ed Hays

OPTIONEE:

CITY OF PORTERVILLE,
A Municipal Corporation

By 

Theodore G. Ensslin, Mayor

By 

C. G. Huffaker, City Manager

STATE OF CALIFORNIA)

(SS

COUNTY OF TULARE)

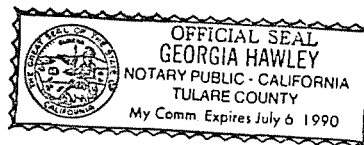
On this 26th day of May, 1989, before me, the undersigned, a Notary Public in and for said County and State, personally appeared Ed Hays, known to me or proved to me on the basis of satisfactory evidence to be the person that executed the within instrument, and acknowledged to me that she executed said instrument.

WITNESS my hand and official seal.

Georgia Hawley

Georgia Hawley

Name (Typed or Printed)



STATE OF CALIFORNIA)

(SS

COUNTY OF TULARE)

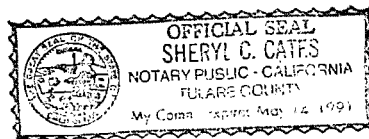
On this 26th day of May, 1989, before me, the undersigned, a Notary Public in and for said County and State, personally appeared Theodore G. Ensslin, known to me or proved to me on the basis of satisfactory evidence to be the Mayor and C. G. Huffaker, known to me or proved to me on the basis of satisfactory evidence to be City Clerk of the Corporation that executed the within instrument, known to me to be the persons who executed the within Instrument on behalf of the Corporation therein named, and acknowledged to me that such Corporation executed the within Instrument pursuant to its by-laws or a resolution of its board of directors.

WITNESS my hand and official seal.

Sheryl C. Cates

Sheryl C. Cates

Name (Typed or Printed)



#5

39438

RECORDED AT RECORD OF
CHICAGO TITLE CO.
TIME 9:47 PM

VOL 4862 PAGE 540

JUL 26 1989

OFFICIAL RECORDS
TULARE COUNTY, CALIFORNIA
JAY C. BAYLESS, RECORDER

Recording Requested by, and
when recorded, return to:
CITY OF PORTERVILLE
P.O. Box 432
Porterville, CA 93258
Attn: G. Hawley

This document is being recorded solely for
the purpose of the City of Porterville
without fee pursuant to Section 6103 of the
governmental code.

MEMORANDUM OF REPURCHASE OPTION

This MEMORANDUM OF OPTION (the "Memorandum") is made and entered into as
of the 25th day of July, 1989, by and between Edward E. Mays & (the
"Optioner"), a sole proprietorship, and the CITY OF PORTERVILLE (the "Optionee"),
a municipal corporation.

1. Optioner is the owner in fee simple of approximately 0.61 acres of
land located in the City of Porterville, County of Tulare, State of California
(See attached description)
2. Pursuant to an unrecorded purchase agreement (the "Purchase
Agreement") between Optioner and Optionee of even date herewith, Optioner hereby
grants, and Optionee accepts, an option (the "Option") for Optionee to purchase
and accept from Optioner to sell, grant, convey and deliver the property.
3. The Option may be exercised during the period commencing 365 days
from the date of this Memorandum and ending two (2) years thereafter, which period
may be delayed in accordance with the terms and conditions of the Purchase
Agreement.
4. In the event that either (i) Optioner completes construction of the
improvements on the Property as defined in the Purchase Agreement within 365 days
of the date of this memorandum (or as extended pursuant to the Purchase Agreement)
or (ii) Optionee does not exercise the Option granted in this memorandum within
the time and in the manner specified in the Purchase Agreement, Optionee's right
to exercise the Option shall terminate immediately upon the occurrence of either
of such events and it shall be the ministerial act and duty of the applicable
officials and officers of Optionee to execute, deliver and record such documents
and instruments, including without limitation a Quitclaim Deed, requested by
Optioner to relinquish all of Optionee's rights to the Option and the Property.
5. This Memorandum is intended only to provide record notice of the
Option and the Purchase Agreement, which contains additional terms and conditions
agreed upon by Optioner and Optionee.

VOL 4862 PAGE 541

IN WITNESS WHEREOF, the parties have executed this Memorandum as of the day and year first written above.

OPTIONER:

By *Edward E. Hays*
Print Name Edward E. Hays
By *Ray P. Hays*
Print Name Ray P. Hays

OPTIONEE:

CITY OF FORTIERVILLE,
A Municipal Corporation

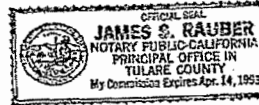
By *Theodore G. Ensslin*
Theodore G. Ensslin, Mayor
By *C. G. Ensslin*
C. G. Ensslin, City Manager

Vol. 4862 Page 542

STATE OF CALIFORNIA)
COUNTY OF Tulare) ss.
On this 25th day of July in the year
1989, before me, the undersigned, a Notary Public in
and for said County and State, personally appeared
Edward M. Wynn & Ray P. Wynn

personally known to me (or proved to me on the basis of satisfactory
evidence) to be the person E whose name
is subscribed to the within instrument and
acknowledged that they executed the
same.

Signature [Signature]
James S. Rauber
Name (Typed or Printed)
Notary Public in and for said County and State



FOR NOTARY SEAL OR STAMP

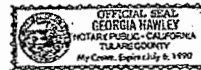
F2492 R 5/84

STATE OF CALIFORNIA)
COUNTY OF TULARE) (ss)

On this 25th day of July, 1989, before me, the undersigned, a Notary Public in and
for said County and State, personally appeared Theodore G. Esslin, known
to me or proved to me on the basis of satisfactory evidence to be the Mayer and
C. G. Buffaker, known to me or proved to me on the basis of satisfactory
evidence to be the City Clerk of the Public Corporation that executed the within
instrument, known to me to be the persons who executed the within instrument on
behalf of the Public Corporation therein named, and acknowledged to me that such Public
Corporation executed the within instrument pursuant to its by-laws or a resolution
of its board of directors; and acknowledged to me that such City of Porterville
executed the same.

WITNESS my hand and official seal.

[Signature]
Georgia Hawley
Name (Typed or Printed)



Page No. 118921 -M.
Page 1

4802 34

DESCRIPTION

That portion of the Northeast quarter of Section 9, Township 22, South, Range 27, East, Mount Diablo Base and Meridian in the City of Porterville, County of Tulare, State of California more particularly described as

PARCEL NO. 4 of PARCEL MAP NO. 3719, as per map recorded in Book 38, Page 38 of Parcel Maps, Tulare County Records.



CITY COUNCIL AGENDA – NOVEMBER 21, 2017

SUBJECT: Free Public Transportation To Homeless Connect Event

SOURCE: Public Works

COMMENT: Project Homeless Connect has submitted a request for free bus transportation for participants to their annual event on January 26, 2018, to be held at the First United Methodist Church (344 E. Morton Avenue) from 8:30 AM to 1:30 PM. Project Homeless Connect estimates that approximately 150 participants are in need of transportation to this year's event.

Project Homeless Connect is a one-day, one-stop event designed to provide housing, services, and hospitality in a convenient forum directly to people experiencing homelessness in our community.

Services offered will include medical and dental care, hygiene products, meals, vision screening, clothing, veterinary care, employment counseling, bicycle repair, haircuts, and much more.

Staff estimates that the cost of providing free bus transportation to participants will be \$225.

Over the years, Porterville Transit has provided free bus transportation to community events such as the Porterville Fair, Iris Festival, and the Freedom Fest.

RECOMMENDATION: That the City Council authorize free bus transportation to participants for the Project Homeless Connect event on January 25, 2018.

ATTACHMENTS:

Appropriated/Funded:

Review By:

Department Director:

Mike Reed, Acting Public Works Director

Final Approver: John Lollis, City Manager



CITY COUNCIL AGENDA – NOVEMBER 21, 2017

SUBJECT: City Council Member Requested Agenda Item - Consider "The Spirit of Christmas" Draft Editorial

SOURCE: City Manager's Office

COMMENT: Council Member Flores has requested that the City Council consider "The Spirit of Christmas" draft editorial prepared by Vice Mayor Ward as a Scheduled Matter at its December 5th meeting.

RECOMMENDATION: That the City Council approve Council Member Flores's request to consider "The Spirit of Christmas" draft editorial prepared by Vice Mayor Ward as a Scheduled Matter at its December 5th meeting.

ATTACHMENTS: 1. "The Spirit of Christmas" Draft Editorial

Appropriated/Funded:

Review By:

Department Director:

Final Approver: John Lollis, City Manager

The Spirit of Christmas

Thomas S. Monson stated, “The spirit of Christmas is the spirit of love and generosity and of goodness. It illuminates the picture window of the soul, and we look out upon the world’s busy life and become more interested in people than in things.”

Calvin Coolidge stated it this way; “Christmas is not a time nor a season, but a state of mind. To cherish peace and goodwill, to be plenteous in mercy, is to have the real spirit of Christmas.”

In today’s busy world of technology, where people feel they need to be entertained in their spare time and the cares of others seem a faint whisper upon the wind, the members of the Porterville City Council invite you to strive a little more to contribute to the collective good of humanity in our community by always carrying the spirit of Christmas with you. We encourage you to find ways to volunteer and serve in our community and offer these 10 ideas to get you started:

1. Get to know your neighbors to serve them better.
2. Perform an act of random kindness daily.
3. Mentor children at your local school and/or library.
4. Support local food drives by food banks and pantries and Serve at a local soup kitchen or food bank.
5. Donate blood.
6. Volunteer at the local animal shelter.
7. Visit our cities website at:
<http://www.ci.porterville.ca.us/mods/LivingHere/volunteeropportunities> or call 559-791-7695 for service opportunities.
8. Pick up trash along the road, at a local park, or along the banks of a river, stream, or lake.
9. Support after-school activities for youth
10. Contact your local United Way, Red Cross, Salvation Army or Porterville Area Coordinating Council (PACC) for discovering new service opportunities.

Serving and helping people in our community strengthens everyone and makes it a better and healthier place to live. By serving others, we meet new people, make new connections, learn new skills and improve our lives.

As Ralph Waldo Emerson so eloquently penned, “It is one of the most beautiful compensations of this life that no man can sincerely try to help another without helping himself.”

Bertha Von Suttner stated, “After the verb “To Love”... “To Help” is the most beautiful verb in the world.”

This holiday season, may we embrace more fully the spirit of Christmas by giving the only gift that matters most to others: Ourselves.

Mayor Milt Stowe

Vice-Mayor Brian Ward

Councilmember - Cameron Hamilton

Councilmember - Martha Flores

Councilmember - Monte Reyes

City Manager - John Lollis



CITY COUNCIL AGENDA – NOVEMBER 21, 2017

SUBJECT: Porter's Crossing Commercial Center proposal of a General Plan Amendment, Zone Change and Conditional Use Permit

SOURCE: Community Development

BACKGROUND:

For more than twenty-five years, the northeast corner of Henderson Avenue and Prospect Street has been an active commercial corner. Initially a “7-Eleven” mini-mart with gas pumps and additional retail lease spaces, the corner had evolved into a strip mall of check cashing, salon, nutrition and tax preparation businesses, and now the strip mall is vacant except for one business that is in the process of relocating. The existing circulation is poor and limited by nature of design and frontage along Henderson Avenue and Prospect Street. The adjacent property to the north was occupied by a residence several years ago, but has since been cleared by the owner for the purposes of attracting development. The parcel furthest north is a vacant residence. The proposed project plans to develop a commercial center with up to six tenant spaces.

In spring of this year, the City Council authorized staff to coordinate with adjacent property owners including vacant parcels just west of State Route 65 to Prospect Street with the intent to prepare a Specific Plan. The main reasons for preparing the Specific Plan were to coordinate all developments such that they would share mutual ingress and egress, simplify the entitlement process for all property owners, some of whom would require a General Plan Amendment or Zone Change to proceed with their projects, and to provide a vision for the area that would encourage development in such a way to maximize the possible square footage while hopefully maximizing the success of the commercial center.

Unfortunately, a poll of the participating property owners found little support in moving forward. Anticipating a challenging path forward, with most property owners being opposed to a city-sponsored specific plan, staff requested Council’s direction, and at the meeting of September 9, 2017, the Council directed staff to “continue working with ” but agreed to cease the Specific Plan effort.

Staff is requesting setbacks and restrictions from this project sufficient for a deceleration lane for the future development of the above referenced properties, which would correlate with the ingress/egress point for the Walmart shopping center located west of the project site. Typically this request is made in the form of dedication of land. As the deceleration lane could be perceived as more beneficial to adjacent property owners, the applicant has requested that instead of dedicating the land that the property be purchased at the time of future

development. With City Council's approval, a property encumbering agreement could be executed prior to the issuance of building permit, the language of which could be approved by representing legal counsel.

COMMENT: The applicant is requesting approval of a General Plan Amendment, Zone Change and Conditional Use Permit to facilitate the development of a 1.79± acre site for a new 12,410± square foot commercial center with up to six individual tenant spaces (“Porter’s Crossing”) at the northeast corner of Henderson Avenue and Prospect Street (Attachments 1 and 2).

The proposed General Plan Amendment and Zone Change are supported by staff due to the logical pattern continued by the proposed action. The intersection of Henderson Avenue and Prospect Street has long been a major commercial corner in the city, and commercial uses extend north and south of the intersection on all other corners at dimensions consistent with what is now proposed for the northeast corner. Approval of the General Plan Amendment and Zone Change would bring the current zoning of the subject parcels into consistency and compliance with the proposed use.

The present land use and zoning for the subject 1.79± acre site is split between CR (Retail Centers) and RM-3 (High Density Residential) and is being proposed to change entirely to CR (Retail Centers). Land uses surrounding the project area are primarily commercial to the south, east, and west, with high- and medium-density residential to the north of the project. The final configuration of the existing parcels has yet to be determined. Prior to building permit submittal, a reciprocal ingress/egress agreement shall be recorded if a parcel merger of all the properties is not proposed.

The applicant is also requesting approval of a Conditional Use Permit to authorize the sale of alcohol at up to three of the tenant spaces, including two Type 41 licenses (on-sale of beer and wine for a bona fide public eating place) and one Type 47 license (on-sale general for a bona fide public eating place). The project lies in Tract 35.02, which currently has seven alcohol licenses, one on-sale and six off-sale. The Department of Alcoholic Beverage Control (ABC) verified that 18 licenses are allowed in the tract area before the area is deemed over concentrated.

ANALYSIS: Although the proposed use is allowed by right in the Retail Center Zone, the project as proposed requires a Conditional Use Permit per Development Ordinance Section 301.03 “Alcohol Beverage Sales.” While the City’s Development Ordinance does not have proximity restrictions to sensitive uses (i.e. schools and churches), over the last several years the City Council has been sensitive and protective of surrounding uses. The nearest sensitive use is the First Christian Church of Porterville 550± feet north of the project site at the south east corner of Prospect Street and Mulberry Avenue, as well as Monache High School being located approximately 1000± feet west of the project site. Consistent with recent projects, conditions have been placed on the draft resolution restricting outdoor advertising, compliance with Section 300.08 for Outdoor Seating, and

requiring Council approval of changes regarding alcohol storage, sales and licensing. Attachment 4 represents the proximity of existing alcohol permits within the subject census tract.

Section 300.10(e) of the Porterville Development Ordinance requires that a six foot block wall be provided on the interior lot lines where any non-residential use abuts a residential district. The parcel immediately north of the project site is designated as RM-3 which would require this project to construct the block wall; however, subsection 4 further elaborates that those uses subject to a Conditional Use Permit may be evaluated to determine applicability of the wall requirement. Staff has had several discussions with the property owner to the north who intends to rezone to a commercial use as well, but has not submitted any applications to do so. The proposed layout identifies a parking field to be adjacent to the RM-3 zone and so technically APN 246-111-008 is the transitional parcel; however, the parking identified on this parcel is part of the required parking for the commercial center. In light of the request from staff for the reservation of a deceleration lane to support future commercial uses and conversations with the adjacent property owner who has expressed a desire to rezone to a commercial use, that council evaluate the block wall requirement. Council may require the applicant to construct the block wall, waive the requirement, or condition that the private property owners provide a recorded mutual agreement acknowledging responsibility of the construction of the wall if the northerly property were to develop as residential. The timing of this condition would be prior to the issuance of the proposed project's building permit. A condition of approval will need to be added reflecting Council's determination.

PROJECT DETAILS:

The colors and finish of the proposed development will completely update and improve visibility at the commercial corner. The new retail store proposes a modern design with colors of white, soft greys, and yellow tones. The concrete masonry building, framed pilasters and pop-outs will have a variety of finishes, including wood siding, stone tile, metal, and plaster (Attachment 3). Sign faces will be channel letters and complement the building. Steel trellises attached to the building with live plant vines will provide enhancements and further help break up bare walls. Additionally, landscaping in accordance with the General Plan and Development Ordinance will be installed along Henderson Avenue, Prospect Street, and throughout the parking lot.

The proposed site plan meets City parking standards, and the building design, as proposed, is consistent with Section 203.04 for commercial centers with greater than four establishments, and provides a fresh and modern look that aesthetically improves the site as well as develops two vacant and underutilized parcels.

SURROUNDING LAND USES AND ZONING:

NORTH : City – RM-3 and PD (High Density Residential and Planned Development) Multi Family Condominium Apartments and the First Christian Church of Porterville

EAST : City – CR (Retail Centers Zone) Commercial Uses – Retail, Vacant land, Restaurants, and Convenience Markets

WEST: City – CR (Retail Centers Zone) Commercial Uses – Drive-through restaurants and big-box style commercial buildings
SOUTH: City – CR (Retail Centers Zone) Commercial Uses – Retail uses, Offices, vacant land, Credit Union, Restaurant and retail beyond

GENERAL PLAN DESIGNATION AND ZONING: The subject site is designated Retail Centers on the two parcels nearest Henderson Avenue (1.23± acres total), and High Density Residential for the northern parcel (0.56± acres). The proposed General Plan Amendment and Zone Change are supported by staff due to the logical pattern continued by the proposed action. The intersection of Henderson Avenue and Prospect Street has long been a major commercial corner in the city, and commercial uses extend north and south of the intersection on all other corners at dimensions consistent with what is now proposed for the northeast corner. Approval of the General Plan Amendment and Zone Change would bring the current zoning of the subject parcels into consistency and compliance with the proposed use.

ENVIRONMENTAL REVIEW:

On October 24, 2017, the Environmental Coordinator made a preliminary determination that a Negative Declaration would be appropriate for the Project. The Initial Study has been transmitted to interested agencies, groups and individuals for review and comment. The review period ran for twenty (20) days from October 30, 2017, to November 20, 2017. As of the submittal of this staff report, no comments were received.

RECOMMENDATION:

That the City Council:

1. Adopt the draft resolution approving a Negative Declaration of environmental impact;
2. Adopt the draft resolution approving a General Plan Amendment to change APN 246-111-008 land use designation from High Density Residential to Retail Center;
3. Approve the draft ordinance approving Zone Change for APN 246-111-008 from High Density Residential Zone to Retail Center Zone, contingent upon General Plan Amendment;
4. Waive further reading of the draft ordinance, approving the Zone Change, and order it to print; and
5. Adopt the draft resolution containing findings and conditions in support of approval of Conditional Use Permit for two Type 41 and one Type 47 on-sale alcohol licenses within Census Tract 35.02 for the proposed Porter's Crossing Commercial Center at the northeast corner of Henderson Avenue and Prospect Street contingent upon Zone Change and General Plan Amendment.

ATTACHMENTS:

1. Locator Map

2. Site Plan
3. Color Elevations
4. ABC Licenses Map
5. Draft Resolution - CEQA
6. Draft Resolution - GPA
7. Draft Ordinance - Zone Change
8. Draft Resolution - CUP

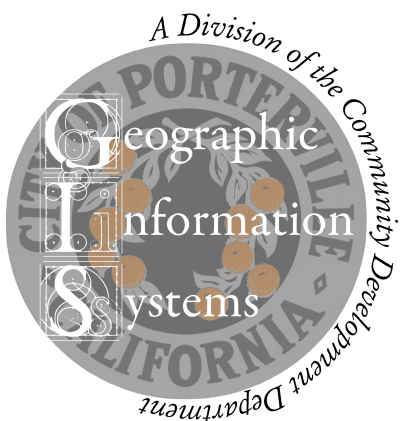
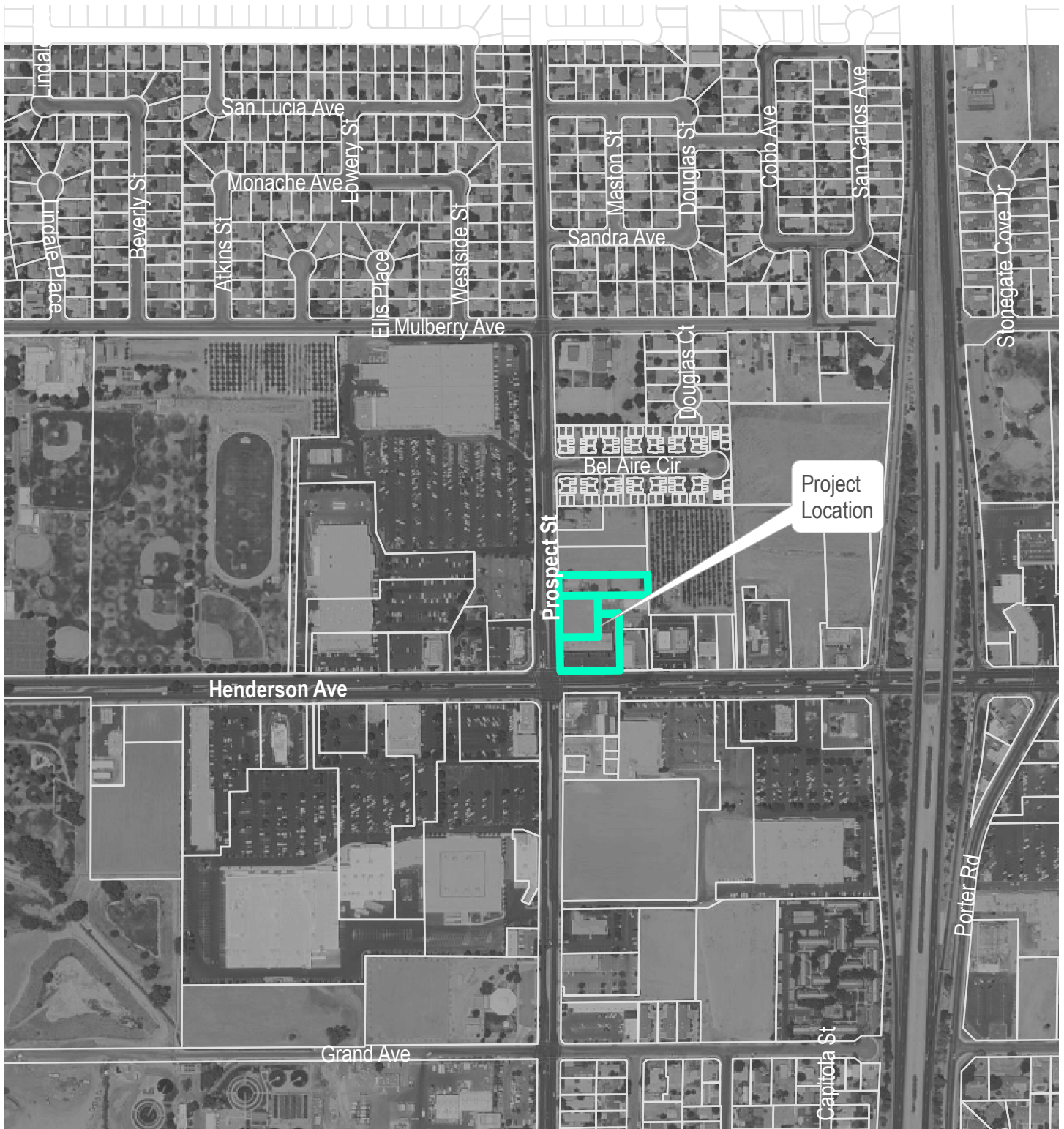
Appropriated/Funded:

Review By:

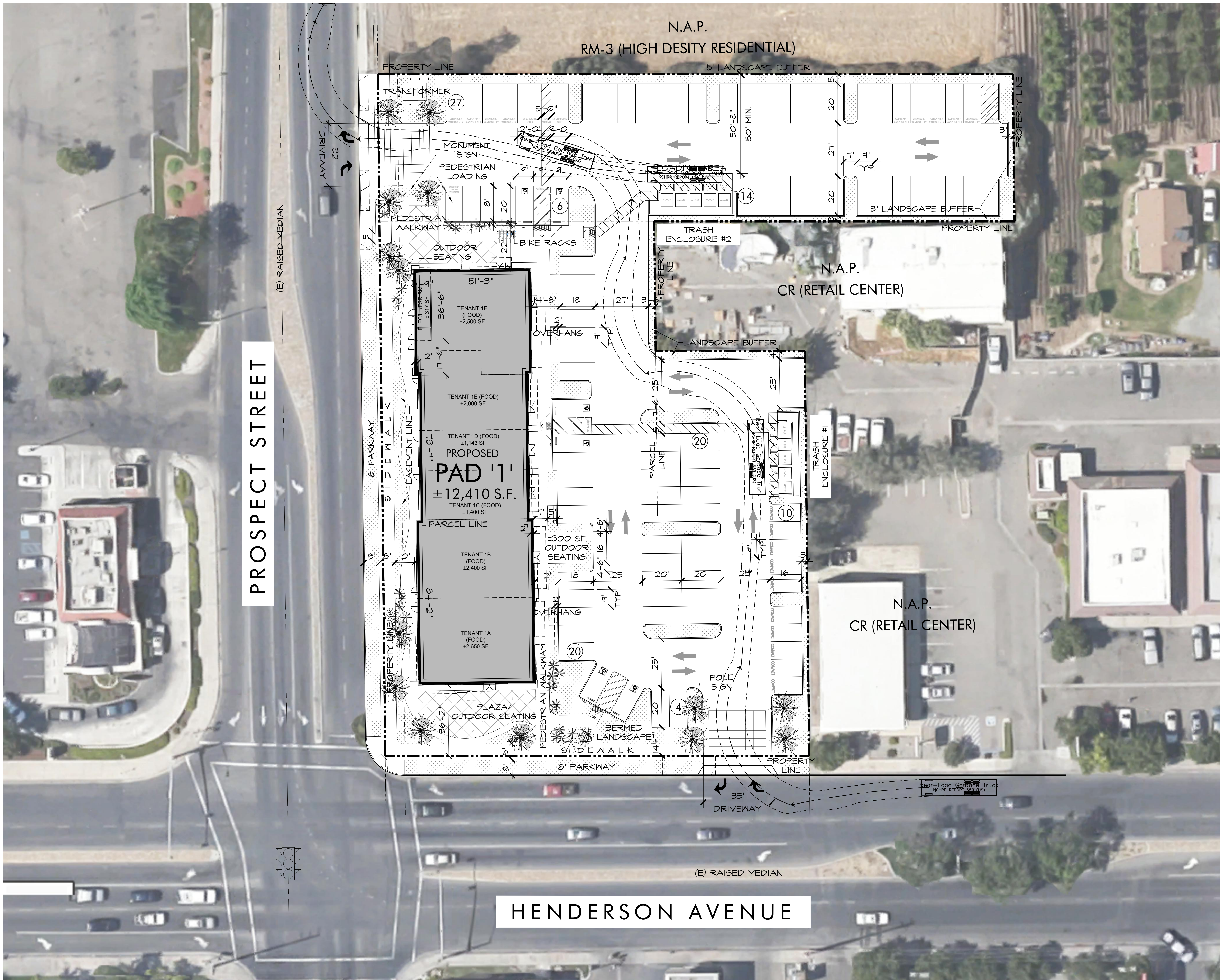
Department Director:

Jenni Byers, Community Development Director

Final Approver: John Lollis, City Manager



PRC 2016-034
Retail CA commercial development
@ 1174 W. Henderson Ave
Project Locator Map



PROJECT DATA

CLIENT:

RETAIL CALIFORNIA
7480 N. PALM AVENUE, SUITE 101
FRESNO, CA 93711

PROJECT ADDRESS:

NEC W. HENDERSON AVE. AND N. PROSPECT ST.
PORTERVILLE, CA 93257

ZONING:

CR (RETAIL CENTERS)
RM-3 (HIGH DENSITY RESIDENTIAL)

APN:

246-111-035-000 (PARCEL 1)
246-111-007-000 (PARCEL 2)
246-111-008-000 (PARCEL 3)

JURISDICTION:

CITY OF PORTERVILLE, CALIFORNIA

BOUNDARY INFORMATION:

THIS PLAN HAS BEEN PREPARED USING
ALTA IN PDF FORMAT FROM SALEM ENGINEERING
DATED 05-23-2012 AND IS SUBJECT TO
CONFIRMATION WITH A CIVIL ENGINEER'S SURVEY

SITE SUMMARY

SITE AREA:

(PARCEL 1)

± 0.75 AC

OR

± 32,792.28 SF

(PARCEL 2)

± 0.48 AC

OR

± 20,998.24 SF

(PARCEL 3)

± 0.56 AC

OR

± 24,255.05 SF

TOTAL SITE AREA

± 1.79 AC

OR

± 78,045.57 SF

BUILDING SETBACK:

FRONT

5'

INTERIOR SIDE

0'

STREET SIDE

5'

REAR

0'

PROPOSED BUILDING DATA:

PAD 1

TENANT 1A

± 2,650 SF

TENANT 1B

± 2,400 SF

TENANT 1C

± 1,400 SF

TENANT 1D

± 1,143 SF

TENANT 1E

± 2,000 SF

TENANT 1F

± 2,500 SF

ELECTRICAL/ASR RM

± 317 SF

TOTAL BLDGS AREA

± 12,410 SF

PARKING DATA:

PARKING REQUIRED:

TENANT 1A

(2,650 SF)

DINING (60%)

1,590 SF @ 1/75 SF

= 21.2 STALLS

SERVICE (40%)

1,060 SF (NON REQ'D)

= 0 STALLS

TENANT 1B

(2,400 SF)

DINING (60%)

1,440 SF @ 1/75 SF

= 19.2 STALLS

SERVICE (40%)

960 SF (NON REQ'D)

= 0 STALLS

TENANT 1C

(1,400 SF)

DINING (60%)

840 SF @ 1/75 SF

= 11.2 STALLS

SERVICE (40%)

560 SF (NON REQ'D)

= 0 STALLS

TENANT 1D

(1,143 SF)

DINING (60%)

685.8 SF @ 1/75 SF

= 9.1 STALLS

SERVICE (40%)

457.2 SF (NON REQ'D)

= 0 STALLS

TENANT 1E

(2,000 SF)

DINING (60%)

1,200 SF @ 1/75 SF

= 16 STALLS

SERVICE (40%)

800 SF (NON REQ'D)

= 0 STALLS

TENANT 1F

(2,500 SF)

DINING (60%)

1,500 SF @ 1/75 SF

= 20 STALLS

SERVICE (40%)

1,000 SF (NON REQ'D)

= 0 STALLS

TOTAL REQUIRED PARKING

± 46.7 STALLS

PARKING PROVIDED:

STANDARD (9'X20')

72 STALLS

COMPACT (7' X 16')

10 STALLS (10% MAX.)

ADA STALLS

6 STALLS

EV CHARGING STATION

2 STALLS

EV/CARPOOL VAN POOL

1 STALLS

TOTAL PARKING PROVIDED:

91 STALLS

PARKING RATIO PROVIDED:

7.97 / 1000 SF

FLOOR AREA RATIO:

0.16 (0.35 MAX.)

LANDSCAPED AREA:

11,075 SF OR 14.1% (10% MIN.)

NOTE:

* PORTION OF BUILDING FACADE THAT FACE ONTO CUSTOMER PARKING LOT OR PUBLIC STREET SHALL HAVE 3' WIDE PLANTERS INSTALLED ALONG MIN. 20% OF BUILDING FACE

* 10% OF PARKING AREA SHALL BE LANDSCAPED

* 6' WIDE PLANTER ISLAND EVERY 8 STALLS

* 10' MIN. LANDSCAPE BUFFER FOR PARKING ADJACENT R.O.W.

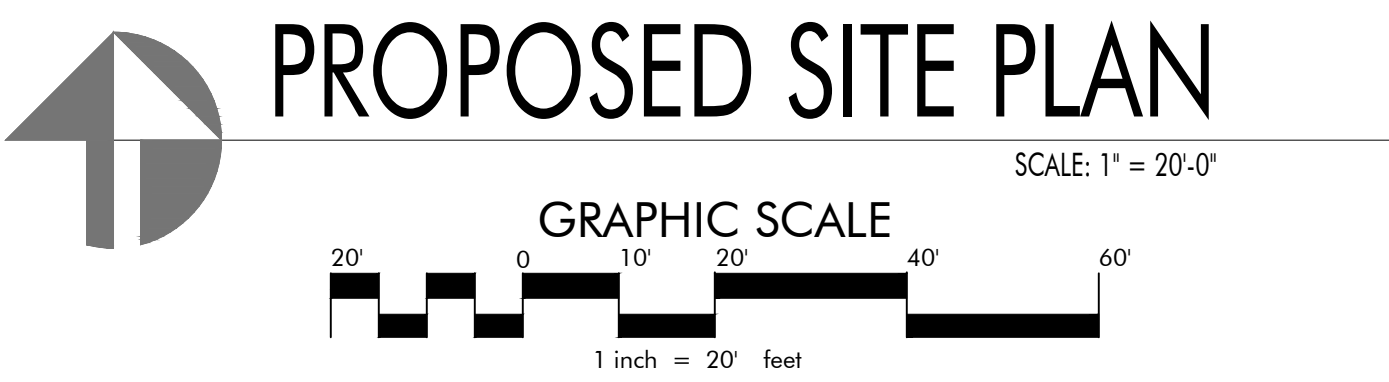
* 5' MIN. LANDSCAPE SETBACK BUFFER REQUIRED ADJACENT RESIDENTIAL ZONE

* 50' MIN. DISTANCE OF LOADING DOCK & SERVICE AREAS FROM RESIDENTIAL DISTRICT

* MIN. LOADING DOCK 12' X 30'

* MAX. BUILDING HEIGHT 40'

* NO PARKING REQUIRED FOR OUTDOOR SEATING AREA PROVIDED IT IS 50% OR LESS OF INDOOR SEATING



PRELIMINARY SITE PLAN SUBJECT TO CHANGE

NEC HENDERSON & PROSPECT
PORTERVILLE, CA

Retail California
7480 N. PALM AVENUE, SUITE 101, FRESNO CA 93711
Tel: (559) 256-1700 Fax: (559) 432-2938



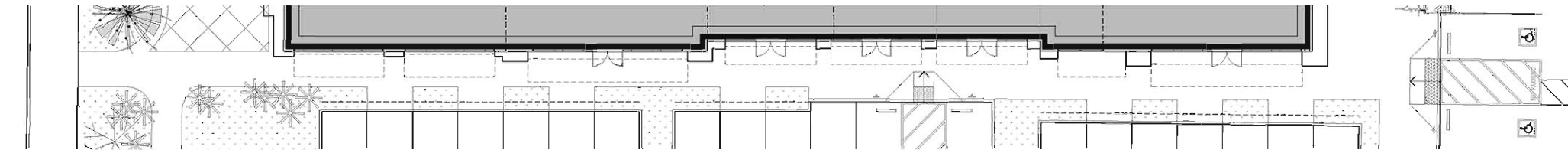
McKently Malak ARCHITECTS
35 Hugus Alley, Suite 200
Pasadena, California 91103-3648
TEL 626.583.8348 FAX 626.583.8387

PROPOSED SITE PLAN
10/23/2017 17044TMA

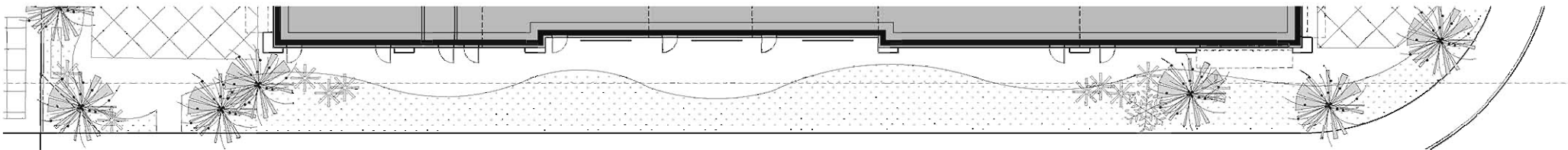
SP-23



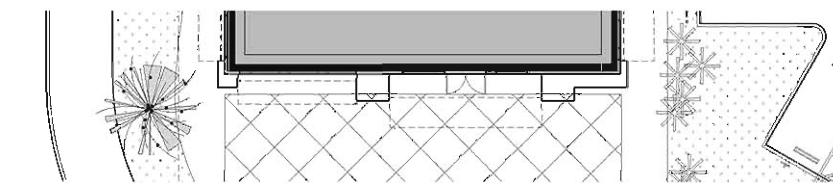
1 EAST ELEVATION (FRONT)
SCALE: 3/32" = 1'-0"



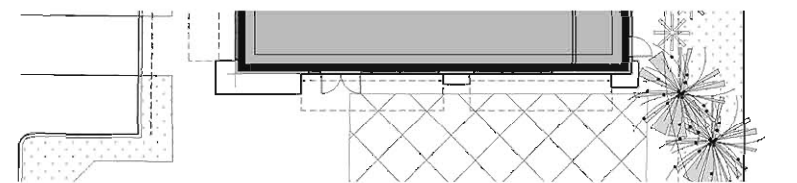
2 WEST ELEVATION (REAR)
SCALE: 3/32" = 1'-0"



3 SOUTH ELEVATION (LEFT SIDE)
SCALE: 3/32" = 1'-0"



4 NORTH ELEVATION (RIGHT SIDE)
SCALE: 3/32" = 1'-0"



MATERIALS AND FINISH KEYNOTES

- 1 EXTERIOR CEMENT PLASTER, SMOOTH
- 2 PLASTER REVEAL JOINTS (TYPICAL)
- 3 LOUVERED METAL AWNING, PAINTED
- 4 ANODIZED ALUMINUM STOREFRONT W/ GLAZING
MANUFACTURER: KAMNEER NORTH AMERICA
COLOR: CLEAR ANODIZED
- 5 STONE TILE
MANUFACTURER: DALTILE
COLOR: CITY VIEW 'DOWNTOWN NITE' CY04
RANDOM LINEAR BRICK JOINT, 9X18
- 6 SIGNAGE (NOT A PART OF THIS PERMIT)
- 7 GREEN SCREEN METAL TRELLIS, PAINTED
- 8 STONE TILE
MANUFACTURER: DALTILE
COLOR: UNITY 'GRIGIO' P402
UNPOLISHED, 12X24
- 9 WOOD SIDING
MODEL: VINTAGE COLLECTION BY AZEK
COLOR: 60% MAHOGANY, 20% CYPRESS
20% DARK MAHOGANY
- 10 DECORATIVE EXTERIOR LIGHT FIXTURE
MANUFACTURER: LUMINIS
MODEL: EC603 - MATTE SILVER
- 11 FABRIC CANOPY
MANUFACTURER: SUNBRELLA
COLOR: RODANTHE METALLIC 4819
- 12 CORNICE/TRIM, PAINTED
- 13 EXTERIOR HOLLOW METAL DOOR & FRAMES;
PAINTED
- 14 METAL COPING, PAINTED TO MATCH ADJACENT
COLOR
- A COLOR TO MATCH DUNN EDWARDS
DEW 380 'WHITE'
- B COLOR TO MATCH DUNN EDWARDS
DE 6041 'MISSING LINK'
- C COLOR TO MATCH DUNN EDWARDS
DE 6227 'MUSLIN'
- D COLOR TO MATCH DUNN EDWARDS
DE 5451 'DIJON MUSTARD'
- E COLOR TO MATCH DUNN EDWARDS
DEA 145 'WINE STAIN'
- F COLOR TO MATCH DUNN EDWARDS
DEC 747 'BATTLESHIP GRAY'
- G COLOR TO MATCH DUNN EDWARDS
DET 404 'CALIFORNIA DREAMIN'

PRELIMINARY ELEVATIONS SUBJECT TO CHANGE.

NEC HENDERSON & PROSPECT
PORTERVILLE, CA

Retail California
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Tel: (559) 256-1700 Fax: (559) 432-2938

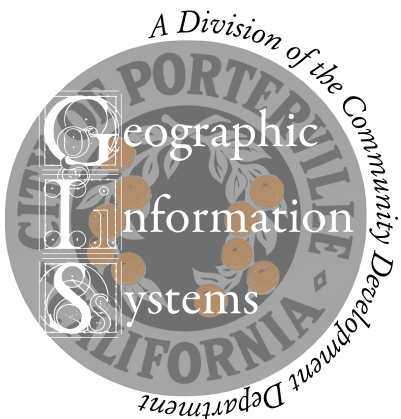
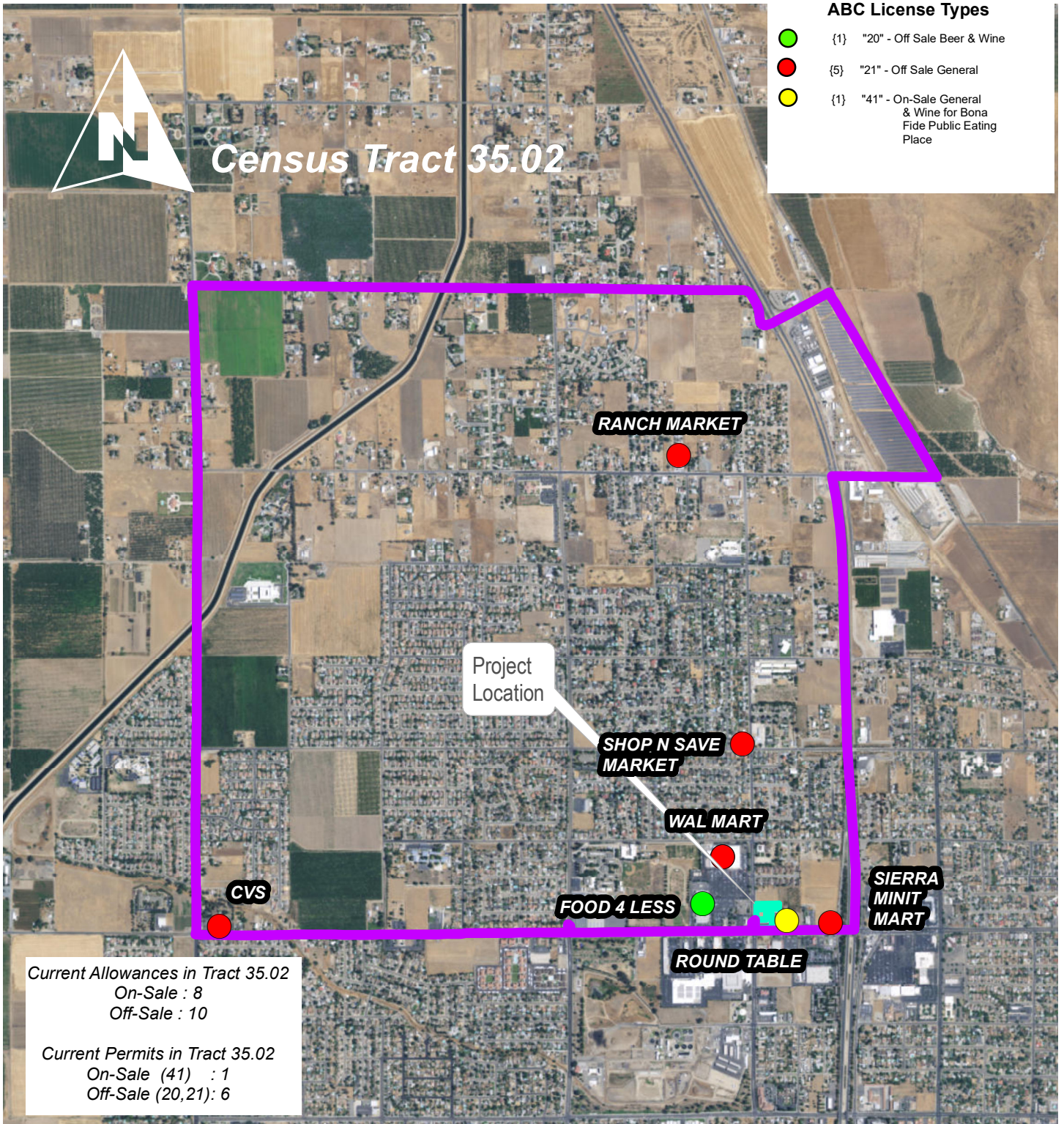


**McKently
Malak**
ARCHITECTS
35 Hugus Alley, Suite 200
Pasadena, California 91103-3648
TEL 626.583.8348 FAX 626.583.8387

PROPOSED ELEVATIONS

04/28/2017 17044TMA

A201



PRC 2016-034
 Porter's Crossing commercial development
 @ 1174 W. Henderson Ave
 ABC Permit Map

RESOLUTION NO. ____-2017

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CONTAINING FINDINGS IN SUPPORT OF APPROVAL OF A NEGATIVE
DECLARATION OF ENVIRONMENTAL IMPACT FOR THE GENERAL PLAN
AMENDMENT, ZONE CHANGE, AND CONDITIONAL USE PERMIT FOR THE
PROPOSED PORTER'S CROSSING COMMERCIAL CENTER

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of November 21, 2017, conducted a public meeting to consider approval of the Negative Declaration which evaluates the environmental impacts of a General Plan amendment from High Density Residential to Retail Centers for a 0.56± acre parcel, a Zone Change from RM-3 (High Density Residential) to CR (Retail Centers) Zone for a 0.56± acre parcel, and a Conditional Use Permit for the proposed sale of alcohol in association with bona-fide eating establishments at a project located on the east side of Prospect Street, north of Henderson Avenue; and

WHEREAS: The project proposes a General Plan amendment from High Density Residential to Retail Centers and a Zone Change from RM-3 (High Density Residential) to CR (Retail Centers) for a 0.56± acre parcel (APN 246-111-008). The subject site is being considered for development with the adjacent parcels to the south with contiguous ownership for development of a commercial center; and

WHEREAS: The project parcels are developed as follows: APN 246-111-008 is occupied with a vacant single family residence, APN 246-111-007 is a vacant, undeveloped parcel, and APN 246-111-035 is developed with a commercial strip mall; and

WHEREAS: The final configuration of the existing parcels has yet to be determined. Prior to building permit submittal, a reciprocal ingress/egress and parking agreement shall be recorded if a parcel merger of all the properties is not proposed which would help ensure that subsequent development will not adversely impact the surrounding developed area; and

WHEREAS: A Conditional Use Permit is required and is being processed concurrently to permit up to three on-sale licenses – two for beer and wine (Type 41) and one for on-sale general (Type 47); and

WHEREAS: On October 24, 2017, the Environmental Coordinator made a preliminary determination that a Negative Declaration would be appropriate for the proposed project.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Porterville does hereby make the following findings:

1. That a Negative Declaration was prepared for the project in accordance with the California Environmental Quality Act and was transmitted to interested agencies and made available for public review and comment. The review period ran for twenty (20) days, from October 30 through November 20, 2017.

2. That the proposed project will not result in adverse environmental impacts. The approved Negative Declaration was evaluated in light of the prepared environmental initial study. No comments were received during the review period.
3. That review of the environmental circumstances regarding this project indicates that no adverse impacts would accrue to wildlife resources from implementation of the project.
4. That the City Council is the decision-making body for the project.

NOW, THEREFORE, BE IT FURTHER RESOLVED: That the City Council does hereby approve the Negative Declaration attached hereto as Exhibit A for the General Plan Amendment, Zone Change, and Conditional Use Permit for a proposed Porter's Crossing Commercial Center at Henderson Avenue and Prospect Street (PRC 2016-034).

PASSED, APPROVED AND ADOPTED this 21st day of November, 2017.

By: _____
Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk

Porter's Crossing Commercial Center Project

Initial Study & Negative Declaration

City of Porterville
Community Development Department
Planning Division

October, 2017



1 INTRODUCTION

The City of Porterville (City) has prepared this Initial Study/Negative Declaration (IS/ND) to address the environmental effects of the proposed Porter's Crossing Commercial Center at Henderson Avenue and Prospect Street in Porterville (Project). This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code §21000 et.seq. The City is the CEQA lead agency for this Project.

The project proposes to construct a new 12,410± square foot commercial center with up to six individual tenant spaces at the northeast corner of Henderson Ave and Prospect Street. The project requires a General Plan Amendment and Zone Change to a portion of the site that is designated and zoned for high density residential. The proposed Project is described in detail in Chapter 2, Project Description.

DOCUMENT FORMAT

This IS/ND contains five chapters. Section 1, Introduction, provides an overview of the project and the CEQA environmental documentation process. Chapter 2, Project Description, provides a detailed description of project objectives and components. Chapter 3, Initial Study Checklist, presents the CEQA checklist and environmental analysis for all impact areas, mandatory findings of significance, and feasible mitigation measures. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level. Chapter 4, References, provides a list of reference materials used during the preparation of the IS/ND, and Chapter 5, List of Preparers, provides a list of key personnel involved in the preparation of the IS/ND.

Studies completed and supplemental materials are on file and available for review at 291 North Main, Porterville, California in the Community Development Department.

Environmental impacts are separated into the following categories:

Potentially Significant Impact. This category is applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less than significant level. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

Less Than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

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Less Than Significant Impact. This category is identified when the project would result in impacts below the threshold of significance, and no mitigation measures are required.

No Impact. This category applies when a project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the lead agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis.)

2 PROJECT DESCRIPTION

PROJECT LOCATION

The Project area is located at the northeast intersection of Henderson Avenue and Prospect Street, in central Porterville. The City of Porterville is located in southern Tulare County, California, 240 miles southeast of Sacramento. The Project is located within the Porterville, CA, United States Geological Survey 7.5 minute quadrangle, in Sections 23 and 26, Township 21 South, Range 27 East, MDB&M.

Latitude: N 36° 4' 52"

Longitude: W 119° 2' 37"

The project encompasses an area approximately 1.8 acres in size, partially developed as a strip mall and a residence. The proposed project occupies Tulare County Assessor Parcel numbers 246-111-035, 246-111-007, and 246-111-008 at a combined total area of 1.79± acres (see Figure 1). The two southernmost parcels would be merged, while the northernmost parcel would remain, and agreements between the two parcels would bind them to function together as part of the project.

ENVIRONMENTAL SETTING

The Project site is approximately 60 miles east of the Coast Range and approximately 10 miles west of the Sierra Nevada Mountain Range. Topographically, the Project site is at an elevation of approximately 430 feet above mean sea level and is generally flat. The nearest water bodies to the site are the Porter Slough and the Tule River, located approximately one-half mile and one and one-half miles south of the project, respectively. Lake Success is located approximately ten miles east of the Project site.

The land uses surrounding the Project site include residential and commercial uses. General Plan Land Use designations include Retail Centers and Low Density Residential. Zoning is High Density Residential (RM-3) and Planned Development (PD) to the north, and Retail Centers (CR) to the east, west, and south. Adjacent land uses and zoning are discussed in more detail in Chapter 3.

Two of the three parcels proposed for the project are currently developed. The third parcel (APN 246-111-007) is undeveloped but graded flat and regularly maintained consistent with City weed abatement standards.

PROJECT DESCRIPTION

The applicant is requesting approval of a General Plan Amendment, Zone Change and Conditional Use Permit for development of a 1.79± acre site. The development proposes a new 12,410± square foot commercial center with up to six individual tenant spaces at the north east corner of Henderson Avenue and Prospect Street in Porterville (see Figure 2).

The proposed General Plan Amendment and Zone Change would bring the current zoning of the subject parcels into consistency and compliance with the proposed use. The present land use and zoning for the subject 1.79± acre site is split between CR (Retail Commercial) and RM-3 (High Density Residential) and is being proposed to change entirely to CR (Retail Commercial). While the tenant spaces may be leased to any variety of retailers, the project is likely to include at least three restaurants, including quick service and fast casual dining formats. The applicant is requesting approval of a Conditional Use Permit to authorize the sale of alcohol at up to three of the tenant spaces, including two Type 41 licenses (on-sale of beer and wine for a

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bona fide public eating place) and one Type 47 license (on-sale general for a bona fide public eating place). Additionally, prior to development, a parcel merger will be required to configure two of the three (3) subject parcels for the project as proposed.

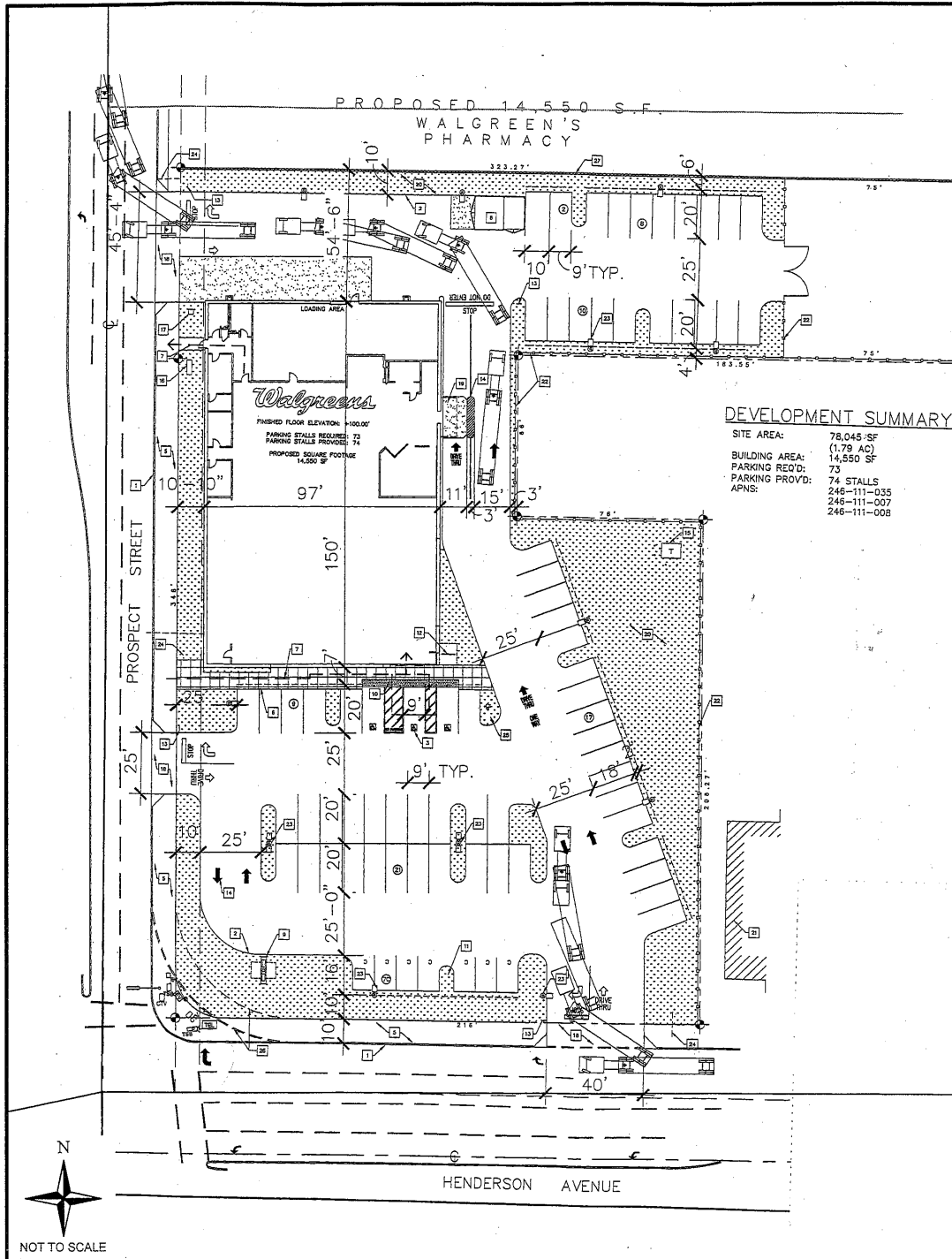
The proposed project is allowed by right in the CR zone district and is consistent with the General Plan designation of Retail Centers. The sale of alcohol requires a conditional use permit. The project lies in Tract 35.02, which currently has eight (8) other alcohol licenses, one on-sale and seven off-sale. The Department of Alcoholic Beverage Control (ABC) verified, eighteen (18) licenses are allowed in the tract area before the area is deemed over concentrated. The nearest sensitive use is the First Christian Church of Porterville 550± feet north of the project site at the south east corner of Prospect Street and Mulberry Avenue.

Figure 1
Project Location Map



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Figure 2
Site Plan



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3 INITIAL STUDY CHECKLIST

- | | |
|---|---|
| 1. Project title: | Porter's Crossing Commercial Center at Henderson Avenue & Prospect Street |
| 2. Lead agency: | City of Porterville
291 North Main Street
Porterville, CA 93257 |
| 3. Contact person: | Julie Phillips, AICP
Community Development Manager
(559) 782-7460 |
| 4. Project sponsor's name and address: | Nick Frechou, Vice President
Retail California
7480 N. Palm Avenue, Suite 101
Fresno, CA 93711 |
| 5. Project location: | See Chapter 2, Project Description |
| 6. General plan designation: | See Chapter 2, Project Description |
| 7. Zoning: | See Chapter 2, Project Description |
| 8. Description of project: | See Chapter 2, Project Description |
| 9. Surrounding land uses and setting: | See Chapter 2, Project Description |
| 10. Other public agencies whose approval is required | None |

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ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist and subsequent discussion on the following pages.

- | | | |
|---|--|---|
| ☐ Aesthetics | ☐ Agriculture & Forestry | ☐ Air Quality |
| ☐ Biological Resources | ☐ Cultural Resources | ☐ Geology/Soils |
| ☐ Greenhouse Gas Emissions | ☐ Hazards & Hazardous Materials | ☐ Hydrology/Water Quality |
| ☐ Land Use/Planning | ☐ Mineral Resources | ☐ Noise |
| ☐ Population/Housing | ☐ Public Services | ☐ Recreation |
| ☐ Transportation/Traffic | ☐ Utilities / Service Systems | ☐ Mandatory Findings of Significance |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature

Jennifer M. Byers, Environmental Coordinator

Printed name

Date

Community Development Dept

For

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Issues:

I. AESTHETICS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Responses:

a), b) No Impact. The project is an urban developed area that does not contain any unique scenic value, and is not adjacent to a scenic vista. Additionally, the completed project would be visually similar to the current condition, as a commercially developed lot facing a commercial corridor. The project is not adjacent to a state scenic highway.

c), d) Less than Significant Impact. The surrounding area would change from existing conditions: the two existing structures, a strip mall and a single family residence would be demolished. The lots would be redeveloped with a new commercial use architecturally compatible with other commercial buildings in the surrounding area. Lighting at the store would be comparable to what is currently in place; new parking lot lighting will be installed but overall luminescence in the area will be similar and consistent with City standards.

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**II. AGRICULTURE & FORESTRY
RESOURCES**

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined in Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Responses:

a), b), c), d), e): No Impact. The project area is primarily developed with a single undeveloped parcel that is regularly disked in compliance with weed abatement standards; however, at this time the area is considered on the Farmland Mapping and Monitoring Program for the California Resources Agency to be urban built up land. No farmland would be affected by the development of the project.

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III. AIR QUALITY

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

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

Response:

a) No Impact. The Project lies within the San Joaquin Valley Air Basin, which is managed by the San Joaquin Valley Air Pollution Control District (SJVAPCD). National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: carbon monoxide (CO), ozone (O₃), sulfur dioxide (SO₂), nitrogen dioxide (NO₂), particulate matter (PM₁₀ and PM_{2.5}), and lead (Pb). The CAAQS also set standards for sulfates, hydrogen sulfide, and visibility.

Areas are classified under the Federal Clean Air Act as either “attainment” or “non-attainment” areas for each criteria pollutant based on whether the NAAQS have been achieved or not. Attainment relative to the State standards is determined by the California Air Resources Board (CARB). The San Joaquin Valley (SJV) is designated as a State and Federal non-attainment area for O₃, and PM_{2.5}, and a State and Federal attainment area for CO, SO₂, PM₁₀, NO₂, and Pb (SJVAPCD, 2012).

The Project would not conflict with or obstruct the implementation of the air quality management standards. Standards set by the SJVAPCD, CARB, and Federal agencies relating to the Project would continue to apply. There would be no impact.

b) Less Than Significant Impact. The San Joaquin Valley is designated as a Federal and State non-attainment area for O₃ and PM_{2.5}. The SJVAPCD is the regional agency that regulates air permitting and maintains an extensive air quality monitoring network to measure criteria pollution concentrations throughout the San Joaquin Valley air basin.

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The proposed commercial development would not be considered a stationary source of emissions. However, the short term (roughly six month) construction period could result in temporarily increased emissions associated with construction equipment, traffic delays during construction, and earth moving activities. Implementation of the SJVAPCD Regulation VIII measures will ensure that the temporary impacts will remain less than significant.

c) Less Than Significant Impact. As discussed in Impact III-b, the Project could result in the short term, temporary generation of criteria pollutants. Implementation of the SJVAPCD Regulation VIII measures will ensure that the temporary impacts will remain less than significant.

d) Less Than Significant Impact. Section 3 of the Guide for Assessing and Mitigating Air Quality Impacts defines a sensitive receptor as a location where human populations, especially children, seniors, and sick persons are present and where there is a reasonable expectation of human exposure to pollutants. Sensitive receptors normally refer to people with heightened sensitivity to localized, rather than regional pollutants. Short term particulate matter and criteria pollutants concentrations would be generated by the proposed project, however, implementation of the SJVAPCD Regulation VIII measures will ensure that the temporary impacts will remain less than significant.

e) No Impact. The Project would not be a source of odors; therefore, there would be no impact.

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IV. BIOLOGICAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Response:

a), d) No Impact. The project area is primarily developed, with a single undeveloped parcel that is regularly disked in compliance with weed abatement standards. As such, the potential to affect biological resources is limited.

b) No Impact. No riparian communities or other sensitive natural communities exist within or adjacent to the project area. There would be no impact.

c) No Impact. No wetland areas exist within or adjacent to the project area. There would be no impact.

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e) No Impact. The Porterville 2030 General Plan (2008) indicates that the City currently does not have a tree preservation ordinance. There is no adopted biological preservation or tree preservation ordinance in Tulare County. There would be no impact.

f) No Impact. No habitat conservation plan, natural community conservation plan, or other approved local, regional or state habitat conservation plan, is in effect for the area of the proposed Project. Therefore, the proposed Project would have no impact.

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V. CULTURAL RESOURCES

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☒

Response:

a) No Impact. The project area has been significantly modified and disturbed. There would be no impact.

b) No Impact. Any impacts to archaeological resources have been discussed in Impact V-a. On October 16, 2017, the City sent AB 52 consultation outreach letters to the individuals on the NAHC contact list. No response has been received to date.

c) No Impact. No known paleontological resources exist within the Project area, nor are there any known geologic features in the Project area. There would be no impact.

d) No Impact. No formal cemeteries or other places of human internment are known to exist within the project area. As such, potential impacts to human remains would not occur as a result of the Project. There is no impact.

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VI. GEOLOGY AND SOILS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Table 18-1-B of the most recently adopted Uniform Building Code creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Response:

a-i) No Impact. No substantial faults are known to occupy Tulare County according to the Alquist-Priolo Earthquake Fault Zoning Maps and the State of California Department of Conservation. The closest known fault likely to affect the Project site is the Owens Valley Fault located about 40 miles to the northeast in the Sierra Nevada Range.

According to the Five County Seismic Safety Element (FCSSE), Tulare County is located in the V-1 zone, defined as an area "of hard rock alluvium on valley floors". The FCSSE further states that, "The distance to either of the faults expected to be a source of shaking is sufficiently great that shaking should be minimal and

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the requirements of the Uniform Building Code Zone II should be adequate for normal facilities.” The risk of the rupture of a known earthquake fault is less than significant; however, in light of the project description (Chapter 2), the project itself would not further expose people or structures to these risks.

a-ii) No Impact. Any impacts regarding strong seismic ground shaking have been discussed in Impact IV-a-i. There would be no impact.

a-iii) No Impact. No subsidence-prone soils or oil or gas production is involved with the Project. There would be no impact.

a-iv) No Impact. No geologic landforms exist on or near the site that would result in a landslide event. There would be no impact.

b) No Impact. The proposed project would not directly lead to development or other activity which may affect current drainage patterns or increase erosion.

c) No Impact. Substantial grade change would not occur in the topography to the point where the Project would expose people or structures to potential substantial adverse effects on, or offsite, such as landslides, lateral spreading, subsidence, liquefaction or collapse. There would be no impact.

d) No Impact. The Soil Survey of Tulare County, Western Part (Soil Survey) indicates that soils in the project area are not expansive.

e) No Impact. The Project does not include the use of septic tanks or other alternative waste water disposal system. There would be no impact.

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VII. GREENHOUSE GAS EMISSIONS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Response:

a), b) Less Than Significant Impact. The U.S. Environmental Protection Agency published a rule for the mandatory reporting of greenhouse gases from sources that in general emit 25,000 metric tons or more of Carbon Dioxide (CO₂) per year. The project is estimated, based on recently completed analysis of similar projects in this jurisdiction, to produce approximately 2,200 tons per year of CO₂ (combined construction and operational totals). This represents approximately nine percent of the reporting threshold. Additionally, emissions from construction are temporary in nature. The SJVAPCD has implemented a guidance policy for development projects within their jurisdiction. This policy, the "Guidance for Land use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA," approved by the Board on December 17, 2009, does not address temporary GHG emissions from construction, nor does this policy establish numeric thresholds for ongoing GHG emissions. Therefore, construction generated GHGs are less than significant.

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VIII. HAZARDS AND HAZARDOUS MATERIALS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☒
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

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Response:

- a) No Impact.** There would be no transport, use or disposal of hazardous materials. There would be no impact.
- b) No Impact.** The Project would not create a significant hazard to the public or the environment as the Project would not discharge hazardous materials into the environment. There would be no impact.
- c) No Impact.** The Project involves no hazardous emissions, does not involve hazardous materials, or create a hazard to adjacent schools in any way. There would be no impact.
- d) No Impact.** The Project does not involve land that is listed as a hazardous materials site pursuant to Government Code Section 65962.5 and is not included on a list compiled by the Department of Toxic Substances Control. There would be no impact.
- e) No Impact.** The nearest airport, the Porterville Municipal Airport, is approximately three miles southwest of the Project area. Due to the project description and the distance to the airport, there would be no impact.
- f) No Impact.** Any impacts regarding private airstrips have been discussed in Impact VII-e. There would be no impact.
- g) No Impact.** The project does not propose changes to any publicly accessed routes, and would not interfere with implementation of an emergency response plan or evacuation. There would be no impact.
- h) No Impact.** The proposed project area is surrounded by developed urban land uses. Therefore, the project would not result in risk of loss, injury, or death involving wildland fires.

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IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒

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IX. HYDROLOGY AND WATER QUALITY

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

Response:

a) Less Than Significant Impact. The Project is located approximately one and one-half mile away from the nearest water body- the Tule River to the south. The Project would not violate any water quality standards and would not impact waste discharge requirements. The impact would be less than significant.

b) Less Than Significant Impact. The Project site is located in the Tulare Lake Basin, an area significantly affected by overdraft. The Department of Water Resources (DWR) has estimated the groundwater by hydrologic region and for the Tulare Lake Basin; the total overdraft is estimated at 820,000 acre-feet per year, the greatest overdraft projected in the state, and 56 percent of the statewide total overdraft. The Project site is located within the Tule Subbasin portion of the regional area. Groundwater levels have declined an average of 0.75 feet/year on well hydrographs completed by DWR.

The Project proposes redevelopment of a commercial use, and water usage associated with the proposed use as defined in the project description is generally similar with water usage of the current commercial use plus the single family residence (estimated 7500 GPM and 7400 GPM respectively). Further, the new construction standards that would apply to the project include significant conservation requirements, making the water use of the project more efficient than the water use of the existing structures on the property. Therefore, it would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. There would be a less than significant impact.

c) Less Than Significant Impact. Drainage patterns would not change as a result of the Project. No modifications to natural or created channels would occur, as there are none within the project area. As a part of construction, implementation of erosion control measures described by the Tulare County Development Standards and mandated in the Stormwater Pollution Prevention Program would minimize any potential impacts to less than significant.

d) Less Than Significant Impact. Any impacts regarding the alteration of drainage patterns to increase runoff water that would potentially induce flooding have been discussed in the impact analysis for Impact VIII-c.

e) Less Than Significant Impact. Any impacts regarding the creation or contribution to runoff water that would potentially exceed the capacity of existing stormwater drainage systems have been discussed in the impact analysis for Impact VIII-c.

f) Less Than Significant Impact. Any impacts to water quality have been discussed in the impact analysis for Impact VIII-a.

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g) No Impact. According to the Federal Emergency Management Agency (FEMA) National Flood Insurance Program (NFIP) Flood Insurance Rate Map (FIRM) for Map Number 06107C1633E dated June 16, 2009, the entirety of the Project site is located within Zone X, areas determined to be outside the 2% annual chance floodplain. Further, the construction of housing is not a part of the proposed Project. There would be no impact with regard to flood related events.

h) No Impact. Any impacts regarding the placement of structures in a 100-year flood hazard area that would impede or redirect flood flows have been discussed in the analysis of Impact VIII-g.

i) Less Than Significant Impact. The dam potentially affecting the Project, Success Dam, is approximately ten (10) miles to the east of the Project site. According to Tulare County's Geographic Information Systems data, the Project area is not located within the 24-hour inundation area of the Success dam in the event of its failure. The impact would be less than significant.

j) No Impact. The nearest large body of water is Lake Success, which is located approximately ten (10) miles to the east of the Project site. Due to the lengthy distance between the lake and the Project site, there would be no potential for seiche or tsunami to occur. There would be no impact.

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X. LAND USE AND PLANNING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

Response:

a) No Impact. The Project area is surrounded by mostly developed land and fully integrated into the surrounding urban neighborhoods.

b) Less Than Significant Impact. The zone change from RM-3 to CR does not conflict with the City's land use regulations. The project area on the General Plan land use diagram is depicted as High Density Residential; however, the diagram is not parcel-specific and uses on sites less than one acre in size are generally not depicted (General Plan, 2008). The parcel subject to the zone change and General Plan Amendment (APN 246-111-008) is 0.56± acres. The proposed zone change therefore conforms with the adopted City of Porterville General Plan and Development Ordinance. The impact would be less than significant.

c) No Impact. No habitat conservation plan or natural community conservation plan has been adopted for the project areas.

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XI. MINERAL RESOURCES

Would the project:

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

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	-----------

☐☐☐☒

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

☐☐☐☒

Response:

a) No Impact. The Porterville General Plan (2008) includes Figure 6-3 Soil and Mineral Conservation, which indicates the locations of State-designated Mineral Resource Zones or areas possessing minerals which are of state-wide or regional significance. According to the map, the Project areas are not located in a Mineral Resource Zone. The nearest Mineral Resource Zone is located along the Tule River, approximately one and one-half mile south of the Project site. Therefore, the Project would not result in the loss of an available known mineral resource. There would be no impact.

b) No Impact. The Project site is not delineated on a local land use plan as a locally important mineral resource recovery site; therefore, the existence of the Project would not result in the loss of availability of any mineral resources. There would be no impact.

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XII. NOISE

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☒
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Response:

a), b), c) No Impact. Under the 2030 General Plan Noise Element, noise levels from 55 dB to 60 dB are considered “normally acceptable” for unshielded single-family residential development. Noise levels from 60 dB to 70 dB are considered within the “conditionally acceptable” range, while noise levels 70 dB to 75 dB are considered “normally unacceptable” for single-family residential use. For multi-family uses, noise levels from 55 db to 65 db are considered “normally acceptable”. Noise levels from 65 dB to 70 dB are considered within the “conditionally acceptable” range, while noise levels from 70 to 75 dB are considered “normally unacceptable” for multi-family uses. Noise levels from 50 dB to 70 dB are considered acceptable for commercial retail and office uses along with public uses such as schools, churches, hospitals, and neighborhood parks. Noise levels above 80 dB are considered “clearly unacceptable” for most uses.

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The City of Porterville has set forth vibration guidelines described in the Development Ordinance Section 307.06, which states that “no vibration shall be produced that is discernable without the aid of instruments by a reasonable person at the lot lines of the site. Vibration from temporary construction, demolition, and vehicles that enter and leave the subject parcel (e.g., construction, equipment, trains, trucks, etc.) are exempt from this standard.” In reference to Development Ordinance Section 307.06, the construction of the project is exempt from local vibration standards. The proposed project would not result in generation of long term noise.

d) Less Than Significant Impact. The project area is generally surrounded by existing development. The redevelopment of this commercial area would not change the noise level generation in the project area. However, construction noise may result in a short term increase of noise in the project area. Construction activities would be limited to the hours of 6:00 am and 9:00 pm, consistent with the City’s noise ordinance.

e) No Impact. The proposed project is located approximately three miles northeast of the Porterville Municipal Airport. The Porterville General Plan (2008), indicates in Figure 9-3, Projected Noise Contours 2030, that the Project site is located well outside of the 55 dB CNEL noise contour. There would be no impact.

f) No Impact. There are no private airstrips in the project vicinity. There would be no impact.

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XIII. POPULATION AND HOUSING

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Response:

a) No Impact. The proposed Project would redevelop a commercial use and would not result in or accommodate substantial population growth in the area. There would be no impact.

b) Less Than Significant Impact. One single family residence has been acquired by the project applicant and will be demolished as a component of the project. However, the house is already vacant and the project would not displace families. Impacts would be less than significant.

c) Less Than Significant Impact. Any impacts regarding the displacement of people have been discussed in Impact XII-b. Impacts would be less than significant.

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XIV. PUBLIC SERVICES

Would the project:

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

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

Response:

a) **No Impact:** The proposed project would not result in population growth in the project area, and would not remove any existing services, therefore would not impact public services.

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XV. RECREATION

Would the project:

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

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
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☐☐☐☒

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

☐☐☐☒

Response:

a) No Impact. The Project would not increase the demand for recreational facilities nor put a strain on the existing recreational facilities. There would be no impact.

b) No Impact. No recreational facilities are currently planned within the Project area. There would be no impact.

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XVI. TRANSPORTATION/TRAFFIC

Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	-----------

☐	☐	☒	☐
--------------------------	--------------------------	-------------------------------------	--------------------------

b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

☐	☐	☒	☐
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c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐	☐	☐	☒
--------------------------	--------------------------	--------------------------	-------------------------------------

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

☐	☐	☐	☒
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Result in inadequate emergency access?

☐	☐	☐	☒
--------------------------	--------------------------	--------------------------	-------------------------------------

f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

☐	☐	☐	☒
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Response:

a), b) Less Than Significant Impact. A traffic analysis was completed by Ruetters & Schuler Civil Engineers to evaluate the potential impacts of the trips generated by the proposed project. The analysis found that existing road improvements in the project area have adequate capacity to serve the increased commercial use without significantly impacting levels of service. The current level of service (LOS) in the project area is B or better, and the current year plus project LOS remains B or better. Estimated LOS for 2035 is C or better with or without the proposed project. Impacts would be less than significant.

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c) No Impact. The Project is located approximately three miles northeast of the Porterville Municipal Airport. The Project would not cause an increase in air traffic levels or cause a change in air traffic location. There would be no impact.

d) No Impact. Roadway design features have been specifically coordinated with public safety agencies to include design features that would reduce hazards and there is no change in the existing land use which would result in an incompatible use. There would be no impact.

e) No Impact. Circulation would not be modified as a result of this Project; therefore, there would be no impact to any emergency access.

f) No Impact. There are no adopted alternative transportation policies, plans, or programs in the Project area. There would be no impact.

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XVII. UTILITIES AND SERVICE SYSTEMS

Would the project:

	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

Response:

a)-f) No Impact. The proposed project does not include installation of new utilities, as those already exist in the project area. Some repairs may be a part of the construction as needed, but capacity in the project area would not be expanded.

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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:

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

Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
--------------------------------------	---	------------------------------------	-----------

☐	☐	☐	☒
--------------------------	--------------------------	--------------------------	-------------------------------------

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

☐	☐	☐	☒
--------------------------	--------------------------	--------------------------	-------------------------------------

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

☐	☐	☐	☒
--------------------------	--------------------------	--------------------------	-------------------------------------

Response:

a) No Impact. The proposed project area is substantially built out and does not have viable habitat. Further, the small construction footprint and the previously disturbed nature of the project area means that the project is unlikely to eliminate important examples of a major period of California history or prehistory.

b) No Impact. The project is redevelopment in a commercial corridor, and does not facilitate other projects that may result in a cumulatively considerable impact.

c) No Impact. The Project would not result in substantial adverse effects on human beings, either directly or indirectly. Adverse effects on human beings resulting from implementation of the Project would be less than significant.

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Attachments

TRAFFIC STUDY

City of Porterville Commercial Retail Development On the Northeast Corner of Henderson Avenue and Prospect Street

Prepared for:
Crawford & Bowen Planning, Inc.

May 2017

Prepared by:



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INTRODUCTION

The purpose of this study is to evaluate the potential traffic impact of a proposed commercial retail development on the northeast corner of Henderson Avenue and Prospect Street, in the City of Porterville. A vicinity map is presented in Figure 1 and a location map is presented in Figure 2.

A. Proposed Land Use and Study Area Boundaries

The proposed commercial retail development consists of approximately 10,500 square feet of retail space (five separate quick serve restaurants) in a GC (General Commercial) zoned district.

The project site is comprised of three parcels, which all lie adjacent to the east side of N Prospect Street, with the southernmost parcel also lying along W Henderson Avenue, shown in Figure 2.

A total of six signalized intersections are included in the study. The scope of the study was developed in association with the City of Porterville.

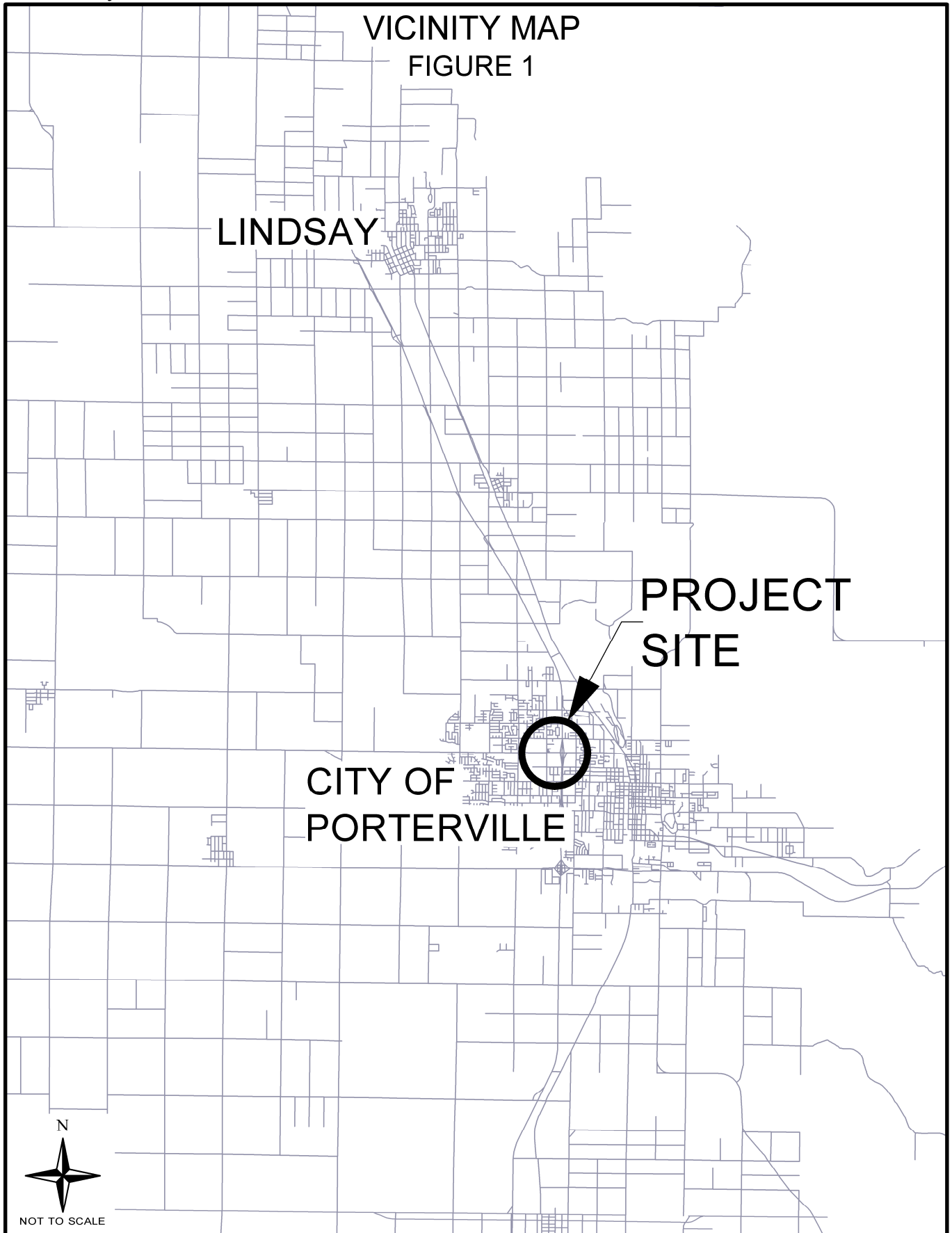
B. Existing Site Uses and Site Access

Currently located on the southern parcel of the project site is a commercial building containing multiple retail establishments. The middle parcel of the project is vacant and contains no structures. The northernmost parcel currently has a single family residence with another smaller structure located to the east.

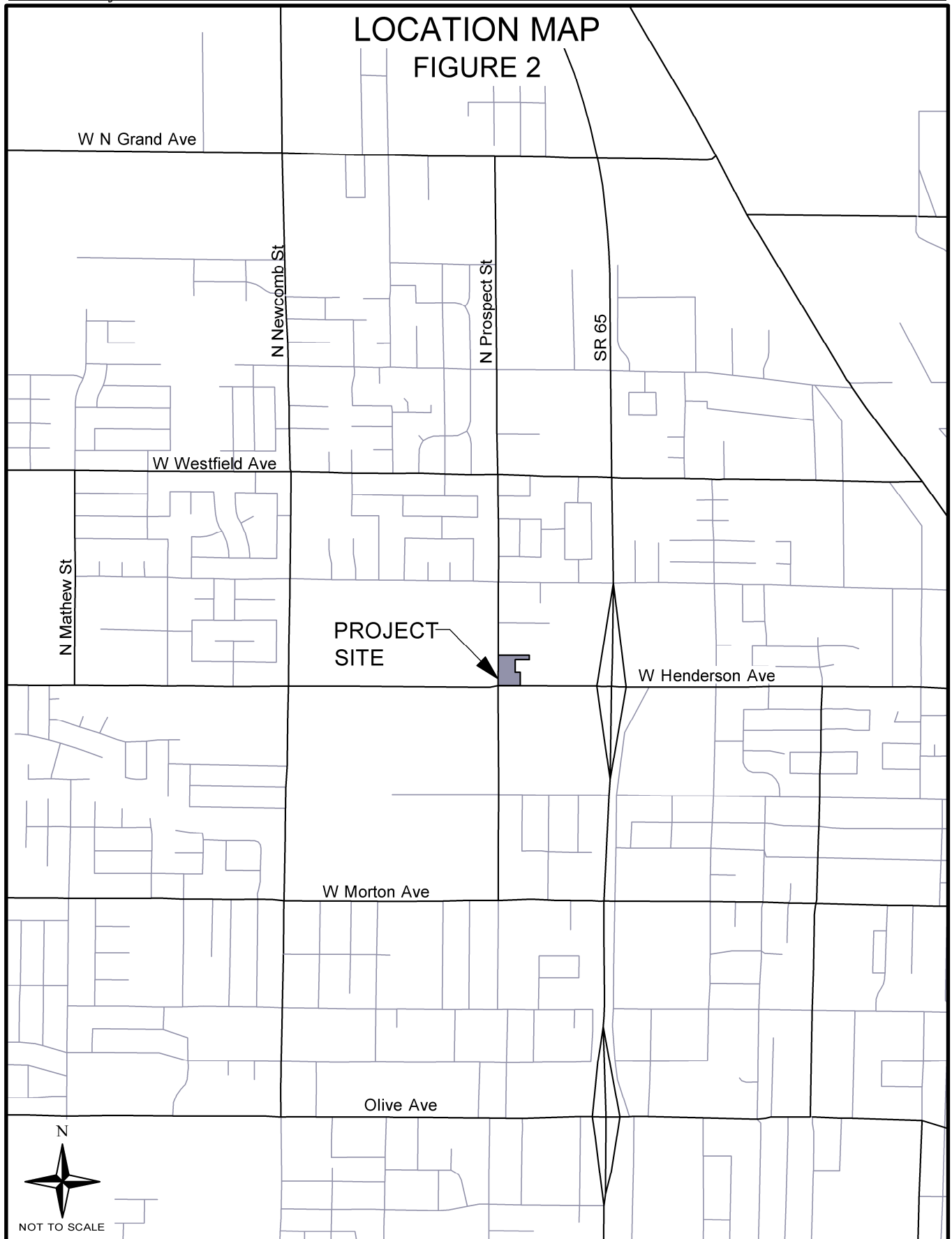
Access to the facility is proposed along W. Henderson Avenue and N. Prospect Street. A site plan is presented in Figure 3.

C. Existing Uses in Vicinity of the Site

Existing development in the vicinity of the proposed project include commercial land uses to the west, southwest, and south. Monache High School is also located west of the project. To the east of the project, there is some commercial development, agriculture and vacant land, as well as the State Route 65 interchange at W. Henderson Avenue. Residential land uses lie to the north of the project.

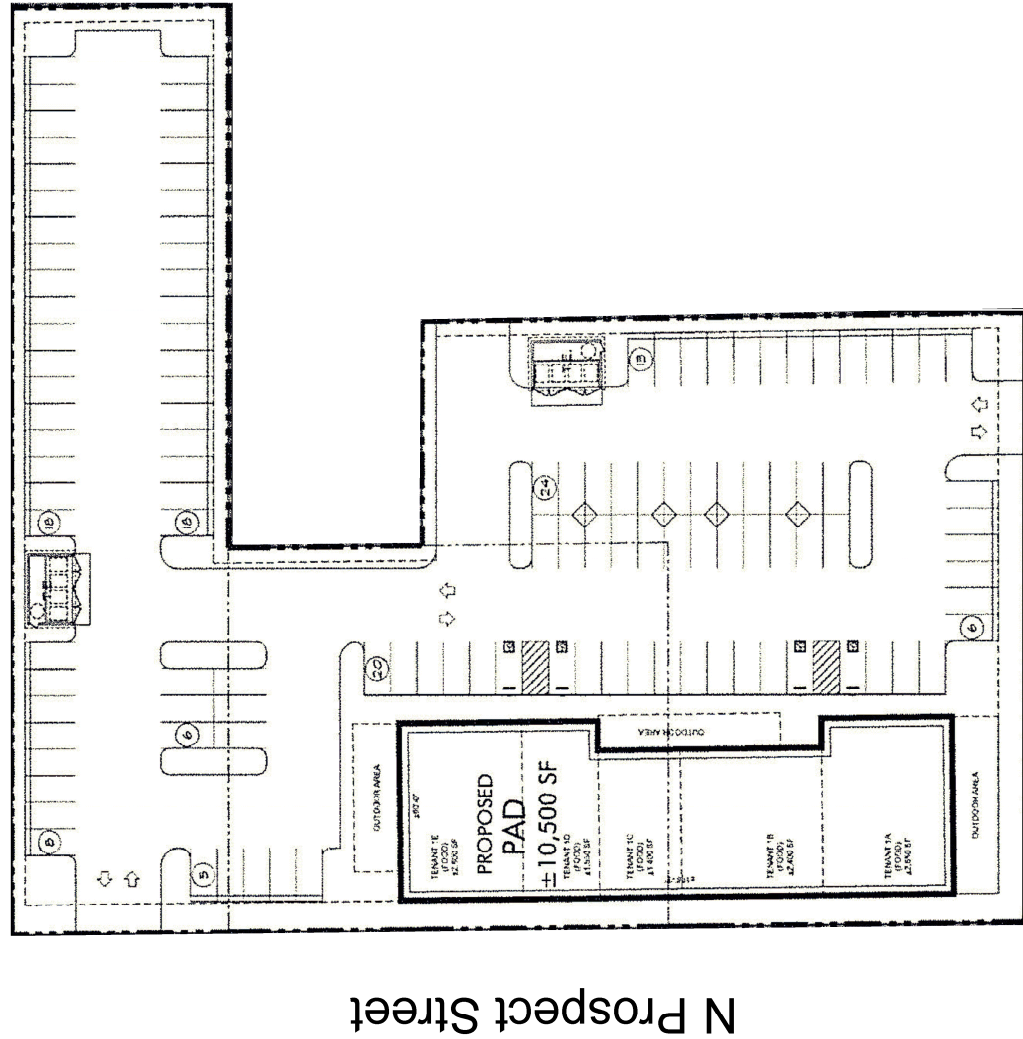


City of Porterville
Commercial Development on NE Corner of
Henderson Avenue and Prospect Street



City of Porterville
Commercial Development on NE Corner of
Henderson Avenue and Prospect Street

SITE PLAN
FIGURE 3



W Henderson Avenue

N Prospect Street



D. Existing Streets and Intersections

Henderson Avenue is a major east-west arterial that provides access to State Route 65 and residential and commercial land uses. In the vicinity of the project, it exists as a 4-lane divided roadway.

Newcomb Street is a major north-south arterial that provides access to residential land uses, as well as Monache High School. In the vicinity of the project, it exists as a 4-lane fully developed roadway.

Prospect Street is a major north-south arterial that provides access to residential and commercial land uses. In the vicinity of the project, it exists as a 4-lane divided roadway.

State Route 65 is a north-south state highway in the project vicinity, beginning near State Route 99 in Bakersfield and terminating at State Route 198 near Exeter. State Route 65 serves the communities of Oildale, Terra Bella, Porterville, and Lindsay. In the vicinity of the project, State Route 65 is a 4-lane facility with an interchange at Olive Avenue and Henderson Avenue.

Westfield Street is an east-west arterial that provides access to residential land uses as well as Westfield Elementary School. In the vicinity of the project, it exists as a 2-lane undivided roadway.

PROJECT TRIP GENERATION AND DESIGN HOUR VOLUMES

The trip generation and design hour volumes shown in Table 1 were calculated using the Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition. The ADT, AM and PM peak hour rates, and peak hour directional splits for ITE Land Use Code 933 (Fast-Food Restaurant) was used to estimate the project traffic.

Table 1
Project Trip Generation

General Information			Daily Trips		AM Peak Hour Trips			PM Peak Hour Trips		
ITE Code	Development Type	Variable	ADT RATE	ADT	Rate	In % Split/ Trips	Out % Split/ Trips	Rate	In % Split/ Trips	Out % Split/ Trips
933	Fast-Food Restaurant w/o Drive-Thru	10.5 1000 sq ft GFA	716	7518	43.87	60% 276	40% 184	26.15	51% 140	49% 135
sub-total				7,518		276	184		140	135
<i>Adjustments</i> Pass-by		15%		1,128		41	28		21	20
Total				6,390		235	156		119	115

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The project trip distribution in Table 2 represents the most logically traveled routes for traffic accessing the project. Project traffic distribution was estimated based on a review of the potential draw from population centers within the region and the type of land use involved. These assumptions were used to distribute project traffic as shown in Figure 5.

Table 2
Project Trip Distribution

Direction	Percent
North	20
East	30
South	20
West	30

The project peak hour traffic was determined to be 7:30 AM to 8:30 AM and 4:30 PM to 5:30 PM.

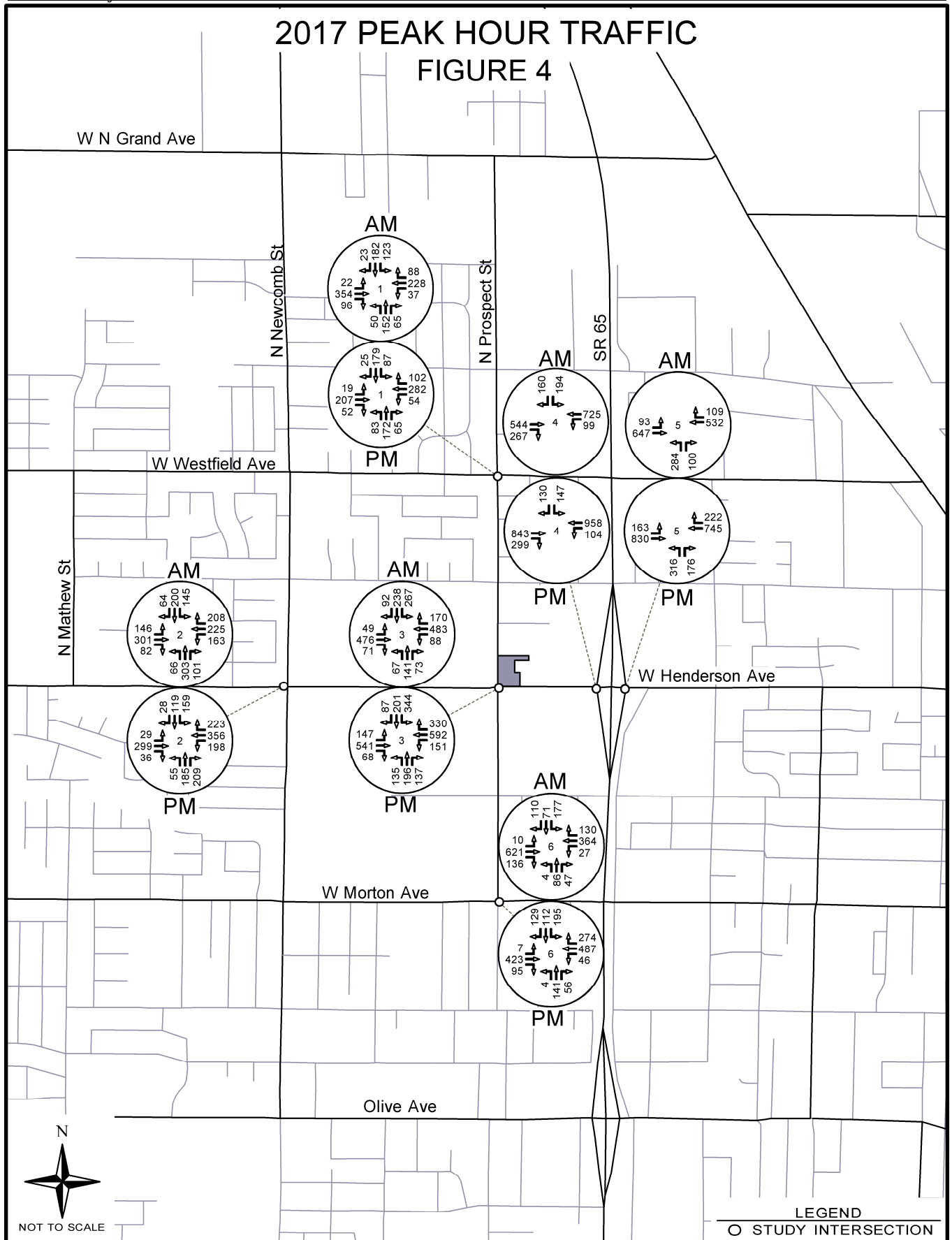
EXISTING AND FUTURE TRAFFIC

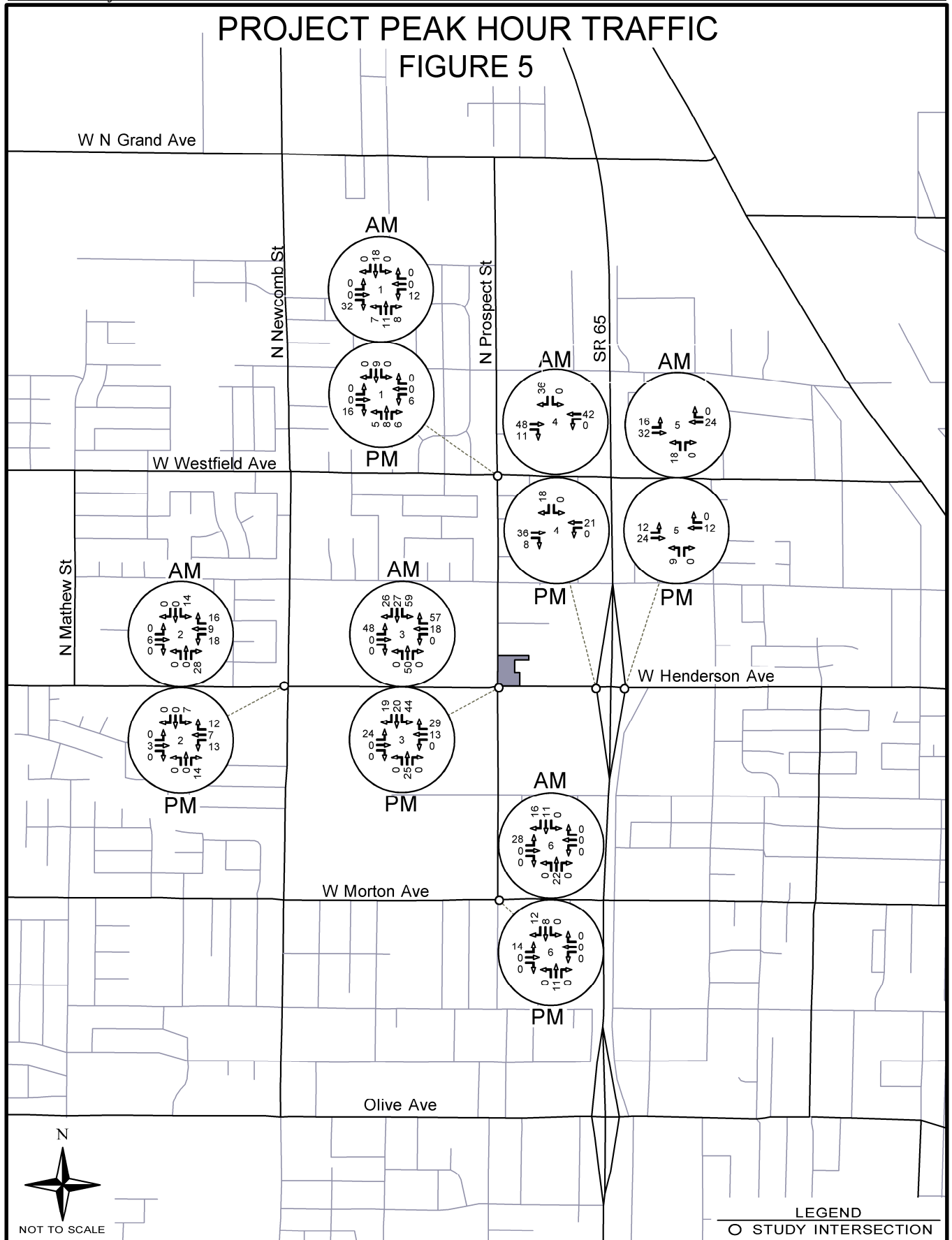
Existing weekday peak hour turning movement volumes were field measured at the following intersections in April 2017:

- N Prospect St & W Westfield Ave
- N Newcomb St & W Henderson Ave
- N Prospect St & W Henderson Ave
- SR 65 SB On/Off Ramps & W Henderson Ave
- SR 65 NB On/Off Ramps & W Henderson Ave
- N Prospect St & Morton Ave

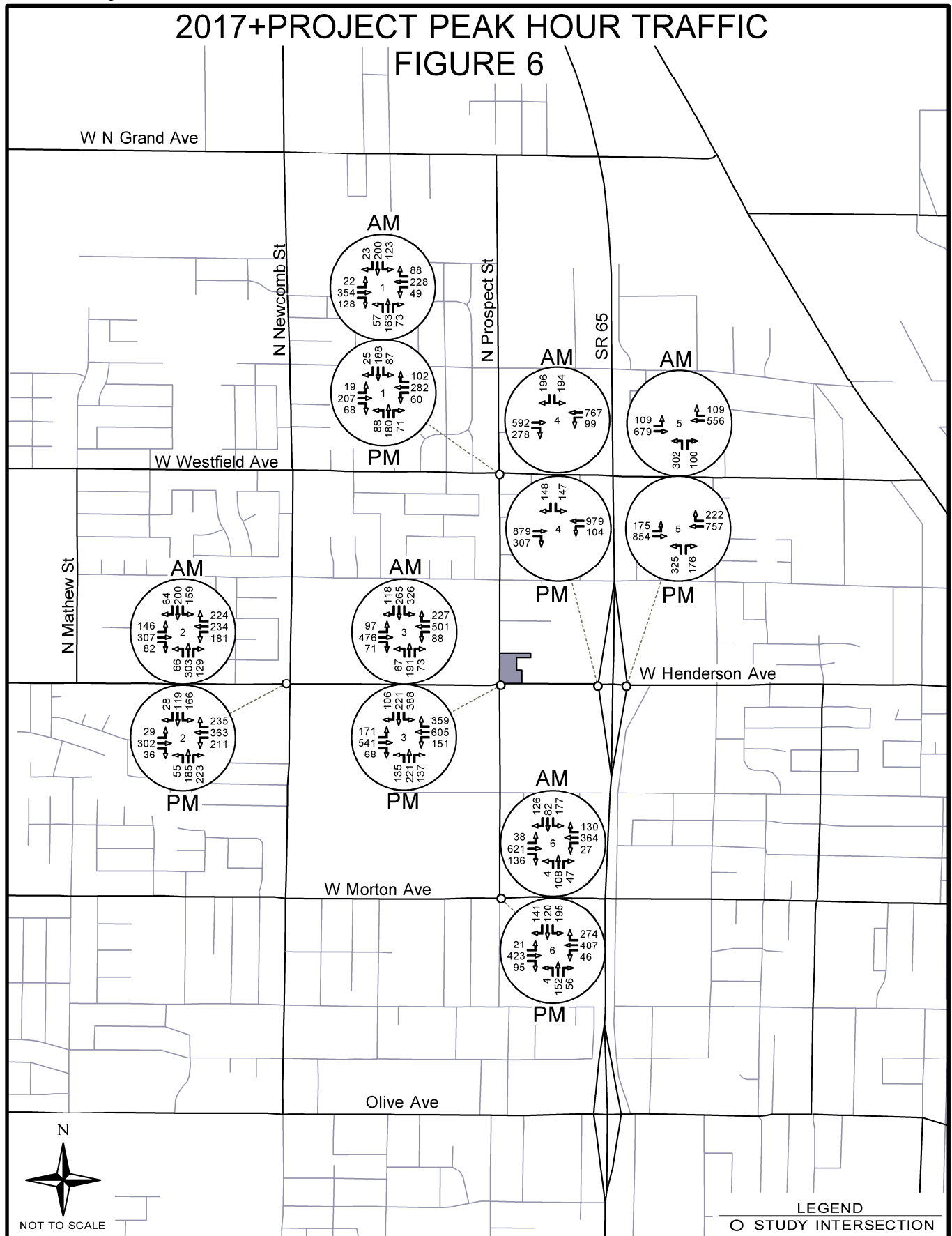
The existing peak hour volumes are shown in Figure 4 and existing plus project peak hour volumes are shown in Figure 6.

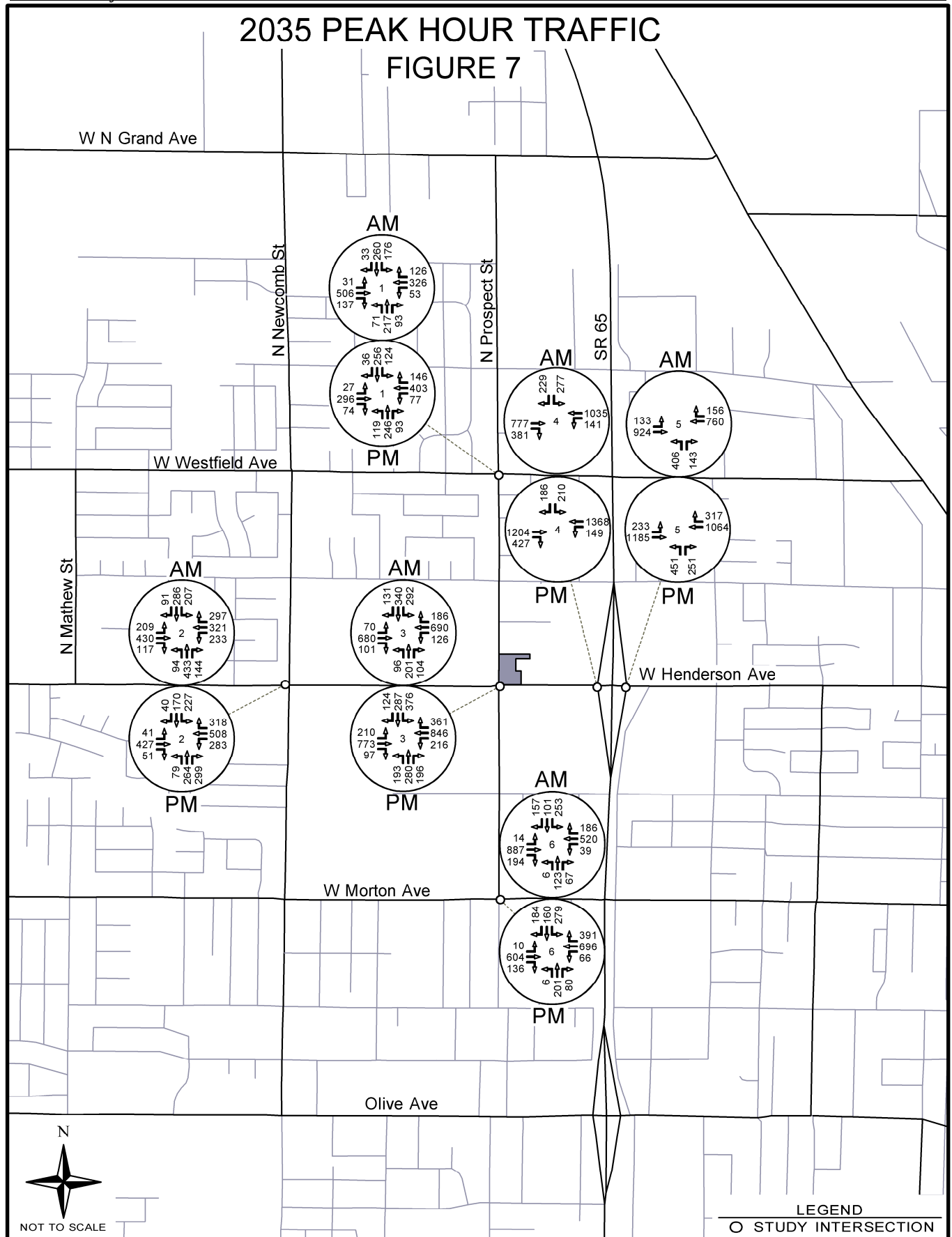
Future traffic was estimated based on the TCAG traffic model data. Based on this data, a conservative average annual growth rate of 2% was applied to existing traffic volumes to estimate future traffic volumes for the year Future Year (2035). Future Peak Hour volumes are shown in Figures 7 and 8.



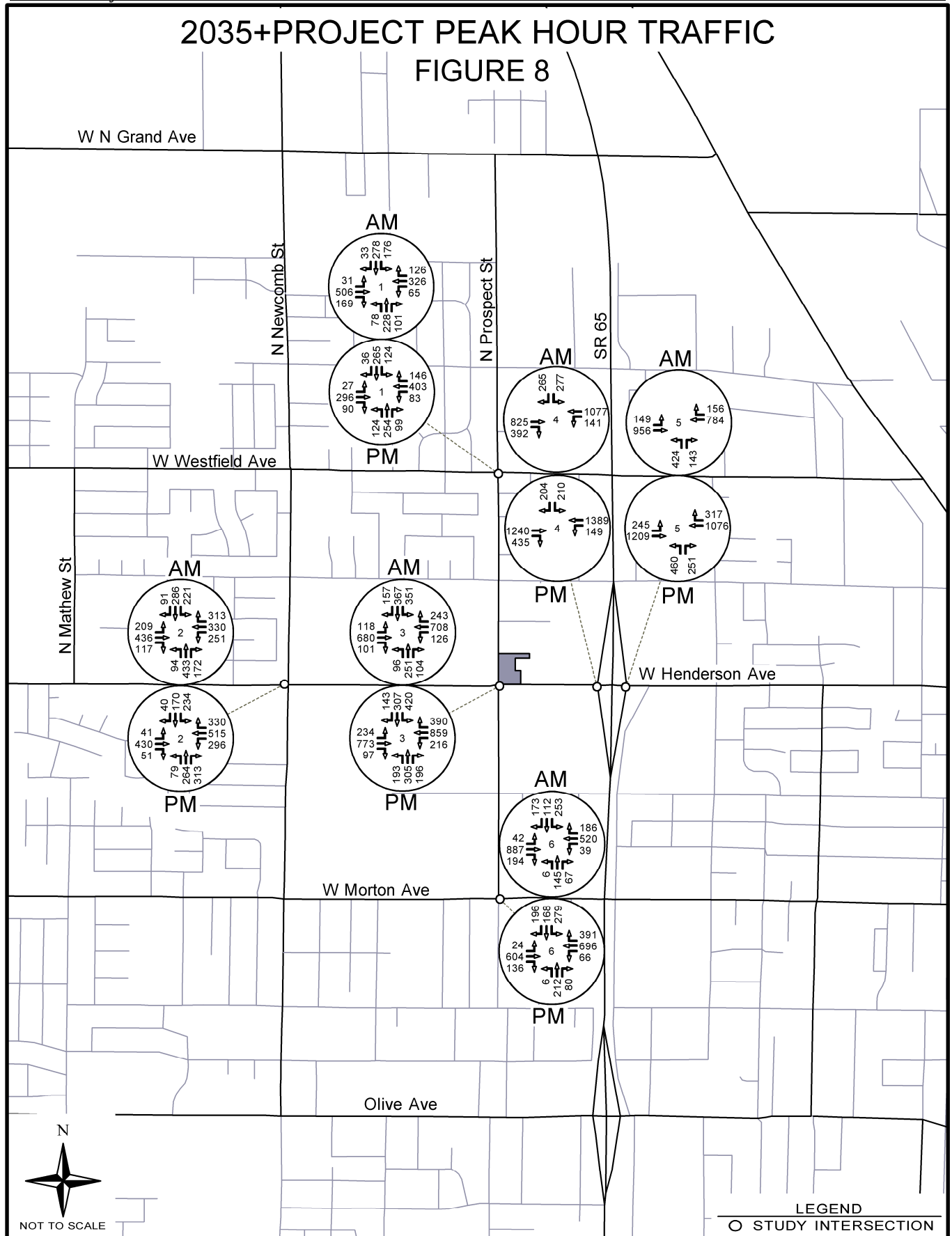


2017+PROJECT PEAK HOUR TRAFFIC FIGURE 6





2035+PROJECT PEAK HOUR TRAFFIC FIGURE 8



INTERSECTION ANALYSIS

A capacity analysis of the study intersections was conducted using Synchro 9 software from Trafficware. This software utilizes the capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual. The analysis was performed for the following AM and PM Peak Hour traffic scenarios:

- Existing (2017)
- Existing (2017) + Project
- Future (2035)
- Future (2035) + Project

Criteria for intersection level of service (LOS) are shown in the tables below.

LEVEL OF SERVICE CRITERIA UNSIGNALIZED INTERSECTION

Average Control Delay (sec/veh)	Level of Service	Expected Delay to Minor Street Traffic
≤ 10	A	Little or no delay
> 10 and ≤ 15	B	Short traffic delays
> 15 and ≤ 25	C	Average traffic delays
> 25 and ≤ 35	D	Long traffic delays
> 35 and ≤ 50	E	Very long traffic delays
> 50	F	Extreme delays

LEVEL OF SERVICE CRITERIA SIGNALIZED INTERSECTIONS

Volume/Capacity	Control Delay (sec/veh)	Level of Service
< 0.60	≤ 10	A
0.61 - 0.70	> 10 and ≤ 20	B
0.71 - 0.80	> 20 and ≤ 35	C
0.81 - 0.90	> 35 and ≤ 55	D
0.91 - 1.00	> 55 and ≤ 80	E
> 1.0	> 80	F

Level of service for the study intersections is presented in Tables 3a and 3b. The City of Porterville and the Tulare County Regional Transportation Plan designate LOS “D” as the minimum acceptable intersection peak hour level of service standard.

Table 3a
Signalized Intersection Level of Service
AM Peak Hour

#	Intersection	2017	2017+ Project	2035	2035+ Project
1	N Prospect St & W Westfield Ave	C (23.4)	C (24.3)	C (31.6)	C (34.5)
2	N Newcomb St & W Henderson Ave	D (45.2)	D (40.6)	D (50.9)	D (51.4)
3	N Prospect St & W Henderson Ave	D (35.9)	D (38.2)	D (42.4)	D (48.1)
4	SR 65 SB On/Off Ramps & W Henderson Ave	C (24.4)	C (24.7)	D (36.4)	D (37.4)
5	SR 65 NB On/Off Ramps & W Henderson Ave	B (14.7)	B (17.3)	C (20.5)	C (22.4)
6	N Prospect St & W Morton Ave	B (19.0)	C (25.3)	C (27.6)	C (29.4)

Table 3b
Signalized Intersection Level of Service
PM Peak Hour

#	Intersection	2017	2017+ Project	2035	2035+ Project
1	N Prospect St & W Westfield Ave	C (24.2)	C (24.5)	C (29.9)	C (30.4)
2	N Newcomb St & W Henderson Ave	C (34.7)	D (35.8)	D (51.2)	D (45.8)
3	N Prospect St & W Henderson Ave	D (42.3)	D (44.6)	D (53.4)	D (53.9)
4	SR 65 SB On/Off Ramps & W Henderson Ave	C (24.4)	D (39.1)	D (51.0)	D (53.1)
5	SR 65 NB On/Off Ramps & W Henderson Ave	B (18.4)	B (16.9)	C (25.9)	C (27.0)
6	N Prospect St & W Morton Ave	C (26.2)	C (21.7)	C (26.9)	C (27.9)

ROADWAY ANALYSIS

A capacity analysis of the study roadways was conducted using HCS software from McTrans. This software utilizes the capacity analysis methodology in the Transportation Research Board's Highway Capacity Manual. The analysis was performed for the following AM and PM traffic scenarios:

- Existing (2017)
- Existing (2017) + Project
- Future (2035)
- Future (2035) + Project

Level of service for the study roadway segments is presented in Table 4.

Table 4
Roadway Level Of Service

Street	2017 Directional LOS		2017+Project Directional LOS		2035 Directional LOS		2035+Project Directional LOS	
	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM	N or E AM/PM	S or W AM/PM
N Prospect St: W Westfield Ave - W Henderson Ave	A/A	A/A	A/A	A/A	A/A	A/B	A/A	A/B
N Prospect St: W Henderson Ave - W Morton Ave	A/A	A/A	A/A	A/A	A/A	A/A	A/A	A/A
W Henderson Ave: N Newcomb St - N Prospect St	A/A	A/A	A/A	A/A	B/B	A/B	B/B	B/B
W Henderson Ave: N Prospect St - SR 65 SB Ramps	A/B	A/B	A/B	B/B	B/C	B/C	B/C	B/C
W Henderson Ave: SR 65 SB Ramps - SR 65 NB Ramps	A/B	A/B	A/B	A/B	B/C	B/C	B/B	B/C

SUMMARY AND CONCLUSIONS

This study evaluated the potential traffic impact of a proposed commercial retail development on the northeast corner of N Prospect Street and W Henderson Avenue.

All intersections and roadways within the study area currently operate at acceptable levels of service and will continue to do so through 2035 with the addition of project traffic.

No mitigation is necessary for the existing and future conditions as a result of increased future traffic or project traffic from the proposed commercial development.

REFERENCES

1. 2013 Annual Traffic Census, TCAG
2. Highway Capacity Manual, Transportation Research Board
3. Tulare County General Plan, approved 2011
4. Manual on Uniform Traffic Control Devices for Streets and Highways, 2012 Edition, Federal Highway Administration (FHA)
5. Trip Generation, 9th Edition, Institute of Transportation Engineers (ITE)

APPENDIX

Level of Service Analysis

Intersection 1

N Prospect St & W Westfield Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	207	52	54	282	102	83	172	65	87	179	25
Future Volume (veh/h)	19	207	52	54	282	102	83	172	65	87	179	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	21	225	57	59	307	111	90	187	71	95	195	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	536	853	216	651	776	280	124	241	91	130	307	43
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.08	0.19	0.18	0.08	0.19	0.19
Sat Flow, veh/h	964	1427	361	1091	1297	469	1634	1272	483	1634	1593	221
Grp Volume(v), veh/h	21	0	282	59	0	418	90	0	258	95	0	222
Grp Sat Flow(s),veh/h/ln	964	0	1788	1091	0	1766	1634	0	1755	1634	0	1814
Q Serve(g_s), s	1.1	0.0	6.8	2.5	0.0	11.2	4.8	0.0	12.6	5.1	0.0	10.1
Cycle Q Clear(g_c), s	12.3	0.0	6.8	9.2	0.0	11.2	4.8	0.0	12.6	5.1	0.0	10.1
Prop In Lane	1.00		0.20	1.00		0.27	1.00		0.28	1.00		0.12
Lane Grp Cap(c), veh/h	536	0	1069	651	0	1056	124	0	332	130	0	350
V/C Ratio(X)	0.04	0.00	0.26	0.09	0.00	0.40	0.73	0.00	0.78	0.73	0.00	0.63
Avail Cap(c_a), veh/h	536	0	1069	651	0	1056	236	0	488	236	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	8.6	10.8	0.0	9.5	40.7	0.0	34.8	40.5	0.0	33.4
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.3	0.0	1.1	7.9	0.0	4.7	7.7	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.5	0.8	0.0	5.8	2.4	0.0	6.5	2.6	0.0	5.2
LnGrp Delay(d),s/veh	12.9	0.0	9.2	11.1	0.0	10.6	48.6	0.0	39.5	48.2	0.0	35.4
LnGrp LOS	B		A	B		B	D		D	D		D
Approach Vol, veh/h	303		477				348			317		
Approach Delay, s/veh	9.5		10.7				41.8			39.2		
Approach LOS	A		B				D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.1	21.0	57.8		10.8	21.3	57.8					
Change Period (Y+Rc), s	4.6	4.6	4.0		4.6	4.6	4.0					
Max Green Setting (Gmax), s	12.4	24.4	40.0		12.4	24.4	40.0					
Max Q Clear Time (g_c+I1), s	7.1	14.6	14.3		6.8	12.1	13.2					
Green Ext Time (p_c), s	0.1	1.4	3.8		0.1	1.6	3.8					
Intersection Summary												
HCM 2010 Ctrl Delay			24.2									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	207	68	60	282	102	88	180	71	87	188	25
Future Volume (veh/h)	19	207	68	60	282	102	88	180	71	87	188	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	21	225	74	65	307	111	96	196	77	95	204	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	526	786	259	624	765	277	131	248	98	130	315	42
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.08	0.20	0.19	0.08	0.20	0.19
Sat Flow, veh/h	964	1333	439	1074	1297	469	1634	1259	495	1634	1604	212
Grp Volume(v), veh/h	21	0	299	65	0	418	96	0	273	95	0	231
Grp Sat Flow(s),veh/h/ln	964	0	1772	1074	0	1766	1634	0	1753	1634	0	1816
Q Serve(g_s), s	1.1	0.0	7.5	2.9	0.0	11.4	5.2	0.0	13.3	5.1	0.0	10.5
Cycle Q Clear(g_c), s	12.5	0.0	7.5	10.4	0.0	11.4	5.2	0.0	13.3	5.1	0.0	10.5
Prop In Lane	1.00		0.25	1.00		0.27	1.00		0.28	1.00		0.12
Lane Grp Cap(c), veh/h	526	0	1045	624	0	1041	131	0	346	130	0	357
V/C Ratio(X)	0.04	0.00	0.29	0.10	0.00	0.40	0.73	0.00	0.79	0.73	0.00	0.65
Avail Cap(c_a), veh/h	526	0	1045	624	0	1041	236	0	507	236	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	9.1	11.7	0.0	9.9	40.5	0.0	34.4	40.5	0.0	33.3
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.3	0.0	1.2	7.7	0.0	5.1	7.7	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.9	0.9	0.0	5.9	2.6	0.0	6.9	2.6	0.0	5.5
LnGrp Delay(d),s/veh	13.4	0.0	9.8	12.0	0.0	11.1	48.1	0.0	39.5	48.2	0.0	35.3
LnGrp LOS	B		A	B		B	D		D	D		D
Approach Vol, veh/h	320			483			369			326		
Approach Delay, s/veh	10.0			11.2			41.8			39.0		
Approach LOS	B			B			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	21.8		57.1	11.2	21.7		57.1				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	12.4	25.4		39.0	12.4	25.4		39.0				
Max Q Clear Time (g_c+l1), s	7.1	15.3		14.5	7.2	12.5		13.4				
Green Ext Time (p_c), s	0.1	1.5		3.9	0.1	1.7		3.9				
Intersection Summary												
HCM 2010 Ctrl Delay	24.5											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	296	74	77	403	146	119	246	93	124	256	36
Future Volume (veh/h)	27	296	74	77	403	146	119	246	93	124	256	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	29	322	80	84	438	159	129	267	101	135	278	39
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	740	184	448	669	243	168	310	117	174	393	55
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.10	0.24	0.24	0.11	0.25	0.24
Sat Flow, veh/h	818	1433	356	978	1295	470	1634	1275	482	1634	1591	223
Grp Volume(v), veh/h	29	0	402	84	0	597	129	0	368	135	0	317
Grp Sat Flow(s),veh/h/ln	818	0	1789	978	0	1765	1634	0	1758	1634	0	1814
Q Serve(g_s), s	2.4	0.0	12.6	5.3	0.0	22.2	6.9	0.0	18.0	7.2	0.0	14.3
Cycle Q Clear(g_c), s	24.7	0.0	12.6	17.9	0.0	22.2	6.9	0.0	18.0	7.2	0.0	14.3
Prop In Lane	1.00		0.20	1.00		0.27	1.00		0.27	1.00		0.12
Lane Grp Cap(c), veh/h	300	0	924	448	0	912	168	0	428	174	0	449
V/C Ratio(X)	0.10	0.00	0.44	0.19	0.00	0.65	0.77	0.00	0.86	0.77	0.00	0.71
Avail Cap(c_a), veh/h	300	0	924	448	0	912	218	0	488	218	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	13.6	19.1	0.0	15.9	39.3	0.0	32.7	39.1	0.0	30.9
Incr Delay (d2), s/veh	0.6	0.0	1.5	0.9	0.0	3.7	11.5	0.0	13.2	12.7	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	6.5	1.5	0.0	11.7	3.7	0.0	10.4	3.9	0.0	7.6
LnGrp Delay(d),s/veh	25.5	0.0	15.1	20.1	0.0	19.5	50.9	0.0	45.8	51.9	0.0	34.9
LnGrp LOS	C		B	C		B	D		D	D		C
Approach Vol, veh/h	431		681			497			452			
Approach Delay, s/veh	15.8		19.6			47.1			39.9			
Approach LOS	B		B			D			D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	25.9		50.5	13.2	26.3		50.5				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	11.4	24.4		41.0	11.4	24.4		41.0				
Max Q Clear Time (g_c+l1), s	9.2	20.0		26.7	8.9	16.3		24.2				
Green Ext Time (p_c), s	0.1	1.3		5.0	0.1	1.9		5.3				
Intersection Summary												
HCM 2010 Ctrl Delay			29.9									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	296	90	83	403	146	124	254	99	124	265	36
Future Volume (veh/h)	27	296	90	83	403	146	124	254	99	124	265	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	29	322	98	90	438	159	135	276	108	135	288	39
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	690	210	421	656	238	174	320	125	174	405	55
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.11	0.25	0.25	0.11	0.25	0.25
Sat Flow, veh/h	818	1362	415	963	1295	470	1634	1262	494	1634	1599	217
Grp Volume(v), veh/h	29	0	420	90	0	597	135	0	384	135	0	327
Grp Sat Flow(s),veh/h/ln	818	0	1776	963	0	1765	1634	0	1756	1634	0	1816
Q Serve(g_s), s	2.5	0.0	13.7	6.0	0.0	22.7	7.2	0.0	18.8	7.2	0.0	14.8
Cycle Q Clear(g_c), s	25.2	0.0	13.7	19.7	0.0	22.7	7.2	0.0	18.8	7.2	0.0	14.8
Prop In Lane	1.00		0.23	1.00		0.27	1.00		0.28	1.00		0.12
Lane Grp Cap(c), veh/h	288	0	900	421	0	894	174	0	445	174	0	460
V/C Ratio(X)	0.10	0.00	0.47	0.21	0.00	0.67	0.77	0.00	0.86	0.77	0.00	0.71
Avail Cap(c_a), veh/h	288	0	900	421	0	894	218	0	507	218	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	14.3	20.7	0.0	16.5	39.1	0.0	32.2	39.1	0.0	30.6
Incr Delay (d2), s/veh	0.7	0.0	1.7	1.2	0.0	3.9	12.7	0.0	13.1	12.7	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	7.1	1.7	0.0	11.9	3.9	0.0	10.7	3.9	0.0	7.8
LnGrp Delay(d),s/veh	26.6	0.0	16.1	21.9	0.0	20.5	51.9	0.0	45.3	51.9	0.0	34.5
LnGrp LOS	C		B	C		C	D		D	D		C
Approach Vol, veh/h	449				687				519		462	
Approach Delay, s/veh	16.8				20.7				47.0		39.6	
Approach LOS	B				C				D		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	13.6	26.8			49.6	13.6	26.8	49.6				
Change Period (Y+Rc), s	4.6	4.6			4.0	4.6	4.6	4.0				
Max Green Setting (Gmax), s	11.4	25.4			40.0	11.4	25.4	40.0				
Max Q Clear Time (g_c+l1), s	9.2	20.8			27.2	9.2	16.8	24.7				
Green Ext Time (p_c), s	0.1	1.4			4.8	0.1	2.1	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay			30.4									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	354	96	37	228	88	50	152	65	123	182	23
Future Volume (veh/h)	22	354	96	37	228	88	50	152	65	123	182	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	24	385	104	40	248	96	54	165	71	134	198	25
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	576	818	221	464	740	286	77	216	93	175	382	48
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.05	0.18	0.17	0.11	0.24	0.23
Sat Flow, veh/h	1031	1405	379	903	1269	491	1634	1220	525	1634	1615	204
Grp Volume(v), veh/h	24	0	489	40	0	344	54	0	236	134	0	223
Grp Sat Flow(s),veh/h/ln	1031	0	1784	903	0	1761	1634	0	1745	1634	0	1818
Q Serve(g_s), s	1.1	0.0	14.2	2.4	0.0	9.1	2.9	0.0	11.6	7.2	0.0	9.6
Cycle Q Clear(g_c), s	10.2	0.0	14.2	16.6	0.0	9.1	2.9	0.0	11.6	7.2	0.0	9.6
Prop In Lane	1.00		0.21	1.00		0.28	1.00		0.30	1.00		0.11
Lane Grp Cap(c), veh/h	576	0	1039	464	0	1026	77	0	309	175	0	430
V/C Ratio(X)	0.04	0.00	0.47	0.09	0.00	0.34	0.70	0.00	0.76	0.77	0.00	0.52
Avail Cap(c_a), veh/h	576	0	1039	464	0	1026	145	0	427	276	0	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	10.8	15.6	0.0	9.7	42.2	0.0	35.3	39.1	0.0	29.9
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.4	0.0	0.9	10.7	0.0	5.4	6.8	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	7.4	0.6	0.0	4.6	1.6	0.0	6.0	3.6	0.0	4.9
LnGrp Delay(d),s/veh	12.5	0.0	12.3	15.9	0.0	10.6	52.9	0.0	40.7	45.9	0.0	30.9
LnGrp LOS	B		B	B		B	D		D	D		C
Approach Vol, veh/h	513				384		290				357	
Approach Delay, s/veh	12.3				11.2		43.0				36.5	
Approach LOS	B				B		D				D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	13.6	19.9			56.4	8.3	25.3	56.4				
Change Period (Y+Rc), s	4.6	4.6			4.0	4.6	4.6	4.0				
Max Green Setting (Gmax), s	14.6	21.4			40.8	7.4	28.6	40.8				
Max Q Clear Time (g_c+I1), s	9.2	13.6			16.2	4.9	11.6	18.6				
Green Ext Time (p_c), s	0.2	1.2			4.5	0.0	1.7	4.4				
Intersection Summary												
HCM 2010 Ctrl Delay			23.4									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	354	128	49	228	88	57	163	73	123	200	23
Future Volume (veh/h)	22	354	128	49	228	88	57	163	73	123	200	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	24	385	139	53	248	96	62	177	79	134	217	25
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	743	268	423	727	281	88	226	101	175	392	45
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.05	0.19	0.18	0.11	0.24	0.23
Sat Flow, veh/h	1031	1297	468	875	1269	491	1634	1205	538	1634	1634	188
Grp Volume(v), veh/h	24	0	524	53	0	344	62	0	256	134	0	242
Grp Sat Flow(s),veh/h/ln	1031	0	1766	875	0	1761	1634	0	1743	1634	0	1822
Q Serve(g_s), s	1.1	0.0	16.2	3.5	0.0	9.3	3.4	0.0	12.6	7.2	0.0	10.5
Cycle Q Clear(g_c), s	10.5	0.0	16.2	19.8	0.0	9.3	3.4	0.0	12.6	7.2	0.0	10.5
Prop In Lane	1.00		0.27	1.00		0.28	1.00		0.31	1.00		0.10
Lane Grp Cap(c), veh/h	563	0	1011	423	0	1008	88	0	326	175	0	438
V/C Ratio(X)	0.04	0.00	0.52	0.13	0.00	0.34	0.70	0.00	0.78	0.77	0.00	0.55
Avail Cap(c_a), veh/h	563	0	1011	423	0	1008	176	0	426	272	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	11.7	17.7	0.0	10.2	41.9	0.0	34.9	39.1	0.0	30.0
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.6	0.0	0.9	9.8	0.0	7.0	6.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	8.4	0.9	0.0	4.7	1.8	0.0	6.7	3.6	0.0	5.4
LnGrp Delay(d),s/veh	13.1	0.0	13.6	18.3	0.0	11.1	51.6	0.0	42.0	46.0	0.0	31.1
LnGrp LOS	B		B	B		B	D		D	D		C
Approach Vol, veh/h	548			397			318			376		
Approach Delay, s/veh	13.6			12.1			43.9			36.4		
Approach LOS	B			B			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	20.8		55.5	8.9	25.6		55.5				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	14.4	21.4		41.0	9.1	26.7		41.0				
Max Q Clear Time (g_c+I1), s	9.2	14.6		18.2	5.4	12.5		21.8				
Green Ext Time (p_c), s	0.2	1.2		4.8	0.0	1.7		4.6				
Intersection Summary												
HCM 2010 Ctrl Delay	24.3											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	506	137	53	326	126	71	217	93	176	260	33
Future Volume (veh/h)	31	506	137	53	326	126	71	217	93	176	260	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	34	550	149	58	354	137	77	236	101	191	283	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	707	192	217	640	248	107	269	115	233	480	61
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.07	0.22	0.21	0.14	0.30	0.29
Sat Flow, veh/h	902	1403	380	744	1269	491	1634	1224	524	1634	1614	205
Grp Volume(v), veh/h	34	0	699	58	0	491	77	0	337	191	0	319
Grp Sat Flow(s),veh/h/ln	902	0	1784	744	0	1760	1634	0	1748	1634	0	1819
Q Serve(g_s), s	2.4	0.0	28.8	6.2	0.0	17.3	4.2	0.0	16.8	10.2	0.0	13.5
Cycle Q Clear(g_c), s	19.7	0.0	28.8	35.0	0.0	17.3	4.2	0.0	16.8	10.2	0.0	13.5
Prop In Lane	1.00		0.21	1.00		0.28	1.00		0.30	1.00		0.11
Lane Grp Cap(c), veh/h	361	0	899	217	0	887	107	0	384	233	0	541
V/C Ratio(X)	0.09	0.00	0.78	0.27	0.00	0.55	0.72	0.00	0.88	0.82	0.00	0.59
Avail Cap(c_a), veh/h	361	0	899	217	0	887	171	0	408	272	0	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	18.2	32.5	0.0	15.4	41.2	0.0	34.0	37.4	0.0	27.0
Incr Delay (d2), s/veh	0.5	0.0	6.6	3.0	0.0	2.5	8.7	0.0	18.2	15.6	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	15.6	1.5	0.0	8.9	2.1	0.0	10.0	5.6	0.0	7.0
LnGrp Delay(d),s/veh	22.6	0.0	24.8	35.5	0.0	17.8	50.0	0.0	52.2	53.0	0.0	28.7
LnGrp LOS	C		C	D		B	D		D	D		C
Approach Vol, veh/h	733				549				414		510	
Approach Delay, s/veh	24.7				19.7				51.8		37.8	
Approach LOS	C				B				D		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	16.8	23.8			49.4	9.9	30.7	49.4				
Change Period (Y+Rc), s	4.6	4.6			4.0	4.6	4.6	4.0				
Max Green Setting (Gmax), s	14.4	20.4			42.0	8.8	26.0	42.0				
Max Q Clear Time (g_c+l1), s	12.2	18.8			30.8	6.2	15.5	37.0				
Green Ext Time (p_c), s	0.1	0.4			5.2	0.0	2.1	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	506	169	65	326	126	78	228	101	176	278	33
Future Volume (veh/h)	31	506	169	65	326	126	78	228	101	176	278	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	34	550	184	71	354	137	85	248	110	191	302	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	658	220	180	630	244	116	277	123	231	487	58
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.07	0.23	0.22	0.14	0.30	0.29
Sat Flow, veh/h	902	1326	444	720	1269	491	1634	1209	536	1634	1627	194
Grp Volume(v), veh/h	34	0	734	71	0	491	85	0	358	191	0	338
Grp Sat Flow(s),veh/h/ln	902	0	1770	720	0	1760	1634	0	1746	1634	0	1821
Q Serve(g_s), s	2.5	0.0	32.1	8.5	0.0	17.5	4.6	0.0	17.9	10.2	0.0	14.4
Cycle Q Clear(g_c), s	20.0	0.0	32.1	40.6	0.0	17.5	4.6	0.0	17.9	10.2	0.0	14.4
Prop In Lane	1.00		0.25	1.00		0.28	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	352	0	878	180	0	874	116	0	400	231	0	545
V/C Ratio(X)	0.10	0.00	0.84	0.39	0.00	0.56	0.73	0.00	0.90	0.83	0.00	0.62
Avail Cap(c_a), veh/h	352	0	878	180	0	874	143	0	407	236	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	19.5	37.0	0.0	15.8	40.9	0.0	33.7	37.6	0.0	27.2
Incr Delay (d2), s/veh	0.5	0.0	9.3	6.3	0.0	2.6	13.6	0.0	21.5	20.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.8	2.0	0.0	9.1	2.5	0.0	11.0	5.9	0.0	7.6
LnGrp Delay(d),s/veh	23.4	0.0	28.8	43.3	0.0	18.4	54.5	0.0	55.3	58.1	0.0	29.3
LnGrp LOS	C		C	D		B	D		E	E		C
Approach Vol, veh/h	768				562				443		529	
Approach Delay, s/veh	28.5				21.6				55.1		39.7	
Approach LOS	C				C				E		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	16.7	24.6			48.7	10.4	30.9	48.7				
Change Period (Y+Rc), s	4.6	4.6			4.0	4.6	4.6	4.0				
Max Green Setting (Gmax), s	12.4	20.4			44.0	7.3	25.5	44.0				
Max Q Clear Time (g_c+I1), s	12.2	19.9			34.1	6.6	16.4	42.6				
Green Ext Time (p_c), s	0.0	0.1			5.0	0.0	2.1	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.5									
HCM 2010 LOS			C									

Intersection 2

N Newcomb St & W Henderson Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	299	36	198	356	223	55	185	209	159	119	28
Future Volume (veh/h)	29	299	36	198	356	223	55	185	209	159	119	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	32	325	39	215	387	242	60	201	227	173	129	30
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	848	101	477	965	743	84	340	298	178	712	160
Arrive On Green	0.04	0.27	0.25	0.49	0.86	0.86	0.05	0.19	0.19	0.11	0.25	0.24
Sat Flow, veh/h	1634	3179	378	1634	1863	1435	1634	1770	1548	1634	2852	642
Grp Volume(v), veh/h	32	180	184	215	387	242	60	201	227	173	78	81
Grp Sat Flow(s),veh/h/ln	1634	1770	1787	1634	1863	1435	1634	1770	1548	1634	1770	1724
Q Serve(g_s), s	2.2	9.4	9.6	9.8	4.9	3.6	4.1	11.8	15.9	12.0	4.0	4.2
Cycle Q Clear(g_c), s	2.2	9.4	9.6	9.8	4.9	3.6	4.1	11.8	15.9	12.0	4.0	4.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	67	472	477	477	965	743	84	340	298	178	442	430
V/C Ratio(X)	0.48	0.38	0.39	0.45	0.40	0.33	0.72	0.59	0.76	0.97	0.18	0.19
Avail Cap(c_a), veh/h	86	472	477	477	965	743	146	640	560	178	674	656
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	34.1	34.4	23.2	4.1	4.0	53.3	42.0	43.9	50.6	33.6	33.8
Incr Delay (d2), s/veh	5.2	2.3	2.4	0.6	1.1	1.0	10.9	1.6	4.1	59.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.9	5.1	4.5	2.7	1.6	2.1	5.9	7.1	8.4	2.0	2.0
LnGrp Delay(d),s/veh	58.7	36.4	36.7	23.8	5.1	5.0	64.1	43.6	47.9	110.1	33.8	34.0
LnGrp LOS	E	D	D	C	A	A	E	D	D	F	C	C
Approach Vol, veh/h	396		844				488			332		
Approach Delay, s/veh	38.4		9.8				48.1			73.6		
Approach LOS	D		A				D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	25.9	37.3	34.4	9.8	32.5	8.7	63.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	11.8	40.6	12.0	28.4	9.6	42.8	4.0	36.4				
Max Q Clear Time (g_c+I1), s	14.0	17.9	11.8	11.6	6.1	6.2	4.2	6.9				
Green Ext Time (p_c), s	0.0	2.4	0.0	1.1	0.0	2.5	0.0	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay			34.7									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	302	36	211	363	235	55	185	223	166	119	28
Future Volume (veh/h)	29	302	36	211	363	235	55	185	223	166	119	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	32	328	39	229	395	255	60	201	242	180	129	30
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	849	100	464	949	731	84	355	310	178	736	166
Arrive On Green	0.04	0.27	0.25	0.47	0.85	0.85	0.05	0.20	0.20	0.11	0.26	0.25
Sat Flow, veh/h	1634	3182	375	1634	1863	1435	1634	1770	1549	1634	2852	642
Grp Volume(v), veh/h	32	181	186	229	395	255	60	201	242	180	78	81
Grp Sat Flow(s),veh/h/ln	1634	1770	1788	1634	1863	1435	1634	1770	1549	1634	1770	1724
Q Serve(g_s), s	2.2	9.5	9.7	11.0	5.6	4.3	4.1	11.7	16.9	12.4	3.9	4.2
Cycle Q Clear(g_c), s	2.2	9.5	9.7	11.0	5.6	4.3	4.1	11.7	16.9	12.4	3.9	4.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	67	472	477	464	949	731	84	355	310	178	457	445
V/C Ratio(X)	0.48	0.38	0.39	0.49	0.42	0.35	0.72	0.57	0.78	1.01	0.17	0.18
Avail Cap(c_a), veh/h	86	472	477	464	949	731	146	640	560	178	674	656
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	34.1	34.4	24.4	4.6	4.5	53.3	41.1	43.5	50.8	32.8	33.0
Incr Delay (d2), s/veh	5.2	2.4	2.4	0.7	1.2	1.1	10.9	1.4	4.2	70.9	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.0	5.1	5.0	3.1	1.8	2.1	5.8	7.6	9.1	1.9	2.0
LnGrp Delay(d),s/veh	58.7	36.5	36.8	25.1	5.8	5.6	64.1	42.5	47.7	121.8	33.0	33.2
LnGrp LOS	E	D	D	C	A	A	E	D	D	F	C	C
Approach Vol, veh/h	399		879				503			339		
Approach Delay, s/veh	38.4		10.8				47.6			80.2		
Approach LOS	D		B				D			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	26.9	36.3	34.4	9.8	33.4	8.7	62.1				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	11.8	40.6	12.0	28.4	9.6	42.8	4.0	36.4				
Max Q Clear Time (g_c+I1), s	14.4	18.9	13.0	11.7	6.1	6.2	4.2	7.6				
Green Ext Time (p_c), s	0.0	2.5	0.0	1.1	0.0	2.6	0.0	3.5				
Intersection Summary												
HCM 2010 Ctrl Delay	35.8											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	427	51	283	508	318	79	264	299	227	170	40
Future Volume (veh/h)	41	427	51	283	508	318	79	264	299	227	170	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	45	464	55	308	552	346	86	287	325	247	185	43
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	843	99	387	842	649	114	439	385	191	839	190
Arrive On Green	0.05	0.26	0.25	0.32	0.60	0.60	0.07	0.25	0.24	0.12	0.29	0.29
Sat Flow, veh/h	1634	3182	375	1634	1863	1435	1634	1770	1552	1634	2850	645
Grp Volume(v), veh/h	45	257	262	308	552	346	86	287	325	247	113	115
Grp Sat Flow(s),veh/h/ln	1634	1770	1788	1634	1863	1435	1634	1770	1552	1634	1770	1725
Q Serve(g_s), s	3.2	15.0	15.2	20.7	23.4	17.0	6.2	17.5	23.9	14.0	5.8	6.1
Cycle Q Clear(g_c), s	3.2	15.0	15.2	20.7	23.4	17.0	6.2	17.5	23.9	14.0	5.8	6.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	82	469	474	387	842	649	114	439	385	191	521	508
V/C Ratio(X)	0.55	0.55	0.55	0.80	0.66	0.53	0.75	0.65	0.84	1.30	0.22	0.23
Avail Cap(c_a), veh/h	82	469	474	387	842	649	182	608	533	191	616	601
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	37.9	38.2	38.4	17.8	16.5	54.8	40.5	43.2	53.0	31.9	32.1
Incr Delay (d2), s/veh	7.7	4.6	4.6	4.0	1.4	1.1	9.5	1.7	8.8	166.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.9	8.1	9.7	12.2	6.8	3.1	8.7	11.2	15.1	2.9	2.9
LnGrp Delay(d),s/veh	63.4	42.5	42.8	42.4	19.2	17.6	64.2	42.2	52.0	219.2	32.1	32.3
LnGrp LOS	E	D	D	D	B	B	E	D	D	F	C	C
Approach Vol, veh/h	564		1206				698			475		
Approach Delay, s/veh	44.3		24.7				49.5			129.4		
Approach LOS	D		C				D			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	33.7	32.5	35.8	12.4	39.3	10.0	58.3				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	13.4	40.6	15.0	29.8	12.8	41.2	4.0	40.8				
Max Q Clear Time (g_c+l1), s	16.0	25.9	22.7	17.2	8.2	8.1	5.2	25.4				
Green Ext Time (p_c), s	0.0	3.2	0.0	1.5	0.1	3.8	0.0	4.5				
Intersection Summary												
HCM 2010 Ctrl Delay	51.2											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	430	51	296	515	330	79	264	313	234	170	40
Future Volume (veh/h)	41	430	51	296	515	330	79	264	313	234	170	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	45	467	55	322	560	359	86	287	340	254	185	43
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	817	96	361	797	614	114	452	397	218	908	205
Arrive On Green	0.05	0.26	0.24	0.37	0.71	0.71	0.07	0.26	0.25	0.13	0.32	0.31
Sat Flow, veh/h	1634	3184	373	1634	1863	1434	1634	1770	1552	1634	2850	645
Grp Volume(v), veh/h	45	259	263	322	560	359	86	287	340	254	113	115
Grp Sat Flow(s),veh/h/ln	1634	1770	1788	1634	1863	1434	1634	1770	1552	1634	1770	1725
Q Serve(g_s), s	3.2	15.3	15.5	22.2	20.7	14.7	6.2	17.3	25.1	16.0	5.6	5.9
Cycle Q Clear(g_c), s	3.2	15.3	15.5	22.2	20.7	14.7	6.2	17.3	25.1	16.0	5.6	5.9
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	82	454	459	361	797	614	114	452	397	218	564	550
V/C Ratio(X)	0.55	0.57	0.57	0.89	0.70	0.58	0.75	0.63	0.86	1.17	0.20	0.21
Avail Cap(c_a), veh/h	82	454	459	361	797	614	182	578	507	218	616	601
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.30	0.30	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	38.8	39.1	36.5	12.7	11.9	54.8	39.7	42.9	52.0	29.7	29.9
Incr Delay (d2), s/veh	7.7	5.1	5.1	8.5	1.6	1.2	9.5	1.5	11.2	113.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.1	8.3	10.8	10.7	6.0	3.1	8.6	12.0	14.0	2.8	2.8
LnGrp Delay(d),s/veh	63.4	43.9	44.2	45.0	14.3	13.1	64.2	41.2	54.1	165.0	29.9	30.1
LnGrp LOS	E	D	D	D	B	B	E	D	D	F	C	C
Approach Vol, veh/h	567		1241				713			482		
Approach Delay, s/veh	45.6		21.9				50.1			101.1		
Approach LOS	D		C				D			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	34.7	30.5	34.8	12.4	42.2	10.0	55.3				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	15.4	38.6	16.0	28.8	12.8	41.2	4.0	40.8				
Max Q Clear Time (g_c+I1), s	18.0	27.1	24.2	17.5	8.2	7.9	5.2	22.7				
Green Ext Time (p_c), s	0.0	3.0	0.0	1.5	0.1	3.9	0.0	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay	45.8											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	301	82	163	225	208	66	303	101	145	200	64
Future Volume (veh/h)	146	301	82	163	225	208	66	303	101	145	200	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	159	327	89	177	245	226	72	329	110	158	217	70
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	1262	338	177	470	361	99	476	156	174	602	188
Arrive On Green	0.31	0.46	0.44	0.11	0.25	0.25	0.06	0.18	0.18	0.11	0.23	0.22
Sat Flow, veh/h	1634	2751	737	1634	1863	1430	1634	2604	854	1634	2632	822
Grp Volume(v), veh/h	159	208	208	177	245	226	72	222	217	158	144	143
Grp Sat Flow(s),veh/h/ln	1634	1770	1718	1634	1863	1430	1634	1770	1689	1634	1770	1683
Q Serve(g_s), s	8.2	8.0	8.4	12.0	12.6	11.1	4.8	13.0	13.4	10.6	7.6	8.0
Cycle Q Clear(g_c), s	8.2	8.0	8.4	12.0	12.6	11.1	4.8	13.0	13.4	10.6	7.6	8.0
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.51	1.00		0.49
Lane Grp Cap(c), veh/h	514	812	788	177	470	361	99	323	309	174	405	385
V/C Ratio(X)	0.31	0.26	0.26	1.00	0.52	0.63	0.73	0.68	0.70	0.91	0.35	0.37
Avail Cap(c_a), veh/h	514	812	788	177	470	361	160	657	627	174	671	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	18.4	18.8	49.5	35.7	18.8	51.3	42.4	42.7	49.1	35.9	36.2
Incr Delay (d2), s/veh	0.3	0.8	0.8	66.8	3.9	7.7	9.8	2.6	2.9	43.3	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	4.1	4.1	8.7	7.0	5.1	2.4	6.6	6.5	6.9	3.8	3.8
LnGrp Delay(d),s/veh	29.2	19.2	19.6	116.3	39.7	26.4	61.1	44.9	45.6	92.4	36.5	36.8
LnGrp LOS	C	B	B	F	D	C	E	D	D	F	D	D
Approach Vol, veh/h	575		648				511			445		
Approach Delay, s/veh	22.1		56.0				47.5			56.4		
Approach LOS	C		E				D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	24.3	16.0	54.9	10.7	29.4	38.9	32.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	11.2	40.6	10.0	28.0	10.3	41.5	12.0	26.0				
Max Q Clear Time (g_c+l1), s	12.6	15.4	14.0	10.4	6.8	10.0	10.2	14.6				
Green Ext Time (p_c), s	0.0	3.0	0.0	1.9	0.0	3.0	0.4	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay	45.2											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	307	82	181	234	224	66	303	129	159	200	64
Future Volume (veh/h)	146	307	82	181	234	224	66	303	129	159	200	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	159	334	89	197	254	243	72	329	140	173	217	70
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	752	197	469	807	621	99	465	194	171	621	194
Arrive On Green	0.13	0.27	0.25	0.48	0.72	0.72	0.06	0.19	0.19	0.10	0.24	0.23
Sat Flow, veh/h	1634	2763	725	1634	1863	1434	1634	2420	1008	1634	2632	822
Grp Volume(v), veh/h	159	212	211	197	254	243	72	239	230	173	144	143
Grp Sat Flow(s),veh/h/ln	1634	1770	1718	1634	1863	1434	1634	1770	1658	1634	1770	1684
Q Serve(g_s), s	10.5	11.0	11.4	8.7	5.4	7.3	4.8	14.0	14.5	11.6	7.5	7.9
Cycle Q Clear(g_c), s	10.5	11.0	11.4	8.7	5.4	7.3	4.8	14.0	14.5	11.6	7.5	7.9
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.61	1.00		0.49
Lane Grp Cap(c), veh/h	206	481	467	469	807	621	99	340	318	171	418	398
V/C Ratio(X)	0.77	0.44	0.45	0.42	0.31	0.39	0.73	0.70	0.72	1.01	0.34	0.36
Avail Cap(c_a), veh/h	206	481	467	469	807	621	160	657	615	171	668	636
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	33.4	33.9	22.9	9.5	9.7	51.3	41.9	42.3	49.7	35.2	35.5
Incr Delay (d2), s/veh	16.3	2.9	3.1	0.5	0.9	1.7	9.8	2.6	3.1	72.3	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	5.7	5.8	3.9	3.0	3.0	2.4	7.1	6.9	8.6	3.7	3.7
LnGrp Delay(d),s/veh	63.3	36.3	37.0	23.4	10.4	11.4	61.1	44.5	45.4	122.1	35.7	36.1
LnGrp LOS	E	D	D	C	B	B	E	D	D	F	D	D
Approach Vol, veh/h	582		694				541			460		
Approach Delay, s/veh	43.9		14.4				47.1			68.3		
Approach LOS	D		B				D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	25.3	35.9	34.2	10.7	30.2	18.0	52.1				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	11.0	40.6	10.0	28.2	10.3	41.3	12.0	26.2				
Max Q Clear Time (g_c+I1), s	13.6	16.5	10.7	13.4	6.8	9.9	12.5	9.3				
Green Ext Time (p_c), s	0.0	3.1	0.0	1.3	0.0	3.2	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			40.6									
HCM 2010 LOS			D									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	430	117	233	321	297	94	433	144	207	286	91
Future Volume (veh/h)	209	430	117	233	321	297	94	433	144	207	286	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	227	467	127	253	349	323	102	471	157	225	311	99
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	713	192	402	484	372	132	595	197	215	736	229
Arrive On Green	0.25	0.26	0.24	0.25	0.26	0.26	0.08	0.23	0.22	0.13	0.28	0.27
Sat Flow, veh/h	1634	2744	740	1634	1863	1430	1634	2600	860	1634	2635	821
Grp Volume(v), veh/h	227	300	294	253	349	323	102	319	309	225	207	203
Grp Sat Flow(s), veh/h/ln	1634	1770	1714	1634	1863	1430	1634	1770	1690	1634	1770	1686
Q Serve(g_s), s	14.6	18.1	18.5	16.6	20.5	17.8	7.3	20.4	20.7	15.8	11.4	11.9
Cycle Q Clear(g_c), s	14.6	18.1	18.5	16.6	20.5	17.8	7.3	20.4	20.7	15.8	11.4	11.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.51	1.00		0.49
Lane Grp Cap(c), veh/h	402	460	446	402	484	372	132	405	387	215	494	471
V/C Ratio(X)	0.56	0.65	0.66	0.63	0.72	0.87	0.77	0.79	0.80	1.05	0.42	0.43
Avail Cap(c_a), veh/h	402	460	446	402	484	372	197	590	563	215	609	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	39.6	40.1	40.3	40.4	20.0	54.0	43.5	43.8	52.1	35.3	35.6
Incr Delay (d2), s/veh	1.8	7.0	7.5	2.8	8.0	20.9	10.0	4.5	5.1	73.9	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	9.7	9.7	7.8	11.6	9.2	3.7	10.4	10.2	11.5	5.6	5.6
LnGrp Delay(d),s/veh	41.4	46.6	47.5	43.1	48.4	40.9	64.1	48.0	48.9	126.0	35.8	36.2
LnGrp LOS	D	D	D	D	D	D	E	D	D	F	D	D
Approach Vol, veh/h		821			925			730			635	
Approach Delay, s/veh		45.5			44.3			50.6			67.9	
Approach LOS		D			D			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	31.5	33.5	35.2	13.7	37.5	33.5	35.2				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	15.2	39.4	15.0	29.2	13.9	40.7	15.0	29.2				
Max Q Clear Time (g_c+l1), s	17.8	22.7	18.6	20.5	9.3	13.9	16.6	22.5				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.5	0.1	4.6	0.0	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			50.9									
HCM 2010 LOS			D									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	436	117	251	330	313	94	433	172	221	286	91
Future Volume (veh/h)	209	436	117	251	330	313	94	433	172	221	286	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	227	474	127	273	359	340	102	471	187	240	311	99
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	707	188	377	478	367	132	585	231	231	785	245
Arrive On Green	0.23	0.26	0.24	0.23	0.26	0.26	0.08	0.24	0.23	0.14	0.30	0.29
Sat Flow, veh/h	1634	2753	732	1634	1863	1430	1634	2466	971	1634	2636	821
Grp Volume(v), veh/h	227	303	298	273	359	340	102	337	321	240	207	203
Grp Sat Flow(s),veh/h/ln	1634	1770	1716	1634	1863	1430	1634	1770	1668	1634	1770	1687
Q Serve(g_s), s	14.9	18.5	18.8	18.5	21.3	18.8	7.3	21.5	21.8	17.0	11.1	11.6
Cycle Q Clear(g_c), s	14.9	18.5	18.8	18.5	21.3	18.8	7.3	21.5	21.8	17.0	11.1	11.6
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.58	1.00		0.49
Lane Grp Cap(c), veh/h	377	454	440	377	478	367	132	420	396	231	527	503
V/C Ratio(X)	0.60	0.67	0.68	0.72	0.75	0.93	0.77	0.80	0.81	1.04	0.39	0.40
Avail Cap(c_a), veh/h	377	454	440	377	478	367	197	578	545	231	615	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	40.0	40.5	42.6	41.1	19.8	54.0	43.1	43.4	51.5	33.5	33.7
Incr Delay (d2), s/veh	2.7	7.6	8.1	4.2	6.6	22.6	10.0	5.6	6.5	69.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	10.0	9.9	8.8	11.8	9.7	3.7	11.1	10.8	12.1	5.5	5.5
LnGrp Delay(d),s/veh	43.9	47.6	48.6	46.8	47.7	42.5	64.1	48.7	49.8	120.6	34.0	34.3
LnGrp LOS	D	D	D	D	D	D	E	D	D	F	C	C
Approach Vol, veh/h	828		972				760			650		
Approach Delay, s/veh	46.9		45.6				51.3			66.0		
Approach LOS	D		D				D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	32.5	31.7	34.8	13.7	39.8	31.7	34.8				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	16.4	38.6	15.0	28.8	13.9	41.1	15.0	28.8				
Max Q Clear Time (g_c+I1), s	19.0	23.8	20.5	20.8	9.3	13.6	16.9	23.3				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.5	0.1	4.8	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			51.4									
HCM 2010 LOS			D									

Intersection 3

N Prospect St & W Henderson Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	541	68	151	592	330	135	196	137	344	201	87
Future Volume (veh/h)	147	541	68	151	592	330	135	196	137	344	201	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	160	588	74	164	643	359	147	213	149	374	218	95
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	1490	597	215	950	379	180	336	222	457	367	277
Arrive On Green	0.28	0.42	0.42	0.13	0.27	0.27	0.11	0.17	0.16	0.14	0.20	0.20
Sat Flow, veh/h	1634	3539	1418	1634	3539	1412	1634	2008	1326	3268	1863	1406
Grp Volume(v), veh/h	160	588	74	164	643	359	147	186	176	374	218	95
Grp Sat Flow(s), veh/h/ln	1634	1770	1418	1634	1770	1412	1634	1770	1564	1634	1863	1406
Q Serve(g_s), s	8.9	13.2	3.6	11.0	18.5	18.9	10.0	11.2	12.0	12.7	12.1	3.6
Cycle Q Clear(g_c), s	8.9	13.2	3.6	11.0	18.5	18.9	10.0	11.2	12.0	12.7	12.1	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	464	1490	597	215	950	379	180	296	262	457	367	277
V/C Ratio(X)	0.34	0.39	0.12	0.76	0.68	0.95	0.82	0.63	0.67	0.82	0.59	0.34
Avail Cap(c_a), veh/h	464	1490	597	215	950	379	204	528	467	556	641	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	22.9	20.2	47.8	37.3	18.1	49.6	44.1	44.7	47.6	41.6	11.8
Incr Delay (d2), s/veh	0.4	0.7	0.4	15.0	3.9	34.7	18.7	2.0	2.7	7.9	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.6	1.5	5.9	9.5	11.0	5.5	5.6	5.4	6.2	6.4	1.5
LnGrp Delay(d),s/veh	32.8	23.6	20.5	62.8	41.1	52.8	68.2	46.2	47.5	55.5	43.2	12.5
LnGrp LOS	C	C	C	E	D	D	E	D	D	E	D	B
Approach Vol, veh/h		822			1166			509			687	
Approach Delay, s/veh		25.1			47.8			53.0			45.6	
Approach LOS		C			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.9	23.1	19.0	52.0	16.6	26.5	36.4	34.6				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	18.8	33.4	13.0	27.6	13.6	38.6	12.0	28.6				
Max Q Clear Time (g_c+I1), s	14.7	14.0	13.0	15.2	12.0	14.1	10.9	20.9				
Green Ext Time (p_c), s	0.7	2.7	0.0	2.8	0.1	2.8	0.5	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			42.3									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	541	68	151	605	359	135	221	137	388	221	106
Future Volume (veh/h)	171	541	68	151	605	359	135	221	137	388	221	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	186	588	74	164	658	390	147	240	149	422	240	115
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	1414	566	215	931	371	180	369	219	502	407	308
Arrive On Green	0.36	0.53	0.53	0.13	0.26	0.26	0.11	0.18	0.17	0.15	0.22	0.22
Sat Flow, veh/h	1634	3539	1418	1634	3539	1412	1634	2105	1248	3268	1863	1408
Grp Volume(v), veh/h	186	588	74	164	658	390	147	200	189	422	240	115
Grp Sat Flow(s),veh/h/ln	1634	1770	1418	1634	1770	1412	1634	1770	1583	1634	1863	1408
Q Serve(g_s), s	9.8	11.4	3.0	11.0	19.2	19.5	10.0	12.0	12.8	14.3	13.2	4.4
Cycle Q Clear(g_c), s	9.8	11.4	3.0	11.0	19.2	19.5	10.0	12.0	12.8	14.3	13.2	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	437	1414	566	215	931	371	180	310	277	502	407	308
V/C Ratio(X)	0.43	0.42	0.13	0.76	0.71	1.05	0.82	0.65	0.68	0.84	0.59	0.37
Avail Cap(c_a), veh/h	437	1414	566	215	931	371	201	528	472	573	654	494
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	18.7	16.7	47.8	38.0	17.7	49.6	43.7	44.3	46.9	40.0	11.6
Incr Delay (d2), s/veh	0.6	0.8	0.4	15.0	4.5	60.4	19.1	2.1	2.7	9.7	1.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	5.7	1.2	5.9	9.9	13.8	5.5	6.0	5.8	7.1	7.0	1.8
LnGrp Delay(d),s/veh	30.6	19.5	17.2	62.8	42.5	78.1	68.7	45.8	47.0	56.6	41.3	12.4
LnGrp LOS	C	B	B	E	D	F	E	D	D	E	D	B
Approach Vol, veh/h	848		1212				536			777		
Approach Delay, s/veh	21.7		56.7				52.5			45.4		
Approach LOS	C		E				D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.5	24.0	19.0	49.5	16.6	28.9	34.5	34.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	19.4	33.4	13.0	27.0	13.4	39.4	12.0	28.0				
Max Q Clear Time (g_c+l1), s	16.3	14.8	13.0	13.4	12.0	15.2	11.8	21.5				
Green Ext Time (p_c), s	0.6	3.0	0.0	3.0	0.1	3.1	0.1	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay	44.6											
HCM 2010 LOS	D											
Notes												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	773	97	216	846	361	193	280	196	376	287	124
Future Volume (veh/h)	210	773	97	216	846	361	193	280	196	376	287	124
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	228	840	105	235	920	392	210	304	213	409	312	135
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	1252	501	274	1038	415	223	386	262	493	389	294
Arrive On Green	0.08	0.12	0.12	0.17	0.29	0.29	0.14	0.19	0.19	0.15	0.21	0.21
Sat Flow, veh/h	1634	3539	1416	1634	3539	1413	1634	1986	1348	3268	1863	1407
Grp Volume(v), veh/h	228	840	105	235	920	392	210	270	247	409	312	135
Grp Sat Flow(s),veh/h/ln	1634	1770	1416	1634	1770	1413	1634	1770	1564	1634	1863	1407
Q Serve(g_s), s	16.2	27.3	5.1	16.8	29.8	21.0	15.3	17.4	18.2	14.6	19.1	10.1
Cycle Q Clear(g_c), s	16.2	27.3	5.1	16.8	29.8	21.0	15.3	17.4	18.2	14.6	19.1	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	373	1252	501	274	1038	415	223	344	304	493	389	294
V/C Ratio(X)	0.61	0.67	0.21	0.86	0.89	0.95	0.94	0.78	0.81	0.83	0.80	0.46
Avail Cap(c_a), veh/h	373	1252	501	274	1038	415	223	442	391	621	635	480
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	46.3	15.2	48.6	40.5	17.2	51.3	45.9	46.5	49.4	45.1	41.5
Incr Delay (d2), s/veh	2.1	2.1	0.7	22.9	11.1	32.4	41.6	6.3	8.9	7.5	3.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	13.7	2.1	9.3	16.2	11.9	9.5	9.1	8.6	7.1	10.2	4.0
LnGrp Delay(d),s/veh	52.4	48.4	15.9	71.4	51.6	49.7	93.0	52.2	55.4	56.9	49.0	42.7
LnGrp LOS	D	D	B	E	D	D	F	D	E	E	D	D
Approach Vol, veh/h	1173				1547				727		856	
Approach Delay, s/veh	46.2				54.1				65.1		51.8	
Approach LOS	D				D				E		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.1	27.3	24.1	46.5	20.4	29.1	31.4	39.2				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	22.2	29.4	18.1	29.1	11.3	40.3	14.0	33.2				
Max Q Clear Time (g_c+I1), s	16.6	20.2	18.8	29.3	17.3	21.1	18.2	31.8				
Green Ext Time (p_c), s	0.9	1.6	0.0	0.0	0.0	1.7	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			53.4									
HCM 2010 LOS			D									
Notes												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 			 			 	
Traffic Volume (veh/h)	234	773	97	216	859	390	193	305	196	420	307	143
Future Volume (veh/h)	234	773	97	216	859	390	193	305	196	420	307	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	254	840	105	235	934	424	210	332	213	457	334	155
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	1274	510	231	1274	510	238	419	262	529	408	309
Arrive On Green	0.05	0.12	0.12	0.14	0.36	0.36	0.15	0.20	0.20	0.16	0.22	0.22
Sat Flow, veh/h	1634	3539	1416	1634	3539	1416	1634	2060	1288	3268	1863	1408
Grp Volume(v), veh/h	254	840	105	235	934	424	210	284	261	457	334	155
Grp Sat Flow(s),veh/h/ln	1634	1770	1416	1634	1770	1416	1634	1770	1579	1634	1863	1408
Q Serve(g_s), s	17.0	27.2	5.0	17.0	27.5	19.4	15.1	18.3	19.0	16.4	20.5	8.3
Cycle Q Clear(g_c), s	17.0	27.2	5.0	17.0	27.5	19.4	15.1	18.3	19.0	16.4	20.5	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	231	1274	510	231	1274	510	238	360	321	529	408	309
V/C Ratio(X)	1.10	0.66	0.21	1.02	0.73	0.83	0.88	0.79	0.81	0.86	0.82	0.50
Avail Cap(c_a), veh/h	231	1274	510	231	1274	510	238	504	450	572	612	462
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	45.8	14.2	51.5	33.4	12.2	50.2	45.4	45.9	49.0	44.6	21.3
Incr Delay (d2), s/veh	79.4	2.0	0.7	63.1	3.8	14.6	27.3	5.1	7.0	12.3	5.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	13.7	2.0	11.7	14.2	9.5	8.6	9.4	8.9	8.3	11.1	3.4
LnGrp Delay(d),s/veh	136.6	47.8	14.9	114.7	37.2	26.9	77.6	50.5	52.9	61.3	49.9	22.6
LnGrp LOS	F	D	B	F	D	C	E	D	D	E	D	C
Approach Vol, veh/h	1199				1593				755		946	
Approach Delay, s/veh	63.7				45.9				58.8		51.0	
Approach LOS	E				D				E		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.4	28.4	21.0	47.2	21.5	30.3	21.0	47.2				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	20.4	33.6	15.0	29.8	15.2	38.8	15.0	29.8				
Max Q Clear Time (g_c+I1), s	18.4	21.0	19.0	29.2	17.1	22.5	19.0	29.5				
Green Ext Time (p_c), s	0.5	1.9	0.0	0.5	0.0	1.8	0.0	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay	53.9											
HCM 2010 LOS	D											
Notes												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	476	71	88	483	170	67	141	73	267	238	92
Future Volume (veh/h)	49	476	71	88	483	170	67	141	73	267	238	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	53	517	77	96	525	185	73	153	79	306	236	100
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	509	846	337	571	981	391	101	310	150	401	367	277
Arrive On Green	0.31	0.24	0.24	0.35	0.28	0.28	0.06	0.14	0.13	0.12	0.20	0.20
Sat Flow, veh/h	1634	3539	1410	1634	3539	1412	1634	2275	1102	3268	1863	1406
Grp Volume(v), veh/h	53	517	77	96	525	185	73	117	115	306	236	100
Grp Sat Flow(s), veh/h/ln	1634	1770	1410	1634	1770	1412	1634	1770	1608	1634	1863	1406
Q Serve(g_s), s	2.4	13.7	3.5	4.3	13.2	7.7	4.6	6.4	7.0	9.5	12.2	3.2
Cycle Q Clear(g_c), s	2.4	13.7	3.5	4.3	13.2	7.7	4.6	6.4	7.0	9.5	12.2	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	509	846	337	571	981	391	101	241	219	401	367	277
V/C Ratio(X)	0.10	0.61	0.23	0.17	0.54	0.47	0.73	0.48	0.53	0.76	0.64	0.36
Avail Cap(c_a), veh/h	509	846	337	571	981	391	167	571	519	591	749	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	35.6	19.0	23.6	32.2	14.3	48.4	41.9	42.4	44.6	38.7	9.2
Incr Delay (d2), s/veh	0.1	2.9	1.4	0.1	2.1	4.1	9.1	1.4	1.9	3.4	1.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.0	1.5	1.9	6.7	3.4	2.3	3.2	3.2	4.5	6.5	1.3
LnGrp Delay(d),s/veh	25.8	38.5	20.4	23.7	34.3	18.3	57.5	43.4	44.3	48.0	40.6	10.0
LnGrp LOS	C	D	C	C	C	B	E	D	D	D	D	A
Approach Vol, veh/h		647			806			305			642	
Approach Delay, s/veh		35.3			29.4			47.1			39.4	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	18.3	40.7	29.1	10.5	24.7	36.7	33.1				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	18.4	33.3	9.0	23.1	10.1	41.6	5.0	27.1				
Max Q Clear Time (g_c+I1), s	11.5	9.0	6.3	15.7	6.6	14.2	4.4	15.2				
Green Ext Time (p_c), s	0.8	2.3	0.1	1.5	0.0	2.3	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			35.9									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	476	71	88	501	227	67	191	73	326	265	118
Future Volume (veh/h)	97	476	71	88	501	227	67	191	73	326	265	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	105	517	77	96	545	247	73	208	79	357	284	128
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	504	1699	681	146	925	369	99	374	136	449	420	318
Arrive On Green	0.10	0.16	0.16	0.09	0.26	0.26	0.06	0.15	0.14	0.14	0.23	0.23
Sat Flow, veh/h	1634	3539	1419	1634	3539	1411	1634	2508	915	3268	1863	1409
Grp Volume(v), veh/h	105	517	77	96	545	247	73	144	143	357	284	128
Grp Sat Flow(s),veh/h/ln	1634	1770	1419	1634	1770	1411	1634	1770	1654	1634	1863	1409
Q Serve(g_s), s	6.5	14.3	5.2	6.3	14.9	11.6	4.9	8.4	8.9	11.7	15.5	4.3
Cycle Q Clear(g_c), s	6.5	14.3	5.2	6.3	14.9	11.6	4.9	8.4	8.9	11.7	15.5	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	504	1699	681	146	925	369	99	264	247	449	420	318
V/C Ratio(X)	0.21	0.30	0.11	0.66	0.59	0.67	0.73	0.55	0.58	0.80	0.68	0.40
Avail Cap(c_a), veh/h	504	1699	681	191	925	369	118	542	507	618	789	596
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	30.3	26.5	48.9	35.8	16.4	51.2	43.8	44.1	46.4	39.3	9.0
Incr Delay (d2), s/veh	0.2	0.4	0.3	5.0	2.8	9.3	16.7	1.7	2.0	5.0	1.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.1	2.1	3.1	7.6	5.5	2.7	4.2	4.2	5.6	8.2	1.7
LnGrp Delay(d),s/veh	37.6	30.7	26.7	53.9	38.6	25.7	67.9	45.4	46.2	51.4	41.2	9.8
LnGrp LOS	D	C	C	D	D	C	E	D	D	D	D	A
Approach Vol, veh/h	699			888			360			769		
Approach Delay, s/veh	31.3			36.6			50.3			40.7		
Approach LOS	C			D			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.2	20.5	13.9	57.3	10.8	29.0	38.2	33.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	20.4	33.4	11.0	25.0	7.4	46.4	9.0	27.0				
Max Q Clear Time (g_c+I1), s	13.7	10.9	8.3	16.3	6.9	17.5	8.5	16.9				
Green Ext Time (p_c), s	0.9	2.8	0.1	2.0	0.0	2.9	0.0	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay	38.2											
HCM 2010 LOS	D											
Notes												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	680	101	126	690	186	96	201	104	292	340	131
Future Volume (veh/h)	70	680	101	126	690	186	96	201	104	292	340	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	76	739	110	137	750	202	104	218	113	229	493	142
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	886	353	468	1035	413	134	376	186	265	920	348
Arrive On Green	0.24	0.25	0.25	0.29	0.29	0.29	0.08	0.17	0.16	0.16	0.25	0.25
Sat Flow, veh/h	1634	3539	1411	1634	3539	1413	1634	2262	1119	1634	3725	1410
Grp Volume(v), veh/h	76	739	110	137	750	202	104	168	163	229	493	142
Grp Sat Flow(s), veh/h/ln	1634	1770	1411	1634	1770	1413	1634	1770	1611	1634	1863	1410
Q Serve(g_s), s	4.4	23.5	5.7	7.8	22.6	8.8	7.4	10.4	11.2	16.2	13.7	5.7
Cycle Q Clear(g_c), s	4.4	23.5	5.7	7.8	22.6	8.8	7.4	10.4	11.2	16.2	13.7	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	399	886	353	468	1035	413	134	295	268	265	920	348
V/C Ratio(X)	0.19	0.83	0.31	0.29	0.72	0.49	0.78	0.57	0.61	0.86	0.54	0.41
Avail Cap(c_a), veh/h	399	886	353	468	1035	413	148	509	463	357	1547	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	42.3	20.7	33.1	37.8	13.7	53.6	45.7	46.2	48.6	38.9	12.3
Incr Delay (d2), s/veh	0.2	6.9	1.7	0.3	4.4	4.1	19.8	1.7	2.1	15.1	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	12.3	2.4	3.5	11.7	3.9	4.1	5.2	5.1	8.4	7.1	2.3
LnGrp Delay(d),s/veh	35.8	49.1	22.4	33.4	42.2	17.8	73.3	47.3	48.3	63.7	39.4	13.1
LnGrp LOS	D	D	C	C	D	B	E	D	D	E	D	B
Approach Vol, veh/h		925			1089			435			864	
Approach Delay, s/veh		44.8			36.6			53.9			41.5	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.3	23.8	38.1	33.8	13.7	33.4	33.1	38.8				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	25.4	33.6	11.0	27.8	10.2	48.8	6.0	32.8				
Max Q Clear Time (g_c+I1), s	18.2	13.2	9.8	25.5	9.4	15.7	6.4	24.6				
Green Ext Time (p_c), s	0.5	4.3	0.1	0.9	0.0	4.7	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			42.4									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	680	101	126	708	243	96	251	104	351	367	157
Future Volume (veh/h)	118	680	101	126	708	243	96	251	104	351	367	157
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	128	739	110	137	770	264	104	273	113	260	569	171
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	431	922	368	431	922	368	216	389	156	296	778	294
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.16	0.15	0.18	0.21	0.21
Sat Flow, veh/h	1634	3539	1411	1634	3539	1411	1634	2435	976	1634	3725	1407
Grp Volume(v), veh/h	128	739	110	137	770	264	104	196	190	260	569	171
Grp Sat Flow(s), veh/h/ln	1634	1770	1411	1634	1770	1411	1634	1770	1642	1634	1863	1407
Q Serve(g_s), s	7.4	23.2	7.4	8.0	24.5	20.2	7.0	12.5	13.1	18.4	17.0	13.0
Cycle Q Clear(g_c), s	7.4	23.2	7.4	8.0	24.5	20.2	7.0	12.5	13.1	18.4	17.0	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	431	922	368	431	922	368	216	283	262	296	778	294
V/C Ratio(X)	0.30	0.80	0.30	0.32	0.84	0.72	0.48	0.69	0.72	0.88	0.73	0.58
Avail Cap(c_a), veh/h	431	922	368	431	922	368	216	506	469	371	1578	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	41.1	35.3	35.2	41.6	40.0	47.9	47.2	47.7	47.4	44.0	42.4
Incr Delay (d2), s/veh	0.3	5.3	1.5	0.4	8.8	11.4	1.6	2.8	3.5	17.6	1.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	12.0	3.1	3.7	13.1	9.1	3.3	6.3	6.2	9.8	8.9	5.2
LnGrp Delay(d),s/veh	35.2	46.4	36.8	35.6	50.4	51.5	49.4	50.1	51.2	65.0	45.3	44.2
LnGrp LOS	D	D	D	D	D	D	D	D	D	E	D	D
Approach Vol, veh/h		977			1171			490			1000	
Approach Delay, s/veh		43.8			48.9			50.4			50.2	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.6	23.0	35.4	35.0	19.7	28.9	35.4	35.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	26.4	33.4	9.0	29.0	10.0	49.8	9.0	29.0				
Max Q Clear Time (g_c+I1), s	20.4	15.1	10.0	25.2	9.0	19.0	9.4	26.5				
Green Ext Time (p_c), s	0.5	1.4	0.0	1.4	0.2	3.6	0.0	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			48.1									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection 4

SR 65 SB Onramp & W Henderson Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	843	299	104	958	0	0	0	0	147	0	130
Future Volume (veh/h)	0	843	299	104	958	0	0	0	0	147	0	130
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	916	325	113	1041	0				160	0	141
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1065	426	686	2694	0				280	0	221
Arrive On Green	0.00	0.30	0.30	0.84	1.00	0.00				0.14	0.00	0.16
Sat Flow, veh/h	0	3632	1414	1634	3632	0				1774	0	1400
Grp Volume(v), veh/h	0	916	325	113	1041	0				160	0	141
Grp Sat Flow(s), veh/h/ln	0	1770	1414	1634	1770	0				1774	0	1400
Q Serve(g_s), s	0.0	24.2	20.7	1.3	0.0	0.0				8.4	0.0	9.3
Cycle Q Clear(g_c), s	0.0	24.2	20.7	1.3	0.0	0.0				8.4	0.0	9.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1065	426	686	2694	0				280	0	221
V/C Ratio(X)	0.00	0.86	0.76	0.16	0.39	0.00				0.57	0.00	0.64
Avail Cap(c_a), veh/h	0	1065	426	686	2694	0				846	0	667
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.6	31.4	4.7	0.0	0.0				39.5	0.0	39.0
Incr Delay (d2), s/veh	0.0	9.1	12.3	0.1	0.4	0.0				1.8	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.2	9.5	0.5	0.1	0.0				4.2	0.0	3.8
LnGrp Delay(d),s/veh	0.0	41.7	43.7	4.8	0.4	0.0				41.4	0.0	42.1
LnGrp LOS		D	D	A	A					D		D
Approach Vol, veh/h	1241			1154						301		
Approach Delay, s/veh	42.2			0.8						41.7		
Approach LOS	D			A						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			45.6	33.8		19.6		79.4				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			8.0	27.8		45.2		41.8				
Max Q Clear Time (g_c+I1), s			3.3	26.2		11.3		2.0				
Green Ext Time (p_c), s			2.3	1.0		1.2		5.8				
Intersection Summary												
HCM 2010 Ctrl Delay	24.4											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	879	307	104	979	0	0	0	0	147	0	148
Future Volume (veh/h)	0	879	307	104	979	0	0	0	0	147	0	148
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	955	334	113	1064	0				160	0	161
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	965	385	686	2606	0				312	0	247
Arrive On Green	0.00	0.27	0.27	0.14	0.24	0.00				0.15	0.00	0.18
Sat Flow, veh/h	0	3632	1412	1634	3632	0				1774	0	1403
Grp Volume(v), veh/h	0	955	334	113	1064	0				160	0	161
Grp Sat Flow(s),veh/h/ln	0	1770	1412	1634	1770	0				1774	0	1403
Q Serve(g_s), s	0.0	24.5	20.5	5.5	23.0	0.0				7.5	0.0	9.7
Cycle Q Clear(g_c), s	0.0	24.5	20.5	5.5	23.0	0.0				7.5	0.0	9.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	965	385	686	2606	0				312	0	247
V/C Ratio(X)	0.00	0.99	0.87	0.16	0.41	0.00				0.51	0.00	0.65
Avail Cap(c_a), veh/h	0	965	385	686	2606	0				920	0	728
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.81	0.81	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	31.5	25.1	17.8	0.0				34.9	0.0	34.9
Incr Delay (d2), s/veh	0.0	26.7	22.3	0.1	0.4	0.0				1.3	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	10.4	2.5	11.5	0.0				3.8	0.0	4.0
LnGrp Delay(d),s/veh	0.0	59.7	53.9	25.2	18.2	0.0				36.2	0.0	37.8
LnGrp LOS		E	D	C	B					D		D
Approach Vol, veh/h	1289			1177						321		
Approach Delay, s/veh	58.2			18.8						37.0		
Approach LOS	E			B						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4	6		8					
Phs Duration (G+Y+Rc), s			42.2	28.8	20.0		71.0					
Change Period (Y+Rc), s			6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s			5.0	22.8	45.2		33.8					
Max Q Clear Time (g_c+I1), s			7.5	26.5	11.7		25.0					
Green Ext Time (p_c), s			0.0	0.0	1.2		3.6					
Intersection Summary												
HCM 2010 Ctrl Delay	39.1											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	1204	427	149	1368	0	0	0	0	210	0	186
Future Volume (veh/h)	0	1204	427	149	1368	0	0	0	0	210	0	186
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	1309	464	162	1487	0				228	0	202
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1229	492	561	2577	0				348	0	276
Arrive On Green	0.00	0.35	0.35	0.11	0.24	0.00				0.18	0.00	0.20
Sat Flow, veh/h	0	3632	1416	1634	3632	0				1774	0	1406
Grp Volume(v), veh/h	0	1309	464	162	1487	0				228	0	202
Grp Sat Flow(s),veh/h/ln	0	1770	1416	1634	1770	0				1774	0	1406
Q Serve(g_s), s	0.0	36.8	33.7	9.6	39.3	0.0				12.7	0.0	14.3
Cycle Q Clear(g_c), s	0.0	36.8	33.7	9.6	39.3	0.0				12.7	0.0	14.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1229	492	561	2577	0				348	0	276
V/C Ratio(X)	0.00	1.07	0.94	0.29	0.58	0.00				0.65	0.00	0.73
Avail Cap(c_a), veh/h	0	1229	492	561	2577	0				790	0	626
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.49	0.49	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.6	33.6	35.1	25.9	0.0				40.2	0.0	40.0
Incr Delay (d2), s/veh	0.0	45.0	28.8	0.1	0.5	0.0				2.1	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.6	17.1	4.4	19.5	0.0				6.4	0.0	5.8
LnGrp Delay(d),s/veh	0.0	79.6	62.4	35.3	26.3	0.0				42.3	0.0	43.7
LnGrp LOS		F	E	D	C					D		D
Approach Vol, veh/h	1773			1649						430		
Approach Delay, s/veh	75.1			27.2						43.0		
Approach LOS	E			C						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4	6		8					
Phs Duration (G+Y+Rc), s			40.4	40.8	24.8		81.2					
Change Period (Y+Rc), s			6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s			8.0	34.8	45.2		48.8					
Max Q Clear Time (g_c+I1), s			11.6	38.8	16.3		41.3					
Green Ext Time (p_c), s			0.0	0.0	1.7		4.5					
Intersection Summary												
HCM 2010 Ctrl Delay	51.0											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	1240	435	149	1389	0	0	0	0	210	0	204
Future Volume (veh/h)	0	1240	435	149	1389	0	0	0	0	210	0	204
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	1348	473	162	1510	0				228	0	222
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1250	500	532	2535	0				371	0	294
Arrive On Green	0.00	0.35	0.35	0.11	0.24	0.00				0.19	0.00	0.21
Sat Flow, veh/h	0	3632	1416	1634	3632	0				1774	0	1407
Grp Volume(v), veh/h	0	1348	473	162	1510	0				228	0	222
Grp Sat Flow(s), veh/h/ln	0	1770	1416	1634	1770	0				1774	0	1407
Q Serve(g_s), s	0.0	37.8	34.7	9.8	40.6	0.0				12.6	0.0	15.9
Cycle Q Clear(g_c), s	0.0	37.8	34.7	9.8	40.6	0.0				12.6	0.0	15.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1250	500	532	2535	0				371	0	294
V/C Ratio(X)	0.00	1.08	0.95	0.30	0.60	0.00				0.62	0.00	0.76
Avail Cap(c_a), veh/h	0	1250	500	532	2535	0				783	0	621
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.6	33.6	36.6	27.1	0.0				39.4	0.0	39.8
Incr Delay (d2), s/veh	0.0	49.3	28.8	0.1	0.4	0.0				1.7	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.0	17.5	4.5	20.1	0.0				6.4	0.0	6.5
LnGrp Delay(d),s/veh	0.0	83.9	62.4	36.7	27.5	0.0				41.0	0.0	43.7
LnGrp LOS		F	E	D	C					D		D
Approach Vol, veh/h	1821			1672						450		
Approach Delay, s/veh	78.3			28.4						42.4		
Approach LOS	E			C						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			38.9	41.8		26.3		80.7				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			8.0	35.8		45.2		49.8				
Max Q Clear Time (g_c+I1), s			11.8	39.8		17.9		42.6				
Green Ext Time (p_c), s			0.0	0.0		1.8		4.4				
Intersection Summary												
HCM 2010 Ctrl Delay	53.1											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	544	267	99	725	0	0	0	0	194	0	160
Future Volume (veh/h)	0	544	267	99	725	0	0	0	0	194	0	160
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	591	290	108	788	0				211	0	174
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	848	338	723	2569	0				330	0	261
Arrive On Green	0.00	0.24	0.24	0.88	1.00	0.00				0.16	0.00	0.19
Sat Flow, veh/h	0	3632	1410	1634	3632	0				1774	0	1404
Grp Volume(v), veh/h	0	591	290	108	788	0				211	0	174
Grp Sat Flow(s), veh/h/ln	0	1770	1410	1634	1770	0				1774	0	1404
Q Serve(g_s), s	0.0	13.9	17.9	0.8	0.0	0.0				10.1	0.0	10.5
Cycle Q Clear(g_c), s	0.0	13.9	17.9	0.8	0.0	0.0				10.1	0.0	10.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	848	338	723	2569	0				330	0	261
V/C Ratio(X)	0.00	0.70	0.86	0.15	0.31	0.00				0.64	0.00	0.67
Avail Cap(c_a), veh/h	0	848	338	723	2569	0				920	0	728
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.6	33.1	3.0	0.0	0.0				35.2	0.0	34.4
Incr Delay (d2), s/veh	0.0	4.7	23.6	0.1	0.3	0.0				2.1	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.3	9.1	0.3	0.1	0.0				5.2	0.0	4.3
LnGrp Delay(d),s/veh	0.0	36.3	56.7	3.1	0.3	0.0				37.2	0.0	37.3
LnGrp LOS		D	E	A	A					D		D
Approach Vol, veh/h		881			896						385	
Approach Delay, s/veh		43.0			0.6						37.3	
Approach LOS		D			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			44.3	25.8		20.9		70.1				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			8.0	19.8		45.2		33.8				
Max Q Clear Time (g_c+I1), s			2.8	19.9		12.5		2.0				
Green Ext Time (p_c), s			1.9	0.0		1.5		4.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	592	278	99	767	0	0	0	0	194	0	196
Future Volume (veh/h)	0	592	278	99	767	0	0	0	0	194	0	196
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	643	302	108	834	0				211	0	213
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	877	350	671	2484	0				375	0	297
Arrive On Green	0.00	0.25	0.25	0.82	1.00	0.00				0.19	0.00	0.21
Sat Flow, veh/h	0	3632	1410	1634	3632	0				1774	0	1407
Grp Volume(v), veh/h	0	643	302	108	834	0				211	0	213
Grp Sat Flow(s), veh/h/ln	0	1770	1410	1634	1770	0				1774	0	1407
Q Serve(g_s), s	0.0	15.4	18.9	1.3	0.0	0.0				9.9	0.0	12.9
Cycle Q Clear(g_c), s	0.0	15.4	18.9	1.3	0.0	0.0				9.9	0.0	12.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	877	350	671	2484	0				375	0	297
V/C Ratio(X)	0.00	0.73	0.86	0.16	0.34	0.00				0.56	0.00	0.72
Avail Cap(c_a), veh/h	0	877	350	671	2484	0				910	0	722
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.94	0.94	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.8	33.1	5.0	0.0	0.0				33.4	0.0	33.7
Incr Delay (d2), s/veh	0.0	5.4	23.6	0.1	0.3	0.0				1.3	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.2	9.6	0.6	0.1	0.0				5.0	0.0	5.3
LnGrp Delay(d),s/veh	0.0	37.2	56.7	5.1	0.3	0.0				34.8	0.0	37.0
LnGrp LOS		D	E	A	A					C		D
Approach Vol, veh/h		945			942						424	
Approach Delay, s/veh		43.4			0.9						35.9	
Approach LOS		D			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			41.8	26.8		23.4		68.6				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			8.0	20.8		45.2		34.8				
Max Q Clear Time (g_c+I1), s			3.3	20.9		14.9		2.0				
Green Ext Time (p_c), s			1.9	0.0		1.7		4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			24.7									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	777	381	141	1035	0	0	0	0	277	0	229
Future Volume (veh/h)	0	777	381	141	1035	0	0	0	0	277	0	229
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	845	414	153	1125	0				301	0	249
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	961	383	598	2406	0				419	0	333
Arrive On Green	0.00	0.27	0.27	0.37	0.68	0.00				0.21	0.00	0.24
Sat Flow, veh/h	0	3632	1412	1634	3632	0				1774	0	1409
Grp Volume(v), veh/h	0	845	414	153	1125	0				301	0	249
Grp Sat Flow(s),veh/h/ln	0	1770	1412	1634	1770	0				1774	0	1409
Q Serve(g_s), s	0.0	21.7	25.8	6.2	14.2	0.0				15.0	0.0	15.6
Cycle Q Clear(g_c), s	0.0	21.7	25.8	6.2	14.2	0.0				15.0	0.0	15.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	961	383	598	2406	0				419	0	333
V/C Ratio(X)	0.00	0.88	1.08	0.26	0.47	0.00				0.72	0.00	0.75
Avail Cap(c_a), veh/h	0	961	383	598	2406	0				881	0	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.78	0.78	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.1	34.6	21.1	7.1	0.0				34.4	0.0	33.7
Incr Delay (d2), s/veh	0.0	11.3	68.9	0.2	0.5	0.0				2.3	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.1	17.4	2.8	7.0	0.0				7.6	0.0	6.3
LnGrp Delay(d),s/veh	0.0	44.4	103.5	21.2	7.6	0.0				36.7	0.0	37.1
LnGrp LOS		D	F	C	A					D		D
Approach Vol, veh/h	1259			1278						550		
Approach Delay, s/veh	63.8			9.3						36.9		
Approach LOS	E			A						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4	6		8					
Phs Duration (G+Y+Rc), s			38.8	29.8	26.4		68.6					
Change Period (Y+Rc), s			6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s			8.0	23.8	45.2		37.8					
Max Q Clear Time (g_c+I1), s			8.2	27.8	17.6		16.2					
Green Ext Time (p_c), s			0.0	0.0	2.2		5.9					
Intersection Summary												
HCM 2010 Ctrl Delay	36.4											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	825	392	141	1077	0	0	0	0	277	0	265
Future Volume (veh/h)	0	825	392	141	1077	0	0	0	0	277	0	265
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	897	426	153	1171	0				301	0	288
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	988	394	548	2322	0				462	0	368
Arrive On Green	0.00	0.28	0.28	0.34	0.66	0.00				0.24	0.00	0.26
Sat Flow, veh/h	0	3632	1413	1634	3632	0				1774	0	1411
Grp Volume(v), veh/h	0	897	426	153	1171	0				301	0	288
Grp Sat Flow(s),veh/h/ln	0	1770	1413	1634	1770	0				1774	0	1411
Q Serve(g_s), s	0.0	23.5	26.8	6.6	16.3	0.0				14.7	0.0	18.2
Cycle Q Clear(g_c), s	0.0	23.5	26.8	6.6	16.3	0.0				14.7	0.0	18.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	988	394	548	2322	0				462	0	368
V/C Ratio(X)	0.00	0.91	1.08	0.28	0.50	0.00				0.65	0.00	0.78
Avail Cap(c_a), veh/h	0	988	394	548	2322	0				872	0	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.76	0.76	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.4	34.6	23.4	8.5	0.0				32.6	0.0	33.0
Incr Delay (d2), s/veh	0.0	13.5	68.5	0.2	0.6	0.0				1.6	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.3	17.9	3.0	8.0	0.0				7.4	0.0	7.4
LnGrp Delay(d),s/veh	0.0	46.9	103.1	23.6	9.1	0.0				34.1	0.0	36.6
LnGrp LOS		D	F	C	A					C		D
Approach Vol, veh/h	1323			1324						589		
Approach Delay, s/veh	65.0			10.8						35.3		
Approach LOS	E			B						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4	6		8					
Phs Duration (G+Y+Rc), s			36.2	30.8	29.0		67.0					
Change Period (Y+Rc), s			6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s			8.0	24.8	45.2		38.8					
Max Q Clear Time (g_c+I1), s			8.6	28.8	20.2		18.3					
Green Ext Time (p_c), s			0.0	0.0	2.4		6.1					
Intersection Summary												
HCM 2010 Ctrl Delay	37.4											
HCM 2010 LOS	D											

Intersection 5

SR 65 NB Offramp & W Henderson Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	830	0	0	745	222	316	0	176	0	0	0
Future Volume (veh/h)	163	830	0	0	745	222	316	0	176	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	177	902	0	0	810	241	343	0	191			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	235	2406	0	0	1754	703	425	0	342			
Arrive On Green	0.19	0.90	0.00	0.00	0.50	0.50	0.22	0.00	0.24			
Sat Flow, veh/h	1634	3632	0	0	3632	1420	1774	0	1429			
Grp Volume(v), veh/h	177	902	0	0	810	241	343	0	191			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1420	1774	0	1429			
Q Serve(g_s), s	10.1	3.7	0.0	0.0	14.8	10.2	18.2	0.0	11.6			
Cycle Q Clear(g_c), s	10.1	3.7	0.0	0.0	14.8	10.2	18.2	0.0	11.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	235	2406	0	0	1754	703	425	0	342			
V/C Ratio(X)	0.75	0.37	0.00	0.00	0.46	0.34	0.81	0.00	0.56			
Avail Cap(c_a), veh/h	314	2406	0	0	1754	703	573	0	462			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.3	1.7	0.0	0.0	16.3	15.2	36.5	0.0	33.1			
Incr Delay (d2), s/veh	6.3	0.4	0.0	0.0	0.9	1.3	6.2	0.0	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.9	1.7	0.0	0.0	7.4	4.3	9.6	0.0	4.7			
LnGrp Delay(d),s/veh	44.6	2.1	0.0	0.0	17.2	16.5	42.7	0.0	34.5			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h	1079			1051			534					
Approach Delay, s/veh	9.1			17.1			39.7					
Approach LOS	A			B			D					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7		8					
Phs Duration (G+Y+Rc), s	27.7		71.3		18.3		53.0					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	30.0		57.0		17.0		34.0					
Max Q Clear Time (g_c+I1), s	20.2		5.7		12.1		16.8					
Green Ext Time (p_c), s	1.5		12.1		0.2		8.5					
Intersection Summary												
HCM 2010 Ctrl Delay	18.4											
HCM 2010 LOS	B											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	854	0	0	757	222	325	0	176	0	0	0
Future Volume (veh/h)	175	854	0	0	757	222	325	0	176	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	190	928	0	0	823	241	353	0	191			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	247	2352	0	0	1661	666	439	0	354			
Arrive On Green	0.30	1.00	0.00	0.00	0.47	0.47	0.23	0.00	0.25			
Sat Flow, veh/h	1634	3632	0	0	3632	1419	1774	0	1430			
Grp Volume(v), veh/h	190	928	0	0	823	241	353	0	191			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1419	1774	0	1430			
Q Serve(g_s), s	9.6	0.0	0.0	0.0	14.6	9.9	17.1	0.0	10.6			
Cycle Q Clear(g_c), s	9.6	0.0	0.0	0.0	14.6	9.9	17.1	0.0	10.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	247	2352	0	0	1661	666	439	0	354			
V/C Ratio(X)	0.77	0.39	0.00	0.00	0.50	0.36	0.80	0.00	0.54			
Avail Cap(c_a), veh/h	341	2352	0	0	1661	666	565	0	456			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.3	0.0	0.0	0.0	16.7	15.4	33.2	0.0	29.7			
Incr Delay (d2), s/veh	6.2	0.4	0.0	0.0	1.1	1.5	6.5	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.7	0.1	0.0	0.0	7.3	4.1	9.2	0.0	4.3			
LnGrp Delay(d),s/veh	36.4	0.4	0.0	0.0	17.8	17.0	39.6	0.0	31.0			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h	1118				1064				544			
Approach Delay, s/veh	6.6				17.6				36.6			
Approach LOS	A				B				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7		8					
Phs Duration (G+Y+Rc), s	26.5		64.5		17.8		46.7					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	27.0		52.0		17.0		29.0					
Max Q Clear Time (g_c+I1), s	19.1		2.0		11.6		16.6					
Green Ext Time (p_c), s	1.4		12.5		0.3		7.1					
Intersection Summary												
HCM 2010 Ctrl Delay			16.9									
HCM 2010 LOS			B									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	1185	0	0	1064	317	451	0	251	0	0	0
Future Volume (veh/h)	233	1185	0	0	1064	317	451	0	251	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	253	1288	0	0	1157	345	490	0	273			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	293	2187	0	0	1420	569	544	0	439			
Arrive On Green	0.36	1.00	0.00	0.00	0.40	0.40	0.29	0.00	0.31			
Sat Flow, veh/h	1634	3632	0	0	3632	1418	1774	0	1432			
Grp Volume(v), veh/h	253	1288	0	0	1157	345	490	0	273			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1418	1774	0	1432			
Q Serve(g_s), s	15.3	0.0	0.0	0.0	30.8	20.4	28.2	0.0	17.3			
Cycle Q Clear(g_c), s	15.3	0.0	0.0	0.0	30.8	20.4	28.2	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	293	2187	0	0	1420	569	544	0	439			
V/C Ratio(X)	0.86	0.59	0.00	0.00	0.82	0.61	0.90	0.00	0.62			
Avail Cap(c_a), veh/h	293	2187	0	0	1420	569	552	0	446			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.73	0.73	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.8	0.0	0.0	0.0	28.2	25.1	36.2	0.0	31.5			
Incr Delay (d2), s/veh	17.5	0.9	0.0	0.0	5.3	4.8	17.8	0.0	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.2	0.3	0.0	0.0	16.0	8.7	16.5	0.0	7.1			
LnGrp Delay(d),s/veh	50.3	0.9	0.0	0.0	33.5	29.9	54.0	0.0	34.1			
LnGrp LOS	D	A			C	C	D		C			
Approach Vol, veh/h	1541				1502				763			
Approach Delay, s/veh	9.0				32.7				46.9			
Approach LOS	A				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4				7		8			
Phs Duration (G+Y+Rc), s	36.5		69.5				23.0		46.5			
Change Period (Y+Rc), s	6.0		6.0				6.0		6.0			
Max Green Setting (Gmax), s	31.0		63.0				17.0		40.0			
Max Q Clear Time (g_c+I1), s	30.2		2.0				17.3		32.8			
Green Ext Time (p_c), s	0.3		24.7				0.0		6.0			
Intersection Summary												
HCM 2010 Ctrl Delay			25.9									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	1209	0	0	1076	317	460	0	251	0	0	0
Future Volume (veh/h)	245	1209	0	0	1076	317	460	0	251	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	266	1314	0	0	1170	345	500	0	273			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	305	2170	0	0	1376	551	554	0	447			
Arrive On Green	0.37	1.00	0.00	0.00	0.39	0.39	0.29	0.00	0.31			
Sat Flow, veh/h	1634	3632	0	0	3632	1417	1774	0	1432			
Grp Volume(v), veh/h	266	1314	0	0	1170	345	500	0	273			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1417	1774	0	1432			
Q Serve(g_s), s	16.2	0.0	0.0	0.0	32.3	21.0	29.0	0.0	17.3			
Cycle Q Clear(g_c), s	16.2	0.0	0.0	0.0	32.3	21.0	29.0	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	305	2170	0	0	1376	551	554	0	447			
V/C Ratio(X)	0.87	0.61	0.00	0.00	0.85	0.63	0.90	0.00	0.61			
Avail Cap(c_a), veh/h	305	2170	0	0	1376	551	564	0	455			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.3	0.0	0.0	0.0	29.8	26.4	36.3	0.0	31.3			
Incr Delay (d2), s/veh	17.4	0.9	0.0	0.0	6.7	5.3	17.7	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.6	0.3	0.0	0.0	17.1	9.1	16.9	0.0	7.1			
LnGrp Delay(d),s/veh	49.7	0.9	0.0	0.0	36.6	31.7	54.0	0.0	33.6			
LnGrp LOS	D	A			D	C	D		C			
Approach Vol, veh/h	1580				1515			773				
Approach Delay, s/veh	9.1				35.5			46.8				
Approach LOS	A				D			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7			8				
Phs Duration (G+Y+Rc), s	37.4		69.6		24.0			45.6				
Change Period (Y+Rc), s	6.0		6.0		6.0			6.0				
Max Green Setting (Gmax), s	32.0		63.0		18.0			39.0				
Max Q Clear Time (g_c+I1), s	31.0		2.0		18.2			34.3				
Green Ext Time (p_c), s	0.4		25.4		0.0			4.1				
Intersection Summary												
HCM 2010 Ctrl Delay	27.0											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	647	0	0	532	109	284	0	100	0	0	0
Future Volume (veh/h)	93	647	0	0	532	109	284	0	100	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	101	703	0	0	578	118	309	0	109			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	159	2440	0	0	1940	779	395	0	318			
Arrive On Green	0.13	0.92	0.00	0.00	0.55	0.55	0.20	0.00	0.22			
Sat Flow, veh/h	1634	3632	0	0	3632	1421	1774	0	1428			
Grp Volume(v), veh/h	101	703	0	0	578	118	309	0	109			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1421	1774	0	1428			
Q Serve(g_s), s	5.3	2.0	0.0	0.0	8.0	3.7	15.0	0.0	5.8			
Cycle Q Clear(g_c), s	5.3	2.0	0.0	0.0	8.0	3.7	15.0	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	159	2440	0	0	1940	779	395	0	318			
V/C Ratio(X)	0.64	0.29	0.00	0.00	0.30	0.15	0.78	0.00	0.34			
Avail Cap(c_a), veh/h	251	2440	0	0	1940	779	604	0	487			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.1	1.3	0.0	0.0	11.1	10.1	34.3	0.0	29.8			
Incr Delay (d2), s/veh	4.0	0.3	0.0	0.0	0.4	0.4	3.7	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	0.9	0.0	0.0	4.0	1.5	7.8	0.0	2.4			
LnGrp Delay(d),s/veh	42.1	1.5	0.0	0.0	11.5	10.5	37.9	0.0	30.4			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h	804				696				418			
Approach Delay, s/veh	6.6				11.3				36.0			
Approach LOS	A				B				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4				7		8			
Phs Duration (G+Y+Rc), s	24.3		66.7				12.9		53.9			
Change Period (Y+Rc), s	6.0		6.0				6.0		6.0			
Max Green Setting (Gmax), s	29.0		50.0				12.0		32.0			
Max Q Clear Time (g_c+I1), s	17.0		4.0				7.3		10.0			
Green Ext Time (p_c), s	1.2		7.1				0.1		6.3			
Intersection Summary												
HCM 2010 Ctrl Delay	14.7											
HCM 2010 LOS	B											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	679	0	0	556	109	302	0	100	0	0	0
Future Volume (veh/h)	109	679	0	0	556	109	302	0	100	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	118	738	0	0	604	118	328	0	109			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	179	2409	0	0	1867	749	412	0	332			
Arrive On Green	0.11	0.68	0.00	0.00	0.53	0.53	0.21	0.00	0.23			
Sat Flow, veh/h	1634	3632	0	0	3632	1420	1774	0	1429			
Grp Volume(v), veh/h	118	738	0	0	604	118	328	0	109			
Grp Sat Flow(s), veh/h/ln	1634	1770	0	0	1770	1420	1774	0	1429			
Q Serve(g_s), s	6.4	7.7	0.0	0.0	8.9	3.9	16.1	0.0	5.8			
Cycle Q Clear(g_c), s	6.4	7.7	0.0	0.0	8.9	3.9	16.1	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	179	2409	0	0	1867	749	412	0	332			
V/C Ratio(X)	0.66	0.31	0.00	0.00	0.32	0.16	0.80	0.00	0.33			
Avail Cap(c_a), veh/h	266	2409	0	0	1867	749	598	0	481			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.3	5.9	0.0	0.0	12.4	11.2	34.2	0.0	29.3			
Incr Delay (d2), s/veh	3.9	0.3	0.0	0.0	0.5	0.4	4.7	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.1	3.8	0.0	0.0	4.5	1.6	8.4	0.0	2.4			
LnGrp Delay(d),s/veh	43.2	6.2	0.0	0.0	12.8	11.6	39.0	0.0	29.9			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h		856			722			437				
Approach Delay, s/veh		11.3			12.6			36.7				
Approach LOS		B			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4			7	8				
Phs Duration (G+Y+Rc), s		25.4		66.6			14.1	52.5				
Change Period (Y+Rc), s		6.0		6.0			6.0	6.0				
Max Green Setting (Gmax), s		29.0		51.0			13.0	32.0				
Max Q Clear Time (g_c+I1), s		18.1		9.7			8.4	10.9				
Green Ext Time (p_c), s		1.3		7.5			0.1	6.6				
Intersection Summary												
HCM 2010 Ctrl Delay			17.3									
HCM 2010 LOS			B									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	924	0	0	760	156	406	0	143	0	0	0
Future Volume (veh/h)	133	924	0	0	760	156	406	0	143	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	145	1004	0	0	826	170	441	0	155			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	209	2177	0	0	1567	628	525	0	424			
Arrive On Green	0.13	0.62	0.00	0.00	0.44	0.44	0.27	0.00	0.30			
Sat Flow, veh/h	1634	3632	0	0	3632	1419	1774	0	1431			
Grp Volume(v), veh/h	145	1004	0	0	826	170	441	0	155			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1419	1774	0	1431			
Q Serve(g_s), s	7.6	13.7	0.0	0.0	15.3	6.8	21.1	0.0	7.7			
Cycle Q Clear(g_c), s	7.6	13.7	0.0	0.0	15.3	6.8	21.1	0.0	7.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	209	2177	0	0	1567	628	525	0	424			
V/C Ratio(X)	0.69	0.46	0.00	0.00	0.53	0.27	0.84	0.00	0.37			
Avail Cap(c_a), veh/h	272	2177	0	0	1567	628	650	0	525			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.6	9.3	0.0	0.0	18.2	15.9	30.7	0.0	25.0			
Incr Delay (d2), s/veh	4.5	0.6	0.0	0.0	1.3	1.1	8.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	6.9	0.0	0.0	7.7	2.8	11.5	0.0	3.1			
LnGrp Delay(d),s/veh	42.0	9.9	0.0	0.0	19.5	16.9	38.7	0.0	25.5			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h	1149				996			596				
Approach Delay, s/veh	14.0				19.1			35.2				
Approach LOS	B				B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7		8					
Phs Duration (G+Y+Rc), s	30.6		59.4		15.5		43.8					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	31.0		47.0		13.0		28.0					
Max Q Clear Time (g_c+I1), s	23.1		15.7		9.6		17.3					
Green Ext Time (p_c), s	1.5		11.4		0.1		6.5					
Intersection Summary												
HCM 2010 Ctrl Delay	20.5											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	956	0	0	784	156	424	0	143	0	0	0
Future Volume (veh/h)	149	956	0	0	784	156	424	0	143	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	162	1039	0	0	852	170	461	0	155			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	223	2166	0	0	1536	615	540	0	436			
Arrive On Green	0.14	0.61	0.00	0.00	0.43	0.43	0.28	0.00	0.30			
Sat Flow, veh/h	1634	3632	0	0	3632	1418	1774	0	1432			
Grp Volume(v), veh/h	162	1039	0	0	852	170	461	0	155			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1418	1774	0	1432			
Q Serve(g_s), s	9.1	15.5	0.0	0.0	17.2	7.4	23.6	0.0	8.1			
Cycle Q Clear(g_c), s	9.1	15.5	0.0	0.0	17.2	7.4	23.6	0.0	8.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	223	2166	0	0	1536	615	540	0	436			
V/C Ratio(X)	0.73	0.48	0.00	0.00	0.55	0.28	0.85	0.00	0.36			
Avail Cap(c_a), veh/h	272	2166	0	0	1536	615	665	0	537			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.7	10.2	0.0	0.0	20.3	17.5	32.3	0.0	26.0			
Incr Delay (d2), s/veh	6.4	0.7	0.0	0.0	1.5	1.1	8.8	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	7.7	0.0	0.0	8.7	3.1	12.9	0.0	3.2			
LnGrp Delay(d),s/veh	46.2	10.9	0.0	0.0	21.7	18.6	41.2	0.0	26.5			
LnGrp LOS	D	B			C	B	D		C			
Approach Vol, veh/h	1201			1022			616					
Approach Delay, s/veh	15.6			21.2			37.5					
Approach LOS	B			C			D					
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7		8					
Phs Duration (G+Y+Rc), s	33.2		62.8		17.1		45.7					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	34.0		50.0		14.0		30.0					
Max Q Clear Time (g_c+I1), s	25.6		17.5		11.1		19.2					
Green Ext Time (p_c), s	1.7		12.1		0.1		6.7					
Intersection Summary												
HCM 2010 Ctrl Delay	22.4											
HCM 2010 LOS	C											

Intersection 6 N Prospect St & Morton Ave

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	423	95	46	487	274	4	141	56	195	112	129
Future Volume (veh/h)	7	423	95	46	487	274	4	141	56	195	112	129
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	8	460	103	50	529	298	4	153	61	212	122	140
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	1049	233	369	869	488	43	345	135	348	510	392
Arrive On Green	0.19	0.37	0.36	0.23	0.40	0.39	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1634	2862	636	1634	2172	1221	9	1258	492	1159	1863	1431
Grp Volume(v), veh/h	8	283	280	50	431	396	218	0	0	212	122	140
Grp Sat Flow(s), veh/h/ln	1634	1770	1728	1634	1770	1623	1760	0	0	1159	1863	1431
Q Serve(g_s), s	0.4	10.9	11.0	2.2	17.4	17.5	0.0	0.0	0.0	10.1	4.6	7.1
Cycle Q Clear(g_c), s	0.4	10.9	11.0	2.2	17.4	17.5	9.2	0.0	0.0	19.3	4.6	7.1
Prop In Lane	1.00		0.37	1.00		0.75	0.02		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	315	649	634	369	708	649	523	0	0	348	510	392
V/C Ratio(X)	0.03	0.44	0.44	0.14	0.61	0.61	0.42	0.00	0.00	0.61	0.24	0.36
Avail Cap(c_a), veh/h	315	649	634	369	708	649	762	0	0	507	766	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	29.5	21.5	21.6	27.8	21.4	21.6	27.1	0.0	0.0	31.9	25.4	26.3
Incr Delay (d2), s/veh	0.0	2.1	2.2	0.2	3.9	4.2	0.5	0.0	0.0	1.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.7	5.6	1.0	9.3	8.6	4.6	0.0	0.0	5.1	2.4	2.8
LnGrp Delay(d),s/veh	29.5	23.6	23.9	28.0	25.3	25.9	27.7	0.0	0.0	33.2	25.6	26.7
LnGrp LOS	C	C	C	C	C	C	C			C	C	C
Approach Vol, veh/h	571			877			218			474		
Approach Delay, s/veh	23.8			25.7			27.7			29.3		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.7	24.3	37.0		28.7	21.3	40.0				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		36.4	7.4	32.4		36.4	4.4	35.4				
Max Q Clear Time (g_c+I1), s		11.2	4.2	13.0		21.3	2.4	19.5				
Green Ext Time (p_c), s		3.1	0.0	2.2		2.7	0.0	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay	26.2											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	423	95	46	487	274	4	152	56	195	120	141
Future Volume (veh/h)	21	423	95	46	487	274	4	152	56	195	120	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	23	460	103	50	529	298	4	165	61	212	130	153
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	1049	233	358	1216	683	43	362	132	349	524	402
Arrive On Green	0.03	0.37	0.36	0.22	0.56	0.55	0.28	0.28	0.27	0.28	0.28	0.28
Sat Flow, veh/h	1634	2862	636	1634	2173	1221	9	1288	468	1147	1863	1431
Grp Volume(v), veh/h	23	283	280	50	431	396	230	0	0	212	130	153
Grp Sat Flow(s), veh/h/ln	1634	1770	1728	1634	1770	1625	1765	0	0	1147	1863	1431
Q Serve(g_s), s	1.3	10.9	11.0	2.2	12.7	12.9	0.0	0.0	0.0	10.2	4.9	7.7
Cycle Q Clear(g_c), s	1.3	10.9	11.0	2.2	12.7	12.9	9.7	0.0	0.0	19.9	4.9	7.7
Prop In Lane	1.00		0.37	1.00		0.75	0.02		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	43	649	634	358	990	909	537	0	0	349	524	402
V/C Ratio(X)	0.54	0.44	0.44	0.14	0.43	0.44	0.43	0.00	0.00	0.61	0.25	0.38
Avail Cap(c_a), veh/h	109	649	634	358	990	909	765	0	0	498	766	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	43.3	21.5	21.6	28.3	11.5	11.7	26.8	0.0	0.0	31.7	25.0	26.0
Incr Delay (d2), s/veh	10.2	2.1	2.2	0.2	1.4	1.5	0.5	0.0	0.0	1.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.7	5.6	1.0	6.6	6.1	4.8	0.0	0.0	5.1	2.5	3.1
LnGrp Delay(d),s/veh	53.5	23.6	23.9	28.5	12.9	13.2	27.3	0.0	0.0	32.9	25.2	26.5
LnGrp LOS	D	C	C	C	B	B	C			C	C	C
Approach Vol, veh/h	586			877			230			495		
Approach Delay, s/veh	24.9			14.0			27.3			28.9		
Approach LOS	C			B			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.3	23.7	37.0		29.3	6.3	54.3				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		36.4	7.4	32.4		36.4	5.4	34.4				
Max Q Clear Time (g_c+I1), s		11.7	4.2	13.0		21.9	3.3	14.9				
Green Ext Time (p_c), s		3.3	1.1	2.2		2.8	0.0	3.8				
Intersection Summary												
HCM 2010 Ctrl Delay	21.7											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	604	136	66	696	391	6	201	80	279	160	184
Future Volume (veh/h)	10	604	136	66	696	391	6	201	80	279	160	184
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	11	657	148	72	757	425	7	218	87	303	174	200
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1008	227	201	999	558	46	490	191	428	727	560
Arrive On Green	0.02	0.35	0.35	0.12	0.46	0.45	0.39	0.39	0.38	0.39	0.39	0.39
Sat Flow, veh/h	1634	2854	642	1634	2177	1217	12	1255	490	1069	1863	1434
Grp Volume(v), veh/h	11	407	398	72	615	567	312	0	0	303	174	200
Grp Sat Flow(s),veh/h/ln	1634	1770	1727	1634	1770	1624	1757	0	0	1069	1863	1434
Q Serve(g_s), s	0.6	17.4	17.5	3.6	25.9	26.2	0.0	0.0	0.0	18.1	5.7	8.9
Cycle Q Clear(g_c), s	0.6	17.4	17.5	3.6	25.9	26.2	11.8	0.0	0.0	29.9	5.7	8.9
Prop In Lane	1.00		0.37	1.00		0.75	0.02		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	28	625	610	201	812	745	727	0	0	428	727	560
V/C Ratio(X)	0.39	0.65	0.65	0.36	0.76	0.76	0.43	0.00	0.00	0.71	0.24	0.36
Avail Cap(c_a), veh/h	84	625	610	201	812	745	802	0	0	473	807	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	43.7	24.4	24.6	36.2	20.2	20.5	20.4	0.0	0.0	27.9	18.4	19.4
Incr Delay (d2), s/veh	8.4	5.2	5.4	1.1	6.5	7.2	0.4	0.0	0.0	2.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.4	9.2	1.7	14.1	13.2	5.8	0.0	0.0	7.4	2.9	3.5
LnGrp Delay(d),s/veh	52.2	29.6	29.9	37.3	26.7	27.7	20.8	0.0	0.0	30.6	18.5	19.7
LnGrp LOS	D	C	C	D	C	C	C			C	B	B
Approach Vol, veh/h	816				1254				312		677	
Approach Delay, s/veh	30.1				27.8				20.8		24.3	
Approach LOS	C				C				C		C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		3	4	6		7	8				
Phs Duration (G+Y+Rc), s	39.1		15.1	35.8	39.1		5.6	45.3				
Change Period (Y+Rc), s	4.6		4.6	4.6	4.6		4.6	4.6				
Max Green Setting (Gmax), s	38.4		6.6	31.2	38.4		4.0	33.8				
Max Q Clear Time (g_c+l1), s	13.8		5.6	19.5	31.9		2.6	28.2				
Green Ext Time (p_c), s	4.9		0.0	2.8	2.6		0.0	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay	26.9											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	604	136	66	696	391	6	212	80	279	168	196
Future Volume (veh/h)	24	604	136	66	696	391	6	212	80	279	168	196
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	26	657	148	72	757	425	7	230	87	303	183	213
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1015	228	188	963	538	46	506	187	426	738	568
Arrive On Green	0.03	0.36	0.35	0.11	0.44	0.44	0.40	0.40	0.39	0.40	0.40	0.40
Sat Flow, veh/h	1634	2854	642	1634	2177	1217	12	1276	473	1057	1863	1434
Grp Volume(v), veh/h	26	407	398	72	615	567	324	0	0	303	183	213
Grp Sat Flow(s), veh/h/ln	1634	1770	1727	1634	1770	1624	1761	0	0	1057	1863	1434
Q Serve(g_s), s	1.4	17.3	17.4	3.7	26.7	27.0	0.0	0.0	0.0	18.3	5.9	9.5
Cycle Q Clear(g_c), s	1.4	17.3	17.4	3.7	26.7	27.0	12.2	0.0	0.0	30.5	5.9	9.5
Prop In Lane	1.00		0.37	1.00		0.75	0.02		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	46	629	614	188	783	719	739	0	0	426	738	568
V/C Ratio(X)	0.57	0.65	0.65	0.38	0.78	0.79	0.44	0.00	0.00	0.71	0.25	0.37
Avail Cap(c_a), veh/h	85	629	614	188	783	719	803	0	0	465	807	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	43.2	24.3	24.4	36.9	21.4	21.7	20.1	0.0	0.0	27.8	18.2	19.3
Incr Delay (d2), s/veh	10.7	5.1	5.2	1.3	7.8	8.6	0.4	0.0	0.0	3.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.4	9.2	1.7	14.7	13.7	6.0	0.0	0.0	7.5	3.1	3.8
LnGrp Delay(d),s/veh	53.9	29.3	29.6	38.2	29.2	30.3	20.6	0.0	0.0	31.1	18.3	19.6
LnGrp LOS	D	C	C	D	C	C	C			C	B	B
Approach Vol, veh/h	831			1254			324			699		
Approach Delay, s/veh	30.2			30.2			20.6			24.2		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.7	14.3	36.0		39.7	6.5	43.8				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		38.4	6.4	31.4		38.4	4.1	33.7				
Max Q Clear Time (g_c+I1), s		14.2	5.7	19.4		32.5	3.4	29.0				
Green Ext Time (p_c), s		5.1	0.0	2.8		2.5	0.0	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay	27.9											
HCM 2010 LOS	C											

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	621	136	27	364	130	4	86	47	177	71	110
Future Volume (veh/h)	10	621	136	27	364	130	4	86	47	177	71	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	11	675	148	29	396	141	4	93	51	192	77	120
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	1776	389	48	1108	389	44	246	131	329	408	313
Arrive On Green	0.21	0.62	0.61	0.03	0.43	0.43	0.22	0.22	0.21	0.22	0.22	0.22
Sat Flow, veh/h	1634	2873	629	1634	2557	899	14	1123	598	1233	1863	1428
Grp Volume(v), veh/h	11	416	407	29	272	265	148	0	0	192	77	120
Grp Sat Flow(s), veh/h/ln	1634	1770	1733	1634	1770	1686	1735	0	0	1233	1863	1428
Q Serve(g_s), s	0.5	10.5	10.6	1.6	9.3	9.5	0.0	0.0	0.0	8.2	3.0	6.4
Cycle Q Clear(g_c), s	0.5	10.5	10.6	1.6	9.3	9.5	6.5	0.0	0.0	14.7	3.0	6.4
Prop In Lane	1.00		0.36	1.00		0.53	0.03		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	350	1094	1071	48	767	731	421	0	0	329	408	313
V/C Ratio(X)	0.03	0.38	0.38	0.60	0.36	0.36	0.35	0.00	0.00	0.58	0.19	0.38
Avail Cap(c_a), veh/h	350	1094	1071	127	767	731	695	0	0	525	704	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	28.0	8.6	8.6	43.1	17.1	17.3	30.1	0.0	0.0	33.7	28.6	30.0
Incr Delay (d2), s/veh	0.0	1.0	1.0	11.3	1.3	1.4	0.5	0.0	0.0	1.4	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.4	5.3	0.9	4.8	4.7	3.2	0.0	0.0	4.6	1.6	2.6
LnGrp Delay(d),s/veh	28.0	9.6	9.7	54.5	18.4	18.7	30.6	0.0	0.0	35.0	28.8	30.6
LnGrp LOS	C	A	A	D	B	B	C			D	C	C
Approach Vol, veh/h	834			566			148			389		
Approach Delay, s/veh	9.9			20.4			30.6			32.5		
Approach LOS	A			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.7	6.7	59.6		23.7	23.3	43.0				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		33.4	6.4	36.4		33.4	4.4	38.4				
Max Q Clear Time (g_c+l1), s		8.5	3.6	12.6		16.7	2.5	11.5				
Green Ext Time (p_c), s		2.3	0.0	3.6		2.1	0.0	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay	19.0											
HCM 2010 LOS	B											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	621	136	27	364	130	4	108	47	177	82	126
Future Volume (veh/h)	38	621	136	27	364	130	4	108	47	177	82	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	41	675	148	29	396	141	4	117	51	192	89	137
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	1180	259	366	1023	359	44	283	120	328	432	331
Arrive On Green	0.23	0.41	0.40	0.22	0.40	0.39	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1634	2871	629	1634	2557	899	12	1220	520	1207	1863	1429
Grp Volume(v), veh/h	41	416	407	29	272	265	172	0	0	192	89	137
Grp Sat Flow(s), veh/h/ln	1634	1770	1731	1634	1770	1686	1752	0	0	1207	1863	1429
Q Serve(g_s), s	1.8	16.3	16.3	1.3	9.8	10.1	0.0	0.0	0.0	8.4	3.5	7.3
Cycle Q Clear(g_c), s	1.8	16.3	16.3	1.3	9.8	10.1	7.5	0.0	0.0	15.9	3.5	7.3
Prop In Lane	1.00		0.36	1.00		0.53	0.02		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	384	728	711	366	708	674	447	0	0	328	432	331
V/C Ratio(X)	0.11	0.57	0.57	0.08	0.38	0.39	0.38	0.00	0.00	0.58	0.21	0.41
Avail Cap(c_a), veh/h	384	728	711	366	708	674	701	0	0	505	704	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	27.0	20.4	20.5	27.6	19.1	19.3	29.5	0.0	0.0	33.3	27.9	29.4
Incr Delay (d2), s/veh	0.1	3.2	3.3	0.1	1.6	1.7	0.5	0.0	0.0	1.4	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.5	8.5	0.6	5.1	5.0	3.7	0.0	0.0	4.6	1.8	3.0
LnGrp Delay(d),s/veh	27.1	23.6	23.8	27.7	20.7	21.1	30.1	0.0	0.0	34.7	28.1	30.1
LnGrp LOS	C	C	C	C	C	C	C			C	C	C
Approach Vol, veh/h	864			566			172			418		
Approach Delay, s/veh	23.9			21.2			30.1			31.8		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.9	24.1	41.0		24.9	25.1	40.0				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		33.4	6.4	36.4		33.4	7.4	35.4				
Max Q Clear Time (g_c+l1), s		9.5	3.3	18.3		17.9	3.8	12.1				
Green Ext Time (p_c), s		2.6	0.0	3.4		2.3	0.0	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay	25.3											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	887	194	39	520	186	6	123	67	253	101	157
Future Volume (veh/h)	14	887	194	39	520	186	6	123	67	253	101	157
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	15	964	211	42	565	202	7	134	73	275	110	171
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1213	265	212	1081	385	47	354	186	405	586	451
Arrive On Green	0.13	0.42	0.42	0.13	0.42	0.42	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1634	2873	628	1634	2546	908	19	1124	592	1167	1863	1432
Grp Volume(v), veh/h	15	593	582	42	392	375	214	0	0	275	110	171
Grp Sat Flow(s), veh/h/ln	1634	1770	1731	1634	1770	1685	1735	0	0	1167	1863	1432
Q Serve(g_s), s	0.7	26.2	26.4	2.1	14.7	14.9	0.0	0.0	0.0	14.6	3.9	8.4
Cycle Q Clear(g_c), s	0.7	26.2	26.4	2.1	14.7	14.9	8.6	0.0	0.0	23.2	3.9	8.4
Prop In Lane	1.00		0.36	1.00		0.54	0.03		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	208	747	731	212	751	715	587	0	0	405	586	451
V/C Ratio(X)	0.07	0.79	0.80	0.20	0.52	0.52	0.36	0.00	0.00	0.68	0.19	0.38
Avail Cap(c_a), veh/h	208	747	731	212	751	715	714	0	0	492	724	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	34.6	22.6	22.7	35.0	19.2	19.3	24.2	0.0	0.0	30.2	22.5	24.0
Incr Delay (d2), s/veh	0.1	8.5	8.8	0.5	2.6	2.7	0.4	0.0	0.0	2.2	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.4	14.2	1.0	7.7	7.4	4.2	0.0	0.0	6.7	2.0	3.4
LnGrp Delay(d),s/veh	34.7	31.1	31.5	35.4	21.7	22.0	24.6	0.0	0.0	32.4	22.6	24.4
LnGrp LOS	C	C	C	D	C	C	C			C	C	C
Approach Vol, veh/h	1190			809			214			556		
Approach Delay, s/veh	31.3			22.6			24.6			28.0		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.3	15.7	42.0		32.3	15.5	42.2				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		34.4	4.4	37.4		34.4	4.2	37.6				
Max Q Clear Time (g_c+I1), s		10.6	4.1	28.4		25.2	2.7	16.9				
Green Ext Time (p_c), s		3.6	0.0	3.8		2.5	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay	27.6											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	887	194	39	520	186	6	145	67	253	112	173
Future Volume (veh/h)	42	887	194	39	520	186	6	145	67	253	112	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	46	964	211	42	565	202	7	158	73	275	122	188
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	1181	258	207	979	349	47	393	176	406	613	471
Arrive On Green	0.15	0.41	0.40	0.13	0.38	0.38	0.33	0.33	0.32	0.33	0.33	0.33
Sat Flow, veh/h	1634	2873	628	1634	2546	908	17	1194	536	1142	1863	1432
Grp Volume(v), veh/h	46	593	582	42	392	375	238	0	0	275	122	188
Grp Sat Flow(s), veh/h/ln	1634	1770	1731	1634	1770	1684	1746	0	0	1142	1863	1432
Q Serve(g_s), s	2.2	26.7	26.9	2.1	15.8	15.9	0.0	0.0	0.0	14.9	4.2	9.1
Cycle Q Clear(g_c), s	2.2	26.7	26.9	2.1	15.8	15.9	9.5	0.0	0.0	24.4	4.2	9.1
Prop In Lane	1.00		0.36	1.00		0.54	0.03		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	250	728	712	207	680	647	616	0	0	406	613	471
V/C Ratio(X)	0.18	0.82	0.82	0.20	0.58	0.58	0.39	0.00	0.00	0.68	0.20	0.40
Avail Cap(c_a), veh/h	250	728	712	207	680	647	738	0	0	487	745	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	33.2	23.5	23.6	35.2	21.9	22.1	23.5	0.0	0.0	29.8	21.7	23.3
Incr Delay (d2), s/veh	0.3	9.8	10.1	0.5	3.5	3.7	0.4	0.0	0.0	2.5	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	15.0	14.8	1.0	8.3	8.1	4.6	0.0	0.0	6.7	2.2	3.6
LnGrp Delay(d),s/veh	33.6	33.2	33.7	35.7	25.4	25.8	23.9	0.0	0.0	32.3	21.8	23.8
LnGrp LOS	C	C	C	D	C	C	C			C	C	C
Approach Vol, veh/h	1221			809			238			585		
Approach Delay, s/veh	33.5			26.2			23.9			27.4		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.6	15.4	41.0		33.6	17.8	38.6				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		35.4	4.4	36.4		35.4	6.8	34.0				
Max Q Clear Time (g_c+l1), s		11.5	4.1	28.9		26.4	4.2	17.9				
Green Ext Time (p_c), s		3.9	0.0	3.3		2.7	0.0	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay	29.4											
HCM 2010 LOS	C											

Intersection 1

N Prospect St & W Westfield Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	207	52	54	282	102	83	172	65	87	179	25
Future Volume (veh/h)	19	207	52	54	282	102	83	172	65	87	179	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	21	225	57	59	307	111	90	187	71	95	195	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	536	853	216	651	776	280	124	241	91	130	307	43
Arrive On Green	0.60	0.60	0.60	0.60	0.60	0.60	0.08	0.19	0.18	0.08	0.19	0.19
Sat Flow, veh/h	964	1427	361	1091	1297	469	1634	1272	483	1634	1593	221
Grp Volume(v), veh/h	21	0	282	59	0	418	90	0	258	95	0	222
Grp Sat Flow(s),veh/h/ln	964	0	1788	1091	0	1766	1634	0	1755	1634	0	1814
Q Serve(g_s), s	1.1	0.0	6.8	2.5	0.0	11.2	4.8	0.0	12.6	5.1	0.0	10.1
Cycle Q Clear(g_c), s	12.3	0.0	6.8	9.2	0.0	11.2	4.8	0.0	12.6	5.1	0.0	10.1
Prop In Lane	1.00		0.20	1.00		0.27	1.00		0.28	1.00		0.12
Lane Grp Cap(c), veh/h	536	0	1069	651	0	1056	124	0	332	130	0	350
V/C Ratio(X)	0.04	0.00	0.26	0.09	0.00	0.40	0.73	0.00	0.78	0.73	0.00	0.63
Avail Cap(c_a), veh/h	536	0	1069	651	0	1056	236	0	488	236	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.8	0.0	8.6	10.8	0.0	9.5	40.7	0.0	34.8	40.5	0.0	33.4
Incr Delay (d2), s/veh	0.1	0.0	0.6	0.3	0.0	1.1	7.9	0.0	4.7	7.7	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.5	0.8	0.0	5.8	2.4	0.0	6.5	2.6	0.0	5.2
LnGrp Delay(d),s/veh	12.9	0.0	9.2	11.1	0.0	10.6	48.6	0.0	39.5	48.2	0.0	35.4
LnGrp LOS	B		A	B		B	D		D	D		D
Approach Vol, veh/h	303		477				348			317		
Approach Delay, s/veh	9.5		10.7				41.8			39.2		
Approach LOS	A		B				D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	11.1	21.0	57.8		10.8	21.3	57.8					
Change Period (Y+Rc), s	4.6	4.6	4.0		4.6	4.6	4.0					
Max Green Setting (Gmax), s	12.4	24.4	40.0		12.4	24.4	40.0					
Max Q Clear Time (g_c+I1), s	7.1	14.6	14.3		6.8	12.1	13.2					
Green Ext Time (p_c), s	0.1	1.4	3.8		0.1	1.6	3.8					
Intersection Summary												
HCM 2010 Ctrl Delay			24.2									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	19	207	68	60	282	102	88	180	71	87	188	25
Future Volume (veh/h)	19	207	68	60	282	102	88	180	71	87	188	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	21	225	74	65	307	111	96	196	77	95	204	27
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	526	786	259	624	765	277	131	248	98	130	315	42
Arrive On Green	0.59	0.59	0.59	0.59	0.59	0.59	0.08	0.20	0.19	0.08	0.20	0.19
Sat Flow, veh/h	964	1333	439	1074	1297	469	1634	1259	495	1634	1604	212
Grp Volume(v), veh/h	21	0	299	65	0	418	96	0	273	95	0	231
Grp Sat Flow(s),veh/h/ln	964	0	1772	1074	0	1766	1634	0	1753	1634	0	1816
Q Serve(g_s), s	1.1	0.0	7.5	2.9	0.0	11.4	5.2	0.0	13.3	5.1	0.0	10.5
Cycle Q Clear(g_c), s	12.5	0.0	7.5	10.4	0.0	11.4	5.2	0.0	13.3	5.1	0.0	10.5
Prop In Lane	1.00		0.25	1.00		0.27	1.00		0.28	1.00		0.12
Lane Grp Cap(c), veh/h	526	0	1045	624	0	1041	131	0	346	130	0	357
V/C Ratio(X)	0.04	0.00	0.29	0.10	0.00	0.40	0.73	0.00	0.79	0.73	0.00	0.65
Avail Cap(c_a), veh/h	526	0	1045	624	0	1041	236	0	507	236	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.3	0.0	9.1	11.7	0.0	9.9	40.5	0.0	34.4	40.5	0.0	33.3
Incr Delay (d2), s/veh	0.1	0.0	0.7	0.3	0.0	1.2	7.7	0.0	5.1	7.7	0.0	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	3.9	0.9	0.0	5.9	2.6	0.0	6.9	2.6	0.0	5.5
LnGrp Delay(d),s/veh	13.4	0.0	9.8	12.0	0.0	11.1	48.1	0.0	39.5	48.2	0.0	35.3
LnGrp LOS	B		A	B		B	D		D	D		D
Approach Vol, veh/h	320			483			369			326		
Approach Delay, s/veh	10.0			11.2			41.8			39.0		
Approach LOS	B			B			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	21.8		57.1	11.2	21.7		57.1				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	12.4	25.4		39.0	12.4	25.4		39.0				
Max Q Clear Time (g_c+I1), s	7.1	15.3		14.5	7.2	12.5		13.4				
Green Ext Time (p_c), s	0.1	1.5		3.9	0.1	1.7		3.9				
Intersection Summary												
HCM 2010 Ctrl Delay	24.5											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	296	74	77	403	146	119	246	93	124	256	36
Future Volume (veh/h)	27	296	74	77	403	146	119	246	93	124	256	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	29	322	80	84	438	159	129	267	101	135	278	39
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	300	740	184	448	669	243	168	310	117	174	393	55
Arrive On Green	0.52	0.52	0.52	0.52	0.52	0.52	0.10	0.24	0.24	0.11	0.25	0.24
Sat Flow, veh/h	818	1433	356	978	1295	470	1634	1275	482	1634	1591	223
Grp Volume(v), veh/h	29	0	402	84	0	597	129	0	368	135	0	317
Grp Sat Flow(s),veh/h/ln	818	0	1789	978	0	1765	1634	0	1758	1634	0	1814
Q Serve(g_s), s	2.4	0.0	12.6	5.3	0.0	22.2	6.9	0.0	18.0	7.2	0.0	14.3
Cycle Q Clear(g_c), s	24.7	0.0	12.6	17.9	0.0	22.2	6.9	0.0	18.0	7.2	0.0	14.3
Prop In Lane	1.00		0.20	1.00		0.27	1.00		0.27	1.00		0.12
Lane Grp Cap(c), veh/h	300	0	924	448	0	912	168	0	428	174	0	449
V/C Ratio(X)	0.10	0.00	0.44	0.19	0.00	0.65	0.77	0.00	0.86	0.77	0.00	0.71
Avail Cap(c_a), veh/h	300	0	924	448	0	912	218	0	488	218	0	504
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	0.0	13.6	19.1	0.0	15.9	39.3	0.0	32.7	39.1	0.0	30.9
Incr Delay (d2), s/veh	0.6	0.0	1.5	0.9	0.0	3.7	11.5	0.0	13.2	12.7	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	6.5	1.5	0.0	11.7	3.7	0.0	10.4	3.9	0.0	7.6
LnGrp Delay(d),s/veh	25.5	0.0	15.1	20.1	0.0	19.5	50.9	0.0	45.8	51.9	0.0	34.9
LnGrp LOS	C		B	C		B	D		D	D		C
Approach Vol, veh/h	431				681				497		452	
Approach Delay, s/veh	15.8				19.6				47.1		39.9	
Approach LOS	B				B				D		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	13.6	25.9			50.5	13.2	26.3	50.5				
Change Period (Y+Rc), s	4.6	4.6			4.0	4.6	4.6	4.0				
Max Green Setting (Gmax), s	11.4	24.4			41.0	11.4	24.4	41.0				
Max Q Clear Time (g_c+l1), s	9.2	20.0			26.7	8.9	16.3	24.2				
Green Ext Time (p_c), s	0.1	1.3			5.0	0.1	1.9	5.3				
Intersection Summary												
HCM 2010 Ctrl Delay	29.9											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	296	90	83	403	146	124	254	99	124	265	36
Future Volume (veh/h)	27	296	90	83	403	146	124	254	99	124	265	36
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	29	322	98	90	438	159	135	276	108	135	288	39
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	288	690	210	421	656	238	174	320	125	174	405	55
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.11	0.25	0.25	0.11	0.25	0.25
Sat Flow, veh/h	818	1362	415	963	1295	470	1634	1262	494	1634	1599	217
Grp Volume(v), veh/h	29	0	420	90	0	597	135	0	384	135	0	327
Grp Sat Flow(s), veh/h/ln	818	0	1776	963	0	1765	1634	0	1756	1634	0	1816
Q Serve(g_s), s	2.5	0.0	13.7	6.0	0.0	22.7	7.2	0.0	18.8	7.2	0.0	14.8
Cycle Q Clear(g_c), s	25.2	0.0	13.7	19.7	0.0	22.7	7.2	0.0	18.8	7.2	0.0	14.8
Prop In Lane	1.00		0.23	1.00		0.27	1.00		0.28	1.00		0.12
Lane Grp Cap(c), veh/h	288	0	900	421	0	894	174	0	445	174	0	460
V/C Ratio(X)	0.10	0.00	0.47	0.21	0.00	0.67	0.77	0.00	0.86	0.77	0.00	0.71
Avail Cap(c_a), veh/h	288	0	900	421	0	894	218	0	507	218	0	525
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	0.0	14.3	20.7	0.0	16.5	39.1	0.0	32.2	39.1	0.0	30.6
Incr Delay (d2), s/veh	0.7	0.0	1.7	1.2	0.0	3.9	12.7	0.0	13.1	12.7	0.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	7.1	1.7	0.0	11.9	3.9	0.0	10.7	3.9	0.0	7.8
LnGrp Delay(d),s/veh	26.6	0.0	16.1	21.9	0.0	20.5	51.9	0.0	45.3	51.9	0.0	34.5
LnGrp LOS	C		B	C		C	D		D	D		C
Approach Vol, veh/h		449			687			519			462	
Approach Delay, s/veh		16.8			20.7			47.0			39.6	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	26.8		49.6	13.6	26.8		49.6				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	11.4	25.4		40.0	11.4	25.4		40.0				
Max Q Clear Time (g_c+l1), s	9.2	20.8		27.2	9.2	16.8		24.7				
Green Ext Time (p_c), s	0.1	1.4		4.8	0.1	2.1		5.3				
Intersection Summary												
HCM 2010 Ctrl Delay			30.4									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	354	96	37	228	88	50	152	65	123	182	23
Future Volume (veh/h)	22	354	96	37	228	88	50	152	65	123	182	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	24	385	104	40	248	96	54	165	71	134	198	25
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	576	818	221	464	740	286	77	216	93	175	382	48
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.05	0.18	0.17	0.11	0.24	0.23
Sat Flow, veh/h	1031	1405	379	903	1269	491	1634	1220	525	1634	1615	204
Grp Volume(v), veh/h	24	0	489	40	0	344	54	0	236	134	0	223
Grp Sat Flow(s),veh/h/ln	1031	0	1784	903	0	1761	1634	0	1745	1634	0	1818
Q Serve(g_s), s	1.1	0.0	14.2	2.4	0.0	9.1	2.9	0.0	11.6	7.2	0.0	9.6
Cycle Q Clear(g_c), s	10.2	0.0	14.2	16.6	0.0	9.1	2.9	0.0	11.6	7.2	0.0	9.6
Prop In Lane	1.00		0.21	1.00		0.28	1.00		0.30	1.00		0.11
Lane Grp Cap(c), veh/h	576	0	1039	464	0	1026	77	0	309	175	0	430
V/C Ratio(X)	0.04	0.00	0.47	0.09	0.00	0.34	0.70	0.00	0.76	0.77	0.00	0.52
Avail Cap(c_a), veh/h	576	0	1039	464	0	1026	145	0	427	276	0	590
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.4	0.0	10.8	15.6	0.0	9.7	42.2	0.0	35.3	39.1	0.0	29.9
Incr Delay (d2), s/veh	0.1	0.0	1.5	0.4	0.0	0.9	10.7	0.0	5.4	6.8	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	7.4	0.6	0.0	4.6	1.6	0.0	6.0	3.6	0.0	4.9
LnGrp Delay(d),s/veh	12.5	0.0	12.3	15.9	0.0	10.6	52.9	0.0	40.7	45.9	0.0	30.9
LnGrp LOS	B		B	B		B	D		D	D		C
Approach Vol, veh/h	513		384				290			357		
Approach Delay, s/veh	12.3		11.2				43.0			36.5		
Approach LOS	B		B				D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	4		5	6	8					
Phs Duration (G+Y+Rc), s	13.6	19.9	56.4		8.3	25.3	56.4					
Change Period (Y+Rc), s	4.6	4.6	4.0		4.6	4.6	4.0					
Max Green Setting (Gmax), s	14.6	21.4	40.8		7.4	28.6	40.8					
Max Q Clear Time (g_c+I1), s	9.2	13.6	16.2		4.9	11.6	18.6					
Green Ext Time (p_c), s	0.2	1.2	4.5		0.0	1.7	4.4					
Intersection Summary												
HCM 2010 Ctrl Delay	23.4											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	354	128	49	228	88	57	163	73	123	200	23
Future Volume (veh/h)	22	354	128	49	228	88	57	163	73	123	200	23
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	24	385	139	53	248	96	62	177	79	134	217	25
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	563	743	268	423	727	281	88	226	101	175	392	45
Arrive On Green	0.57	0.57	0.57	0.57	0.57	0.57	0.05	0.19	0.18	0.11	0.24	0.23
Sat Flow, veh/h	1031	1297	468	875	1269	491	1634	1205	538	1634	1634	188
Grp Volume(v), veh/h	24	0	524	53	0	344	62	0	256	134	0	242
Grp Sat Flow(s),veh/h/ln	1031	0	1766	875	0	1761	1634	0	1743	1634	0	1822
Q Serve(g_s), s	1.1	0.0	16.2	3.5	0.0	9.3	3.4	0.0	12.6	7.2	0.0	10.5
Cycle Q Clear(g_c), s	10.5	0.0	16.2	19.8	0.0	9.3	3.4	0.0	12.6	7.2	0.0	10.5
Prop In Lane	1.00		0.27	1.00		0.28	1.00		0.31	1.00		0.10
Lane Grp Cap(c), veh/h	563	0	1011	423	0	1008	88	0	326	175	0	438
V/C Ratio(X)	0.04	0.00	0.52	0.13	0.00	0.34	0.70	0.00	0.78	0.77	0.00	0.55
Avail Cap(c_a), veh/h	563	0	1011	423	0	1008	176	0	426	272	0	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	13.0	0.0	11.7	17.7	0.0	10.2	41.9	0.0	34.9	39.1	0.0	30.0
Incr Delay (d2), s/veh	0.1	0.0	1.9	0.6	0.0	0.9	9.8	0.0	7.0	6.9	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	8.4	0.9	0.0	4.7	1.8	0.0	6.7	3.6	0.0	5.4
LnGrp Delay(d),s/veh	13.1	0.0	13.6	18.3	0.0	11.1	51.6	0.0	42.0	46.0	0.0	31.1
LnGrp LOS	B		B	B		B	D		D	D		C
Approach Vol, veh/h	548			397			318			376		
Approach Delay, s/veh	13.6			12.1			43.9			36.4		
Approach LOS	B			B			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.6	20.8		55.5	8.9	25.6		55.5				
Change Period (Y+Rc), s	4.6	4.6		4.0	4.6	4.6		4.0				
Max Green Setting (Gmax), s	14.4	21.4		41.0	9.1	26.7		41.0				
Max Q Clear Time (g_c+I1), s	9.2	14.6		18.2	5.4	12.5		21.8				
Green Ext Time (p_c), s	0.2	1.2		4.8	0.0	1.7		4.6				
Intersection Summary												
HCM 2010 Ctrl Delay	24.3											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	506	137	53	326	126	71	217	93	176	260	33
Future Volume (veh/h)	31	506	137	53	326	126	71	217	93	176	260	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	34	550	149	58	354	137	77	236	101	191	283	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	361	707	192	217	640	248	107	269	115	233	480	61
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.07	0.22	0.21	0.14	0.30	0.29
Sat Flow, veh/h	902	1403	380	744	1269	491	1634	1224	524	1634	1614	205
Grp Volume(v), veh/h	34	0	699	58	0	491	77	0	337	191	0	319
Grp Sat Flow(s),veh/h/ln	902	0	1784	744	0	1760	1634	0	1748	1634	0	1819
Q Serve(g_s), s	2.4	0.0	28.8	6.2	0.0	17.3	4.2	0.0	16.8	10.2	0.0	13.5
Cycle Q Clear(g_c), s	19.7	0.0	28.8	35.0	0.0	17.3	4.2	0.0	16.8	10.2	0.0	13.5
Prop In Lane	1.00		0.21	1.00		0.28	1.00		0.30	1.00		0.11
Lane Grp Cap(c), veh/h	361	0	899	217	0	887	107	0	384	233	0	541
V/C Ratio(X)	0.09	0.00	0.78	0.27	0.00	0.55	0.72	0.00	0.88	0.82	0.00	0.59
Avail Cap(c_a), veh/h	361	0	899	217	0	887	171	0	408	272	0	541
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.1	0.0	18.2	32.5	0.0	15.4	41.2	0.0	34.0	37.4	0.0	27.0
Incr Delay (d2), s/veh	0.5	0.0	6.6	3.0	0.0	2.5	8.7	0.0	18.2	15.6	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	15.6	1.5	0.0	8.9	2.1	0.0	10.0	5.6	0.0	7.0
LnGrp Delay(d),s/veh	22.6	0.0	24.8	35.5	0.0	17.8	50.0	0.0	52.2	53.0	0.0	28.7
LnGrp LOS	C		C	D		B	D		D	D		C
Approach Vol, veh/h	733				549				414		510	
Approach Delay, s/veh	24.7				19.7				51.8		37.8	
Approach LOS	C				B				D		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	16.8	23.8			49.4	9.9	30.7	49.4				
Change Period (Y+Rc), s	4.6	4.6			4.0	4.6	4.6	4.0				
Max Green Setting (Gmax), s	14.4	20.4			42.0	8.8	26.0	42.0				
Max Q Clear Time (g_c+l1), s	12.2	18.8			30.8	6.2	15.5	37.0				
Green Ext Time (p_c), s	0.1	0.4			5.2	0.0	2.1	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay			31.6									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	31	506	169	65	326	126	78	228	101	176	278	33
Future Volume (veh/h)	31	506	169	65	326	126	78	228	101	176	278	33
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.97	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	34	550	184	71	354	137	85	248	110	191	302	36
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	352	658	220	180	630	244	116	277	123	231	487	58
Arrive On Green	0.50	0.50	0.50	0.50	0.50	0.50	0.07	0.23	0.22	0.14	0.30	0.29
Sat Flow, veh/h	902	1326	444	720	1269	491	1634	1209	536	1634	1627	194
Grp Volume(v), veh/h	34	0	734	71	0	491	85	0	358	191	0	338
Grp Sat Flow(s),veh/h/ln	902	0	1770	720	0	1760	1634	0	1746	1634	0	1821
Q Serve(g_s), s	2.5	0.0	32.1	8.5	0.0	17.5	4.6	0.0	17.9	10.2	0.0	14.4
Cycle Q Clear(g_c), s	20.0	0.0	32.1	40.6	0.0	17.5	4.6	0.0	17.9	10.2	0.0	14.4
Prop In Lane	1.00		0.25	1.00		0.28	1.00		0.31	1.00		0.11
Lane Grp Cap(c), veh/h	352	0	878	180	0	874	116	0	400	231	0	545
V/C Ratio(X)	0.10	0.00	0.84	0.39	0.00	0.56	0.73	0.00	0.90	0.83	0.00	0.62
Avail Cap(c_a), veh/h	352	0	878	180	0	874	143	0	407	236	0	545
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	22.8	0.0	19.5	37.0	0.0	15.8	40.9	0.0	33.7	37.6	0.0	27.2
Incr Delay (d2), s/veh	0.5	0.0	9.3	6.3	0.0	2.6	13.6	0.0	21.5	20.5	0.0	2.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	17.8	2.0	0.0	9.1	2.5	0.0	11.0	5.9	0.0	7.6
LnGrp Delay(d),s/veh	23.4	0.0	28.8	43.3	0.0	18.4	54.5	0.0	55.3	58.1	0.0	29.3
LnGrp LOS	C		C	D		B	D		E	E		C
Approach Vol, veh/h	768				562				443		529	
Approach Delay, s/veh	28.5				21.6				55.1		39.7	
Approach LOS	C				C				E		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2			4	5	6	8				
Phs Duration (G+Y+Rc), s	16.7	24.6			48.7	10.4	30.9	48.7				
Change Period (Y+Rc), s	4.6	4.6			4.0	4.6	4.6	4.0				
Max Green Setting (Gmax), s	12.4	20.4			44.0	7.3	25.5	44.0				
Max Q Clear Time (g_c+l1), s	12.2	19.9			34.1	6.6	16.4	42.6				
Green Ext Time (p_c), s	0.0	0.1			5.0	0.0	2.1	1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			34.5									
HCM 2010 LOS			C									

Intersection 2

N Newcomb St & W Henderson Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	299	36	198	356	223	55	185	209	159	119	28
Future Volume (veh/h)	29	299	36	198	356	223	55	185	209	159	119	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	32	325	39	215	387	242	60	201	227	173	129	30
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	848	101	477	965	743	84	340	298	178	712	160
Arrive On Green	0.04	0.27	0.25	0.49	0.86	0.86	0.05	0.19	0.19	0.11	0.25	0.24
Sat Flow, veh/h	1634	3179	378	1634	1863	1435	1634	1770	1548	1634	2852	642
Grp Volume(v), veh/h	32	180	184	215	387	242	60	201	227	173	78	81
Grp Sat Flow(s),veh/h/ln	1634	1770	1787	1634	1863	1435	1634	1770	1548	1634	1770	1724
Q Serve(g_s), s	2.2	9.4	9.6	9.8	4.9	3.6	4.1	11.8	15.9	12.0	4.0	4.2
Cycle Q Clear(g_c), s	2.2	9.4	9.6	9.8	4.9	3.6	4.1	11.8	15.9	12.0	4.0	4.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	67	472	477	477	965	743	84	340	298	178	442	430
V/C Ratio(X)	0.48	0.38	0.39	0.45	0.40	0.33	0.72	0.59	0.76	0.97	0.18	0.19
Avail Cap(c_a), veh/h	86	472	477	477	965	743	146	640	560	178	674	656
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.87	0.87	0.87	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	34.1	34.4	23.2	4.1	4.0	53.3	42.0	43.9	50.6	33.6	33.8
Incr Delay (d2), s/veh	5.2	2.3	2.4	0.6	1.1	1.0	10.9	1.6	4.1	59.5	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	4.9	5.1	4.5	2.7	1.6	2.1	5.9	7.1	8.4	2.0	2.0
LnGrp Delay(d),s/veh	58.7	36.4	36.7	23.8	5.1	5.0	64.1	43.6	47.9	110.1	33.8	34.0
LnGrp LOS	E	D	D	C	A	A	E	D	D	F	C	C
Approach Vol, veh/h	396		844				488			332		
Approach Delay, s/veh	38.4		9.8				48.1			73.6		
Approach LOS	D		A				D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	25.9	37.3	34.4	9.8	32.5	8.7	63.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	11.8	40.6	12.0	28.4	9.6	42.8	4.0	36.4				
Max Q Clear Time (g_c+I1), s	14.0	17.9	11.8	11.6	6.1	6.2	4.2	6.9				
Green Ext Time (p_c), s	0.0	2.4	0.0	1.1	0.0	2.5	0.0	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay	34.7											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	302	36	211	363	235	55	185	223	166	119	28
Future Volume (veh/h)	29	302	36	211	363	235	55	185	223	166	119	28
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	32	328	39	229	395	255	60	201	242	180	129	30
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	67	849	100	464	949	731	84	355	310	178	736	166
Arrive On Green	0.04	0.27	0.25	0.47	0.85	0.85	0.05	0.20	0.20	0.11	0.26	0.25
Sat Flow, veh/h	1634	3182	375	1634	1863	1435	1634	1770	1549	1634	2852	642
Grp Volume(v), veh/h	32	181	186	229	395	255	60	201	242	180	78	81
Grp Sat Flow(s),veh/h/ln	1634	1770	1788	1634	1863	1435	1634	1770	1549	1634	1770	1724
Q Serve(g_s), s	2.2	9.5	9.7	11.0	5.6	4.3	4.1	11.7	16.9	12.4	3.9	4.2
Cycle Q Clear(g_c), s	2.2	9.5	9.7	11.0	5.6	4.3	4.1	11.7	16.9	12.4	3.9	4.2
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	67	472	477	464	949	731	84	355	310	178	457	445
V/C Ratio(X)	0.48	0.38	0.39	0.49	0.42	0.35	0.72	0.57	0.78	1.01	0.17	0.18
Avail Cap(c_a), veh/h	86	472	477	464	949	731	146	640	560	178	674	656
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	53.5	34.1	34.4	24.4	4.6	4.5	53.3	41.1	43.5	50.8	32.8	33.0
Incr Delay (d2), s/veh	5.2	2.4	2.4	0.7	1.2	1.1	10.9	1.4	4.2	70.9	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	5.0	5.1	5.0	3.1	1.8	2.1	5.8	7.6	9.1	1.9	2.0
LnGrp Delay(d),s/veh	58.7	36.5	36.8	25.1	5.8	5.6	64.1	42.5	47.7	121.8	33.0	33.2
LnGrp LOS	E	D	D	C	A	A	E	D	D	F	C	C
Approach Vol, veh/h	399		879				503			339		
Approach Delay, s/veh	38.4		10.8				47.6			80.2		
Approach LOS	D		B				D			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.4	26.9	36.3	34.4	9.8	33.4	8.7	62.1				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	11.8	40.6	12.0	28.4	9.6	42.8	4.0	36.4				
Max Q Clear Time (g_c+I1), s	14.4	18.9	13.0	11.7	6.1	6.2	4.2	7.6				
Green Ext Time (p_c), s	0.0	2.5	0.0	1.1	0.0	2.6	0.0	3.5				
Intersection Summary												
HCM 2010 Ctrl Delay	35.8											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	427	51	283	508	318	79	264	299	227	170	40
Future Volume (veh/h)	41	427	51	283	508	318	79	264	299	227	170	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	45	464	55	308	552	346	86	287	325	247	185	43
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	843	99	387	842	649	114	439	385	191	839	190
Arrive On Green	0.05	0.26	0.25	0.32	0.60	0.60	0.07	0.25	0.24	0.12	0.29	0.29
Sat Flow, veh/h	1634	3182	375	1634	1863	1435	1634	1770	1552	1634	2850	645
Grp Volume(v), veh/h	45	257	262	308	552	346	86	287	325	247	113	115
Grp Sat Flow(s), veh/h/ln	1634	1770	1788	1634	1863	1435	1634	1770	1552	1634	1770	1725
Q Serve(g_s), s	3.2	15.0	15.2	20.7	23.4	17.0	6.2	17.5	23.9	14.0	5.8	6.1
Cycle Q Clear(g_c), s	3.2	15.0	15.2	20.7	23.4	17.0	6.2	17.5	23.9	14.0	5.8	6.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	82	469	474	387	842	649	114	439	385	191	521	508
V/C Ratio(X)	0.55	0.55	0.55	0.80	0.66	0.53	0.75	0.65	0.84	1.30	0.22	0.23
Avail Cap(c_a), veh/h	82	469	474	387	842	649	182	608	533	191	616	601
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.34	0.34	0.34	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	37.9	38.2	38.4	17.8	16.5	54.8	40.5	43.2	53.0	31.9	32.1
Incr Delay (d2), s/veh	7.7	4.6	4.6	4.0	1.4	1.1	9.5	1.7	8.8	166.2	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	7.9	8.1	9.7	12.2	6.8	3.1	8.7	11.2	15.1	2.9	2.9
LnGrp Delay(d),s/veh	63.4	42.5	42.8	42.4	19.2	17.6	64.2	42.2	52.0	219.2	32.1	32.3
LnGrp LOS	E	D	D	D	B	B	E	D	D	F	C	C
Approach Vol, veh/h		564			1206			698			475	
Approach Delay, s/veh		44.3			24.7			49.5			129.4	
Approach LOS		D			C			D			F	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	18.0	33.7	32.5	35.8	12.4	39.3	10.0	58.3				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	13.4	40.6	15.0	29.8	12.8	41.2	4.0	40.8				
Max Q Clear Time (g_c+l1), s	16.0	25.9	22.7	17.2	8.2	8.1	5.2	25.4				
Green Ext Time (p_c), s	0.0	3.2	0.0	1.5	0.1	3.8	0.0	4.5				
Intersection Summary												
HCM 2010 Ctrl Delay			51.2									
HCM 2010 LOS			D									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	41	430	51	296	515	330	79	264	313	234	170	40
Future Volume (veh/h)	41	430	51	296	515	330	79	264	313	234	170	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	45	467	55	322	560	359	86	287	340	254	185	43
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	82	817	96	361	797	614	114	452	397	218	908	205
Arrive On Green	0.05	0.26	0.24	0.37	0.71	0.71	0.07	0.26	0.25	0.13	0.32	0.31
Sat Flow, veh/h	1634	3184	373	1634	1863	1434	1634	1770	1552	1634	2850	645
Grp Volume(v), veh/h	45	259	263	322	560	359	86	287	340	254	113	115
Grp Sat Flow(s),veh/h/ln	1634	1770	1788	1634	1863	1434	1634	1770	1552	1634	1770	1725
Q Serve(g_s), s	3.2	15.3	15.5	22.2	20.7	14.7	6.2	17.3	25.1	16.0	5.6	5.9
Cycle Q Clear(g_c), s	3.2	15.3	15.5	22.2	20.7	14.7	6.2	17.3	25.1	16.0	5.6	5.9
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		0.37
Lane Grp Cap(c), veh/h	82	454	459	361	797	614	114	452	397	218	564	550
V/C Ratio(X)	0.55	0.57	0.57	0.89	0.70	0.58	0.75	0.63	0.86	1.17	0.20	0.21
Avail Cap(c_a), veh/h	82	454	459	361	797	614	182	578	507	218	616	601
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.30	0.30	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	55.7	38.8	39.1	36.5	12.7	11.9	54.8	39.7	42.9	52.0	29.7	29.9
Incr Delay (d2), s/veh	7.7	5.1	5.1	8.5	1.6	1.2	9.5	1.5	11.2	113.0	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.1	8.3	10.8	10.7	6.0	3.1	8.6	12.0	14.0	2.8	2.8
LnGrp Delay(d),s/veh	63.4	43.9	44.2	45.0	14.3	13.1	64.2	41.2	54.1	165.0	29.9	30.1
LnGrp LOS	E	D	D	D	B	B	E	D	D	F	C	C
Approach Vol, veh/h	567		1241				713			482		
Approach Delay, s/veh	45.6		21.9				50.1			101.1		
Approach LOS	D		C				D			F		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	20.0	34.7	30.5	34.8	12.4	42.2	10.0	55.3				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	15.4	38.6	16.0	28.8	12.8	41.2	4.0	40.8				
Max Q Clear Time (g_c+I1), s	18.0	27.1	24.2	17.5	8.2	7.9	5.2	22.7				
Green Ext Time (p_c), s	0.0	3.0	0.0	1.5	0.1	3.9	0.0	4.9				
Intersection Summary												
HCM 2010 Ctrl Delay	45.8											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	301	82	163	225	208	66	303	101	145	200	64
Future Volume (veh/h)	146	301	82	163	225	208	66	303	101	145	200	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	159	327	89	177	245	226	72	329	110	158	217	70
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	514	1262	338	177	470	361	99	476	156	174	602	188
Arrive On Green	0.31	0.46	0.44	0.11	0.25	0.25	0.06	0.18	0.18	0.11	0.23	0.22
Sat Flow, veh/h	1634	2751	737	1634	1863	1430	1634	2604	854	1634	2632	822
Grp Volume(v), veh/h	159	208	208	177	245	226	72	222	217	158	144	143
Grp Sat Flow(s),veh/h/ln	1634	1770	1718	1634	1863	1430	1634	1770	1689	1634	1770	1683
Q Serve(g_s), s	8.2	8.0	8.4	12.0	12.6	11.1	4.8	13.0	13.4	10.6	7.6	8.0
Cycle Q Clear(g_c), s	8.2	8.0	8.4	12.0	12.6	11.1	4.8	13.0	13.4	10.6	7.6	8.0
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.51	1.00		0.49
Lane Grp Cap(c), veh/h	514	812	788	177	470	361	99	323	309	174	405	385
V/C Ratio(X)	0.31	0.26	0.26	1.00	0.52	0.63	0.73	0.68	0.70	0.91	0.35	0.37
Avail Cap(c_a), veh/h	514	812	788	177	470	361	160	657	627	174	671	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.9	18.4	18.8	49.5	35.7	18.8	51.3	42.4	42.7	49.1	35.9	36.2
Incr Delay (d2), s/veh	0.3	0.8	0.8	66.8	3.9	7.7	9.8	2.6	2.9	43.3	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	4.1	4.1	8.7	7.0	5.1	2.4	6.6	6.5	6.9	3.8	3.8
LnGrp Delay(d),s/veh	29.2	19.2	19.6	116.3	39.7	26.4	61.1	44.9	45.6	92.4	36.5	36.8
LnGrp LOS	C	B	B	F	D	C	E	D	D	F	D	D
Approach Vol, veh/h	575		648				511			445		
Approach Delay, s/veh	22.1		56.0				47.5			56.4		
Approach LOS	C		E				D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.8	24.3	16.0	54.9	10.7	29.4	38.9	32.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	11.2	40.6	10.0	28.0	10.3	41.5	12.0	26.0				
Max Q Clear Time (g_c+l1), s	12.6	15.4	14.0	10.4	6.8	10.0	10.2	14.6				
Green Ext Time (p_c), s	0.0	3.0	0.0	1.9	0.0	3.0	0.4	1.4				
Intersection Summary												
HCM 2010 Ctrl Delay	45.2											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	146	307	82	181	234	224	66	303	129	159	200	64
Future Volume (veh/h)	146	307	82	181	234	224	66	303	129	159	200	64
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	159	334	89	197	254	243	72	329	140	173	217	70
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	752	197	469	807	621	99	465	194	171	621	194
Arrive On Green	0.13	0.27	0.25	0.48	0.72	0.72	0.06	0.19	0.19	0.10	0.24	0.23
Sat Flow, veh/h	1634	2763	725	1634	1863	1434	1634	2420	1008	1634	2632	822
Grp Volume(v), veh/h	159	212	211	197	254	243	72	239	230	173	144	143
Grp Sat Flow(s),veh/h/ln	1634	1770	1718	1634	1863	1434	1634	1770	1658	1634	1770	1684
Q Serve(g_s), s	10.5	11.0	11.4	8.7	5.4	7.3	4.8	14.0	14.5	11.6	7.5	7.9
Cycle Q Clear(g_c), s	10.5	11.0	11.4	8.7	5.4	7.3	4.8	14.0	14.5	11.6	7.5	7.9
Prop In Lane	1.00		0.42	1.00		1.00	1.00		0.61	1.00		0.49
Lane Grp Cap(c), veh/h	206	481	467	469	807	621	99	340	318	171	418	398
V/C Ratio(X)	0.77	0.44	0.45	0.42	0.31	0.39	0.73	0.70	0.72	1.01	0.34	0.36
Avail Cap(c_a), veh/h	206	481	467	469	807	621	160	657	615	171	668	636
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	33.4	33.9	22.9	9.5	9.7	51.3	41.9	42.3	49.7	35.2	35.5
Incr Delay (d2), s/veh	16.3	2.9	3.1	0.5	0.9	1.7	9.8	2.6	3.1	72.3	0.5	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	5.7	5.8	3.9	3.0	3.0	2.4	7.1	6.9	8.6	3.7	3.7
LnGrp Delay(d),s/veh	63.3	36.3	37.0	23.4	10.4	11.4	61.1	44.5	45.4	122.1	35.7	36.1
LnGrp LOS	E	D	D	C	B	B	E	D	D	F	D	D
Approach Vol, veh/h	582		694				541			460		
Approach Delay, s/veh	43.9		14.4				47.1			68.3		
Approach LOS	D		B				D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	15.6	25.3	35.9	34.2	10.7	30.2	18.0	52.1				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	11.0	40.6	10.0	28.2	10.3	41.3	12.0	26.2				
Max Q Clear Time (g_c+I1), s	13.6	16.5	10.7	13.4	6.8	9.9	12.5	9.3				
Green Ext Time (p_c), s	0.0	3.1	0.0	1.3	0.0	3.2	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			40.6									
HCM 2010 LOS			D									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	430	117	233	321	297	94	433	144	207	286	91
Future Volume (veh/h)	209	430	117	233	321	297	94	433	144	207	286	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	227	467	127	253	349	323	102	471	157	225	311	99
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	402	713	192	402	484	372	132	595	197	215	736	229
Arrive On Green	0.25	0.26	0.24	0.25	0.26	0.26	0.08	0.23	0.22	0.13	0.28	0.27
Sat Flow, veh/h	1634	2744	740	1634	1863	1430	1634	2600	860	1634	2635	821
Grp Volume(v), veh/h	227	300	294	253	349	323	102	319	309	225	207	203
Grp Sat Flow(s),veh/h/ln	1634	1770	1714	1634	1863	1430	1634	1770	1690	1634	1770	1686
Q Serve(g_s), s	14.6	18.1	18.5	16.6	20.5	17.8	7.3	20.4	20.7	15.8	11.4	11.9
Cycle Q Clear(g_c), s	14.6	18.1	18.5	16.6	20.5	17.8	7.3	20.4	20.7	15.8	11.4	11.9
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.51	1.00		0.49
Lane Grp Cap(c), veh/h	402	460	446	402	484	372	132	405	387	215	494	471
V/C Ratio(X)	0.56	0.65	0.66	0.63	0.72	0.87	0.77	0.79	0.80	1.05	0.42	0.43
Avail Cap(c_a), veh/h	402	460	446	402	484	372	197	590	563	215	609	580
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.6	39.6	40.1	40.3	40.4	20.0	54.0	43.5	43.8	52.1	35.3	35.6
Incr Delay (d2), s/veh	1.8	7.0	7.5	2.8	8.0	20.9	10.0	4.5	5.1	73.9	0.6	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	9.7	9.7	7.8	11.6	9.2	3.7	10.4	10.2	11.5	5.6	5.6
LnGrp Delay(d),s/veh	41.4	46.6	47.5	43.1	48.4	40.9	64.1	48.0	48.9	126.0	35.8	36.2
LnGrp LOS	D	D	D	D	D	D	E	D	D	F	D	D
Approach Vol, veh/h	821		925				730			635		
Approach Delay, s/veh	45.5		44.3				50.6			67.9		
Approach LOS	D		D				D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.8	31.5	33.5	35.2	13.7	37.5	33.5	35.2				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	15.2	39.4	15.0	29.2	13.9	40.7	15.0	29.2				
Max Q Clear Time (g_c+l1), s	17.8	22.7	18.6	20.5	9.3	13.9	16.6	22.5				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.5	0.1	4.6	0.0	1.6				
Intersection Summary												
HCM 2010 Ctrl Delay	50.9											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	209	436	117	251	330	313	94	433	172	221	286	91
Future Volume (veh/h)	209	436	117	251	330	313	94	433	172	221	286	91
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.98	1.00		0.98	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1716	1716	1863	1900	1716	1863	1900
Adj Flow Rate, veh/h	227	474	127	273	359	340	102	471	187	240	311	99
Adj No. of Lanes	1	2	0	1	1	1	1	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	707	188	377	478	367	132	585	231	231	785	245
Arrive On Green	0.23	0.26	0.24	0.23	0.26	0.26	0.08	0.24	0.23	0.14	0.30	0.29
Sat Flow, veh/h	1634	2753	732	1634	1863	1430	1634	2466	971	1634	2636	821
Grp Volume(v), veh/h	227	303	298	273	359	340	102	337	321	240	207	203
Grp Sat Flow(s),veh/h/ln	1634	1770	1716	1634	1863	1430	1634	1770	1668	1634	1770	1687
Q Serve(g_s), s	14.9	18.5	18.8	18.5	21.3	18.8	7.3	21.5	21.8	17.0	11.1	11.6
Cycle Q Clear(g_c), s	14.9	18.5	18.8	18.5	21.3	18.8	7.3	21.5	21.8	17.0	11.1	11.6
Prop In Lane	1.00		0.43	1.00		1.00	1.00		0.58	1.00		0.49
Lane Grp Cap(c), veh/h	377	454	440	377	478	367	132	420	396	231	527	503
V/C Ratio(X)	0.60	0.67	0.68	0.72	0.75	0.93	0.77	0.80	0.81	1.04	0.39	0.40
Avail Cap(c_a), veh/h	377	454	440	377	478	367	197	578	545	231	615	586
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.2	40.0	40.5	42.6	41.1	19.8	54.0	43.1	43.4	51.5	33.5	33.7
Incr Delay (d2), s/veh	2.7	7.6	8.1	4.2	6.6	22.6	10.0	5.6	6.5	69.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.0	10.0	9.9	8.8	11.8	9.7	3.7	11.1	10.8	12.1	5.5	5.5
LnGrp Delay(d),s/veh	43.9	47.6	48.6	46.8	47.7	42.5	64.1	48.7	49.8	120.6	34.0	34.3
LnGrp LOS	D	D	D	D	D	D	E	D	D	F	C	C
Approach Vol, veh/h	828		972				760			650		
Approach Delay, s/veh	46.9		45.6				51.3			66.0		
Approach LOS	D		D				D			E		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.0	32.5	31.7	34.8	13.7	39.8	31.7	34.8				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	16.4	38.6	15.0	28.8	13.9	41.1	15.0	28.8				
Max Q Clear Time (g_c+I1), s	19.0	23.8	20.5	20.8	9.3	13.6	16.9	23.3				
Green Ext Time (p_c), s	0.0	4.1	0.0	1.5	0.1	4.8	0.0	1.5				
Intersection Summary												
HCM 2010 Ctrl Delay			51.4									
HCM 2010 LOS			D									

Intersection 3

N Prospect St & W Henderson Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	147	541	68	151	592	330	135	196	137	344	201	87
Future Volume (veh/h)	147	541	68	151	592	330	135	196	137	344	201	87
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	160	588	74	164	643	359	147	213	149	374	218	95
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	464	1490	597	215	950	379	180	336	222	457	367	277
Arrive On Green	0.28	0.42	0.42	0.13	0.27	0.27	0.11	0.17	0.16	0.14	0.20	0.20
Sat Flow, veh/h	1634	3539	1418	1634	3539	1412	1634	2008	1326	3268	1863	1406
Grp Volume(v), veh/h	160	588	74	164	643	359	147	186	176	374	218	95
Grp Sat Flow(s),veh/h/ln	1634	1770	1418	1634	1770	1412	1634	1770	1564	1634	1863	1406
Q Serve(g_s), s	8.9	13.2	3.6	11.0	18.5	18.9	10.0	11.2	12.0	12.7	12.1	3.6
Cycle Q Clear(g_c), s	8.9	13.2	3.6	11.0	18.5	18.9	10.0	11.2	12.0	12.7	12.1	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.85	1.00		1.00
Lane Grp Cap(c), veh/h	464	1490	597	215	950	379	180	296	262	457	367	277
V/C Ratio(X)	0.34	0.39	0.12	0.76	0.68	0.95	0.82	0.63	0.67	0.82	0.59	0.34
Avail Cap(c_a), veh/h	464	1490	597	215	950	379	204	528	467	556	641	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.89	0.89	0.89	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	22.9	20.2	47.8	37.3	18.1	49.6	44.1	44.7	47.6	41.6	11.8
Incr Delay (d2), s/veh	0.4	0.7	0.4	15.0	3.9	34.7	18.7	2.0	2.7	7.9	1.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	6.6	1.5	5.9	9.5	11.0	5.5	5.6	5.4	6.2	6.4	1.5
LnGrp Delay(d),s/veh	32.8	23.6	20.5	62.8	41.1	52.8	68.2	46.2	47.5	55.5	43.2	12.5
LnGrp LOS	C	C	C	E	D	D	E	D	D	E	D	B
Approach Vol, veh/h	822				1166				509		687	
Approach Delay, s/veh	25.1				47.8				53.0		45.6	
Approach LOS	C				D				D		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.9	23.1	19.0	52.0	16.6	26.5	36.4	34.6				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	18.8	33.4	13.0	27.6	13.6	38.6	12.0	28.6				
Max Q Clear Time (g_c+I1), s	14.7	14.0	13.0	15.2	12.0	14.1	10.9	20.9				
Green Ext Time (p_c), s	0.7	2.7	0.0	2.8	0.1	2.8	0.5	2.8				
Intersection Summary												
HCM 2010 Ctrl Delay			42.3									
HCM 2010 LOS			D									
Notes												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	171	541	68	151	605	359	135	221	137	388	221	106
Future Volume (veh/h)	171	541	68	151	605	359	135	221	137	388	221	106
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	186	588	74	164	658	390	147	240	149	422	240	115
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	437	1414	566	215	931	371	180	369	219	502	407	308
Arrive On Green	0.36	0.53	0.53	0.13	0.26	0.26	0.11	0.18	0.17	0.15	0.22	0.22
Sat Flow, veh/h	1634	3539	1418	1634	3539	1412	1634	2105	1248	3268	1863	1408
Grp Volume(v), veh/h	186	588	74	164	658	390	147	200	189	422	240	115
Grp Sat Flow(s),veh/h/ln	1634	1770	1418	1634	1770	1412	1634	1770	1583	1634	1863	1408
Q Serve(g_s), s	9.8	11.4	3.0	11.0	19.2	19.5	10.0	12.0	12.8	14.3	13.2	4.4
Cycle Q Clear(g_c), s	9.8	11.4	3.0	11.0	19.2	19.5	10.0	12.0	12.8	14.3	13.2	4.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.79	1.00		1.00
Lane Grp Cap(c), veh/h	437	1414	566	215	931	371	180	310	277	502	407	308
V/C Ratio(X)	0.43	0.42	0.13	0.76	0.71	1.05	0.82	0.65	0.68	0.84	0.59	0.37
Avail Cap(c_a), veh/h	437	1414	566	215	931	371	201	528	472	573	654	494
HCM Platoon Ratio	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	0.92	0.92	0.92	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.0	18.7	16.7	47.8	38.0	17.7	49.6	43.7	44.3	46.9	40.0	11.6
Incr Delay (d2), s/veh	0.6	0.8	0.4	15.0	4.5	60.4	19.1	2.1	2.7	9.7	1.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	5.7	1.2	5.9	9.9	13.8	5.5	6.0	5.8	7.1	7.0	1.8
LnGrp Delay(d),s/veh	30.6	19.5	17.2	62.8	42.5	78.1	68.7	45.8	47.0	56.6	41.3	12.4
LnGrp LOS	C	B	B	E	D	F	E	D	D	E	D	B
Approach Vol, veh/h	848		1212				536			777		
Approach Delay, s/veh	21.7		56.7				52.5			45.4		
Approach LOS	C		E				D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	21.5	24.0	19.0	49.5	16.6	28.9	34.5	34.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	19.4	33.4	13.0	27.0	13.4	39.4	12.0	28.0				
Max Q Clear Time (g_c+l1), s	16.3	14.8	13.0	13.4	12.0	15.2	11.8	21.5				
Green Ext Time (p_c), s	0.6	3.0	0.0	3.0	0.1	3.1	0.1	2.6				
Intersection Summary												
HCM 2010 Ctrl Delay	44.6											
HCM 2010 LOS	D											
Notes												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	210	773	97	216	846	361	193	280	196	376	287	124
Future Volume (veh/h)	210	773	97	216	846	361	193	280	196	376	287	124
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	228	840	105	235	920	392	210	304	213	409	312	135
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	373	1252	501	274	1038	415	223	386	262	493	389	294
Arrive On Green	0.08	0.12	0.12	0.17	0.29	0.29	0.14	0.19	0.19	0.15	0.21	0.21
Sat Flow, veh/h	1634	3539	1416	1634	3539	1413	1634	1986	1348	3268	1863	1407
Grp Volume(v), veh/h	228	840	105	235	920	392	210	270	247	409	312	135
Grp Sat Flow(s),veh/h/ln	1634	1770	1416	1634	1770	1413	1634	1770	1564	1634	1863	1407
Q Serve(g_s), s	16.2	27.3	5.1	16.8	29.8	21.0	15.3	17.4	18.2	14.6	19.1	10.1
Cycle Q Clear(g_c), s	16.2	27.3	5.1	16.8	29.8	21.0	15.3	17.4	18.2	14.6	19.1	10.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		1.00
Lane Grp Cap(c), veh/h	373	1252	501	274	1038	415	223	344	304	493	389	294
V/C Ratio(X)	0.61	0.67	0.21	0.86	0.89	0.95	0.94	0.78	0.81	0.83	0.80	0.46
Avail Cap(c_a), veh/h	373	1252	501	274	1038	415	223	442	391	621	635	480
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	50.3	46.3	15.2	48.6	40.5	17.2	51.3	45.9	46.5	49.4	45.1	41.5
Incr Delay (d2), s/veh	2.1	2.1	0.7	22.9	11.1	32.4	41.6	6.3	8.9	7.5	3.9	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	13.7	2.1	9.3	16.2	11.9	9.5	9.1	8.6	7.1	10.2	4.0
LnGrp Delay(d),s/veh	52.4	48.4	15.9	71.4	51.6	49.7	93.0	52.2	55.4	56.9	49.0	42.7
LnGrp LOS	D	D	B	E	D	D	F	D	E	E	D	D
Approach Vol, veh/h	1173		1547				727			856		
Approach Delay, s/veh	46.2		54.1				65.1			51.8		
Approach LOS	D		D				E			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	22.1	27.3	24.1	46.5	20.4	29.1	31.4	39.2				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	22.2	29.4	18.1	29.1	11.3	40.3	14.0	33.2				
Max Q Clear Time (g_c+I1), s	16.6	20.2	18.8	29.3	17.3	21.1	18.2	31.8				
Green Ext Time (p_c), s	0.9	1.6	0.0	0.0	0.0	1.7	0.0	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay	53.4											
HCM 2010 LOS	D											
Notes												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	234	773	97	216	859	390	193	305	196	420	307	143
Future Volume (veh/h)	234	773	97	216	859	390	193	305	196	420	307	143
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	254	840	105	235	934	424	210	332	213	457	334	155
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	231	1274	510	231	1274	510	238	419	262	529	408	309
Arrive On Green	0.05	0.12	0.12	0.14	0.36	0.36	0.15	0.20	0.20	0.16	0.22	0.22
Sat Flow, veh/h	1634	3539	1416	1634	3539	1416	1634	2060	1288	3268	1863	1408
Grp Volume(v), veh/h	254	840	105	235	934	424	210	284	261	457	334	155
Grp Sat Flow(s),veh/h/ln	1634	1770	1416	1634	1770	1416	1634	1770	1579	1634	1863	1408
Q Serve(g_s), s	17.0	27.2	5.0	17.0	27.5	19.4	15.1	18.3	19.0	16.4	20.5	8.3
Cycle Q Clear(g_c), s	17.0	27.2	5.0	17.0	27.5	19.4	15.1	18.3	19.0	16.4	20.5	8.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.82	1.00		1.00
Lane Grp Cap(c), veh/h	231	1274	510	231	1274	510	238	360	321	529	408	309
V/C Ratio(X)	1.10	0.66	0.21	1.02	0.73	0.83	0.88	0.79	0.81	0.86	0.82	0.50
Avail Cap(c_a), veh/h	231	1274	510	231	1274	510	238	504	450	572	612	462
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	0.90	0.90	0.90	1.00	1.00	1.00
Uniform Delay (d), s/veh	57.2	45.8	14.2	51.5	33.4	12.2	50.2	45.4	45.9	49.0	44.6	21.3
Incr Delay (d2), s/veh	79.4	2.0	0.7	63.1	3.8	14.6	27.3	5.1	7.0	12.3	5.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	13.7	2.0	11.7	14.2	9.5	8.6	9.4	8.9	8.3	11.1	3.4
LnGrp Delay(d),s/veh	136.6	47.8	14.9	114.7	37.2	26.9	77.6	50.5	52.9	61.3	49.9	22.6
LnGrp LOS	F	D	B	F	D	C	E	D	D	E	D	C
Approach Vol, veh/h	1199				1593				755		946	
Approach Delay, s/veh	63.7				45.9				58.8		51.0	
Approach LOS	E				D				E		D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.4	28.4	21.0	47.2	21.5	30.3	21.0	47.2				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	20.4	33.6	15.0	29.8	15.2	38.8	15.0	29.8				
Max Q Clear Time (g_c+I1), s	18.4	21.0	19.0	29.2	17.1	22.5	19.0	29.5				
Green Ext Time (p_c), s	0.5	1.9	0.0	0.5	0.0	1.8	0.0	0.2				
Intersection Summary												
HCM 2010 Ctrl Delay	53.9											
HCM 2010 LOS	D											
Notes												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	49	476	71	88	483	170	67	141	73	267	238	92
Future Volume (veh/h)	49	476	71	88	483	170	67	141	73	267	238	92
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	53	517	77	96	525	185	73	153	79	306	236	100
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	509	846	337	571	981	391	101	310	150	401	367	277
Arrive On Green	0.31	0.24	0.24	0.35	0.28	0.28	0.06	0.14	0.13	0.12	0.20	0.20
Sat Flow, veh/h	1634	3539	1410	1634	3539	1412	1634	2275	1102	3268	1863	1406
Grp Volume(v), veh/h	53	517	77	96	525	185	73	117	115	306	236	100
Grp Sat Flow(s), veh/h/ln	1634	1770	1410	1634	1770	1412	1634	1770	1608	1634	1863	1406
Q Serve(g_s), s	2.4	13.7	3.5	4.3	13.2	7.7	4.6	6.4	7.0	9.5	12.2	3.2
Cycle Q Clear(g_c), s	2.4	13.7	3.5	4.3	13.2	7.7	4.6	6.4	7.0	9.5	12.2	3.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	509	846	337	571	981	391	101	241	219	401	367	277
V/C Ratio(X)	0.10	0.61	0.23	0.17	0.54	0.47	0.73	0.48	0.53	0.76	0.64	0.36
Avail Cap(c_a), veh/h	509	846	337	571	981	391	167	571	519	591	749	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	0.96	0.96	0.96	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.7	35.6	19.0	23.6	32.2	14.3	48.4	41.9	42.4	44.6	38.7	9.2
Incr Delay (d2), s/veh	0.1	2.9	1.4	0.1	2.1	4.1	9.1	1.4	1.9	3.4	1.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	7.0	1.5	1.9	6.7	3.4	2.3	3.2	3.2	4.5	6.5	1.3
LnGrp Delay(d),s/veh	25.8	38.5	20.4	23.7	34.3	18.3	57.5	43.4	44.3	48.0	40.6	10.0
LnGrp LOS	C	D	C	C	C	B	E	D	D	D	D	A
Approach Vol, veh/h		647			806			305			642	
Approach Delay, s/veh		35.3			29.4			47.1			39.4	
Approach LOS		D			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	16.9	18.3	40.7	29.1	10.5	24.7	36.7	33.1				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	18.4	33.3	9.0	23.1	10.1	41.6	5.0	27.1				
Max Q Clear Time (g_c+I1), s	11.5	9.0	6.3	15.7	6.6	14.2	4.4	15.2				
Green Ext Time (p_c), s	0.8	2.3	0.1	1.5	0.0	2.3	0.0	2.4				
Intersection Summary												
HCM 2010 Ctrl Delay			35.9									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	97	476	71	88	501	227	67	191	73	326	265	118
Future Volume (veh/h)	97	476	71	88	501	227	67	191	73	326	265	118
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	105	517	77	96	545	247	73	208	79	357	284	128
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	2	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	504	1699	681	146	925	369	99	374	136	449	420	318
Arrive On Green	0.10	0.16	0.16	0.09	0.26	0.26	0.06	0.15	0.14	0.14	0.23	0.23
Sat Flow, veh/h	1634	3539	1419	1634	3539	1411	1634	2508	915	3268	1863	1409
Grp Volume(v), veh/h	105	517	77	96	545	247	73	144	143	357	284	128
Grp Sat Flow(s),veh/h/ln	1634	1770	1419	1634	1770	1411	1634	1770	1654	1634	1863	1409
Q Serve(g_s), s	6.5	14.3	5.2	6.3	14.9	11.6	4.9	8.4	8.9	11.7	15.5	4.3
Cycle Q Clear(g_c), s	6.5	14.3	5.2	6.3	14.9	11.6	4.9	8.4	8.9	11.7	15.5	4.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.55	1.00		1.00
Lane Grp Cap(c), veh/h	504	1699	681	146	925	369	99	264	247	449	420	318
V/C Ratio(X)	0.21	0.30	0.11	0.66	0.59	0.67	0.73	0.55	0.58	0.80	0.68	0.40
Avail Cap(c_a), veh/h	504	1699	681	191	925	369	118	542	507	618	789	596
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	0.87	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	37.4	30.3	26.5	48.9	35.8	16.4	51.2	43.8	44.1	46.4	39.3	9.0
Incr Delay (d2), s/veh	0.2	0.4	0.3	5.0	2.8	9.3	16.7	1.7	2.0	5.0	1.9	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.0	7.1	2.1	3.1	7.6	5.5	2.7	4.2	4.2	5.6	8.2	1.7
LnGrp Delay(d),s/veh	37.6	30.7	26.7	53.9	38.6	25.7	67.9	45.4	46.2	51.4	41.2	9.8
LnGrp LOS	D	C	C	D	D	C	E	D	D	D	D	A
Approach Vol, veh/h	699			888			360			769		
Approach Delay, s/veh	31.3			36.6			50.3			40.7		
Approach LOS	C			D			D			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	19.2	20.5	13.9	57.3	10.8	29.0	38.2	33.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	20.4	33.4	11.0	25.0	7.4	46.4	9.0	27.0				
Max Q Clear Time (g_c+I1), s	13.7	10.9	8.3	16.3	6.9	17.5	8.5	16.9				
Green Ext Time (p_c), s	0.9	2.8	0.1	2.0	0.0	2.9	0.0	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay	38.2											
HCM 2010 LOS	D											
Notes												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	680	101	126	690	186	96	201	104	292	340	131
Future Volume (veh/h)	70	680	101	126	690	186	96	201	104	292	340	131
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	76	739	110	137	750	202	104	218	113	229	493	142
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	399	886	353	468	1035	413	134	376	186	265	920	348
Arrive On Green	0.24	0.25	0.25	0.29	0.29	0.29	0.08	0.17	0.16	0.16	0.25	0.25
Sat Flow, veh/h	1634	3539	1411	1634	3539	1413	1634	2262	1119	1634	3725	1410
Grp Volume(v), veh/h	76	739	110	137	750	202	104	168	163	229	493	142
Grp Sat Flow(s), veh/h/ln	1634	1770	1411	1634	1770	1413	1634	1770	1611	1634	1863	1410
Q Serve(g_s), s	4.4	23.5	5.7	7.8	22.6	8.8	7.4	10.4	11.2	16.2	13.7	5.7
Cycle Q Clear(g_c), s	4.4	23.5	5.7	7.8	22.6	8.8	7.4	10.4	11.2	16.2	13.7	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.69	1.00		1.00
Lane Grp Cap(c), veh/h	399	886	353	468	1035	413	134	295	268	265	920	348
V/C Ratio(X)	0.19	0.83	0.31	0.29	0.72	0.49	0.78	0.57	0.61	0.86	0.54	0.41
Avail Cap(c_a), veh/h	399	886	353	468	1035	413	148	509	463	357	1547	585
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.6	42.3	20.7	33.1	37.8	13.7	53.6	45.7	46.2	48.6	38.9	12.3
Incr Delay (d2), s/veh	0.2	6.9	1.7	0.3	4.4	4.1	19.8	1.7	2.1	15.1	0.5	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	12.3	2.4	3.5	11.7	3.9	4.1	5.2	5.1	8.4	7.1	2.3
LnGrp Delay(d),s/veh	35.8	49.1	22.4	33.4	42.2	17.8	73.3	47.3	48.3	63.7	39.4	13.1
LnGrp LOS	D	D	C	C	D	B	E	D	D	E	D	B
Approach Vol, veh/h		925			1089			435			864	
Approach Delay, s/veh		44.8			36.6			53.9			41.5	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	23.3	23.8	38.1	33.8	13.7	33.4	33.1	38.8				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	25.4	33.6	11.0	27.8	10.2	48.8	6.0	32.8				
Max Q Clear Time (g_c+I1), s	18.2	13.2	9.8	25.5	9.4	15.7	6.4	24.6				
Green Ext Time (p_c), s	0.5	4.3	0.1	0.9	0.0	4.7	0.0	2.7				
Intersection Summary												
HCM 2010 Ctrl Delay			42.4									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	680	101	126	708	243	96	251	104	351	367	157
Future Volume (veh/h)	118	680	101	126	708	243	96	251	104	351	367	157
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1716	1716	1863	1716	1716	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	128	739	110	137	770	264	104	273	113	260	569	171
Adj No. of Lanes	1	2	1	1	2	1	1	2	0	1	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	431	922	368	431	922	368	216	389	156	296	778	294
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.13	0.16	0.15	0.18	0.21	0.21
Sat Flow, veh/h	1634	3539	1411	1634	3539	1411	1634	2435	976	1634	3725	1407
Grp Volume(v), veh/h	128	739	110	137	770	264	104	196	190	260	569	171
Grp Sat Flow(s), veh/h/ln	1634	1770	1411	1634	1770	1411	1634	1770	1642	1634	1863	1407
Q Serve(g_s), s	7.4	23.2	7.4	8.0	24.5	20.2	7.0	12.5	13.1	18.4	17.0	13.0
Cycle Q Clear(g_c), s	7.4	23.2	7.4	8.0	24.5	20.2	7.0	12.5	13.1	18.4	17.0	13.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.59	1.00		1.00
Lane Grp Cap(c), veh/h	431	922	368	431	922	368	216	283	262	296	778	294
V/C Ratio(X)	0.30	0.80	0.30	0.32	0.84	0.72	0.48	0.69	0.72	0.88	0.73	0.58
Avail Cap(c_a), veh/h	431	922	368	431	922	368	216	506	469	371	1578	596
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.71	0.71	0.71	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	41.1	35.3	35.2	41.6	40.0	47.9	47.2	47.7	47.4	44.0	42.4
Incr Delay (d2), s/veh	0.3	5.3	1.5	0.4	8.8	11.4	1.6	2.8	3.5	17.6	1.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	12.0	3.1	3.7	13.1	9.1	3.3	6.3	6.2	9.8	8.9	5.2
LnGrp Delay(d),s/veh	35.2	46.4	36.8	35.6	50.4	51.5	49.4	50.1	51.2	65.0	45.3	44.2
LnGrp LOS	D	D	D	D	D	D	D	D	D	E	D	D
Approach Vol, veh/h		977			1171			490			1000	
Approach Delay, s/veh		43.8			48.9			50.4			50.2	
Approach LOS		D			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	25.6	23.0	35.4	35.0	19.7	28.9	35.4	35.0				
Change Period (Y+Rc), s	4.6	4.6	6.0	6.0	4.6	4.6	6.0	6.0				
Max Green Setting (Gmax), s	26.4	33.4	9.0	29.0	10.0	49.8	9.0	29.0				
Max Q Clear Time (g_c+I1), s	20.4	15.1	10.0	25.2	9.0	19.0	9.4	26.5				
Green Ext Time (p_c), s	0.5	1.4	0.0	1.4	0.2	3.6	0.0	1.2				
Intersection Summary												
HCM 2010 Ctrl Delay			48.1									
HCM 2010 LOS			D									
Notes												
User approved volume balancing among the lanes for turning movement.												

Intersection 4

SR 65 SB Onramp & W Henderson Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	843	299	104	958	0	0	0	0	147	0	130
Future Volume (veh/h)	0	843	299	104	958	0	0	0	0	147	0	130
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	916	325	113	1041	0				160	0	141
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1065	426	686	2694	0				280	0	221
Arrive On Green	0.00	0.30	0.30	0.84	1.00	0.00				0.14	0.00	0.16
Sat Flow, veh/h	0	3632	1414	1634	3632	0				1774	0	1400
Grp Volume(v), veh/h	0	916	325	113	1041	0				160	0	141
Grp Sat Flow(s),veh/h/ln	0	1770	1414	1634	1770	0				1774	0	1400
Q Serve(g_s), s	0.0	24.2	20.7	1.3	0.0	0.0				8.4	0.0	9.3
Cycle Q Clear(g_c), s	0.0	24.2	20.7	1.3	0.0	0.0				8.4	0.0	9.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1065	426	686	2694	0				280	0	221
V/C Ratio(X)	0.00	0.86	0.76	0.16	0.39	0.00				0.57	0.00	0.64
Avail Cap(c_a), veh/h	0	1065	426	686	2694	0				846	0	667
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	32.6	31.4	4.7	0.0	0.0				39.5	0.0	39.0
Incr Delay (d2), s/veh	0.0	9.1	12.3	0.1	0.4	0.0				1.8	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.2	9.5	0.5	0.1	0.0				4.2	0.0	3.8
LnGrp Delay(d),s/veh	0.0	41.7	43.7	4.8	0.4	0.0				41.4	0.0	42.1
LnGrp LOS		D	D	A	A					D		D
Approach Vol, veh/h	1241				1154						301	
Approach Delay, s/veh	42.2				0.8						41.7	
Approach LOS	D				A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4	6		8					
Phs Duration (G+Y+Rc), s			45.6	33.8	19.6		79.4					
Change Period (Y+Rc), s			6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s			8.0	27.8	45.2		41.8					
Max Q Clear Time (g_c+I1), s			3.3	26.2	11.3		2.0					
Green Ext Time (p_c), s			2.3	1.0	1.2		5.8					
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	879	307	104	979	0	0	0	0	147	0	148
Future Volume (veh/h)	0	879	307	104	979	0	0	0	0	147	0	148
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	955	334	113	1064	0				160	0	161
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	965	385	686	2606	0				312	0	247
Arrive On Green	0.00	0.27	0.27	0.14	0.24	0.00				0.15	0.00	0.18
Sat Flow, veh/h	0	3632	1412	1634	3632	0				1774	0	1403
Grp Volume(v), veh/h	0	955	334	113	1064	0				160	0	161
Grp Sat Flow(s), veh/h/ln	0	1770	1412	1634	1770	0				1774	0	1403
Q Serve(g_s), s	0.0	24.5	20.5	5.5	23.0	0.0				7.5	0.0	9.7
Cycle Q Clear(g_c), s	0.0	24.5	20.5	5.5	23.0	0.0				7.5	0.0	9.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	965	385	686	2606	0				312	0	247
V/C Ratio(X)	0.00	0.99	0.87	0.16	0.41	0.00				0.51	0.00	0.65
Avail Cap(c_a), veh/h	0	965	385	686	2606	0				920	0	728
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.81	0.81	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.0	31.5	25.1	17.8	0.0				34.9	0.0	34.9
Incr Delay (d2), s/veh	0.0	26.7	22.3	0.1	0.4	0.0				1.3	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.5	10.4	2.5	11.5	0.0				3.8	0.0	4.0
LnGrp Delay(d),s/veh	0.0	59.7	53.9	25.2	18.2	0.0				36.2	0.0	37.8
LnGrp LOS		E	D	C	B					D		D
Approach Vol, veh/h	1289			1177						321		
Approach Delay, s/veh	58.2			18.8						37.0		
Approach LOS	E			B						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			42.2	28.8		20.0		71.0				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			5.0	22.8		45.2		33.8				
Max Q Clear Time (g_c+I1), s			7.5	26.5		11.7		25.0				
Green Ext Time (p_c), s			0.0	0.0		1.2		3.6				
Intersection Summary												
HCM 2010 Ctrl Delay	39.1											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↗	↑↑						↑	↗
Traffic Volume (veh/h)	0	1204	427	149	1368	0	0	0	0	210	0	186
Future Volume (veh/h)	0	1204	427	149	1368	0	0	0	0	210	0	186
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	1309	464	162	1487	0				228	0	202
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1229	492	561	2577	0				348	0	276
Arrive On Green	0.00	0.35	0.35	0.11	0.24	0.00				0.18	0.00	0.20
Sat Flow, veh/h	0	3632	1416	1634	3632	0				1774	0	1406
Grp Volume(v), veh/h	0	1309	464	162	1487	0				228	0	202
Grp Sat Flow(s),veh/h/ln	0	1770	1416	1634	1770	0				1774	0	1406
Q Serve(g_s), s	0.0	36.8	33.7	9.6	39.3	0.0				12.7	0.0	14.3
Cycle Q Clear(g_c), s	0.0	36.8	33.7	9.6	39.3	0.0				12.7	0.0	14.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1229	492	561	2577	0				348	0	276
V/C Ratio(X)	0.00	1.07	0.94	0.29	0.58	0.00				0.65	0.00	0.73
Avail Cap(c_a), veh/h	0	1229	492	561	2577	0				790	0	626
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.49	0.49	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.6	33.6	35.1	25.9	0.0				40.2	0.0	40.0
Incr Delay (d2), s/veh	0.0	45.0	28.8	0.1	0.5	0.0				2.1	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	25.6	17.1	4.4	19.5	0.0				6.4	0.0	5.8
LnGrp Delay(d),s/veh	0.0	79.6	62.4	35.3	26.3	0.0				42.3	0.0	43.7
LnGrp LOS		F	E	D	C					D		D
Approach Vol, veh/h	1773			1649						430		
Approach Delay, s/veh	75.1			27.2						43.0		
Approach LOS	E			C						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4	6		8					
Phs Duration (G+Y+Rc), s			40.4	40.8	24.8		81.2					
Change Period (Y+Rc), s			6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s			8.0	34.8	45.2		48.8					
Max Q Clear Time (g_c+I1), s			11.6	38.8	16.3		41.3					
Green Ext Time (p_c), s			0.0	0.0	1.7		4.5					
Intersection Summary												
HCM 2010 Ctrl Delay	51.0											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	1240	435	149	1389	0	0	0	0	210	0	204
Future Volume (veh/h)	0	1240	435	149	1389	0	0	0	0	210	0	204
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	1348	473	162	1510	0				228	0	222
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1250	500	532	2535	0				371	0	294
Arrive On Green	0.00	0.35	0.35	0.11	0.24	0.00				0.19	0.00	0.21
Sat Flow, veh/h	0	3632	1416	1634	3632	0				1774	0	1407
Grp Volume(v), veh/h	0	1348	473	162	1510	0				228	0	222
Grp Sat Flow(s),veh/h/ln	0	1770	1416	1634	1770	0				1774	0	1407
Q Serve(g_s), s	0.0	37.8	34.7	9.8	40.6	0.0				12.6	0.0	15.9
Cycle Q Clear(g_c), s	0.0	37.8	34.7	9.8	40.6	0.0				12.6	0.0	15.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1250	500	532	2535	0				371	0	294
V/C Ratio(X)	0.00	1.08	0.95	0.30	0.60	0.00				0.62	0.00	0.76
Avail Cap(c_a), veh/h	0	1250	500	532	2535	0				783	0	621
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	34.6	33.6	36.6	27.1	0.0				39.4	0.0	39.8
Incr Delay (d2), s/veh	0.0	49.3	28.8	0.1	0.4	0.0				1.7	0.0	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	27.0	17.5	4.5	20.1	0.0				6.4	0.0	6.5
LnGrp Delay(d),s/veh	0.0	83.9	62.4	36.7	27.5	0.0				41.0	0.0	43.7
LnGrp LOS		F	E	D	C					D		D
Approach Vol, veh/h	1821			1672						450		
Approach Delay, s/veh	78.3			28.4						42.4		
Approach LOS	E			C						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4	6		8					
Phs Duration (G+Y+Rc), s			38.9	41.8	26.3		80.7					
Change Period (Y+Rc), s			6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s			8.0	35.8	45.2		49.8					
Max Q Clear Time (g_c+I1), s			11.8	39.8	17.9		42.6					
Green Ext Time (p_c), s			0.0	0.0	1.8		4.4					
Intersection Summary												
HCM 2010 Ctrl Delay	53.1											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	544	267	99	725	0	0	0	0	194	0	160
Future Volume (veh/h)	0	544	267	99	725	0	0	0	0	194	0	160
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	591	290	108	788	0				211	0	174
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	848	338	723	2569	0				330	0	261
Arrive On Green	0.00	0.24	0.24	0.88	1.00	0.00				0.16	0.00	0.19
Sat Flow, veh/h	0	3632	1410	1634	3632	0				1774	0	1404
Grp Volume(v), veh/h	0	591	290	108	788	0				211	0	174
Grp Sat Flow(s), veh/h/ln	0	1770	1410	1634	1770	0				1774	0	1404
Q Serve(g_s), s	0.0	13.9	17.9	0.8	0.0	0.0				10.1	0.0	10.5
Cycle Q Clear(g_c), s	0.0	13.9	17.9	0.8	0.0	0.0				10.1	0.0	10.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	848	338	723	2569	0				330	0	261
V/C Ratio(X)	0.00	0.70	0.86	0.15	0.31	0.00				0.64	0.00	0.67
Avail Cap(c_a), veh/h	0	848	338	723	2569	0				920	0	728
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.96	0.96	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.6	33.1	3.0	0.0	0.0				35.2	0.0	34.4
Incr Delay (d2), s/veh	0.0	4.7	23.6	0.1	0.3	0.0				2.1	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.3	9.1	0.3	0.1	0.0				5.2	0.0	4.3
LnGrp Delay(d),s/veh	0.0	36.3	56.7	3.1	0.3	0.0				37.2	0.0	37.3
LnGrp LOS		D	E	A	A					D		D
Approach Vol, veh/h		881			896						385	
Approach Delay, s/veh		43.0			0.6						37.3	
Approach LOS		D			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			44.3	25.8		20.9		70.1				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			8.0	19.8		45.2		33.8				
Max Q Clear Time (g_c+I1), s			2.8	19.9		12.5		2.0				
Green Ext Time (p_c), s			1.9	0.0		1.5		4.0				
Intersection Summary												
HCM 2010 Ctrl Delay			24.4									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	592	278	99	767	0	0	0	0	194	0	196
Future Volume (veh/h)	0	592	278	99	767	0	0	0	0	194	0	196
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	643	302	108	834	0				211	0	213
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	877	350	671	2484	0				375	0	297
Arrive On Green	0.00	0.25	0.25	0.82	1.00	0.00				0.19	0.00	0.21
Sat Flow, veh/h	0	3632	1410	1634	3632	0				1774	0	1407
Grp Volume(v), veh/h	0	643	302	108	834	0				211	0	213
Grp Sat Flow(s), veh/h/ln	0	1770	1410	1634	1770	0				1774	0	1407
Q Serve(g_s), s	0.0	15.4	18.9	1.3	0.0	0.0				9.9	0.0	12.9
Cycle Q Clear(g_c), s	0.0	15.4	18.9	1.3	0.0	0.0				9.9	0.0	12.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	877	350	671	2484	0				375	0	297
V/C Ratio(X)	0.00	0.73	0.86	0.16	0.34	0.00				0.56	0.00	0.72
Avail Cap(c_a), veh/h	0	877	350	671	2484	0				910	0	722
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.94	0.94	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	31.8	33.1	5.0	0.0	0.0				33.4	0.0	33.7
Incr Delay (d2), s/veh	0.0	5.4	23.6	0.1	0.3	0.0				1.3	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	8.2	9.6	0.6	0.1	0.0				5.0	0.0	5.3
LnGrp Delay(d),s/veh	0.0	37.2	56.7	5.1	0.3	0.0				34.8	0.0	37.0
LnGrp LOS		D	E	A	A					C		D
Approach Vol, veh/h		945			942						424	
Approach Delay, s/veh		43.4			0.9						35.9	
Approach LOS		D			A						D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			41.8	26.8		23.4		68.6				
Change Period (Y+Rc), s			6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s			8.0	20.8		45.2		34.8				
Max Q Clear Time (g_c+I1), s			3.3	20.9		14.9		2.0				
Green Ext Time (p_c), s			1.9	0.0		1.7		4.3				
Intersection Summary												
HCM 2010 Ctrl Delay			24.7									
HCM 2010 LOS			C									

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↖	↑↑						↑	↗
Traffic Volume (veh/h)	0	777	381	141	1035	0	0	0	0	277	0	229
Future Volume (veh/h)	0	777	381	141	1035	0	0	0	0	277	0	229
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	845	414	153	1125	0				301	0	249
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	961	383	598	2406	0				419	0	333
Arrive On Green	0.00	0.27	0.27	0.37	0.68	0.00				0.21	0.00	0.24
Sat Flow, veh/h	0	3632	1412	1634	3632	0				1774	0	1409
Grp Volume(v), veh/h	0	845	414	153	1125	0				301	0	249
Grp Sat Flow(s),veh/h/ln	0	1770	1412	1634	1770	0				1774	0	1409
Q Serve(g_s), s	0.0	21.7	25.8	6.2	14.2	0.0				15.0	0.0	15.6
Cycle Q Clear(g_c), s	0.0	21.7	25.8	6.2	14.2	0.0				15.0	0.0	15.6
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	961	383	598	2406	0				419	0	333
V/C Ratio(X)	0.00	0.88	1.08	0.26	0.47	0.00				0.72	0.00	0.75
Avail Cap(c_a), veh/h	0	961	383	598	2406	0				881	0	700
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.78	0.78	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.1	34.6	21.1	7.1	0.0				34.4	0.0	33.7
Incr Delay (d2), s/veh	0.0	11.3	68.9	0.2	0.5	0.0				2.3	0.0	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.1	17.4	2.8	7.0	0.0				7.6	0.0	6.3
LnGrp Delay(d),s/veh	0.0	44.4	103.5	21.2	7.6	0.0				36.7	0.0	37.1
LnGrp LOS		D	F	C	A					D		D
Approach Vol, veh/h	1259			1278						550		
Approach Delay, s/veh	63.8			9.3						36.9		
Approach LOS	E			A						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4	6		8					
Phs Duration (G+Y+Rc), s			38.8	29.8	26.4		68.6					
Change Period (Y+Rc), s			6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s			8.0	23.8	45.2		37.8					
Max Q Clear Time (g_c+I1), s			8.2	27.8	17.6		16.2					
Green Ext Time (p_c), s			0.0	0.0	2.2		5.9					
Intersection Summary												
HCM 2010 Ctrl Delay	36.4											
HCM 2010 LOS	D											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑	↑↑						↑	↑
Traffic Volume (veh/h)	0	825	392	141	1077	0	0	0	0	277	0	265
Future Volume (veh/h)	0	825	392	141	1077	0	0	0	0	277	0	265
Number	7	4	14	3	8	18				1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		1.00				1.00		0.97
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1716	1716	1863	0				1900	1863	1716
Adj Flow Rate, veh/h	0	897	426	153	1171	0				301	0	288
Adj No. of Lanes	0	2	1	1	2	0				0	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	988	394	548	2322	0				462	0	368
Arrive On Green	0.00	0.28	0.28	0.34	0.66	0.00				0.24	0.00	0.26
Sat Flow, veh/h	0	3632	1413	1634	3632	0				1774	0	1411
Grp Volume(v), veh/h	0	897	426	153	1171	0				301	0	288
Grp Sat Flow(s),veh/h/ln	0	1770	1413	1634	1770	0				1774	0	1411
Q Serve(g_s), s	0.0	23.5	26.8	6.6	16.3	0.0				14.7	0.0	18.2
Cycle Q Clear(g_c), s	0.0	23.5	26.8	6.6	16.3	0.0				14.7	0.0	18.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	988	394	548	2322	0				462	0	368
V/C Ratio(X)	0.00	0.91	1.08	0.28	0.50	0.00				0.65	0.00	0.78
Avail Cap(c_a), veh/h	0	988	394	548	2322	0				872	0	694
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.76	0.76	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.4	34.6	23.4	8.5	0.0				32.6	0.0	33.0
Incr Delay (d2), s/veh	0.0	13.5	68.5	0.2	0.6	0.0				1.6	0.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.3	17.9	3.0	8.0	0.0				7.4	0.0	7.4
LnGrp Delay(d),s/veh	0.0	46.9	103.1	23.6	9.1	0.0				34.1	0.0	36.6
LnGrp LOS		D	F	C	A					C		D
Approach Vol, veh/h	1323			1324						589		
Approach Delay, s/veh	65.0			10.8						35.3		
Approach LOS	E			B						D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4	6		8					
Phs Duration (G+Y+Rc), s			36.2	30.8	29.0		67.0					
Change Period (Y+Rc), s			6.0	6.0	6.0		6.0					
Max Green Setting (Gmax), s			8.0	24.8	45.2		38.8					
Max Q Clear Time (g_c+I1), s			8.6	28.8	20.2		18.3					
Green Ext Time (p_c), s			0.0	0.0	2.4		6.1					
Intersection Summary												
HCM 2010 Ctrl Delay	37.4											
HCM 2010 LOS	D											

Intersection 5

SR 65 NB Offramp & W Henderson Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	163	830	0	0	745	222	316	0	176	0	0	0
Future Volume (veh/h)	163	830	0	0	745	222	316	0	176	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	177	902	0	0	810	241	343	0	191			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	235	2406	0	0	1754	703	425	0	342			
Arrive On Green	0.19	0.90	0.00	0.00	0.50	0.50	0.22	0.00	0.24			
Sat Flow, veh/h	1634	3632	0	0	3632	1420	1774	0	1429			
Grp Volume(v), veh/h	177	902	0	0	810	241	343	0	191			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1420	1774	0	1429			
Q Serve(g_s), s	10.1	3.7	0.0	0.0	14.8	10.2	18.2	0.0	11.6			
Cycle Q Clear(g_c), s	10.1	3.7	0.0	0.0	14.8	10.2	18.2	0.0	11.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	235	2406	0	0	1754	703	425	0	342			
V/C Ratio(X)	0.75	0.37	0.00	0.00	0.46	0.34	0.81	0.00	0.56			
Avail Cap(c_a), veh/h	314	2406	0	0	1754	703	573	0	462			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.90	0.90	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.3	1.7	0.0	0.0	16.3	15.2	36.5	0.0	33.1			
Incr Delay (d2), s/veh	6.3	0.4	0.0	0.0	0.9	1.3	6.2	0.0	1.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.9	1.7	0.0	0.0	7.4	4.3	9.6	0.0	4.7			
LnGrp Delay(d),s/veh	44.6	2.1	0.0	0.0	17.2	16.5	42.7	0.0	34.5			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h	1079				1051			534				
Approach Delay, s/veh	9.1				17.1			39.7				
Approach LOS	A				B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		6		7	8				
Phs Duration (G+Y+Rc), s	27.7		71.3		18.3		53.0					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	30.0		57.0		17.0		34.0					
Max Q Clear Time (g_c+I1), s	20.2		5.7		12.1		16.8					
Green Ext Time (p_c), s	1.5		12.1		0.2		8.5					
Intersection Summary												
HCM 2010 Ctrl Delay	18.4											
HCM 2010 LOS	B											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	854	0	0	757	222	325	0	176	0	0	0
Future Volume (veh/h)	175	854	0	0	757	222	325	0	176	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	190	928	0	0	823	241	353	0	191			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	247	2352	0	0	1661	666	439	0	354			
Arrive On Green	0.30	1.00	0.00	0.00	0.47	0.47	0.23	0.00	0.25			
Sat Flow, veh/h	1634	3632	0	0	3632	1419	1774	0	1430			
Grp Volume(v), veh/h	190	928	0	0	823	241	353	0	191			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1419	1774	0	1430			
Q Serve(g_s), s	9.6	0.0	0.0	0.0	14.6	9.9	17.1	0.0	10.6			
Cycle Q Clear(g_c), s	9.6	0.0	0.0	0.0	14.6	9.9	17.1	0.0	10.6			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	247	2352	0	0	1661	666	439	0	354			
V/C Ratio(X)	0.77	0.39	0.00	0.00	0.50	0.36	0.80	0.00	0.54			
Avail Cap(c_a), veh/h	341	2352	0	0	1661	666	565	0	456			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.89	0.89	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	30.3	0.0	0.0	0.0	16.7	15.4	33.2	0.0	29.7			
Incr Delay (d2), s/veh	6.2	0.4	0.0	0.0	1.1	1.5	6.5	0.0	1.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.7	0.1	0.0	0.0	7.3	4.1	9.2	0.0	4.3			
LnGrp Delay(d),s/veh	36.4	0.4	0.0	0.0	17.8	17.0	39.6	0.0	31.0			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h	1118				1064				544			
Approach Delay, s/veh	6.6				17.6				36.6			
Approach LOS	A				B				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7		8					
Phs Duration (G+Y+Rc), s	26.5		64.5		17.8		46.7					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	27.0		52.0		17.0		29.0					
Max Q Clear Time (g_c+I1), s	19.1		2.0		11.6		16.6					
Green Ext Time (p_c), s	1.4		12.5		0.3		7.1					
Intersection Summary												
HCM 2010 Ctrl Delay	16.9											
HCM 2010 LOS	B											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	233	1185	0	0	1064	317	451	0	251	0	0	0
Future Volume (veh/h)	233	1185	0	0	1064	317	451	0	251	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	253	1288	0	0	1157	345	490	0	273			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	293	2187	0	0	1420	569	544	0	439			
Arrive On Green	0.36	1.00	0.00	0.00	0.40	0.40	0.29	0.00	0.31			
Sat Flow, veh/h	1634	3632	0	0	3632	1418	1774	0	1432			
Grp Volume(v), veh/h	253	1288	0	0	1157	345	490	0	273			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1418	1774	0	1432			
Q Serve(g_s), s	15.3	0.0	0.0	0.0	30.8	20.4	28.2	0.0	17.3			
Cycle Q Clear(g_c), s	15.3	0.0	0.0	0.0	30.8	20.4	28.2	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	293	2187	0	0	1420	569	544	0	439			
V/C Ratio(X)	0.86	0.59	0.00	0.00	0.82	0.61	0.90	0.00	0.62			
Avail Cap(c_a), veh/h	293	2187	0	0	1420	569	552	0	446			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.73	0.73	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.8	0.0	0.0	0.0	28.2	25.1	36.2	0.0	31.5			
Incr Delay (d2), s/veh	17.5	0.9	0.0	0.0	5.3	4.8	17.8	0.0	2.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.2	0.3	0.0	0.0	16.0	8.7	16.5	0.0	7.1			
LnGrp Delay(d),s/veh	50.3	0.9	0.0	0.0	33.5	29.9	54.0	0.0	34.1			
LnGrp LOS	D	A			C	C	D		C			
Approach Vol, veh/h	1541				1502				763			
Approach Delay, s/veh	9.0				32.7				46.9			
Approach LOS	A				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4				7	8				
Phs Duration (G+Y+Rc), s	36.5		69.5				23.0	46.5				
Change Period (Y+Rc), s	6.0		6.0				6.0	6.0				
Max Green Setting (Gmax), s	31.0		63.0				17.0	40.0				
Max Q Clear Time (g_c+I1), s	30.2		2.0				17.3	32.8				
Green Ext Time (p_c), s	0.3		24.7				0.0	6.0				
Intersection Summary												
HCM 2010 Ctrl Delay	25.9											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	1209	0	0	1076	317	460	0	251	0	0	0
Future Volume (veh/h)	245	1209	0	0	1076	317	460	0	251	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	266	1314	0	0	1170	345	500	0	273			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	305	2170	0	0	1376	551	554	0	447			
Arrive On Green	0.37	1.00	0.00	0.00	0.39	0.39	0.29	0.00	0.31			
Sat Flow, veh/h	1634	3632	0	0	3632	1417	1774	0	1432			
Grp Volume(v), veh/h	266	1314	0	0	1170	345	500	0	273			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1417	1774	0	1432			
Q Serve(g_s), s	16.2	0.0	0.0	0.0	32.3	21.0	29.0	0.0	17.3			
Cycle Q Clear(g_c), s	16.2	0.0	0.0	0.0	32.3	21.0	29.0	0.0	17.3			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	305	2170	0	0	1376	551	554	0	447			
V/C Ratio(X)	0.87	0.61	0.00	0.00	0.85	0.63	0.90	0.00	0.61			
Avail Cap(c_a), veh/h	305	2170	0	0	1376	551	564	0	455			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	32.3	0.0	0.0	0.0	29.8	26.4	36.3	0.0	31.3			
Incr Delay (d2), s/veh	17.4	0.9	0.0	0.0	6.7	5.3	17.7	0.0	2.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.6	0.3	0.0	0.0	17.1	9.1	16.9	0.0	7.1			
LnGrp Delay(d),s/veh	49.7	0.9	0.0	0.0	36.6	31.7	54.0	0.0	33.6			
LnGrp LOS	D	A			D	C	D		C			
Approach Vol, veh/h	1580				1515			773				
Approach Delay, s/veh	9.1				35.5			46.8				
Approach LOS	A				D			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7		8					
Phs Duration (G+Y+Rc), s	37.4		69.6		24.0		45.6					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	32.0		63.0		18.0		39.0					
Max Q Clear Time (g_c+I1), s	31.0		2.0		18.2		34.3					
Green Ext Time (p_c), s	0.4		25.4		0.0		4.1					
Intersection Summary												
HCM 2010 Ctrl Delay	27.0											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	93	647	0	0	532	109	284	0	100	0	0	0
Future Volume (veh/h)	93	647	0	0	532	109	284	0	100	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	101	703	0	0	578	118	309	0	109			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	159	2440	0	0	1940	779	395	0	318			
Arrive On Green	0.13	0.92	0.00	0.00	0.55	0.55	0.20	0.00	0.22			
Sat Flow, veh/h	1634	3632	0	0	3632	1421	1774	0	1428			
Grp Volume(v), veh/h	101	703	0	0	578	118	309	0	109			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1421	1774	0	1428			
Q Serve(g_s), s	5.3	2.0	0.0	0.0	8.0	3.7	15.0	0.0	5.8			
Cycle Q Clear(g_c), s	5.3	2.0	0.0	0.0	8.0	3.7	15.0	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	159	2440	0	0	1940	779	395	0	318			
V/C Ratio(X)	0.64	0.29	0.00	0.00	0.30	0.15	0.78	0.00	0.34			
Avail Cap(c_a), veh/h	251	2440	0	0	1940	779	604	0	487			
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.1	1.3	0.0	0.0	11.1	10.1	34.3	0.0	29.8			
Incr Delay (d2), s/veh	4.0	0.3	0.0	0.0	0.4	0.4	3.7	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	0.9	0.0	0.0	4.0	1.5	7.8	0.0	2.4			
LnGrp Delay(d),s/veh	42.1	1.5	0.0	0.0	11.5	10.5	37.9	0.0	30.4			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h	804				696				418			
Approach Delay, s/veh	6.6				11.3				36.0			
Approach LOS	A				B				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7		8					
Phs Duration (G+Y+Rc), s	24.3		66.7		12.9		53.9					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	29.0		50.0		12.0		32.0					
Max Q Clear Time (g_c+I1), s	17.0		4.0		7.3		10.0					
Green Ext Time (p_c), s	1.2		7.1		0.1		6.3					
Intersection Summary												
HCM 2010 Ctrl Delay	14.7											
HCM 2010 LOS	B											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	109	679	0	0	556	109	302	0	100	0	0	0
Future Volume (veh/h)	109	679	0	0	556	109	302	0	100	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	118	738	0	0	604	118	328	0	109			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	179	2409	0	0	1867	749	412	0	332			
Arrive On Green	0.11	0.68	0.00	0.00	0.53	0.53	0.21	0.00	0.23			
Sat Flow, veh/h	1634	3632	0	0	3632	1420	1774	0	1429			
Grp Volume(v), veh/h	118	738	0	0	604	118	328	0	109			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1420	1774	0	1429			
Q Serve(g_s), s	6.4	7.7	0.0	0.0	8.9	3.9	16.1	0.0	5.8			
Cycle Q Clear(g_c), s	6.4	7.7	0.0	0.0	8.9	3.9	16.1	0.0	5.8			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	179	2409	0	0	1867	749	412	0	332			
V/C Ratio(X)	0.66	0.31	0.00	0.00	0.32	0.16	0.80	0.00	0.33			
Avail Cap(c_a), veh/h	266	2409	0	0	1867	749	598	0	481			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.96	0.96	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.3	5.9	0.0	0.0	12.4	11.2	34.2	0.0	29.3			
Incr Delay (d2), s/veh	3.9	0.3	0.0	0.0	0.5	0.4	4.7	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.1	3.8	0.0	0.0	4.5	1.6	8.4	0.0	2.4			
LnGrp Delay(d),s/veh	43.2	6.2	0.0	0.0	12.8	11.6	39.0	0.0	29.9			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h	856				722				437			
Approach Delay, s/veh	11.3				12.6				36.7			
Approach LOS	B				B				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7		8					
Phs Duration (G+Y+Rc), s	25.4		66.6		14.1		52.5					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	29.0		51.0		13.0		32.0					
Max Q Clear Time (g_c+I1), s	18.1		9.7		8.4		10.9					
Green Ext Time (p_c), s	1.3		7.5		0.1		6.6					
Intersection Summary												
HCM 2010 Ctrl Delay	17.3											
HCM 2010 LOS	B											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	133	924	0	0	760	156	406	0	143	0	0	0
Future Volume (veh/h)	133	924	0	0	760	156	406	0	143	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	145	1004	0	0	826	170	441	0	155			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	209	2177	0	0	1567	628	525	0	424			
Arrive On Green	0.13	0.62	0.00	0.00	0.44	0.44	0.27	0.00	0.30			
Sat Flow, veh/h	1634	3632	0	0	3632	1419	1774	0	1431			
Grp Volume(v), veh/h	145	1004	0	0	826	170	441	0	155			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1419	1774	0	1431			
Q Serve(g_s), s	7.6	13.7	0.0	0.0	15.3	6.8	21.1	0.0	7.7			
Cycle Q Clear(g_c), s	7.6	13.7	0.0	0.0	15.3	6.8	21.1	0.0	7.7			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	209	2177	0	0	1567	628	525	0	424			
V/C Ratio(X)	0.69	0.46	0.00	0.00	0.53	0.27	0.84	0.00	0.37			
Avail Cap(c_a), veh/h	272	2177	0	0	1567	628	650	0	525			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.88	0.88	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	37.6	9.3	0.0	0.0	18.2	15.9	30.7	0.0	25.0			
Incr Delay (d2), s/veh	4.5	0.6	0.0	0.0	1.3	1.1	8.0	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	3.7	6.9	0.0	0.0	7.7	2.8	11.5	0.0	3.1			
LnGrp Delay(d),s/veh	42.0	9.9	0.0	0.0	19.5	16.9	38.7	0.0	25.5			
LnGrp LOS	D	A			B	B	D		C			
Approach Vol, veh/h	1149				996			596				
Approach Delay, s/veh	14.0				19.1			35.2				
Approach LOS	B				B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4				7	8				
Phs Duration (G+Y+Rc), s	30.6		59.4				15.5	43.8				
Change Period (Y+Rc), s	6.0		6.0				6.0	6.0				
Max Green Setting (Gmax), s	31.0		47.0				13.0	28.0				
Max Q Clear Time (g_c+I1), s	23.1		15.7				9.6	17.3				
Green Ext Time (p_c), s	1.5		11.4				0.1	6.5				
Intersection Summary												
HCM 2010 Ctrl Delay	20.5											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	149	956	0	0	784	156	424	0	143	0	0	0
Future Volume (veh/h)	149	956	0	0	784	156	424	0	143	0	0	0
Number	7	4	14	3	8	18	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.97	1.00		0.98			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1716	1863	0	0	1863	1716	1750	1863	1716			
Adj Flow Rate, veh/h	162	1039	0	0	852	170	461	0	155			
Adj No. of Lanes	1	2	0	0	2	1	0	1	1			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	223	2166	0	0	1536	615	540	0	436			
Arrive On Green	0.14	0.61	0.00	0.00	0.43	0.43	0.28	0.00	0.30			
Sat Flow, veh/h	1634	3632	0	0	3632	1418	1774	0	1432			
Grp Volume(v), veh/h	162	1039	0	0	852	170	461	0	155			
Grp Sat Flow(s),veh/h/ln	1634	1770	0	0	1770	1418	1774	0	1432			
Q Serve(g_s), s	9.1	15.5	0.0	0.0	17.2	7.4	23.6	0.0	8.1			
Cycle Q Clear(g_c), s	9.1	15.5	0.0	0.0	17.2	7.4	23.6	0.0	8.1			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	223	2166	0	0	1536	615	540	0	436			
V/C Ratio(X)	0.73	0.48	0.00	0.00	0.55	0.28	0.85	0.00	0.36			
Avail Cap(c_a), veh/h	272	2166	0	0	1536	615	665	0	537			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	39.7	10.2	0.0	0.0	20.3	17.5	32.3	0.0	26.0			
Incr Delay (d2), s/veh	6.4	0.7	0.0	0.0	1.5	1.1	8.8	0.0	0.5			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	4.5	7.7	0.0	0.0	8.7	3.1	12.9	0.0	3.2			
LnGrp Delay(d),s/veh	46.2	10.9	0.0	0.0	21.7	18.6	41.2	0.0	26.5			
LnGrp LOS	D	B			C	B	D		C			
Approach Vol, veh/h	1201				1022				616			
Approach Delay, s/veh	15.6				21.2				37.5			
Approach LOS	B				C				D			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		7		8					
Phs Duration (G+Y+Rc), s	33.2		62.8		17.1		45.7					
Change Period (Y+Rc), s	6.0		6.0		6.0		6.0					
Max Green Setting (Gmax), s	34.0		50.0		14.0		30.0					
Max Q Clear Time (g_c+I1), s	25.6		17.5		11.1		19.2					
Green Ext Time (p_c), s	1.7		12.1		0.1		6.7					
Intersection Summary												
HCM 2010 Ctrl Delay			22.4									
HCM 2010 LOS			C									

Intersection 6 N Prospect St & Morton Ave

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	423	95	46	487	274	4	141	56	195	112	129
Future Volume (veh/h)	7	423	95	46	487	274	4	141	56	195	112	129
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	8	460	103	50	529	298	4	153	61	212	122	140
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	315	1049	233	369	869	488	43	345	135	348	510	392
Arrive On Green	0.19	0.37	0.36	0.23	0.40	0.39	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	1634	2862	636	1634	2172	1221	9	1258	492	1159	1863	1431
Grp Volume(v), veh/h	8	283	280	50	431	396	218	0	0	212	122	140
Grp Sat Flow(s), veh/h/ln	1634	1770	1728	1634	1770	1623	1760	0	0	1159	1863	1431
Q Serve(g_s), s	0.4	10.9	11.0	2.2	17.4	17.5	0.0	0.0	0.0	10.1	4.6	7.1
Cycle Q Clear(g_c), s	0.4	10.9	11.0	2.2	17.4	17.5	9.2	0.0	0.0	19.3	4.6	7.1
Prop In Lane	1.00		0.37	1.00		0.75	0.02		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	315	649	634	369	708	649	523	0	0	348	510	392
V/C Ratio(X)	0.03	0.44	0.44	0.14	0.61	0.61	0.42	0.00	0.00	0.61	0.24	0.36
Avail Cap(c_a), veh/h	315	649	634	369	708	649	762	0	0	507	766	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.74	0.74	0.74
Uniform Delay (d), s/veh	29.5	21.5	21.6	27.8	21.4	21.6	27.1	0.0	0.0	31.9	25.4	26.3
Incr Delay (d2), s/veh	0.0	2.1	2.2	0.2	3.9	4.2	0.5	0.0	0.0	1.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.7	5.6	1.0	9.3	8.6	4.6	0.0	0.0	5.1	2.4	2.8
LnGrp Delay(d),s/veh	29.5	23.6	23.9	28.0	25.3	25.9	27.7	0.0	0.0	33.2	25.6	26.7
LnGrp LOS	C	C	C	C	C	C	C			C	C	C
Approach Vol, veh/h	571			877			218			474		
Approach Delay, s/veh	23.8			25.7			27.7			29.3		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		28.7	24.3	37.0		28.7	21.3	40.0				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		36.4	7.4	32.4		36.4	4.4	35.4				
Max Q Clear Time (g_c+I1), s		11.2	4.2	13.0		21.3	2.4	19.5				
Green Ext Time (p_c), s		3.1	0.0	2.2		2.7	0.0	3.3				
Intersection Summary												
HCM 2010 Ctrl Delay	26.2											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	21	423	95	46	487	274	4	152	56	195	120	141
Future Volume (veh/h)	21	423	95	46	487	274	4	152	56	195	120	141
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	23	460	103	50	529	298	4	165	61	212	130	153
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	43	1049	233	358	1216	683	43	362	132	349	524	402
Arrive On Green	0.03	0.37	0.36	0.22	0.56	0.55	0.28	0.28	0.27	0.28	0.28	0.28
Sat Flow, veh/h	1634	2862	636	1634	2173	1221	9	1288	468	1147	1863	1431
Grp Volume(v), veh/h	23	283	280	50	431	396	230	0	0	212	130	153
Grp Sat Flow(s), veh/h/ln	1634	1770	1728	1634	1770	1625	1765	0	0	1147	1863	1431
Q Serve(g_s), s	1.3	10.9	11.0	2.2	12.7	12.9	0.0	0.0	0.0	10.2	4.9	7.7
Cycle Q Clear(g_c), s	1.3	10.9	11.0	2.2	12.7	12.9	9.7	0.0	0.0	19.9	4.9	7.7
Prop In Lane	1.00		0.37	1.00		0.75	0.02		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	43	649	634	358	990	909	537	0	0	349	524	402
V/C Ratio(X)	0.54	0.44	0.44	0.14	0.43	0.44	0.43	0.00	0.00	0.61	0.25	0.38
Avail Cap(c_a), veh/h	109	649	634	358	990	909	765	0	0	498	766	588
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.70	0.70	0.70
Uniform Delay (d), s/veh	43.3	21.5	21.6	28.3	11.5	11.7	26.8	0.0	0.0	31.7	25.0	26.0
Incr Delay (d2), s/veh	10.2	2.1	2.2	0.2	1.4	1.5	0.5	0.0	0.0	1.2	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	5.7	5.6	1.0	6.6	6.1	4.8	0.0	0.0	5.1	2.5	3.1
LnGrp Delay(d),s/veh	53.5	23.6	23.9	28.5	12.9	13.2	27.3	0.0	0.0	32.9	25.2	26.5
LnGrp LOS	D	C	C	C	B	B	C			C	C	C
Approach Vol, veh/h	586			877			230			495		
Approach Delay, s/veh	24.9			14.0			27.3			28.9		
Approach LOS	C			B			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		29.3	23.7	37.0		29.3	6.3	54.3				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		36.4	7.4	32.4		36.4	5.4	34.4				
Max Q Clear Time (g_c+I1), s		11.7	4.2	13.0		21.9	3.3	14.9				
Green Ext Time (p_c), s		3.3	1.1	2.2		2.8	0.0	3.8				
Intersection Summary												
HCM 2010 Ctrl Delay	21.7											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	604	136	66	696	391	6	201	80	279	160	184
Future Volume (veh/h)	10	604	136	66	696	391	6	201	80	279	160	184
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	11	657	148	72	757	425	7	218	87	303	174	200
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	28	1008	227	201	999	558	46	490	191	428	727	560
Arrive On Green	0.02	0.35	0.35	0.12	0.46	0.45	0.39	0.39	0.38	0.39	0.39	0.39
Sat Flow, veh/h	1634	2854	642	1634	2177	1217	12	1255	490	1069	1863	1434
Grp Volume(v), veh/h	11	407	398	72	615	567	312	0	0	303	174	200
Grp Sat Flow(s), veh/h/ln	1634	1770	1727	1634	1770	1624	1757	0	0	1069	1863	1434
Q Serve(g_s), s	0.6	17.4	17.5	3.6	25.9	26.2	0.0	0.0	0.0	18.1	5.7	8.9
Cycle Q Clear(g_c), s	0.6	17.4	17.5	3.6	25.9	26.2	11.8	0.0	0.0	29.9	5.7	8.9
Prop In Lane	1.00		0.37	1.00		0.75	0.02		0.28	1.00		1.00
Lane Grp Cap(c), veh/h	28	625	610	201	812	745	727	0	0	428	727	560
V/C Ratio(X)	0.39	0.65	0.65	0.36	0.76	0.76	0.43	0.00	0.00	0.71	0.24	0.36
Avail Cap(c_a), veh/h	84	625	610	201	812	745	802	0	0	473	807	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.62	0.62	0.62
Uniform Delay (d), s/veh	43.7	24.4	24.6	36.2	20.2	20.5	20.4	0.0	0.0	27.9	18.4	19.4
Incr Delay (d2), s/veh	8.4	5.2	5.4	1.1	6.5	7.2	0.4	0.0	0.0	2.7	0.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	9.4	9.2	1.7	14.1	13.2	5.8	0.0	0.0	7.4	2.9	3.5
LnGrp Delay(d),s/veh	52.2	29.6	29.9	37.3	26.7	27.7	20.8	0.0	0.0	30.6	18.5	19.7
LnGrp LOS	D	C	C	D	C	C	C			C	B	B
Approach Vol, veh/h	816			1254			312			677		
Approach Delay, s/veh	30.1			27.8			20.8			24.3		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.1	15.1	35.8		39.1	5.6	45.3				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		38.4	6.6	31.2		38.4	4.0	33.8				
Max Q Clear Time (g_c+l1), s		13.8	5.6	19.5		31.9	2.6	28.2				
Green Ext Time (p_c), s		4.9	0.0	2.8		2.6	0.0	2.9				
Intersection Summary												
HCM 2010 Ctrl Delay	26.9											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	604	136	66	696	391	6	212	80	279	168	196
Future Volume (veh/h)	24	604	136	66	696	391	6	212	80	279	168	196
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	26	657	148	72	757	425	7	230	87	303	183	213
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	46	1015	228	188	963	538	46	506	187	426	738	568
Arrive On Green	0.03	0.36	0.35	0.11	0.44	0.44	0.40	0.40	0.39	0.40	0.40	0.40
Sat Flow, veh/h	1634	2854	642	1634	2177	1217	12	1276	473	1057	1863	1434
Grp Volume(v), veh/h	26	407	398	72	615	567	324	0	0	303	183	213
Grp Sat Flow(s), veh/h/ln	1634	1770	1727	1634	1770	1624	1761	0	0	1057	1863	1434
Q Serve(g_s), s	1.4	17.3	17.4	3.7	26.7	27.0	0.0	0.0	0.0	18.3	5.9	9.5
Cycle Q Clear(g_c), s	1.4	17.3	17.4	3.7	26.7	27.0	12.2	0.0	0.0	30.5	5.9	9.5
Prop In Lane	1.00		0.37	1.00		0.75	0.02		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	46	629	614	188	783	719	739	0	0	426	738	568
V/C Ratio(X)	0.57	0.65	0.65	0.38	0.78	0.79	0.44	0.00	0.00	0.71	0.25	0.37
Avail Cap(c_a), veh/h	85	629	614	188	783	719	803	0	0	465	807	621
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.71	0.71	0.71
Uniform Delay (d), s/veh	43.2	24.3	24.4	36.9	21.4	21.7	20.1	0.0	0.0	27.8	18.2	19.3
Incr Delay (d2), s/veh	10.7	5.1	5.2	1.3	7.8	8.6	0.4	0.0	0.0	3.3	0.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	9.4	9.2	1.7	14.7	13.7	6.0	0.0	0.0	7.5	3.1	3.8
LnGrp Delay(d),s/veh	53.9	29.3	29.6	38.2	29.2	30.3	20.6	0.0	0.0	31.1	18.3	19.6
LnGrp LOS	D	C	C	D	C	C	C			C	B	B
Approach Vol, veh/h	831			1254			324			699		
Approach Delay, s/veh	30.2			30.2			20.6			24.2		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		39.7	14.3	36.0		39.7	6.5	43.8				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		38.4	6.4	31.4		38.4	4.1	33.7				
Max Q Clear Time (g_c+I1), s		14.2	5.7	19.4		32.5	3.4	29.0				
Green Ext Time (p_c), s		5.1	0.0	2.8		2.5	0.0	2.5				
Intersection Summary												
HCM 2010 Ctrl Delay	27.9											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	621	136	27	364	130	4	86	47	177	71	110
Future Volume (veh/h)	10	621	136	27	364	130	4	86	47	177	71	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	11	675	148	29	396	141	4	93	51	192	77	120
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	350	1776	389	48	1108	389	44	246	131	329	408	313
Arrive On Green	0.21	0.62	0.61	0.03	0.43	0.43	0.22	0.22	0.21	0.22	0.22	0.22
Sat Flow, veh/h	1634	2873	629	1634	2557	899	14	1123	598	1233	1863	1428
Grp Volume(v), veh/h	11	416	407	29	272	265	148	0	0	192	77	120
Grp Sat Flow(s), veh/h/ln	1634	1770	1733	1634	1770	1686	1735	0	0	1233	1863	1428
Q Serve(g_s), s	0.5	10.5	10.6	1.6	9.3	9.5	0.0	0.0	0.0	8.2	3.0	6.4
Cycle Q Clear(g_c), s	0.5	10.5	10.6	1.6	9.3	9.5	6.5	0.0	0.0	14.7	3.0	6.4
Prop In Lane	1.00		0.36	1.00		0.53	0.03		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	350	1094	1071	48	767	731	421	0	0	329	408	313
V/C Ratio(X)	0.03	0.38	0.38	0.60	0.36	0.36	0.35	0.00	0.00	0.58	0.19	0.38
Avail Cap(c_a), veh/h	350	1094	1071	127	767	731	695	0	0	525	704	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.85	0.85	0.85
Uniform Delay (d), s/veh	28.0	8.6	8.6	43.1	17.1	17.3	30.1	0.0	0.0	33.7	28.6	30.0
Incr Delay (d2), s/veh	0.0	1.0	1.0	11.3	1.3	1.4	0.5	0.0	0.0	1.4	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	5.4	5.3	0.9	4.8	4.7	3.2	0.0	0.0	4.6	1.6	2.6
LnGrp Delay(d),s/veh	28.0	9.6	9.7	54.5	18.4	18.7	30.6	0.0	0.0	35.0	28.8	30.6
LnGrp LOS	C	A	A	D	B	B	C			D	C	C
Approach Vol, veh/h	834			566			148			389		
Approach Delay, s/veh	9.9			20.4			30.6			32.5		
Approach LOS	A			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		23.7	6.7	59.6		23.7	23.3	43.0				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		33.4	6.4	36.4		33.4	4.4	38.4				
Max Q Clear Time (g_c+I1), s		8.5	3.6	12.6		16.7	2.5	11.5				
Green Ext Time (p_c), s		2.3	0.0	3.6		2.1	0.0	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay	19.0											
HCM 2010 LOS	B											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	621	136	27	364	130	4	108	47	177	82	126
Future Volume (veh/h)	38	621	136	27	364	130	4	108	47	177	82	126
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	41	675	148	29	396	141	4	117	51	192	89	137
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	384	1180	259	366	1023	359	44	283	120	328	432	331
Arrive On Green	0.23	0.41	0.40	0.22	0.40	0.39	0.23	0.23	0.23	0.23	0.23	0.23
Sat Flow, veh/h	1634	2871	629	1634	2557	899	12	1220	520	1207	1863	1429
Grp Volume(v), veh/h	41	416	407	29	272	265	172	0	0	192	89	137
Grp Sat Flow(s), veh/h/ln	1634	1770	1731	1634	1770	1686	1752	0	0	1207	1863	1429
Q Serve(g_s), s	1.8	16.3	16.3	1.3	9.8	10.1	0.0	0.0	0.0	8.4	3.5	7.3
Cycle Q Clear(g_c), s	1.8	16.3	16.3	1.3	9.8	10.1	7.5	0.0	0.0	15.9	3.5	7.3
Prop In Lane	1.00		0.36	1.00		0.53	0.02		0.30	1.00		1.00
Lane Grp Cap(c), veh/h	384	728	711	366	708	674	447	0	0	328	432	331
V/C Ratio(X)	0.11	0.57	0.57	0.08	0.38	0.39	0.38	0.00	0.00	0.58	0.21	0.41
Avail Cap(c_a), veh/h	384	728	711	366	708	674	701	0	0	505	704	540
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.82	0.82	0.82
Uniform Delay (d), s/veh	27.0	20.4	20.5	27.6	19.1	19.3	29.5	0.0	0.0	33.3	27.9	29.4
Incr Delay (d2), s/veh	0.1	3.2	3.3	0.1	1.6	1.7	0.5	0.0	0.0	1.4	0.2	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	8.5	8.5	0.6	5.1	5.0	3.7	0.0	0.0	4.6	1.8	3.0
LnGrp Delay(d),s/veh	27.1	23.6	23.8	27.7	20.7	21.1	30.1	0.0	0.0	34.7	28.1	30.1
LnGrp LOS	C	C	C	C	C	C	C			C	C	C
Approach Vol, veh/h	864			566			172			418		
Approach Delay, s/veh	23.9			21.2			30.1			31.8		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		24.9	24.1	41.0		24.9	25.1	40.0				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		33.4	6.4	36.4		33.4	7.4	35.4				
Max Q Clear Time (g_c+l1), s		9.5	3.3	18.3		17.9	3.8	12.1				
Green Ext Time (p_c), s		2.6	0.0	3.4		2.3	0.0	2.2				
Intersection Summary												
HCM 2010 Ctrl Delay	25.3											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	887	194	39	520	186	6	123	67	253	101	157
Future Volume (veh/h)	14	887	194	39	520	186	6	123	67	253	101	157
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	15	964	211	42	565	202	7	134	73	275	110	171
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1213	265	212	1081	385	47	354	186	405	586	451
Arrive On Green	0.13	0.42	0.42	0.13	0.42	0.42	0.31	0.31	0.31	0.31	0.31	0.31
Sat Flow, veh/h	1634	2873	628	1634	2546	908	19	1124	592	1167	1863	1432
Grp Volume(v), veh/h	15	593	582	42	392	375	214	0	0	275	110	171
Grp Sat Flow(s), veh/h/ln	1634	1770	1731	1634	1770	1685	1735	0	0	1167	1863	1432
Q Serve(g_s), s	0.7	26.2	26.4	2.1	14.7	14.9	0.0	0.0	0.0	14.6	3.9	8.4
Cycle Q Clear(g_c), s	0.7	26.2	26.4	2.1	14.7	14.9	8.6	0.0	0.0	23.2	3.9	8.4
Prop In Lane	1.00		0.36	1.00		0.54	0.03		0.34	1.00		1.00
Lane Grp Cap(c), veh/h	208	747	731	212	751	715	587	0	0	405	586	451
V/C Ratio(X)	0.07	0.79	0.80	0.20	0.52	0.52	0.36	0.00	0.00	0.68	0.19	0.38
Avail Cap(c_a), veh/h	208	747	731	212	751	715	714	0	0	492	724	557
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.76	0.76	0.76
Uniform Delay (d), s/veh	34.6	22.6	22.7	35.0	19.2	19.3	24.2	0.0	0.0	30.2	22.5	24.0
Incr Delay (d2), s/veh	0.1	8.5	8.8	0.5	2.6	2.7	0.4	0.0	0.0	2.2	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	14.4	14.2	1.0	7.7	7.4	4.2	0.0	0.0	6.7	2.0	3.4
LnGrp Delay(d),s/veh	34.7	31.1	31.5	35.4	21.7	22.0	24.6	0.0	0.0	32.4	22.6	24.4
LnGrp LOS	C	C	C	D	C	C	C			C	C	C
Approach Vol, veh/h	1190			809			214			556		
Approach Delay, s/veh	31.3			22.6			24.6			28.0		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		32.3	15.7	42.0		32.3	15.5	42.2				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		34.4	4.4	37.4		34.4	4.2	37.6				
Max Q Clear Time (g_c+I1), s		10.6	4.1	28.4		25.2	2.7	16.9				
Green Ext Time (p_c), s		3.6	0.0	3.8		2.5	0.0	3.2				
Intersection Summary												
HCM 2010 Ctrl Delay	27.6											
HCM 2010 LOS	C											

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	42	887	194	39	520	186	6	145	67	253	112	173
Future Volume (veh/h)	42	887	194	39	520	186	6	145	67	253	112	173
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.98	1.00		0.98	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1716	1863	1900	1716	1863	1900	1900	1863	1900	1716	1863	1716
Adj Flow Rate, veh/h	46	964	211	42	565	202	7	158	73	275	122	188
Adj No. of Lanes	1	2	0	1	2	0	0	1	0	1	1	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	250	1181	258	207	979	349	47	393	176	406	613	471
Arrive On Green	0.15	0.41	0.40	0.13	0.38	0.38	0.33	0.33	0.32	0.33	0.33	0.33
Sat Flow, veh/h	1634	2873	628	1634	2546	908	17	1194	536	1142	1863	1432
Grp Volume(v), veh/h	46	593	582	42	392	375	238	0	0	275	122	188
Grp Sat Flow(s), veh/h/ln	1634	1770	1731	1634	1770	1684	1746	0	0	1142	1863	1432
Q Serve(g_s), s	2.2	26.7	26.9	2.1	15.8	15.9	0.0	0.0	0.0	14.9	4.2	9.1
Cycle Q Clear(g_c), s	2.2	26.7	26.9	2.1	15.8	15.9	9.5	0.0	0.0	24.4	4.2	9.1
Prop In Lane	1.00		0.36	1.00		0.54	0.03		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	250	728	712	207	680	647	616	0	0	406	613	471
V/C Ratio(X)	0.18	0.82	0.82	0.20	0.58	0.58	0.39	0.00	0.00	0.68	0.20	0.40
Avail Cap(c_a), veh/h	250	728	712	207	680	647	738	0	0	487	745	573
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	0.00	0.87	0.87	0.87
Uniform Delay (d), s/veh	33.2	23.5	23.6	35.2	21.9	22.1	23.5	0.0	0.0	29.8	21.7	23.3
Incr Delay (d2), s/veh	0.3	9.8	10.1	0.5	3.5	3.7	0.4	0.0	0.0	2.5	0.1	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	15.0	14.8	1.0	8.3	8.1	4.6	0.0	0.0	6.7	2.2	3.6
LnGrp Delay(d),s/veh	33.6	33.2	33.7	35.7	25.4	25.8	23.9	0.0	0.0	32.3	21.8	23.8
LnGrp LOS	C	C	C	D	C	C	C			C	C	C
Approach Vol, veh/h	1221			809			238			585		
Approach Delay, s/veh	33.5			26.2			23.9			27.4		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.6	15.4	41.0		33.6	17.8	38.6				
Change Period (Y+Rc), s		4.6	4.6	4.6		4.6	4.6	4.6				
Max Green Setting (Gmax), s		35.4	4.4	36.4		35.4	6.8	34.0				
Max Q Clear Time (g_c+I1), s		11.5	4.1	28.9		26.4	4.2	17.9				
Green Ext Time (p_c), s		3.9	0.0	3.3		2.7	0.0	3.0				
Intersection Summary												
HCM 2010 Ctrl Delay	29.4											
HCM 2010 LOS	C											

HCS Analysis

South-N Prospect St FROM W Westfield TO W Henderson.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: N Prospect St
From/To: W Westfield Ave/W Henderson Av
Jurisdiction: Tulare County
Analysis Year: 2017
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	597	vph	360	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	162		98	

South-N Prospect St FROM W Westfield TO W Henderson.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	332	pcphpl	200	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	332	pcphpl	200	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	7.4	pc/mi/ln	4.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	324.5	195.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.10	2.85
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

North-N Prospect St FROM W Henderson TO W Morton.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: N Prospect St
From/To: W Henderson Ave/W Morton Ave
Jurisdiction: Tulare County
Analysis Year: 2017
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	281	vph	397	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	76		108	

North-N Prospect St FROM W Henderson TO W Morton.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	156	pcphpl	221	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	156	pcphpl	221	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	3.5	pc/mi/ln	4.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	152.7	215.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.72	2.90
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: N Newcomb St/ N Prospect St
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	596	vph	642	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	162		174	

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	332	pcphpl	357	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		332	pcphpl	357	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		7.4	pc/mi/ln	7.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	323.9	348.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.10	3.14
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Prospect St TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: N Prospect St/ SR 65 SB Ramps
Jurisdiction: Tulare County
Analysis Year: 2017
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	811	vph	885	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	220		240	

East-W Henderson Ave FROM N Prospect St TO SR 65.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	451	pcphpl	493	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	451	pcphpl	493	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	10.0	pc/mi/ln	11.0-	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	440.8	481.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.26	3.30
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM SR 65 TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: SR 65 SB Ramps/SR 65 NB Ramps
Jurisdiction: Tulare County
Analysis Year: 2017
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	740	vph	816	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	201		222	

East-W Henderson Ave FROM SR 65 TO SR 65.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	412	pcphpl	454	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	412	pcphpl	454	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	9.2	pc/mi/ln	10.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	402.2	443.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.21	3.26
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Prospect St TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: N Prospect St/ SR 65 SB Ramps
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	878	vph	975	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	239		265	

East-W Henderson Ave FROM N Prospect St TO SR 65.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	489	pcphpl	543	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	489	pcphpl	543	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	10.9	pc/mi/ln	12.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	477.2	529.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.30	3.35
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM SR 65 TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: SR 65 SB Ramps/SR 65 NB Ramps
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	795	vph	866	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	216		235	

	East-W Henderson Ave FROM SR 65 TO SR 65.txt		
Trucks and buses	5	%	5
Recreational vehicles	0	%	0
Terrain type	Level		Level
Grade	0.00	%	0.00
Segment length	0.00	mi	0.00
Number of lanes	2		2
Driver population adjustment, fP	1.00		1.00
Trucks and buses PCE, ET	1.5		1.5
Recreational vehicles PCE, ER	1.2		1.2
Heavy vehicle adjustment, fHV	0.976		0.976
Flow rate, vp	442	pcphpl	482

RESULTS

	Direction	1		2	
Flow rate, vp		442	pcphpl	482	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		9.8	pc/mi/ln	10.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	432.1	470.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.25	3.29
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

N Prospect St FROM W Westfield TO W Henderson.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period:
Highway: N Prospect St
From/To: W Westfield Ave/W Henderson Av
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	726	vph	537	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	197		146	

N Prospect St FROM W Westfield TO W Henderson.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	404	pcphpl	299	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	404	pcphpl	299	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	9.0	pc/mi/ln	6.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	394.6	291.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.20	3.05
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

North-N Prospect St FROM W Henderson TO W Morton.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: N Prospect St
From/To: W Henderson Ave/W Morton Ave
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	337	vph	429	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	92		117	

North-N Prospect St FROM W Henderson TO W Morton.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	187	pcphpl	238	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	187	pcphpl	238	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	4.2	pc/mi/ln	5.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	183.2	233.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.81	2.94
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: N Newcomb St/ N Prospect St
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	652	vph	692	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	177		188	

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	363	pcphpl	385	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		363	pcphpl	385	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		8.1	pc/mi/ln	8.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	354.3	376.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.15	3.18
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

W Henderson Ave FROM N Newcomb St To N Prospect St.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: N Newcomb St/ N Prospect St
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	851	vph	917	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	231		249	

W Henderson Ave FROM N Newcomb St To N Prospect St.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	474	pcphpl	510	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	474	pcphpl	510	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		B	
Density, D	10.5	pc/mi/ln	11.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	462.5	498.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.28	3.32
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Prospect St TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: N Prospect St/ SR 65 SB Ramps
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1158	vph	1264	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	315		343	

East-W Henderson Ave FROM N Prospect St TO SR 65.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	645	pcphpl	704	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	645	pcphpl	704	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		B	
Density, D	14.3	pc/mi/ln	15.6	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	629.3	687.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.44	3.48
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

North-N Prospect St FROM W Henderson TO W Morton.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: N Prospect St
From/To: W Henderson Ave/W Morton Ave
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	401	vph	567	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	109		154	

North-N Prospect St FROM W Henderson TO W Morton.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	223	pcphpl	315	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		223	pcphpl	315	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		5.0	pc/mi/ln	7.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	217.9	308.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.90	3.08
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM SR 65 TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: SR 65 SB Ramps/SR 65 NB Ramps
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1057	vph	1166	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	287		317	

	East-W Henderson Ave FROM SR 65 TO SR 65.txt			
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	588	pcphpl	649	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		588	pcphpl	649	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		B		B	
Density, D		13.1	pc/mi/ln	14.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	574.5	633.7
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.39	3.44
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

South-N Prospect St FROM W Westfield TO W Henderson.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: N Prospect St
From/To: W Westfield Ave/W Henderson Av
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	852	vph	514	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	232		140	

South-N Prospect St FROM W Westfield TO W Henderson.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	474	pcphpl	286	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	474	pcphpl	286	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	10.5	pc/mi/ln	6.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	463.0	279.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.28	3.03
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM SR 65 TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: SR 65 SB Ramps/SR 65 NB Ramps
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1112	vph	1216	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	302		330	

	East-W Henderson Ave FROM SR 65 TO SR 65.txt			
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	619	pcphpl	677	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		619	pcphpl	677	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		B		B	
Density, D		13.8	pc/mi/ln	15.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	604.3	660.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.42	3.46
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

South-N Prospect St FROM W Westfield TO W Henderson.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period:
Highway: N Prospect St
From/To: W Westfield Ave/W Henderson Av
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	981	vph	691	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	267		188	

South-N Prospect St FROM W Westfield TO W Henderson.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	546	pcphpl	384	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	546	pcphpl	384	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		A	
Density, D	12.1	pc/mi/ln	8.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	533.2	375.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.36	3.18
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East W Henderson Ave FROM N Newcomb St To N Prospect St.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: N Newcomb St/ N Prospect St
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	907	vph	967	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	246		263	

East W Henderson Ave FROM N Newcomb St To N Prospect St.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	505	pcphpl	538	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		505	pcphpl	538	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		B		B	
Density, D		11.2	pc/mi/ln	12.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	492.9	525.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.32	3.35
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

North-N Prospect St FROM W Henderson TO W Morton.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: N Prospect St
From/To: W Henderson Ave/W Morton Ave
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	457	vph	599	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	124		163	

North-N Prospect St FROM W Henderson TO W Morton.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	254	pcphpl	333	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	254	pcphpl	333	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	5.6	pc/mi/ln	7.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	248.4	325.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.97	3.11
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Prospect St TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: AM
Highway: W Henderson Ave
From/To: N Prospect St/ SR 65 SB Ramps
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1225	vph	1354	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	333		368	

East-W Henderson Ave FROM N Prospect St TO SR 65.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	682	pcphpl	754	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	682	pcphpl	754	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		B	
Density, D	15.2	pc/mi/ln	16.8	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	665.8	735.9
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.47	3.52
Bicycle LOS	C	D

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Prospect St TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: N Prospect St/ SR 65 SB Ramps
Jurisdiction: Tulare County
Analysis Year: 2017
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1142	vph	1088	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	310		296	

East-W Henderson Ave FROM N Prospect St TO SR 65.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	636	pcphpl	606	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	636	pcphpl	606	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		B	
Density, D	14.1	pc/mi/ln	13.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	620.7	591.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.43	3.41
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: N Newcomb St/ N Prospect St
Jurisdiction: Tulare County
Analysis Year: 2017
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	756	vph	814	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	205		221	

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	421	pcphpl	453	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		421	pcphpl	453	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		9.4	pc/mi/ln	10.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	410.9	442.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.22	3.26
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM SR 65 TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: SR 65 SB Ramps/SR 65 NB Ramps
Jurisdiction: Tulare County
Analysis Year: 2017
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	993	vph	1061	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	270		288	

	East-W Henderson Ave FROM SR 65 TO SR 65.txt		
Trucks and buses	5	%	5
Recreational vehicles	0	%	0
Terrain type	Level		Level
Grade	0.00	%	0.00
Segment length	0.00	mi	0.00
Number of lanes	2		2
Driver population adjustment, fP	1.00		1.00
Trucks and buses PCE, ET	1.5		1.5
Recreational vehicles PCE, ER	1.2		1.2
Heavy vehicle adjustment, fHV	0.976		0.976
Flow rate, vp	553	pcphpl	591

RESULTS

	Direction	1		2	
Flow rate, vp		553	pcphpl	591	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		B		B	
Density, D		12.3	pc/mi/ln	13.1	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	539.7	576.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.36	3.40
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

North-N Prospect St FROM W Henderson TO W Morton.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: N Prospect St
From/To: W Henderson Ave/W Morton Ave
Jurisdiction: Tulare County
Analysis Year: 2017
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	468	vph	420	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	127		114	

North-N Prospect St FROM W Henderson TO W Morton.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	260	pcphpl	233	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	260	pcphpl	233	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	5.8	pc/mi/ln	5.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	254.3	228.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	2.98	2.93
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

South-N Prospect St FROM W Westfield TO W Henderson.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: N Prospect St
From/To: W Westfield Ave/W Henderson Av
Jurisdiction: Tulare County
Analysis Year: 2017
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	632	vph	673	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	172		183	

South-N Prospect St FROM W Westfield TO W Henderson.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	352	pcphpl	374	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	352	pcphpl	374	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	7.8	pc/mi/ln	8.3	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	343.5	365.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.13	3.16
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Prospect St TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: N Prospect St/ SR 65 SB Ramps
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1191	vph	1133	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	324		308	

East-W Henderson Ave FROM N Prospect St TO SR 65.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	663	pcphpl	631	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	663	pcphpl	631	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		B	
Density, D	14.7	pc/mi/ln	14.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	647.3	615.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.45	3.43
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM SR 65 TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: SR 65 SB Ramps/SR 65 NB Ramps
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1033	vph	1086	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	281		295	

	East-W Henderson Ave FROM SR 65 TO SR 65.txt		
Trucks and buses	5	%	5
Recreational vehicles	0	%	0
Terrain type	Level		Level
Grade	0.00	%	0.00
Segment length	0.00	mi	0.00
Number of lanes	2		2
Driver population adjustment, fP	1.00		1.00
Trucks and buses PCE, ET	1.5		1.5
Recreational vehicles PCE, ER	1.2		1.2
Heavy vehicle adjustment, fHV	0.976		0.976
Flow rate, vp	575	pcphpl	604

RESULTS

	Direction	1		2	
Flow rate, vp		575	pcphpl	604	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		B		B	
Density, D		12.8	pc/mi/ln	13.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	561.4	590.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.38	3.41
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

South-N Prospect St FROM W Westfield TO W Henderson.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: N Prospect St
From/To: W Westfield Ave/W Henderson Av
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	726	vph	762	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	197		207	

South-N Prospect St FROM W Westfield TO W Henderson.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	404	pcphpl	424	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	404	pcphpl	424	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	9.0	pc/mi/ln	9.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	394.6	414.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.20	3.23
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: N Newcomb St/ N Prospect St
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	784	vph	851	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	213		231	

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	436	pcphpl	474	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		436	pcphpl	474	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		9.7	pc/mi/ln	10.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	426.1	462.5
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.24	3.28
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

North-N Prospect St FROM W Henderson TO W Morton.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: N Prospect St
From/To: W Henderson Ave/W Morton Ave
Jurisdiction: Tulare County
Analysis Year: 2017+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	496	vph	443	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	135		120	

North-N Prospect St FROM W Henderson TO W Morton.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	276	pcphpl	246	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	276	pcphpl	246	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	6.1	pc/mi/ln	5.5	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	269.6	240.8
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.01	2.95
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Prospect St TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: N Prospect St/ SR 65 SB Ramps
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1631	vph	1554	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	443		422	

East-W Henderson Ave FROM N Prospect St TO SR 65.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	908	pcphpl	865	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	908	pcphpl	865	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		C	
Density, D	20.2	pc/mi/ln	19.2	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	886.4	844.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.61	3.59
Bicycle LOS	D	D

Overall results are not computed when free-flow speed is less than 45 mph.

N Prospect St FROM W Henderson TO W Morton.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: N Prospect St
From/To: W Henderson Ave/W Morton Ave
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	669	vph	600	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	182		163	

N Prospect St FROM W Henderson TO W Morton.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	372	pcphpl	334	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	372	pcphpl	334	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	A		A	
Density, D	8.3	pc/mi/ln	7.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	363.6	326.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.16	3.11
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: N Newcomb St/ N Prospect St
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1080	vph	1163	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	293		316	

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	601	pcphpl	647	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		601	pcphpl	647	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		B		B	
Density, D		13.4	pc/mi/ln	14.4	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	587.0	632.1
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.40	3.44
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

South-N Prospect St FROM W Westfield TO W Henderson.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: N Prospect St
From/To: W Westfield Ave/W Henderson Av
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	902	vph	961	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	245		261	

South-N Prospect St FROM W Westfield TO W Henderson.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	502	pcphpl	535	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	502	pcphpl	535	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		B	
Density, D	11.2	pc/mi/ln	11.9	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	490.2	522.3
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.31	3.34
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM SR 65 TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: SR 65 SB Ramps/SR 65 NB Ramps
Jurisdiction: Tulare County
Analysis Year: 2035
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1418	vph	1515	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	385		412	

	East-W Henderson Ave FROM SR 65 TO SR 65.txt			
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	789	pcphpl	843	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		789	pcphpl	843	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		B		C	
Density, D		17.5	pc/mi/ln	18.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	770.7	823.4
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.54	3.58
Bicycle LOS	D	D

Overall results are not computed when free-flow speed is less than 45 mph.

North-N Prospect St FROM W Henderson TO W Morton.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: N Prospect St
From/To: W Henderson Ave/W Morton Ave
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	697	vph	623	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	189		169	

North-N Prospect St FROM W Henderson TO W Morton.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	388	pcphpl	347	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		388	pcphpl	347	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		A		A	
Density, D		8.6	pc/mi/ln	7.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	378.8	338.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.18	3.13
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM SR 65 TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: SR 65 SB Ramps/SR 65 NB Ramps
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1458	vph	1540	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	396		418	

	East-W Henderson Ave FROM SR 65 TO SR 65.txt			
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	812	pcphpl	857	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		812	pcphpl	857	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		C		C	
Density, D		18.0+	pc/mi/ln	19.0	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	792.4	837.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.56	3.58
Bicycle LOS	D	D

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: N Newcomb St/ N Prospect St
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1108	vph	1200	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	301		326	

East-W Henderson Ave FROM N Newcomb St To N Prospect St.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	617	pcphpl	668	pcphpl

RESULTS

	Direction	1		2	
Flow rate, vp		617	pcphpl	668	pcphpl
Free-flow speed, FFS		45.0	mph	45.0	mph
Avg. passenger-car travel speed, S		45.0	mph	45.0	mph
Level of service, LOS		B		B	
Density, D		13.7	pc/mi/ln	14.8	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	602.2	652.2
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.42	3.46
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

East-W Henderson Ave FROM N Prospect St TO SR 65.txt

HCS 2010: Multilane Highways Release 6.65

Phone:
E-mail:

Fax:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: W Henderson Ave
From/To: N Prospect St/ SR 65 SB Ramps
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	1680	vph	1599	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	457		435	

East-W Henderson Ave FROM N Prospect St TO SR 65.txt				
Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	935	pcphpl	890	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	935	pcphpl	890	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	C		C	
Density, D	20.8	pc/mi/ln	19.8	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	913.0	869.0
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.63	3.60
Bicycle LOS	D	D

Overall results are not computed when free-flow speed is less than 45 mph.

South-N Prospect St FROM W Westfield TO W Henderson.txt

HCS 2010: Multilane Highways Release 6.65

Phone: Fax:
E-mail:

OPERATIONAL ANALYSIS

Analyst: Mark Assi
Agency/Co: R&S Civil Engineers
Date: 4/26/2017
Analysis Period: PM
Highway: N Prospect St
From/To: W Westfield Ave/W Henderson Av
Jurisdiction: Tulare County
Analysis Year: 2035+Project
Project ID: Commercial Project

FREE-FLOW SPEED

Direction	1		2	
Lane width	12.0	ft	12.0	ft
Lateral clearance:				
Right edge	6.0	ft	6.0	ft
Left edge	6.0	ft	6.0	ft
Total lateral clearance	12.0	ft	12.0	ft
Access points per mile	0		0	
Median type	Divided		Divided	
Free-flow speed:	Base		Base	
FFS or BFFS	45.0	mph	45.0	mph
Lane width adjustment, FLW	0.0	mph	0.0	mph
Lateral clearance adjustment, FLC	0.0	mph	0.0	mph
Median type adjustment, FM	0.0	mph	0.0	mph
Access points adjustment, FA	0.0	mph	0.0	mph
Free-flow speed	45.0	mph	45.0	mph

VOLUME

Direction	1		2	
Volume, V	996	vph	623	vph
Peak-hour factor, PHF	0.92		0.92	
Peak 15-minute volume, v15	271		169	

South-N Prospect St FROM W Westfield TO W Henderson.txt

Trucks and buses	5	%	5	%
Recreational vehicles	0	%	0	%
Terrain type	Level		Level	
Grade	0.00	%	0.00	%
Segment length	0.00	mi	0.00	mi
Number of lanes	2		2	
Driver population adjustment, fP	1.00		1.00	
Trucks and buses PCE, ET	1.5		1.5	
Recreational vehicles PCE, ER	1.2		1.2	
Heavy vehicle adjustment, fHV	0.976		0.976	
Flow rate, vp	554	pcphpl	347	pcphpl

RESULTS

Direction	1		2	
Flow rate, vp	554	pcphpl	347	pcphpl
Free-flow speed, FFS	45.0	mph	45.0	mph
Avg. passenger-car travel speed, S	45.0	mph	45.0	mph
Level of service, LOS	B		A	
Density, D	12.3	pc/mi/ln	7.7	pc/mi/ln

Bicycle Level of Service

Posted speed limit, Sp	55	55
Percent of segment with occupied on-highway parking	0	0
Pavement rating, P	3	3
Flow rate in outside lane, vOL	541.3	338.6
Effective width of outside lane, We	24.00	24.00
Effective speed factor, St	4.79	4.79
Bicycle LOS Score, BLOS	3.36	3.13
Bicycle LOS	C	C

Overall results are not computed when free-flow speed is less than 45 mph.

Count Data Sheets

Turning Movement Count Report AM

Location ID: 1
 North/South: N Prospect St
 East/West: W Westfield Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00													
7:15													
7:30	5	39	23	27	57	6	9	37	8	11	64	6	292
7:45	7	50	40	33	67	7	24	40	12	31	116	8	435
8:00	8	56	39	21	70	15	17	52	22	35	90	5	430
8:15	3	37	21	7	34	9	15	23	8	19	84	3	263
8:30													
8:45													

Total Volume:	23	182	123	88	228	37	65	152	50	96	354	22	1420
Approach %	7%	55%	38%	25%	65%	10%	24%	57%	19%	20%	75%	5%	

Peak Hr Begin:	7:30												
PHV	23	182	123	88	228	37	65	152	50	96	354	22	1420
PHF	0.796			0.825			0.734			0.761			0.816

Turning Movement Count Report PM

Location ID: 1
 North/South: N Prospect St
 East/West: W Westfield Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00													
16:15													
16:30	7	43	28	18	57	15	15	42	21	11	38	4	299
16:45	4	48	20	23	64	13	12	43	23	11	58	5	324
17:00	11	47	25	31	76	11	18	43	19	16	58	3	358
17:15	3	41	14	30	85	15	20	44	20	14	53	7	346
17:30													
17:45													

Total Volume:	25	179	87	102	282	54	65	172	83	52	207	19	1327
Approach %	9%	62%	30%	23%	64%	12%	20%	54%	26%	19%	74%	7%	

Peak Hr Begin:	16:30												
PHV	25	179	87	102	282	54	65	172	83	52	207	19	1327
PHF	0.877			0.842			0.952			0.903			0.927

Pedestrian/Bicycle Count Report

Location ID: 1
 North/South: N Prospect St
 East/West: W Westfield Ave

Date: 04/12/17
 City: Porterville, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00								
7:15								
7:30	2	1	1	4	0	0	1	2
7:45	3	3	4	2	0	5	2	4
8:00	0	1	0	0	0	0	5	2
8:15	0	0	0	0	0	0	0	0
8:30								
8:45								

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00								
16:15								
16:30	0	1	0	0	0	0	2	1
16:45	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	2	1
17:30								
17:45								

Turning Movement Count Report AM

Location ID: 2
 North/South: N Prospect St
 East/West: W Henderson Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00													451 649 607 508
7:15													
7:30	20	43	54	35	103	12	17	24	14	13	110	6	
7:45	24	68	84	35	143	27	24	42	20	23	144	15	
8:00	30	76	78	59	131	24	13	44	21	18	100	13	
8:15	18	51	51	41	106	25	19	31	12	17	122	15	
8:30													
8:45													

Total Volume:	92	238	267	170	483	88	73	141	67	71	476	49	2215
Approach %	15%	40%	45%	23%	65%	12%	26%	50%	24%	12%	80%	8%	

Peak Hr Begin:	7:30												
PHV	92	238	267	170	483	88	73	141	67	71	476	49	2215
PHF	0.811			0.866			0.817			0.819			0.853

Turning Movement Count Report PM

Location ID: 2
 North/South: N Prospect St
 East/West: W Henderson Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00													
16:15													
16:30	19	42	91	72	145	33	33	38	35	21	153	38	720
16:45	21	48	80	86	142	31	37	68	39	18	116	32	718
17:00	17	66	93	78	150	45	37	53	30	18	153	32	772
17:15	30	45	80	94	155	42	30	37	31	11	119	45	719
17:30													
17:45													

Total Volume:	87	201	344	330	592	151	137	196	135	68	541	147	2929
Approach %	14%	32%	54%	31%	55%	14%	29%	42%	29%	9%	72%	19%	

Peak Hr Begin:	16:30												
PHV	87	201	344	330	592	151	137	196	135	68	541	147	2929
PHF	0.898			0.922			0.813			0.892			0.949

Pedestrian/Bicycle Count Report

Location ID: 2
 North/South: N Prospect St
 East/West: W Henderson Ave

Date: 04/12/17
 City: Porterville, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00								
7:15								
7:30	0	4	4	1	0	0	1	3
7:45	0	3	0	2	0	0	0	4
8:00	0	0	0	0	0	0	0	0
8:15	1	0	0	0	0	1	2	0
8:30								
8:45								

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00								
16:15								
16:30	1	0	0	2	0	0	1	2
16:45	0	0	1	0	0	2	4	4
17:00	0	0	0	0	0	2	0	2
17:15	1	0	0	0	0	1	1	0
17:30								
17:45								

Turning Movement Count Report AM

Location ID: 3
 North/South: SR 65 SB Ramps
 East/West: W Henderson Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00													
7:15													
7:30	33	0	46	0	149	24	0	0	0	71	104	0	427
7:45	45	1	62	0	216	32	0	0	0	77	163	0	596
8:00	42	1	49	0	199	26	0	0	0	64	138	0	519
8:15	40	1	37	0	161	17	0	0	0	55	139	0	450
8:30													
8:45													

Total Volume:	160	3	194	0	725	99	0	0	0	267	544	0	1992
Approach %	45%	1%	54%	0%	88%	12%	0%	0%	0%	33%	67%	0%	

Peak Hr Begin:	7:30												
PHV	160	3	194	0	725	99	0	0	0	267	544	0	1992
PHF	0.826			0.831			0.000			0.845			0.836

Turning Movement Count Report PM

Location ID: 3
 North/South: SR 65 SB Ramps
 East/West: W Henderson Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00													
16:15													
16:30	26	1	26	0	221	16	0	0	0	72	219	0	581
16:45	35	0	24	0	245	33	0	0	0	63	209	0	609
17:00	33	0	56	0	231	28	0	0	0	94	226	0	668
17:15	36	0	41	0	261	27	0	0	0	70	189	0	624
17:30													
17:45													

Total Volume:	130	1	147	0	958	104	0	0	0	299	843	0	2482
Approach %	47%	0%	53%	0%	90%	10%	0%	0%	0%	26%	74%	0%	

Peak Hr Begin:	16:30												
PHV	130	1	147	0	958	104	0	0	0	299	843	0	2482
PHF	0.781			0.922			0.000			0.892			0.929

Pedestrian/Bicycle Count Report

Location ID: 3
 North/South: SR 65 SB Ramps
 East/West: W Henderson Ave

Date: 04/12/17
 City: Porterville, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00								
7:15								
7:30	4	0	0	0	0	1	0	0
7:45	0	1	0	0	1	0	0	0
8:00	1	0	0	0	0	0	0	0
8:15	0	2	0	0	1	0	0	0
8:30								
8:45								

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00								
16:15								
16:30	3	1	0	0	1	3	0	1
16:45	1	1	0	0	7	0	0	0
17:00	0	0	0	0	4	0	1	0
17:15	0	1	0	0	1	0	0	0
17:30								
17:45								

Turning Movement Count Report AM

Location ID: 4
 North/South: SR 65 NB Ramps
 East/West: W Henderson Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			Totals:
	1	2	3	4	5	6	7	8	9	10	11	12	
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00													
7:15													
7:30	0	0	0	19	103	0	24	0	65	0	126	18	355
7:45	0	0	0	29	168	0	26	0	80	0	202	29	534
8:00	0	0	0	33	137	0	21	0	89	0	164	22	466
8:15	0	0	0	28	124	0	29	0	50	0	155	24	410
8:30													
8:45													

Total Volume:	0	0	0	109	532	0	100	0	284	0	647	93	1765
Approach %	0%	0%	0%	17%	83%	0%	26%	0%	74%	0%	87%	13%	

Peak Hr Begin:	7:30												
PHV	0	0	0	109	532	0	100	0	284	0	647	93	1765
PHF	0.000			0.813			0.873			0.801			0.826

Turning Movement Count Report PM

Location ID: 4
 North/South: SR 65 NB Ramps
 East/West: W Henderson Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00													
16:15													
16:30	0	0	0	57	172	0	51	0	68	0	188	45	581
16:45	0	0	0	53	183	0	47	0	92	0	210	37	622
17:00	0	0	0	62	192	0	34	0	76	0	250	38	652
17:15	0	0	0	50	198	0	44	0	80	0	182	43	597
17:30													
17:45													

Total Volume:	0	0	0	222	745	0	176	0	316	0	830	163	2452
Approach %	0%	0%	0%	23%	77%	0%	36%	0%	64%	0%	84%	16%	

Peak Hr Begin:	16:30												
PHV	0	0	0	222	745	0	176	0	316	0	830	163	2452
PHF	0.000			0.952			0.885			0.862			0.940

Pedestrian/Bicycle Count Report

Location ID: 4
 North/South: SR 65 NB Ramps
 East/West: W Henderson Ave

Date: 04/12/17
 City: Porterville, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00								
7:15								
7:30	0	0	0	0	1	0	0	0
7:45	1	1	0	0	1	0	0	0
8:00	0	0	0	0	0	0	0	0
8:15	2	0	0	0	1	0	0	0
8:30								
8:45								

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00								
16:15								
16:30	2	1	0	1	3	3	0	0
16:45	1	1	0	0	5	0	0	0
17:00	0	0	0	0	4	0	0	0
17:15	1	0	0	0	1	0	0	0
17:30								
17:45								

Turning Movement Count Report AM

Location ID: 5
 North/South: N Prospect St
 East/West: W Morton Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
7:00													326 553 524 380
7:15													
7:30	23	10	32	19	84	3	8	19	0	23	105	0	
7:45	31	10	50	43	120	5	15	24	3	48	203	1	
8:00	43	26	48	35	106	12	11	22	1	33	180	7	
8:15	13	25	47	33	54	7	13	21	0	32	133	2	
8:30													
8:45													

Total Volume:	110	71	177	130	364	27	47	86	4	136	621	10	1783
Approach %	31%	20%	49%	25%	70%	5%	34%	63%	3%	18%	81%	1%	

Peak Hr Begin:	7:30												
PHV	110	71	177	130	364	27	47	86	4	136	621	10	1783
PHF	0.765			0.775			0.815			0.761			0.806

Turning Movement Count Report PM

Location ID: 5
 North/South: N Prospect St
 East/West: W Morton Ave

Date: 04/12/17
 City: Porterville, CA

	Southbound			Westbound			Northbound			Eastbound			
	1	2	3	4	5	6	7	8	9	10	11	12	Totals:
Movements:	R	T	L	R	T	L	R	T	L	R	T	L	
16:00													
16:15													
16:30	31	30	48	67	116	13	16	35	2	24	108	1	491
16:45	33	27	48	86	115	6	7	37	2	24	103	4	492
17:00	35	31	55	68	137	19	12	35	0	21	80	2	495
17:15	30	24	44	53	119	8	21	34	0	26	132	0	491
17:30													
17:45													

Total Volume:	129	112	195	274	487	46	56	141	4	95	423	7	1969
Approach %	30%	26%	45%	34%	60%	6%	28%	70%	2%	18%	81%	1%	

Peak Hr Begin:	16:30												
PHV	129	112	195	274	487	46	56	141	4	95	423	7	1969
PHF	0.901			0.901			0.914			0.831			0.994

Pedestrian/Bicycle Count Report

Location ID: 5
 North/South: N Prospect St
 East/West: W Morton Ave

Date: 04/12/17
 City: Porterville, CA

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
7:00								
7:15								
7:30	0	0	3	3	1	3	6	0
7:45	3	0	0	0	0	0	3	0
8:00	1	0	3	0	2	0	2	0
8:15	1	0	0	0	0	0	2	0
8:30								
8:45								

	North		East		South		West	
Leg:	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle	Peds	Bicycle
16:00								
16:15								
16:30	0	1	0	1	0	1	1	0
16:45	1	0	0	0	0	0	0	0
17:00	5	0	0	0	0	0	3	0
17:15	1	0	5	2	0	1	0	1
17:30								
17:45								

RESOLUTION NO. ____-2017

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CONTAINING FINDINGS IN SUPPORT OF APPROVAL OF A GENERAL PLAN
AMENDMENT (2016-034-G) FOR THE PROPOSED PORTER'S CROSSING
COMMERCIAL CENTER

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of November 21, 2017, conducted a public meeting to consider approval of a General Plan amendment from High Density Residential to Retail Centers for a 0.56± acre parcel, for the parcel located on the east side of Prospect Street, 300± feet north of Henderson Avenue (APN 246-111-008), as represented in Exhibit A, attached hereto; and

WHEREAS: The subject site is being considered for development with the adjacent parcels to the south with contiguous ownership for development of a commercial center; and

WHEREAS: The project parcels are developed as follows: APN 246-111-008 is occupied with a vacant single family residence, APN 246-111-007 is a vacant, undeveloped parcel, and APN 246-111-035 is developed with a commercial strip mall; and

WHEREAS: The final configuration of the existing parcels has yet to be determined. Prior to building permit submittal, a reciprocal ingress/egress and parking agreement shall be recorded if a parcel merger of all the properties is not proposed which would meet the goals and objectives of the General Plan and to help ensure that subsequent development will not adversely impact the surrounding developed area; and

WHEREAS: On October 24, 2017, the Environmental Coordinator made a preliminary determination that a Negative Declaration would be appropriate for the proposed project.

WHEREAS: The proposed General Plan Amendment is supported by staff due to the logical pattern continued by the proposed action. Approval of the General Plan Amendment and Zone Change would bring the current zoning of the subject parcels into consistency and compliance with the proposed use.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Porterville does hereby make the following findings:

1. The intersection of Henderson Avenue and Prospect Street has long been a major commercial corner in the city, and commercial uses extend north and south of the intersection on all other corners at dimensions consistent with what is now proposed for the northeast corner.
2. Based on review of application materials and submitted plans, the proposed project serves to fulfill the goals of the General Plan as adopted, and the amendment of the land use designation on the subject parcel (APN 246-111-008) does not infringe on

the goals of the General Plan to maintain transitions between types and intensities of land use.

3. The City Council is the decision-making body for the project.

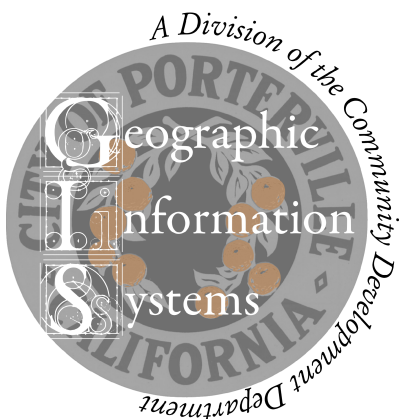
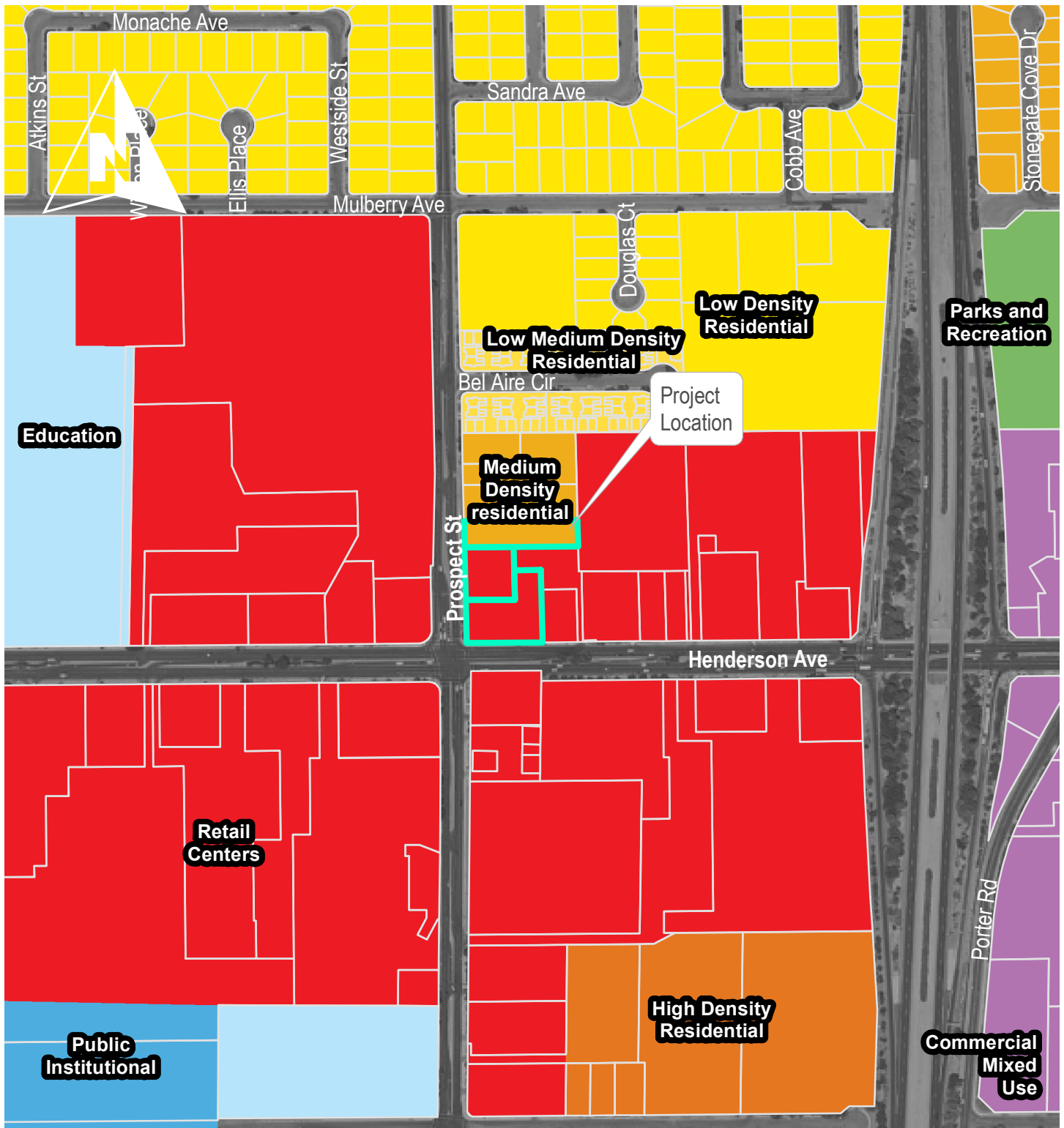
BE IT FURTHER RESOLVED: That the City Council does hereby approve the General Plan Amendment from High Density Residential to Retail Centers on APN 246-111-008 for the proposed Porter's Crossing Commercial Center at Henderson Avenue and Prospect Street (PRC 2016-034-G).

PASSED, APPROVED AND ADOPTED this 21st day of November, 2017.

By: _____
Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk



PRC 2016-034
 Ginger's Corner Demo and Reconstruction
 @ 1174 W. Henderson Ave
 General Plan Land Use Map
 1" = 400 ft.

ORDINANCE NO. _____

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
APPROVING ZONE CHANGE (PRC 2016-034-Z) FROM RM-3 (HIGH DENSITY
RESIDENTIAL) TO CR (RETAIL CENTERS) FOR THAT .56± ACRE SITE LOCATED
GENERALLY AT THE NORTHEAST CORNER OF HENDERSON AVENUE AND
PROSPECT STREET

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of November 21, 2017, conducted a public hearing to approve findings and consider Zone Change (PRC 2016-034), being a change of zone from RM-3 (High Density Residential) to CR (Retail Centers) for the parcel located on the east side of Prospect Street, 300± feet north of Henderson Avenue (APN 246-111-008); and

WHEREAS: The City Council of the City of Porterville determined that the proposed Zone Change (PRC 2016-034) is consistent with the guiding and implementation policies of the adopted 2030 General Plan; and

WHEREAS: That a Negative Declaration was prepared for the project in accordance with the California Environmental Quality Act and was transmitted to interested agencies and made available for public review and comment. The review period ran for twenty days from October 30, 2017, to November 20, 2017. No comments were received; and

WHEREAS: The City Council made the following findings that the proposed project will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable plan that the City has adopted.

- a. The project supports and complies with the following General Plan guiding policies:
 - LU-G-1: Promote a sustainable, balanced land use pattern that responds to existing needs and future needs of the City.
 - LU-G-3 Promote sustainability in the design and development of public and private development projects.
- b. Development of the site as proposed requires approval of a Conditional Use Permit and would be subject to the City's development standards.
- c. The General Plan designation for the subject area was approved by the City Council on November 21, 2017, modifying the General Plan designation from High Density Residential to Retail Centers for the subject parcel.
- d. The subject Zone Change will not create adverse environmental impacts on the adjacent neighborhood when standards of the Development Ordinance and General Plan are applied to the subsequent development project.

- e. The final configuration of the existing parcels has yet to be determined. Prior to building permit submittal, a reciprocal ingress/egress and parking agreement shall be recorded if a parcel merger of all the properties is not proposed which would help ensure that subsequent development will not adversely impact the surrounding developed area.

NOW, THEREFORE, BE IT ORDAINED: That the City Council of the City of Porterville does ordain as follows:

Section 1: That the following described property in the City of Porterville, County of Tulare, State of California, known as Zone Change PRC 2016-034-Z, is hereby rezoned from RM-3 (High Density Residential) to CR (Retail Centers), pursuant to Section 3 below, for the parcel described herein as Assessor's Parcel Number 246-111-008 located generally 300± feet north of Henderson Avenue on the east side of Prospect Street; and

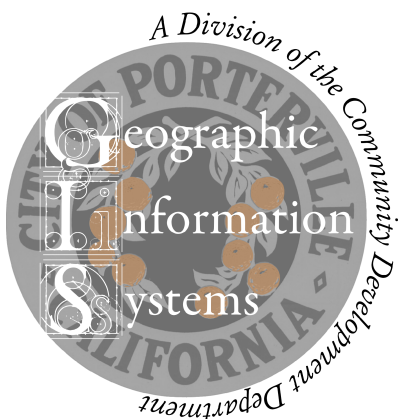
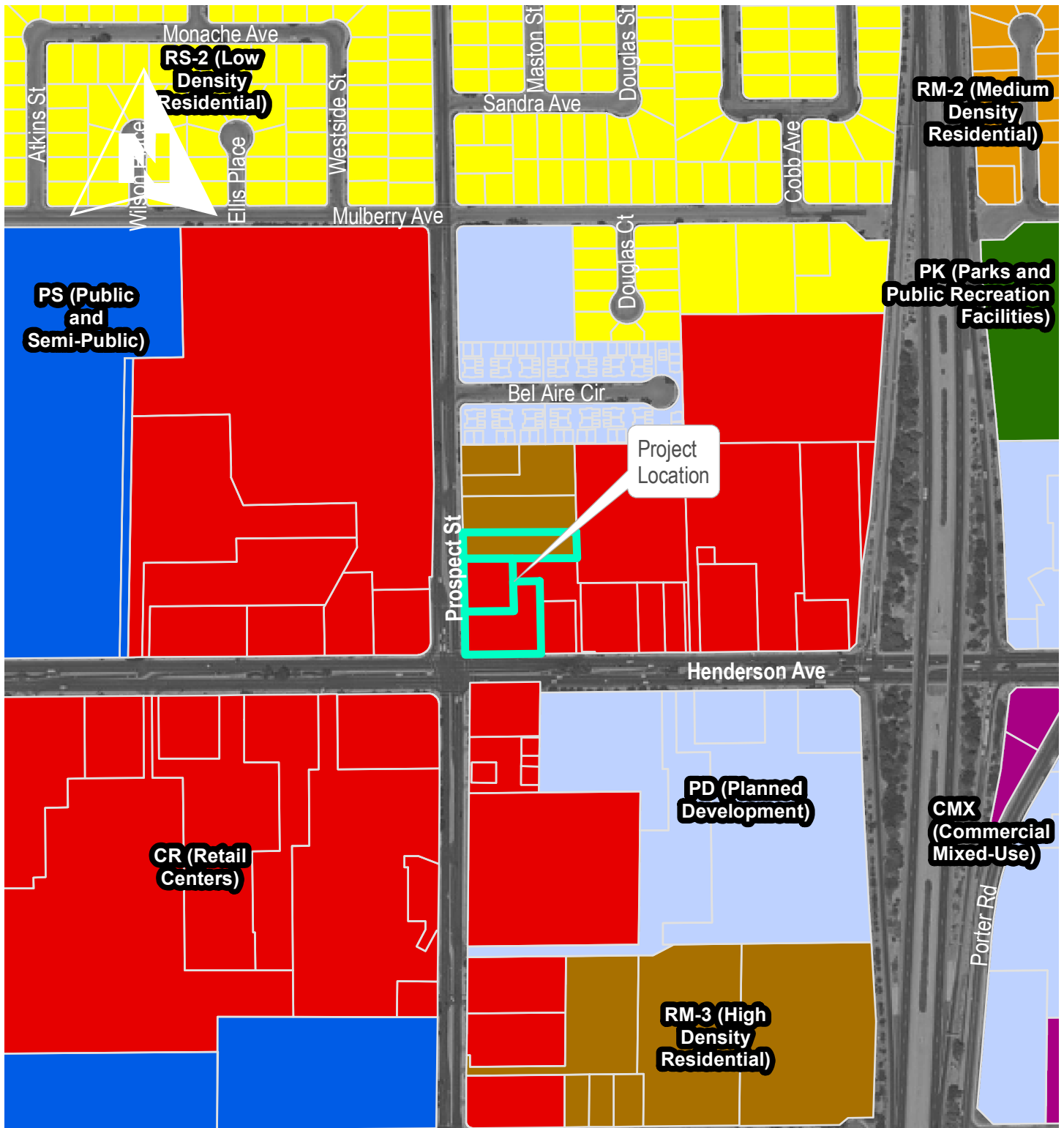
Section 2: It is further ordained that all records of the City of Porterville, together with the official zoning map of the City of Porterville, shall be changed to show the above described real property is rezoned from RM-3 (High Density Residential) to CR (Retail Centers) for the parcel described above, more particularly shown on the attached map as Exhibit "A".

PASSED, APPROVED AND ADOPTED this 21st day of November, 2017.

By: _____
Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk



PRC 2016-034
 Porter's Crossing commercial development
 @ 1174 W. Henderson Ave
 Zoning Land Use Map
 1" = 400 ft.

RESOLUTION NO. ____-2017

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
CONTAINING FINDINGS AND CONDITIONS IN SUPPORT OF APPROVAL OF
CONDITIONAL USE PERMIT PRC-2016-034-C TO ALLOW UP TO THREE ON-SALE
LICENSES TO BE LOCATED AT THE NORTHEAST CORNER OF HENDERSON
AVENUE AND PROSPECT STREET

WHEREAS: The applicant is requesting approval of Conditional Use Permit PRC 2016-034-C to allow up to three on-sale licenses (two Type 41 - beer and wine and one Type 47- general) in association with a bona-fide eating establishment at the northeast corner of Henderson Avenue and Prospect Street in the CR (Retail Centers) Zone; and

WHEREAS: The City Council of the City of Porterville at its regularly scheduled meeting of November 21, 2017, conducted a public hearing to consider Conditional Use Permit PRC-2016-034-C; and

WHEREAS: The City Council received testimony from all interested parties relative to said Conditional Use Permit; and

WHEREAS: Section 301.03 of the Porterville Development Ordinance requires Conditional Use Permit approval for any use involving the sale of alcoholic beverages under an on-sale or off-sale license; and

WHEREAS: The City Council made the following findings:

1. Approval of the Conditional Use Permit will advance the goals and objectives of and is consistent with the policies of the General Plan and any other applicable plan that the City has adopted, as follows:
 - LU-G-1 Promote a sustainable, balanced land use pattern that responds to existing needs and future needs of the City.
 - LU-G-21 Attract and retain specialty retail and restaurant businesses that will enhance Porterville's unique character.
 - ED-G-7 Create an image for Porterville that will attract and retain economic activity.
2. The location, size, design, and operating characteristics of the proposed project are consistent with the purposes of the district where it is located and conforms in all significant respects with the General Plan and with any other applicable plan adopted by the City Council.

The General Plan and Zoning Map designates the proposed project site as Retail Centers (CR). The proposed project promotes and implements the specific purposes of the Retail Centers Zone, including the following purposes as set forth in Section 203 of the Development Ordinance and Retail Centers Guidelines:

- To maintain areas for regional shopping centers located at major circulation

intersections.

- Ensure the provision of services and facilities needed to accommodate planned population densities.

WHEREAS: That the proposed location of the project and the conditions under which it will be operated or maintained will not be detrimental to the public health, safety, welfare, or materially injurious to properties or improvements in the vicinity. Conditions of approval are included to ensure applicable development standards are met; and

WHEREAS: The subject site is located in Census Tract 35.02 which allows, according to the Alcoholic Beverage Control Board, eight on-sale licenses. At present, only one on-sale license exists in this census tract.

NOW, THEREFORE, BE IT RESOLVED: That the City Council of the City of Porterville does hereby approve Conditional Use Permit PRC-2016-034-C subject to the following conditions:

1. No advertising of alcoholic beverages shall be placed on the exterior of the building nor seen from the public right of way (i.e. no window advertising or digital signage).
2. Upon approval of the conditional use permit, any future change in operation which substantially alters the conditions or nature of the subject business will require approval by the City Council.
3. That the applicant shall operate the establishment in such a manner as to preserve the public safety, health and welfare, to prevent the use from becoming a nuisance and operate the business in compliance with all laws, ordinances and regulations regarding the sale of alcohol. any future violations of regulations of the codes relating to the sales or consumption of alcohol, and/or excessive service calls by the Police Department resulting from the sales of alcohol or in the event that this or any other condition of approval is violated, the City Council may modify or revoke the Conditional Use Permit as provided in Section 601.12 of the Porterville Development Ordinance.
4. Compliance with all applicable development and access laws (both State and Federal) is required.
5. That the on-site consumption of alcoholic beverages shall be limited to the interior of the subject restaurants, or in an enclosed patio accessible through the restaurant as shown in Exhibit "A" and when approved by the California Department of Alcoholic Beverage Control.
6. The Conditional Use Permit, approving on-site alcohol sales, will be subject to modification or revocation if any of the licenses are sanctioned by the State of California.

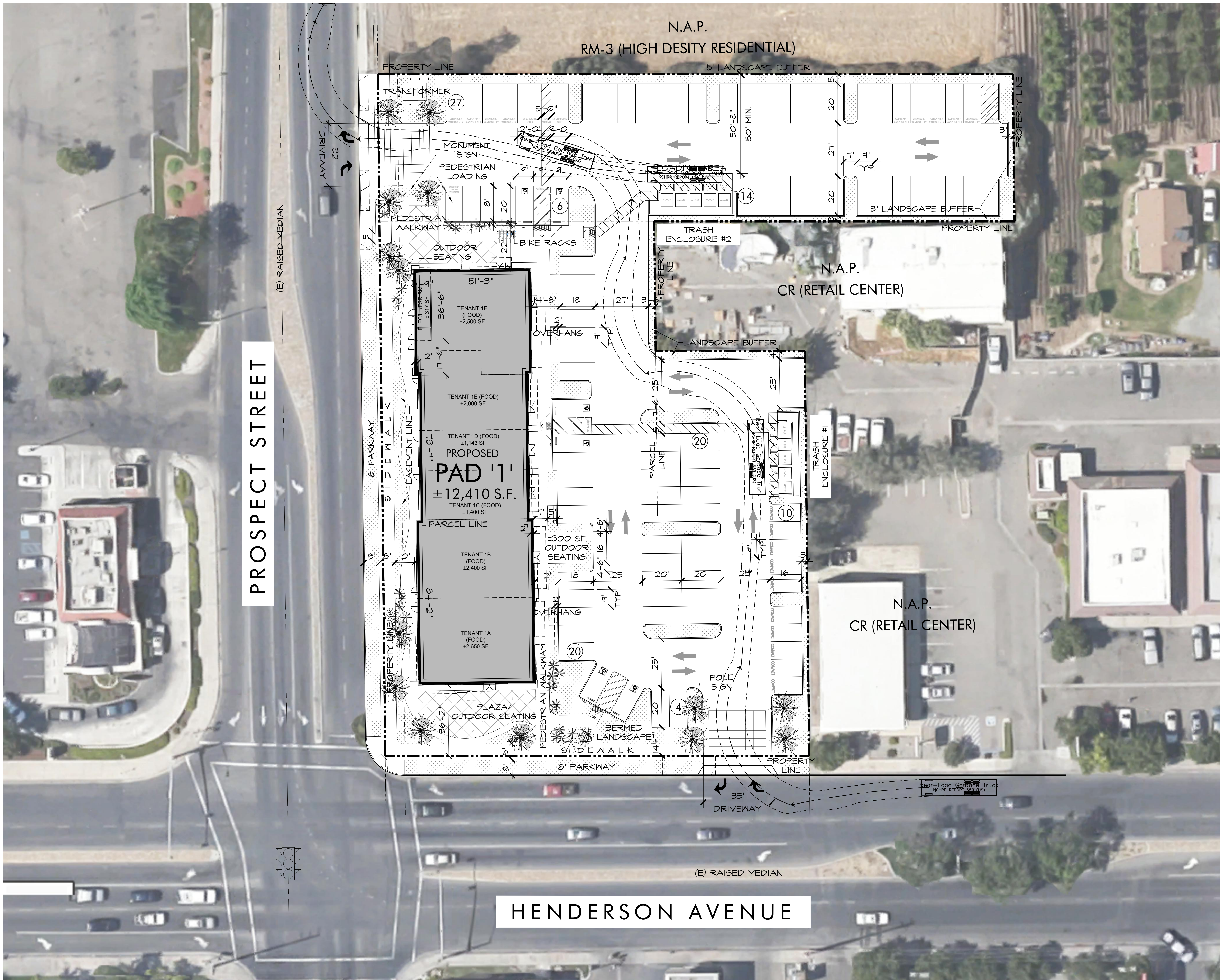
7. Unless an extension of time is granted by the City Council, the conditional use permit shall expire two years after the date of approval if the on-sale alcohol license is not active or actively pursued. The City Council may approve a one year extension of any permit or approval granted under this ordinance upon receipt of a written application before the permit expires.
8. At all times, the facility shall be operated and maintained to comply with State Laws, the City of Porterville Development Ordinance, adopted Building Codes and all other applicable laws and ordinances.
9. The developer/applicant shall construct and maintain the project per the attached details (Exhibits A and B), and in compliance with the comments provided by the Project Review Committee.
10. The final configuration of the existing parcels has yet to be determined. Prior to building permit submittal, a reciprocal ingress/egress and parking agreement shall be recorded if a parcel merger of all the properties is not proposed.

PASSED, APPROVED AND ADOPTED this 21st day of November, 2017.

By: _____
Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Patrice Hildreth, Chief Deputy City Clerk



PROJECT DATA

CLIENT:

RETAIL CALIFORNIA
7480 N. PALM AVENUE, SUITE 101
FRESNO, CA 93711

PROJECT ADDRESS:

NEC W. HENDERSON AVE. AND N. PROSPECT ST.
PORTERVILLE, CA 93257

ZONING:

CR (RETAIL CENTERS)
RM-3 (HIGH DENSITY RESIDENTIAL)

APN:

246-111-035-000 (PARCEL 1)
246-111-007-000 (PARCEL 2)
246-111-008-000 (PARCEL 3)

JURISDICTION:

CITY OF PORTERVILLE, CALIFORNIA

BOUNDARY INFORMATION:

THIS PLAN HAS BEEN PREPARED USING
ALTA IN PDF FORMAT FROM SALEM ENGINEERING
DATED 05-23-2012 AND IS SUBJECT TO
CONFIRMATION WITH A CIVIL ENGINEER'S SURVEY

SITE SUMMARY

SITE AREA:

(PARCEL 1)

± 0.75 AC

OR

± 32,792.28 SF

(PARCEL 2)

± 0.48 AC

OR

± 20,998.24 SF

(PARCEL 3)

± 0.56 AC

OR

± 24,255.03 SF

TOTAL SITE AREA

± 1.79 AC

OR

± 78,045.55 SF

BUILDING SETBACK:

FRONT

5'

INTERIOR SIDE

0'

STREET SIDE

5'

REAR

0'

PROPOSED BUILDING DATA:

PAD 1

TENANT 1A

± 2,650 SF

TENANT 1B

± 2,400 SF

TENANT 1C

± 1,400 SF

TENANT 1D

± 1,143 SF

TENANT 1E

± 2,000 SF

TENANT 1F

± 2,500 SF

ELECTRICAL/ASR RM

± 317 SF

TOTAL BLDGS AREA

± 12,410 SF

PARKING DATA:

PARKING REQUIRED:

TENANT 1A

(2,650 SF)

DINING (60%)

1,590 SF @ 1/75 SF

= 21.2 STALLS

SERVICE (40%)

1,060 SF (NON REQ'D)

= 0 STALLS

TENANT 1B

(2,400 SF)

DINING (60%)

1,440 SF @ 1/75 SF

= 19.2 STALLS

SERVICE (40%)

960 SF (NON REQ'D)

= 0 STALLS

TENANT 1C

(1,400 SF)

DINING (60%)

840 SF @ 1/75 SF

= 11.2 STALLS

SERVICE (40%)

560 SF (NON REQ'D)

= 0 STALLS

TENANT 1D

(1,143 SF)

DINING (60%)

685.8 SF @ 1/75 SF

= 9.1 STALLS

SERVICE (40%)

457.2 SF (NON REQ'D)

= 0 STALLS

TENANT 1E

(2,000 SF)

DINING (60%)

1,200 SF @ 1/75 SF

= 16 STALLS

SERVICE (40%)

800 SF (NON REQ'D)

= 0 STALLS

TENANT 1F

(2,500 SF)

DINING (60%)

1,500 SF @ 1/75 SF

= 20 STALLS

SERVICE (40%)

1,000 SF (NON REQ'D)

= 0 STALLS

TOTAL REQUIRED PARKING

± 46.7 STALLS

PARKING PROVIDED:

STANDARD (9'X20')

72 STALLS

COMPACT (7' X 16')

10 STALLS (10% MAX.)

ADA STALLS

6 STALLS

EV CHARGING STATION

2 STALLS

EV/CARPOOL VAN POOL

1 STALLS

TOTAL PARKING PROVIDED:

91 STALLS

PARKING RATIO PROVIDED:

7.97 / 1000 SF

FLOOR AREA RATIO:

0.16 (0.35 MAX.)

LANDSCAPED AREA:

11,075 SF OR 14.1% (10% MIN.)

NOTE:

* PORTION OF BUILDING FACADE THAT FACE ONTO CUSTOMER PARKING LOT OR PUBLIC STREET SHALL HAVE 3' WIDE PLANTERS INSTALLED ALONG MIN. 20% OF BUILDING FACE

* 10% OF PARKING AREA SHALL BE LANDSCAPED

* 6' WIDE PLANTER ISLAND EVERY 8 STALLS

* 10' MIN. LANDSCAPE BUFFER FOR PARKING ADJACENT R.O.W.

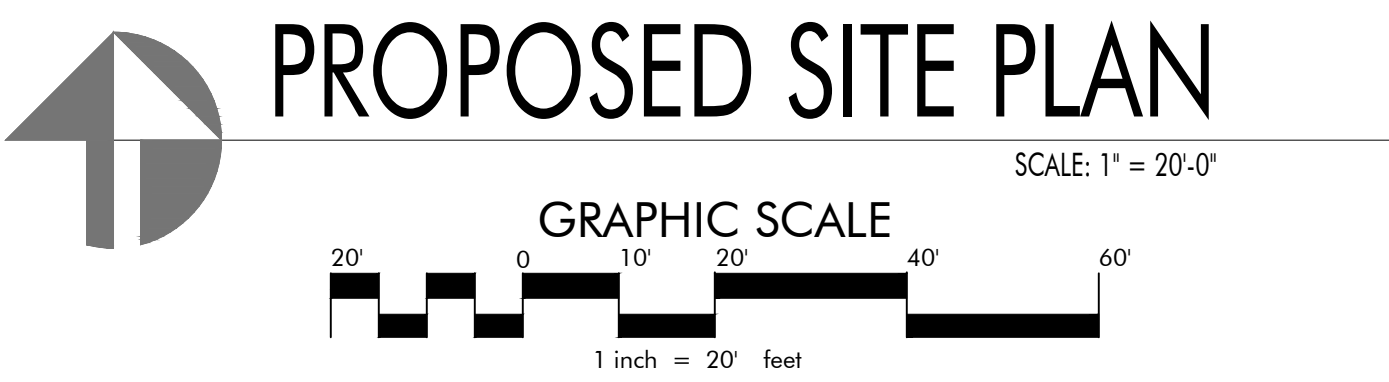
* 5' MIN. LANDSCAPE SETBACK BUFFER REQUIRED ADJACENT RESIDENTIAL ZONE

* 50' MIN. DISTANCE OF LOADING DOCK & SERVICE AREAS FROM RESIDENTIAL DISTRICT

* MIN. LOADING DOCK 12' X 30'

* MAX. BUILDING HEIGHT 40'

* NO PARKING REQUIRED FOR OUTDOOR SEATING AREA PROVIDED IT IS 50% OR LESS OF INDOOR SEATING



PRELIMINARY SITE PLAN SUBJECT TO CHANGE

NEC HENDERSON & PROSPECT
PORTERVILLE, CA

Retail California
7480 N. PALM AVENUE, SUITE 101, FRESNO CA 93711
Tel: (559) 256-1700 Fax: (559) 432-2938



McKently
Malak
ARCHITECTS
35 Hugus Alley, Suite 200
Pasadena, California 91103-3648
TEL 626.583.8348 FAX 626.583.8387

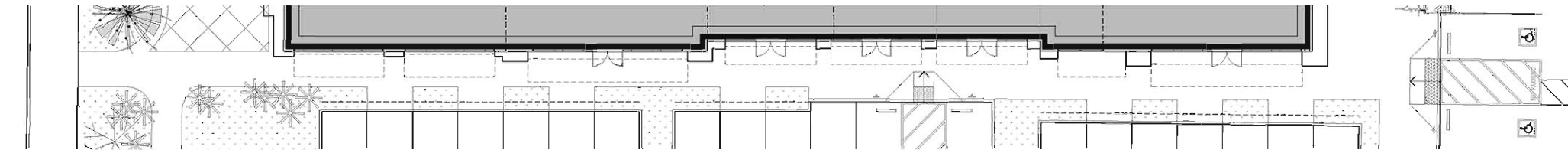
PROPOSED SITE PLAN

10/23/2017 17044TMA

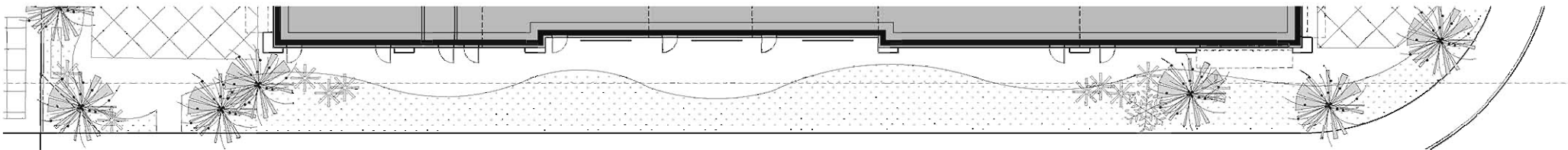
SP-23



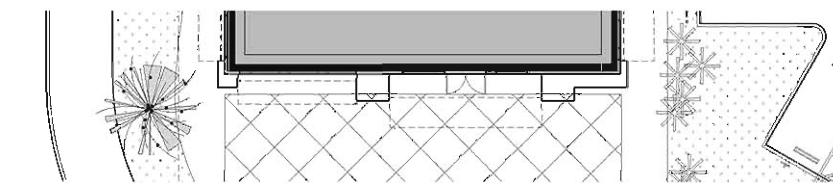
1 EAST ELEVATION (FRONT)
SCALE: 3/32" = 1'-0"



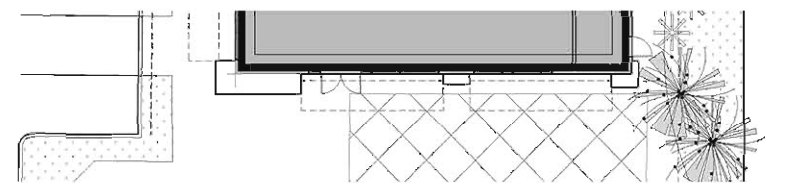
2 WEST ELEVATION (REAR)
SCALE: 3/32" = 1'-0"



3 SOUTH ELEVATION (LEFT SIDE)
SCALE: 3/32" = 1'-0"



4 NORTH ELEVATION (RIGHT SIDE)
SCALE: 3/32" = 1'-0"



MATERIALS AND FINISH KEYNOTES

- 1 EXTERIOR CEMENT PLASTER, SMOOTH
- 2 PLASTER REVEAL JOINTS (TYPICAL)
- 3 LOUVERED METAL AWNING, PAINTED
- 4 ANODIZED ALUMINUM STOREFRONT W/ GLAZING
MANUFACTURER: KAMNEER NORTH AMERICA
COLOR: CLEAR ANODIZED
- 5 STONE TILE
MANUFACTURER: DALTILE
COLOR: CITY VIEW 'DOWNTOWN NITE' CY04
RANDOM LINEAR BRICK JOINT, 9X18
- 6 SIGNAGE (NOT A PART OF THIS PERMIT)
- 7 GREEN SCREEN METAL TRELLIS, PAINTED
- 8 STONE TILE
MANUFACTURER: DALTILE
COLOR: UNITY 'GRIGIO' P402
UNPOLISHED, 12X24
- 9 WOOD SIDING
MODEL: VINTAGE COLLECTION BY AZEK
COLOR: 60% MAHOGANY, 20% CYPRESS
20% DARK MAHOGANY
- 10 DECORATIVE EXTERIOR LIGHT FIXTURE
MANUFACTURER: LUMINIS
MODEL: EC603 - MATTE SILVER
- 11 FABRIC CANOPY
MANUFACTURER: SUNBRELLA
COLOR: RODANTHE METALLIC 4819
- 12 CORNICE/TRIM, PAINTED
- 13 EXTERIOR HOLLOW METAL DOOR & FRAMES;
PAINTED
- 14 METAL COPING, PAINTED TO MATCH ADJACENT
COLOR
- A COLOR TO MATCH DUNN EDWARDS
DEW 380 'WHITE'
- B COLOR TO MATCH DUNN EDWARDS
DE 6041 'MISSING LINK'
- C COLOR TO MATCH DUNN EDWARDS
DE 6227 'MUSLIN'
- D COLOR TO MATCH DUNN EDWARDS
DE 5451 'DIJON MUSTARD'
- E COLOR TO MATCH DUNN EDWARDS
DEA 145 'WINE STAIN'
- F COLOR TO MATCH DUNN EDWARDS
DEC 747 'BATTLESHIP GRAY'
- G COLOR TO MATCH DUNN EDWARDS
DET 404 'CALIFORNIA DREAMIN'

PRELIMINARY ELEVATIONS SUBJECT TO CHANGE.

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PROPOSED ELEVATIONS

04/28/2017 17044TMA

A201



CITY COUNCIL AGENDA – NOVEMBER 21, 2017

SUBJECT: Status and Review of Declaration of Local Emergency

SOURCE: City Manager's Office

COMMENT: Governor Brown issued Executive Order B-29-15 on Wednesday, April 1, 2015, which established drought-related mandates and restrictions in addition to those already stipulated in previous Executive Orders B-26-14 and B-28-14. Of significance, the Governor directed the State Water Resources Control Board to impose restrictions to achieve a statewide 25% reduction in potable urban water usage through February 28, 2016, in comparison to the amount used in 2013, and with consideration given to per capita usage as a basis. The Governor further directed the Board to impose additional restrictions on commercial, industrial, and institutional properties with significant landscaping (cemeteries, golf courses, parks, schools, etc.), to also achieve a 25% reduction in potable water usage. Also of significance, the Board was directed to prohibit irrigation with potable water outside of newly constructed homes and buildings that is not delivered by drip or micro-spray systems.

On November 13, 2015, Governor Brown issued Executive Order B-36-15, which extends emergency conservation regulations through October 2016, if drought conditions persist through January. On February 2, 2016, the State Water Resources Control Board adopted extended emergency water conservation regulations, to be in effect March 1 through October 31, 2016. The City of Porterville benefited somewhat from the extended regulations as the City's water conservation rate has been reduced from 32% to 26%, due to new water connections that have been made and population served (4%), as well as a new climate adjustment factor that was considered (2%).

On May 9, 2016, Governor Brown issued Executive Order B-37-16 ("Making Water Conservation a California Way of Life"), which directs the State Water Resources Control Board to establish new regulations making permanent the emergency conservation regulations. On May 18, 2016, the State Water Resources Control Board adopted a statewide water conservation approach that replaces the percentage reduction-based water conservation standard with a localized "stress test" approach that mandates urban water suppliers act immediately to ensure at least a three-year supply of water to their customers under continued drought conditions.

On April 7, 2017, Governor Brown issued Executive Order B-40-17, which ended the drought state of emergency in most of California, with the exception of Fresno, Kings, Tulare and Tuolumne counties where emergency water supply

and reliability projects are continuing toward addressing diminishing groundwater supplies. The Order maintains monthly reporting requirements and prohibitions on wasteful practices. It is anticipated that the Governor will end the drought state of emergency in the four remaining counties in the near future.

At its last meeting on November 7, 2017, the City Council took action in the continued affirmation of the adoption of a Resolution of Declaration of Local Emergency due to local residences within the city having been identified as having wells that are now dry as a result of the drought. Five (5) residences within the city have been determined to have dry wells, for which City staff submitted a Mutual Aid Request to Tulare County OES to initiate the household tank program for identified properties within the city where wells are dry and challenged for permanent connection. City, County, State and non-profit partner representatives have continued to discuss solutions toward addressing these challenged residences when the State is expected to end its drought emergency funding effective August 1st. The State has committed funding through June 30, 2018 for non-profit agencies to continue drought-related activities, which Self-Help Enterprises has committed to continue the household tank program locally.

Representatives for the City, County, State (CalOES, DDW, DWR, and SWB) and non-profit partners have continued to meet in support of the long-term permanent water connection project for the entire East Porterville area and the estimated 1,800 expected future connections. DWR identified 423 residential units in the East Porterville area (381 of which are in the City's Urban Development Boundary), that were served by the County's Household Tank Program and desired by the State to be connected to the City's water distribution system as soon as possible. DWR has nearly completed a significant City waterline extension project to permanently connect those 423 residential units to the City's water system. To provide source water for the DWR extension project, CalOES desired to expeditiously connect the new well on Olive Avenue to the City's water system instead of being first equipped as a filling station. Given the new well has an estimated water production value of 800 gallons per minute, as well as a SWB assumed 1.5 gallons per minute per residence, the new well could effectively serve up to 500 single-family residential units. The City indicated its significant interest that the E. Vandalia Avenue area and its 80 residential units be included in the water connection project, to which the State was agreeable.

Given CalOES has paid for the development of the new well, and its connection to the City's water system, the City will be required under "Drought Redundancy and Resiliency Provisions" to make available to the State up to three million gallons of water per month without charge for emergency purposes.

To proceed with the connection of the new well to the City's water system and the 500 East Porterville and E. Vandalia Avenue residential units, the City Council approved modifications to the Draft Agreement between the City and County at its meeting on April 5, 2016, which the County Board of Supervisors

subsequently approved at their meeting on May 10, 2016.

A Memorandum of Understanding between the State, County, and City on the East Porterville permanent water connection project was approved by the Council during a Special Meeting on Tuesday, June 21, 2016, and approved by the Board of Supervisors on Tuesday, June 28, 2016. With the approval of the MOU, the State began the permanent connection of approximately 40 homes that are located along existing City water mains. Subsequently, the State officially requested that the City approve the connection of an additional 30 residences as part of the first immediate connections, for up to a total of 70, which the Council approved at its meeting on August 2, 2016.

In regards to the new well's development and connection to the City's water distribution system, the Board of Supervisors awarded the contract for equipping and connecting the new well at their meeting of Tuesday, August 16, 2016, and construction activities commenced the week of October 10, 2016. County staff had previously indicated that the well would be in service and connected to the City's system no later than December 2016, however, the well was operational and connected to the City's water distribution as of Friday, February 17, 2017. Given the delay in the well's completion and connection, DWR requested that the City Council consider allowing the connection of residences as they become prepared for connection, to which the Council was receptive, and a Draft MOU Amendment was approved by the Council at its meeting on December 6, 2016, and subsequently approved by the Board of Supervisors at its meeting on December 20, 2016.

As of Friday, March 31, 2017, the date the State established as the final day for property owners to complete the registration process to participate in the State-funded connection program opportunity, of the 1,017 eligible developed residential properties identified by the State for connection, 722 completed the required Extra-Territorial Services Agreement, leaving 295 developed residential properties non-responsive to this unique connection program, 23 of which were reported as having either dry or diminishing capacity wells.

County OES and the State Division of Drinking Water (DDW) have reported to the City that the Central Mutual Water Company, located south of the city and south of Gibbons Avenue, has had its well run dry and desires an immediate emergency connection to the City's water system to serve the 41 connections currently without water. DDW is wishing to support a financial application to upgrade the small water system to City standards (new water lines, meters, etc.), and to sponsor an Urban Development Boundary (UDB) Amendment application to Tulare County Local Agency Formation Commission (LAFCO), given this area is currently outside the City's UDB but within the City's Urban Area Boundary (UAB). Given several private wells have run dry in this area, DDW is also attempting to sponsor their connection to the City's water system. For source water capacity for the connections, DWR will include these new connections within the East Porterville water connection capacity development projects. At its Special meeting on August 30th, the City Council directed staff to proceed with the immediate emergency connection of the Central water

system, with the permanent connection of the system contingent upon an Agreement with DDW to the sponsorship conditions they have offered.

State Division of Drinking Water (DDW) has also reported to the City that the Del Oro East Plano water system, located on Paul Street (southeast of the intersection of Plano Street and Worth Avenue), is experiencing problems with its existing well and have implemented severe water restrictions. The East Plano water system serves 14 residences and approximately 45 people. DDW is wishing to provide financial support to upgrade the small water system to City standards (new water lines, meters ,etc.), and for source water capacity for the connections, DDW would need to either pay appropriate fees and/or develop a capacity development project. The Council is aware that the Del Oro Grandview Gardens water system (north of W. North Grand Avenue) is also experiencing significant issues, and DDW may seek their future consolidation with the City's water system as well.

RECOMMENDATION: That the City Council receive the report of status and review of the Declaration of Local Emergency and determine the need exists to continue said Declaration.

ATTACHMENTS:

1. Resolution 49-2015 - Declaration of Local Emergency
2. City-County Well Agreement
3. Memorandum of Understanding
4. Memorandum of Understanding Draft Amendment
5. Governor Brown Executive Order

Appropriated/Funded:

Review By:

Department Director:

Final Approver: John Lollis, City Manager

RESOLUTION NO. 49-2015

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF PORTERVILLE DECLARING A DROUGHT EMERGENCY
WITHIN THE CITY OF PORTERVILLE

WHEREAS: in response to the ongoing severe drought, the State Water Resources Control Board approved an emergency regulation to ensure water agencies, their customers, and state residents increase water conservation in urban settings or face possible fines or other enforcement; and

WHEREAS: as we enter the fourth year of severe drought, long-term forecasts indicate no relief of the current drought conditions, and suggest a warmer-than-average summer, resulting in increased domestic demand for water; and

WHEREAS: public and private potable water supplies continue to be threatened due to decreasing supplies of groundwater caused by the precipitation deficit and an extended state of groundwater overdraft; and

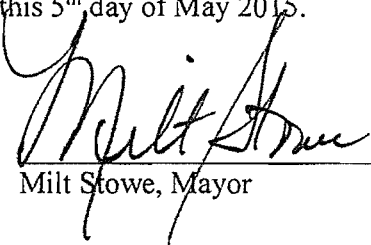
WHEREAS: the long-term ramifications of the current drought will have a significant impact on the city of Porterville and potentially pose a danger to the health and welfare of its residents; and

NOW, THEREFORE, BE IT RESOLVED: that the City Council of the City of Porterville does hereby proclaim that, due to drought conditions, a Local Emergency now exists in the city of Porterville and shall remain in effect for the duration of the emergency; and

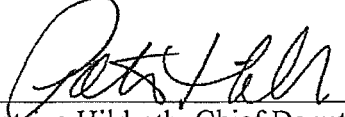
BE IT FURTHER RESOLVED: that the City Council of the City of Porterville requests the Governor and California Department of Water Resources make available California Disaster Assistance Act funding for the State of Local Emergency proclaimed on May 5, 2015, and seek all available forms of Federal assistance, to include a Presidential Declaration of Emergency and Individual Assistance and Public Assistance programs as applicable; and

BE IT FURTHER RESOLVED: that a copy of this resolution be forwarded to the State Director of the Office of Emergency Services.

PASSED, APPROVED, AND ADOPTED this 5th day of May 2015.


Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk


By: Patrice Hildreth, Chief Deputy City Clerk

TULARE COUNTY – CITY OF PORTERVILLE WELL AGREEMENT

THIS AGREEMENT is entered into this day of, May 10, 2016, between the COUNTY OF TULARE, referred to as COUNTY, and the CITY OF PORTERVILLE, referred to as CITY, with reference to the following:

- A. WHEREAS, East Porterville/Doyle Colony area properties within the COUNTY's jurisdiction and within the CITY's Urban Development Boundary are experiencing serious water shortages due to the historical drought conditions. Attached hereto as Exhibit 'A' is a map defining the East Porterville/Doyle Colony and Vandalia areas; and
- B. WHEREAS, CITY and COUNTY have been and are collaborating to jointly develop a new municipal water well; and
- C. WHEREAS, COUNTY shall secure complete funding for a new well to be solely owned, operated and maintained by the CITY for the purpose of providing long-term capacity to enable permanent water connections to properties that comply with CITY'S Annexation and Extension of Municipal Services policy, with certain exceptions for specific properties in excess of the maximum lot size. These procedures are defined by two Resolutions, 74-2014 and 19-2016, which are attached hereto as Exhibit 'B'; and
- D. WHEREAS, the COUNTY owns a parcel at the southeast corner of the Tule River and Olive Avenue (APN 240-120-017), represented in Exhibit 'C', and has drilled a municipal supply well, and will equip said well utilizing CITY standards, after which the COUNTY shall convey the land to CITY at a cost of \$1; and
- E. WHEREAS, CITY operates an existing municipal water system, with limited infrastructure already established in the East Porterville/Doyle Colony and Vandalia areas, and has experience and qualifications necessary to provide such services; and
- F. WHEREAS, CITY and COUNTY mutually agree that a regional, collaborative solution to leverage and expand CITY'S municipal water system into the East Porterville/Doyle Colony and Vandalia areas is the most feasible means to address the area's water needs; and
- G. WHEREAS, CITY is willing to enter into this Agreement with COUNTY upon terms and conditions set forth herein; and
- H. WHEREAS, CITY and COUNTY mutually understand that due to the limited resources of the CITY's municipal water system, all future connections must comply with the CITY's Annexation and Extension of Municipal Services policies, with certain exceptions for specific properties in excess of the maximum lot size, attached hereto and made a part thereof as Exhibit 'B'.

ACCORDINGLY, IT IS AGREED:

- 1. **TERM:** This agreement shall become effective as of the date the agreement is fully executed by both agencies.
- 2. **SERVICES TO BE PERFORMED & PAYMENT FOR SERVICES – EQUIPPING MUNICIPAL WELL FACILITY:** Refer to attached Exhibit 'D'.

TULARE COUNTY AGREEMENT NO. 27596

3. **SERVICE TO BE PERFORMED IN PERPETUITY:** The services described below shall be performed in perpetuity upon completion of all tasks enumerated in Exhibit 'D' and upon COUNTY securing the funds for equipping the well to CITY standards and requirements:
- A. CITY shall provide to STATE and/or COUNTY, upon STATE and COUNTY's request, a maximum of three million (3,000,000) gallons of water per month upon integration of the well provided under this Agreement, for the purposes of meeting emergency water needs in COUNTY's jurisdiction. CITY shall not charge COUNTY or STATE for said water.
 - B. CITY shall utilize water produced by the well provided under this Agreement as source capacity for new service connections and agreements in East Porterville/Doyle Colony and Vandalia areas. CITY agrees to provide source water for up to four hundred twenty-three (423) new connections in the East Porterville/Doyle Colony area subject to the CITY'S Annexation and Extension of Municipal Services policies, with certain exceptions for specific properties in excess of the maximum lot size, and up to 80 new connections in the Vandalia area. The 423 new connections noted above are inclusive of those properties immediately adjacent to an existing water main, estimated at 40 parcels, which can be connected to the City's water system immediately upon execution of this agreement and the Memorandum(a) of Understanding between CITY, COUNTY, and STATE. Upon connection to CITY services, the listed properties will be exempt from payment of CITY water impact fees, but will be subject to standard fees, such as, but not limited to, water service and meter installation, unless otherwise financed by STATE or other funding sources, and associated monthly fees. This section shall not be construed to limit additional connections beyond the above referenced 503 properties provided for herein, where CITY provides consumption documentation that determines additional source capacity is available as a result of the connection of this well to CITY's system.
 - C. CITY expressly agrees to own, operate, maintain, repair and otherwise care for the well provided under this Agreement, in order to maintain it in proper working order and to the highest standard, for the duration of the well's useful life.
 - D. COUNTY shall grant the parcel on which the well is located to the CITY by Grant Deed at a cost of \$1 upon formal acceptance of the project. A 50-foot control zone around the well site is a requirement of the State Water Resources Control Board, Drinking Water Program, therefore establishing the minimum parcel size to be conveyed to the CITY. Existing COUNTY infrastructure may encroach through or conflict with the subject parcel and if so, ownership, maintenance, repair and replacement of these facilities shall transition to the City's responsibility by separate maintenance agreement upon acceptance of the project.
 - E. CITY shall not be entitled to compensation by COUNTY, or any State or Federal agency providing funding for the activities enumerated in Exhibit 'D', for any ongoing costs related to owning, operating, maintaining, repairing, or replacing this well. CITY and COUNTY expressly agree that CITY's ongoing compensation for such ongoing costs shall be the use of the well for CITY's use within its water system, unrestricted except as noted in "A"

above. No part of this paragraph shall be construed to limit or restrict in any way CITY's ability to seek any grant funding or collect rates and fees from users of CITY's water system.

- F. All recipients of water are subject to CITY water policies, such as, but not limited to, water conservation and watering schedules. Connections made as noted in "B" above may be subject to further water conservation thresholds as required by the STATE.

4. This Agreement represents the entire agreement between CITY and COUNTY as to its subject matter and no prior oral or written understanding shall be of any force or effect. No part of this Agreement may be modified without the written consent of both parties.

5. Except as may be otherwise required by law, any notice to be given shall be written and shall be either personally delivered, sent by facsimile transmission or sent by first class mail, postage prepaid and addressed as follows:

COUNTY: County Administrative Officer/Clerk of the Board
of Supervisors of the County of Tulare
Administrative Building
2800 W. Burrel Avenue
Visalia, CA 93291

(Fax No.: (559) 733-6318 / Phone No. (559) 636-5005)

CITY: City Manager
291 N. Main St.
Porterville, CA 93257

(Fax No.: (559) 715-4013/ Phone No. (559) 782-7466)

Notice delivered personally or sent by facsimile transmission is deemed to be received upon receipt. Notice sent by first class mail shall be deemed received on the fourth day after the date of mailing. Either party may change the above address by giving written notice pursuant to this paragraph.

6. This Agreement reflects the contributions of both parties and accordingly the provisions of Civil Code section 1654 shall not apply to address and interpret any uncertainty.
7. Unless specifically set forth, the parties to this Agreement do not intend to provide any other party with any benefit or enforceable legal or equitable right or remedy.
8. This Agreement shall be interpreted and governed under the laws of the State of California without reference to California conflicts of law principles. This Agreement is entered into and shall be performed in Tulare County, California. CITY waives the removal provisions of California Code of Civil Procedure Section 394.
9. The failure of either party to insist on strict compliance with any provision of this Agreement shall not be considered a waiver of any right to do so, whether for that breach or any subsequent breach. The acceptance by either party or either performance or payment shall not be considered to be a waiver of any preceding breach of the Agreement by the other party.
10. The Recitals and the Exhibits to this Agreement are fully incorporated into and are integral parts of this Agreement.

11. This Agreement is subject to all applicable laws and regulations. If any provision of this Agreement is found by any court of other legal authority, or is agreed by the parties, to be in conflict with any code or regulation governing its subject, the conflicting provision shall be considered null and void. If the effect of nullifying any conflicting provision is such that a material benefit of the Agreement to either party is lost, the Agreement may be terminated at the option of the affected party. In all other cases the remainder of the Agreement shall continue in full force and effect.
12. Each party agrees to execute any additional documents and to perform any further acts which may be reasonably required to affect the purposes of this Agreement.
13. CITY expressly agrees that it will not discriminate in employment or in the provision of services on the basis of any characteristic or condition upon which discrimination is prohibited by state or federal law or regulation.
14. Insurance
15. Permit
16. Dispute Resolution: If a dispute arises out of or relating to this Agreement, or the breach thereof, and if said dispute cannot be settled through negotiation, the parties agree first to try in good faith to settle the dispute by non-binding mediation before resorting to litigation or some other dispute resolution procedure, unless the parties mutually agree otherwise. The mediator shall be mutually selected by the parties, but in case of disagreement, the mediator shall be selected by lot from among two nominations provided by each party. All costs and fees required by the mediator shall be split equally by the parties, otherwise each party shall bear its own costs of mediation. If mediation fails to resolve the dispute within 30 days, either party may pursue litigation to resolve the dispute.
17. Indemnification: CITY shall hold harmless, defend and indemnify COUNTY, its agents, officers and employees from and against any liability, claims, actions, costs, damages or losses of any kind, including death or injury to any person and/or damage to property, including COUNTY property, arising from, or in connection with, the performance by CITY or its agents, officers and employees under this Agreement. This indemnification specifically includes any claims that may be made against COUNTY by any taxing authority asserting that an employer-employee relationship exists by reason of this Agreement, and any claims made against COUNTY alleging civil rights violations by CITY under Government Code sections 12920 et seq. (California Fair Employment and Housing Act), and any fines or penalties imposed on COUNTY for CITY's failure to provide form DE-542, when applicable. This indemnification obligation shall continue beyond the term of this Agreement as to any acts or omissions occurring under this Agreement or any extension of this Agreement.

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THE PARTIES, having read and considered the above provisions, indicate their agreement by their authorized signatures below.

COUNTY OF TULARE

BY Mike Ennis
Mike Ennis Chairman,
Board of Supervisors



ATTEST: Michael C. Spata,
County Administrative Officer/Clerk of the Board
of Supervisors of the County of Tulare

By Danisa A. Ybana
Deputy Clerk

Approved as to Form
County Counsel

By M. G. Glick for LMT
Deputy 20151902

CITY OF PORTERVILLE

BY Milt Stowe
Milt Stowe, Mayor

ATTEST:
City Clerk of the City of Porterville

BY J. L. Lolis
John Lolis, City Manager

Approved as to Form

BY [Signature]
City Attorney

EXHIBIT 'A'

EXHIBIT 'B'

RESOLUTION NO. 74 -2014

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE DEFINING OBJECTIVES AND POLICIES FOR ANNEXATIONS AND MUNICIPAL SERVICES

WHEREAS: The City of Porterville established a policy concerning annexation and provision of municipal services in 1986, noting that “the City, in order to grow for reasons of economies of scale and quality of services must expand its boundaries within reason, generally encourages the owners of properties contiguous to the city of Porterville to annex to said City of Porterville”; and

WHEREAS: Since 1990, the population of the city of Porterville has increased 53% according to the California Department of Finance, and the land area of the city proper has increased by 38% according to City annexation records; and

WHEREAS: The City of Porterville accepts its responsibility to provide municipal services to those residents, businesses, and other land uses within the limits of the city. The City of Porterville has taken the position that the costs of all physical improvements within the city have been paid by property owners, and other taxes derived in the city, and, therefore, these same people should not be required to bear the expense of additional physical improvements needed to serve newly annexed areas.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Porterville does hereby define the following objectives related to annexations and municipal services:

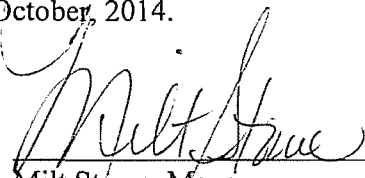
1. To promote orderly development while discouraging urban sprawl, preserving open space and prime agricultural lands, and efficiently extending government services.
2. To honor the City’s fundamental responsibility to provide efficient and sustainable public services to the inhabitants of the city, and where appropriate, to provide those services beyond the limits of the city within the Urban Development Boundary, and only in extreme cases to those properties beyond the Urban Development Boundary within the Urban Area Boundary.
3. To provide for land development and growth in a manner consistent with the General Plan, particularly as it relates to land use and circulation.
4. To consider an application upon its own merits, and identify what benefits would accrue to the City as an agency and service provider, to the residents of the city of Porterville, and to the applicant.
5. To identify the problems involved in any proposal considered for annexation or request for extra-territorial services and resolve them in the manner most beneficial to the properties within the city of Porterville.
6. To develop factual information to permit informed discussion between City representatives and property owners/residents of unincorporated territories.

BE IT FURTHER RESOLVED, that the City Council of the City of Porterville does hereby establish the following policies for consideration of annexations and municipal services:

1. It shall be the policy of the City of Porterville to consider annexation proposals only within the Urban Development Boundary, which is defined as the City of Porterville Annexation Boundary, as adopted by Tulare County Local Area Formation Commission (LAFCo).

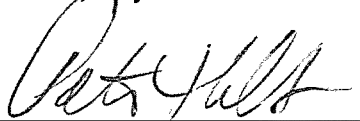
2. It shall be the policy of the City of Porterville to consider extra-territorial service requests primarily within the Urban Development Boundary, which is defined as the City of Porterville Annexation Boundary, as adopted by Tulare County LAFCo.
3. It shall be the policy of the City of Porterville, only where necessary in order to respond to an existing or impending threat to public health or safety of affected residents, to consider extra-territorial service requests within the Urban Area Boundary, as adopted by City Council and identified on the City of Porterville Zoning Map.
4. It shall be the policy of the City of Porterville to consider annexation proposals and extra-territorial service requests in a manner consistent with the policies and regulations adopted by the Tulare County LAFCo and the State of California, as applicable.
5. It shall be the policy of the City of Porterville to discourage single-family one (1) lot annexation proposals that may have an adverse fiscal impact on the City of Porterville.
6. It shall be the policy of the City Council that territory shall not be annexed to the city of Porterville, which as a result of such annexation, unincorporated territory is completely surrounded, or substantially surrounded by the city of Porterville.
7. It shall be the policy of the City of Porterville that annexation proposals shall be in conformance with the Cortese-Knox-Hertzberg Act of 2000, as amended.
8. It shall be the policy of the City Council to consider each petition/consent for annexation upon its relationship to what economic benefits will accrue to the City of Porterville, and to the area residents/property owners.
9. It shall be the policy of the City Council that the costs of all physical improvements will be borne by the property owners/resident or developer.
10. It shall be the policy of the City of Porterville to maintain the viability of agricultural productivity; i.e. protecting and conserving as much agricultural land as possible in the area surrounding the Porterville community.
11. It shall be the policy of the City of Porterville that the applicant for annexation present proposals to the Project Review Committee and explain the particulars of the area under consideration for possible annexation, including a plan for services.
12. It shall be the policy of the City of Porterville to consider any requests for annexation or extra-territorial services in a manner consistent with the procedures adopted by resolution of the City Council.

PASSED, APPROVED AND ADOPTED this 21st day of October, 2014.


Milt Stowe, Mayor

ATTEST:

John D. Lollis, City Clerk

By: 
Patrice Hildreth, Chief Deputy City Clerk

STATE OF CALIFORNIA)
CITY OF PORTERVILLE) SS
COUNTY OF TULARE)

I, JOHN D. LOLLIS, the duly appointed City Clerk of the City of Porterville do hereby certify and declare that the foregoing is a full, true and correct copy of the resolution passed and adopted by the Council of the City of Porterville at regular meeting of the Porterville City Council duly called and held on the 21st day of October, 2014.

THAT said resolution was duly passed, approved, and adopted by the following vote:

Council:	REYES	WARD	STOWE	HAMILTON	GURROLA
AYES:	X		X	X	X
NOES:		X			
ABSTAIN:					
ABSENT:					

JOHN D. LOLLIS, City Clerk


By: Luisa M. Zavala, Deputy City Clerk

RESOLUTION 19-2016

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE
ESTABLISHING PROCEDURES FOR ANNEXATIONS AND EXTENSION OF
MUNICIPAL SERVICES

WHEREAS: On October 21, 2014, the City Council of the City of Porterville adopted two resolutions that defined objectives and policies, and established procedures for annexations and municipal services, respectively; and

WHEREAS: The on-going, severe drought of the past few years has created a situation where hundreds of parcels in the East Porterville area are experiencing dry wells, or wells of substandard water quality. State and regional agencies have come together with the City to identify and develop a long-term solution to this crisis, which will involve a significant infrastructure project to allow extension of municipal water services to the area. Not all parcels within the subject area meet the mandatory findings for extra-territorial service agreements as identified in the City's current procedures.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Porterville does hereby amend existing procedures to submit application for municipal services, and to have said application(s) processed as outlined in Exhibit "A", attached. The exemption identified for the East Porterville Feasibility Study Project Area will apply to the area represented in Exhibit "B".

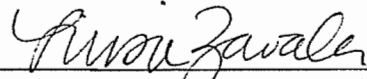
PASSED, APPROVED AND ADOPTED this 19th day of April, 2016.



Milt Stowe, Mayor

ATTEST:

John D. Lollis, City Clerk

BY 

Luisa Zavala, Deputy City Clerk

All properties requesting annexation or extraterritorial services are subject to the procedures established below unless otherwise stated. Compliance with City of Porterville procedures does not guarantee approval by LAFCo of annexations or extra-territorial service agreements. Upon request for an annexation or extraterritorial services request, staff will evaluate whether the applicant's property is within the City's Urban Development Boundary or Urban Area Boundary and explain the process.

ANNEXATION APPLICATION PROCEDURE

1. A complete annexation application packet includes: fees, an Irrevocable Agreement to Annex, information as needed to define a deed restriction specific to land use and zoning, Application for Annexation, and other materials as required with those applications respectively.
2. On receipt of an application as outlined above, all materials will be considered by the Project Review Committee, who will coordinate in a pre-consultation process with LAFCO staff and the County Public Works Department for review and recommendation.
3. During review by the Project Review Committee of the necessary application and data, staff will prepare a report and findings on all aspects of the proposed action(s).
4. An environmental document will be prepared pursuant to the California Environmental Quality Act (CEQA), reviewing the potential environmental effect of the proposed activities. The Zoning Administrator will make an initial determination of the level of environmental review required.
5. After proper noticing, a public hearing will be held for the City Council to hear comments related to the project at a regularly scheduled meeting. The Council will authorize staff to initiate the application with LAFCo. Documents will be filed in accordance with the Cortese-Knox-Hertzberg Act of 2000, as amended, and submitted to the Local Agency Formation Commission for its review, recommendation and action.
6. On consummation by the City Council, the City Clerk shall submit the necessary materials to the State Board of Equalization with the appropriate acreage fees, which are paid by the Applicant.
7. In the event the annexation fails, either by dissenting votes of the City Council or at hearing at LAFCo, the City Council may approve an extraterritorial service agreement within the Urban Development Boundary, subject to conditions identified in the deed restriction.

ANNEXATION EXEMPTION PROCEDURE

Where a certain property meets all of the following criteria, they may proceed with an Extraterritorial Service Agreement for water or storm-water drainage without first attempting annexation, subject to the conditions of Extraterritorial Service Agreements as defined below.

1. Previously developed single family residences on parcels 24,999 square feet or smaller, OR a school developed by a State funded school district.
2. The parcel requesting services must be immediately adjacent to a municipal main providing the requested service, or the property owner shall provide for the extension of the main line to City standards at their expense.

EXTRATERRITORIAL SERVICES APPLICATION PROCEDURE

Extraterritorial Service connections may be made subject to the following conditions. Note specific parameters and the required findings for connections in the Urban Development Boundary and the Urban Area Boundary.

1. Application: A complete extraterritorial services application packet includes: fees, an Irrevocable Agreement to Annex, information as needed to define a deed restriction specific to land use and zoning, and other materials as required with those applications respectively.
2. General Plan Consistency:
 - a. Proposed Uses and Improvements: Service connections are to be withheld from proposed uses and improvements that would not be consistent with the adopted Land Use Element of the Porterville Area General Plan and the City of Porterville General Plan.
 - b. Existing Uses and Improvements: Service connections to existing uses and improvements which are not consistent with the adopted Land Use Element of the Porterville Area General Plan and the City of Porterville General Plan shall be considered at the discretion of the City Council, and may be subject to other restrictions.
3. Agreements and covenants:
 - a. A deed restriction specific to land use and zoning must be approved by the property owner and the City Council, and recorded with the County of Tulare upon the property, at the applicant's cost.
 - b. An irrevocable agreement to annex must be signed by the property owner and recorded with the County of Tulare upon the property, at the applicant's cost.
4. Time limitations: The City Manager or his designee, or the City Council may condition the approval of applications for service connections by establishing a time frame within which connections must be made to avoid re-application.
5. Improvement Plans: Applications for service connections, which necessitate the extension of one or more municipal facilities to property in order to make such connections, shall be conditioned by the City Manager or his designee, or the City Council to require that Construction Drawings of the intended public improvements be submitted to the City Engineer for plan check and approval. Costs incurred for the preparation of improvement plans, and certain off-site construction and/or installation costs related to extending facilities, shall be the responsibility of the applicant.
6. Fees: Prior to the issuance of a Connection Permit, payment must be made to the City of Porterville of all fees pertinent to the respective service connection, or connections, approved by the City Manager or his designee, or the City Council.

Within the Urban Development Boundary:

For connection of water or storm-water facilities, the requesting party must fully fund the extension of infrastructure if it does not already exist in order to connect. The City of Porterville Wastewater Facility is a regional facility and as such, an extraterritorial service request cannot be denied; however, the requesting party must fund a fair share of the extension of infrastructure if it does not already exist in order to connect. Contract services for police, fire, or building inspection services shall be approved by resolution of the City Council.

For connection of water or storm-water facilities, the following findings must be made in order for the Council approve an extraterritorial service connection:

- That the subject property is a previously developed single family residence on a parcel 24,999 square feet or smaller, OR a school developed by a State funded school district.
- That failure to connect to municipal services would result in a threat to public health or safety of affected residents.
- That connection of the subject property would not result in a negative impact to the City of Porterville water and/or storm-water system.
- That the subject property is not within an island as defined by Tulare LAFCo.
- That an attempt to annex the subject site is not realistic given current city limit boundaries. Specifically, the parcel is too far removed from the city limit, and/or the number and valuation of adjacent parcels would result in a failed annexation effort.

Within the Urban Area Boundary:

For connection of water or storm-water facilities, the requesting party must fully fund the extension of infrastructure if it does not already exist in order to connect. The City of Porterville Wastewater Facility is a regional facility and as such, an extraterritorial service request cannot be denied; however, the requesting party must fund a fair share of the extension of infrastructure if it does not already exist in order to connect. Contract services for police, fire, or building inspection services shall be approved by resolution of the City Council.

For connection of water or storm-water facilities, the following findings must be made in order for the Council approve an extraterritorial service connection:

- That the subject property is a previously developed single family residence on a parcel 24,999 square feet or smaller, OR a school developed by a State funded school district.
- That failure to connect to municipal services would result in a threat to public health or safety of affected residents.
- That connection of the subject property would not result in a negative impact to the City of Porterville water and/or storm-water system.

EXEMPTIONS AND EXCEPTIONS

1. PVPUD: Connections to Porterville Regional Sewage Treatment Facilities serving uses and improvements to property within the boundaries and jurisdiction of the Porter Vista Public Utility District (PVPUD) are exempted from application to the City of Porterville. Interested parties should contact the PVPUD for information on connection requirements and fees pertaining

to sewer services. This exemption does not apply to requests for connection to Municipal Water and/or Master Storm Drain Facilities.

2. PRIOR APPROVALS: Porterville City Council approval of requests for connection to Regional Sewage Treatment, Municipal Water and/or Master Storm Drain Facilities as authorized prior to the adoption and effective date of the respective policies set forth herein shall remain valid and in force according to the terms and conditions initially specified at the time of approval, and re-application will not be required.

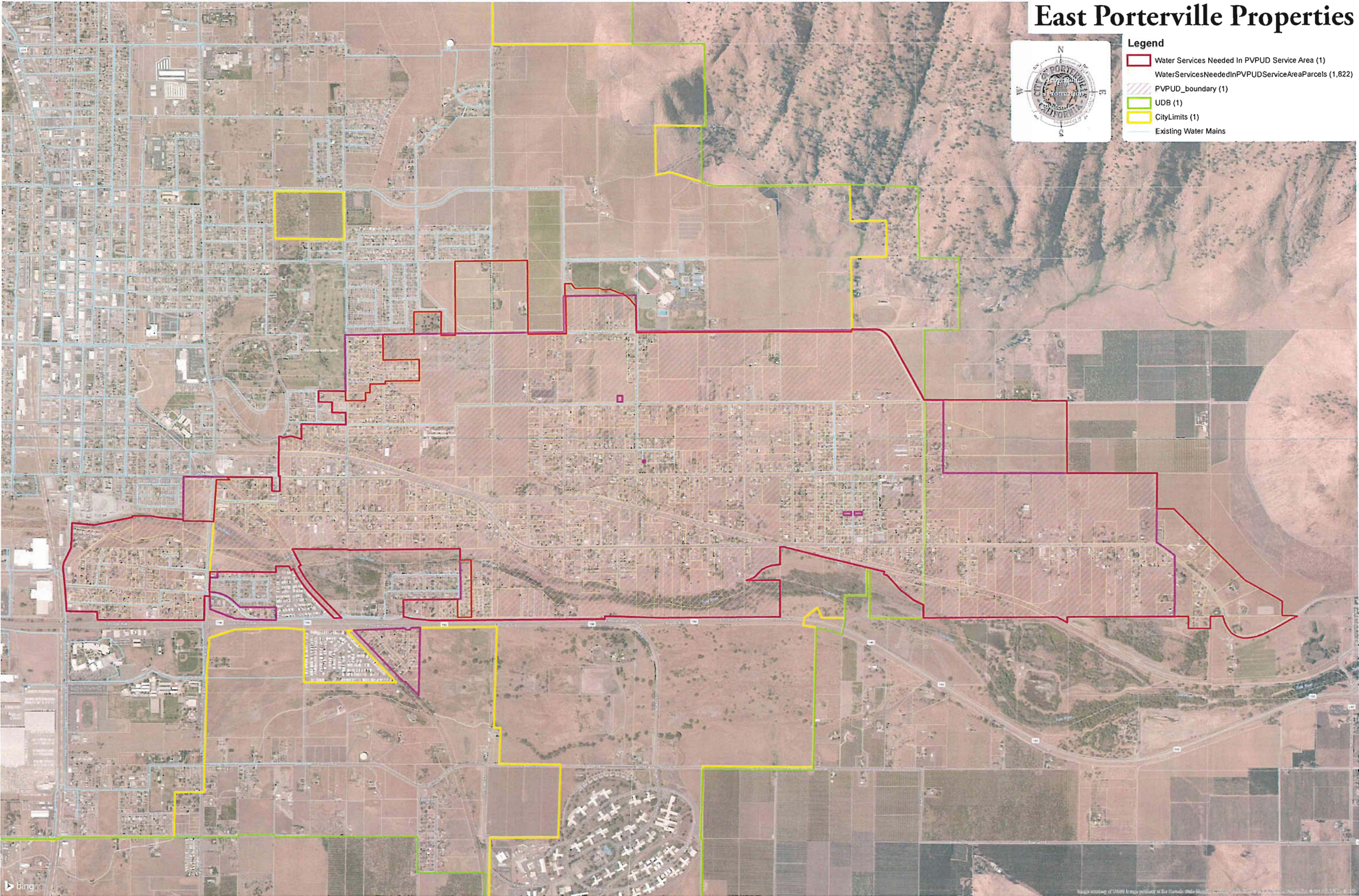
3. PROPERTIES WITHIN THE EAST PORTERVILLE FEASIBILITY STUDY PROJECT AREA: The California State Water Resources Control Board, in coordination with the Department of Water Resources Drought Task Force, is charged with preparing a feasibility study to define a long-term solution to the water related issues in East Porterville. Properties within that boundary would be permitted to apply for connection, whether in association with DWR, SWRCB, or at a later date, on their own. Such connections would be subject to the mandatory findings as outlined in this procedure, with the following exceptions:

- Rather than require that the subject property be a developed single-family residence on a parcel 24,999 square feet or smaller, neither the land use nor the parcel size would be restricted neither the land use nor the parcel size would be restricted for legal and legal non-conforming structures and land uses existing as of April 29, 2016.
- Further, properties within certain islands in the EPFS Project Area would not be required to annex prior to connection. This exception does not limit the City of Porterville's authority to pursue annexation in the future, but rather waives the requirement that annexation must be approved prior to connection.

East Porterville Properties



- Legend**
- Water Services Needed In PVPUD Service Area (1)
 - WaterServicesNeededInPVPUDServiceAreaParcels (1,822)
 - PVPUD_boundary (1)
 - UDB (1)
 - CityLimits (1)
 - Existing Water Mains



STATE OF CALIFORNIA)
CITY OF PORTERVILLE) SS
COUNTY OF TULARE)

I, JOHN D. LOLLIS, the duly appointed City Clerk of the City of Porterville do hereby certify and declare that the foregoing is a full, true and correct copy of the resolution passed and adopted by the Council of the City of Porterville at regular meeting of the Porterville City Council duly called and held on the 19th day of April, 2016.

THAT said resolution was duly passed, approved, and adopted by the following vote:

Council:	REYES	WARD	STOWE	HAMILTON	GURROLA
AYES:	X	X	X	X	
NOES:					
ABSTAIN:					
ABSENT:					X

JOHN D. LOLLIS, City Clerk

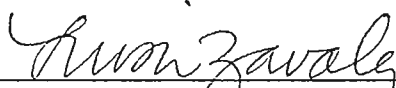

By: Luisa Zavala, Deputy City Clerk

EXHIBIT 'C'



EXHIBIT 'D'

Scope of Work

Task	Description	Cost
1.2	Prepare Well Drilling Plans, Specifications, and Estimates	\$468.00
3.2	Prepare Well Equipping Plans, Specifications, and Estimates	\$1,526.00
5	Ph. 1 Preconstruction Meeting	\$1,357.43
Total:		\$3,351.43

Consulting Engineering work will be reimbursed directly to Dee Jaspar & Associates under Tulare County Agreement No. 1276, including the following Tasks:

Task 4.1	Project Evaluations and Field Surveying	\$58,326.00
Task 4.2	Prepare Well Equipping Plans, Specifications, and Estimates	\$30,000.00
Task 4.3	Prepare and Assist with SCE Application & Telephone Service	\$5,000.00
Task 4.4	SCE Costs	\$15,000.00
Total:		\$108,326.00

Discussion Draft

Subject to Additional Review and Modification by the Parties

Porterville MOU
Draft 2
June 15, 2016
PortervilleEmergencyMOU061516



Memorandum of Understanding (MOU)

Regarding the Provisions of Emergency Water Supplies to East Porterville

by the California Department of Water Resources (DWR), California Office of Emergency

Service (OES), the State Water Resources Control Board (SWRCB),

the County of Tulare (County), and City of Porterville (Porterville),

which are collectively known as the “Parties”

Recitals

Whereas, some residents living in an unincorporated area of Tulare County, commonly known as “East Porterville,” have experienced loss of adequate water supply to their homes and properties as a result of severe drought conditions, which has caused significant hardship for the residents;

Whereas, Governor Edmund G. Brown Junior has directed all State agencies to assist these residents who are in need of water supplies with emergency and long-term assistance;

Whereas, Governor Edmund G. Brown Junior signed Assembly Bill 685 in 2012, adding Water Code section 106.3, which recognizes that every human being has the right to safe, clean, affordable, and accessible water adequate for human consumption, cooking, and sanitary purposes, and which requires all relevant state agencies to consider this right when revising, adopting, or establishing pertinent policies, regulations, and grant criteria;

Whereas, the Parties have provided emergency water supplies to some residents of East Porterville that are without an adequate household water supply;

Whereas, the Parties to this MOU seek an emergency and long-term solution to the lack of adequate household water supply by developing and providing continuous water supplies to these residents;

Whereas, East Porterville is located east and adjacent to Porterville, which has an existing municipal water system that serves residents within the incorporated area of Porterville;

Whereas, some of the residents of East Porterville without an adequate household water supply could be connected to Porterville's municipal water system provided certain arrangements and projects are carried out by the Parties;

Whereas, Vandalia is a neighborhood located within Porterville, and some Vandalia residents lack adequate household water supply and these households could be connected to Porterville's municipal water system;

Whereas, the Parties have met and have discussed alternative plans and projects that would provide an emergency water supply from Porterville to some residents of East Porterville and Vandalia in an expeditious manner;

Whereas, to advance these projects, DWR has provided funding, as reflected in the agreement between DWR and Tulare attached as Exhibit 1, for a municipal well designated as "Well C1" located in Tulare County that ultimately could be used to supply water to these residents of East Porterville;

Whereas, the SWRCB has also provided funding for Well C1, as reflected in the agreement between the SWRCB and the County attached as Exhibit 2;

Whereas, the County and Porterville intend to execute an agreement, a draft of which is attached as Exhibit 3, that will connect Well C1 to Porterville's municipal water system and that will provide for an adequate household water supply for some residents of East Porterville; and

Whereas, the Parties have reached an understanding on how best to implement the project alternative that will provide an adequate household water supply to some residents of East Porterville and Vandalia, and alleviate the hardships in an expeditious, cost-effective manner.

Understanding

A. Description of Emergency Project and Long-Term Plan

1. The purpose of this MOU is to set forth in writing the intentions of the Parties of how best to move forward with plans to complete an emergency water supply project (Project) to some residents in the East Porterville and Vandalia areas, which are represented in Exhibit 4. (Map showing East Porterville and Porterville). The goal of the Project is to provide an adequate household water supply to some of the residents and properties in these areas that do not have one presently, and to end the need of the Parties to provide temporary water supplies to those residents through tanks and bottles.

2. The Parties intend to develop the Project in two phases. Phase 1 will make municipal water connections to the properties in East Porterville that have dry wells and are adjacent to Porterville's existing municipal water distribution system. It is estimated that this phase will serve 40 properties with dry wells that are currently receiving temporary household water supplies.

3. The Parties intend that Phase 2 of the Project will provide municipal water supply to approximately 500 properties in East Porterville and in Vandalia that have dry wells or otherwise lack an adequate source of water and have not been connected by Phase 1. In order to complete Phase 2, the residents of these properties will likewise need to connect to Porterville's municipal water system.

4. As soon as possible, Porterville and DWR will undertake Phase 1 of the Project and connect the properties in East Porterville that are adjacent to Porterville's existing municipal water distribution system. These connections will be accomplished as described in Water Installation Diagram attached as Exhibit 5 and based on the cost estimate, which is attached as Exhibit 6. In order to make these connections, a property owner desiring to receive public water supply will need to execute the Extraterritorial Service Agreement, a sample of which is attached as Exhibit 7, and the SWRCB's Water Connection Agreement, a sample of which is attached as Exhibit 8. Necessary signatures and agreements with property owners will be sought through SWRCB's outreach carried out with the assistance of all Parties to this MOU.

5. The Parties intend that Well C1 will be used to provide the emergency water supply in Phase 2 to about 500 properties without adequate household water supplies. The Parties presently understand that there are about 423 properties in East Porterville and approximately 80 properties in Vandalia where connections may be needed to provide emergency water supplies.

6. The Parties have created a Technical Workgroup consisting of engineers and planners, which work cooperatively on the technical issues described in this MOU. Based on recommendations of the Technical Workgroup, the Parties intend to provide the emergency water supply contemplated by this MOU.

7. The Parties intend to develop a Long-Term Water System Plan (Long-Term Plan) for the East Porterville area, which will serve other residents in the area besides those served by the Project. The Parties intend that the Project will be designed consistent with the Long-Term Plan to ensure that all water facilities constructed as part of the Project will be incorporated into the facilities ultimately developed through the Long-Term Plan. The first work product produced by the Technical Workgroup will be a Feasibility Study for the Long-Term Plan. The outline of the Feasibility Study is attached as Exhibit 9.

8. The Parties intend to use best efforts to complete both phases of the Project by December 31, 2016. The completion date of the Long-Term Plan is dependent on the completion of the Feasibility Study carried out by Technical Workgroup and on Porterville and/or the County applying for and securing sufficient funding from the SWRCB or from other sources. The Parties desire to complete the Long-Term Plan as expeditiously as possible.

B. Project Contributions of the Parties

9. Working in cooperation with the other Parties and the Technical Workgroup, DWR will prepare all environmental compliance for the Project, and design and construct the Project, both Phases 1 and 2. DWR will provide funding for Phases 1 and 2 of the Project through Emergency Drought Funding. DWR intends to serve as California Environmental Quality Act (CEQA) lead agency for the Long-Term Plan and will prepare any necessary CEQA documentation and any other necessary environmental review documents, unless the Feasibility Study recommends another lead agency.

10. SWRCB will provide the community outreach to assist in obtaining necessary property owner acceptance before proceeding with Project. SWRCB will also work with Porterville and/or County to secure funding of the Long-Term Plan. SWRCB will provide certain reviews and approvals for the permitting of the Project and the Long-Term Plan.

11. OES will coordinate all of the State's efforts under the Governor's Drought Task Force in the Project area and will be provided at no cost by Porterville up to 3,000,000 gallons of emergency water per month as needed as a result of this MOU and the agreement that Porterville and the County are in the process of considering for execution, a draft of which is attached as Exhibit 3, with regard to the Well C1.

12. Porterville will provide the needed water service to the residents of East Porterville without an adequate household water supply after they are connected to Porterville's municipal water system as described in the Project. The water service will be accomplished per the Extraterritorial Service Agreement, which requires that property owners served pay the monthly water bill. DWR is funding the residents' connection to the Project, and as a result, some of the normal connection fees will be waived provided that connection is made during Phase 1 or Phase 2. Porterville will install the water meters for each connection, which will be paid for by DWR.

13. The County intends to execute an agreement with Porterville that is consistent with this MOU and Exhibit 3, which will allow Well C1 to serve as a water supply for the Project. The County will inspect the work of the Project and the property connections at no cost to the residents.

14. The Parties to the MOU will cause the removal of all temporary water tanks from the properties upon completion of the Project and the appurtenances necessary for the receipt of municipal water service. The work for removing the water tanks will be carried out by the County under an agreement between the County and OES.

C. General Provisions

15. The Parties intend to use their best efforts to carry out this MOU. This MOU is not a binding agreement, and is not intended to create contractual rights and remedies among the Parties. However, the Parties have entered into and intend to enter into certain binding agreements in the future necessary to develop and complete the Project and the Long-Term Plan.

16. This MOU will become effective upon the signature of the all Parties. The MOU will terminate on December 31, 2016, unless extended by all of the Parties in writing.

[Signatures on following page]

This MOU has been executed by:

California Department of Water Resources

State Water Resources Control Board

California Office of Emergency Services

County of Tulare

City of Porterville

List of Exhibits

1. DWR and Tulare County Executed Well C1 Agreement
2. SWRCB and County Executed Well C1 Agreement (Water Board Grant #D-15-11-902)
3. County and Porterville Draft Well Agreement
4. Map of East Porterville
5. Household Water Service Installation Diagram
6. Household Water Service Cost Estimate
7. Sample Extraterritorial Service Agreement
8. Sample SWRCB Water Connection Agreement
9. Draft Emergency Project Feasibility Study



Amendment No. 1

To the East Porterville Water Supply Project

Memorandum of Understanding (MOU)

Regarding the Provisions of Emergency Water Supplies to East Porterville
by the California Department of Water Resources (DWR), California Office of
Emergency Service (OES), the State Water Resources Control Board (SWRCB),
the County of Tulare (County), and City of Porterville (Porterville),
which are collectively known as the "Parties"

This Amendment No.1 to the MOU is made this 7th day of November, 2016. As described below, this Amendment No.1 recognizes the MOU is still in effect, modifies certain sections of this MOU, and adds new sections to the MOU.

Recitals

Whereas, some residents living in an unincorporated area of Tulare County, commonly known as "East Porterville," have experienced loss of adequate water supply to their homes and properties as a result of severe drought conditions, which has caused significant hardship for the residents;

Whereas, Governor Edmund G. Brown Junior has directed all State agencies to assist these residents who are in need of water supplies with emergency and long-term assistance;

Whereas, the Parties to this MOU seek an emergency and long-term solution to the lack of adequate household water supply by developing and providing continuous water supplies to these residents;

Whereas, to advance these projects, DWR and the SWRCB have provided funding, as reflected in Exhibits 1 and 2, for a municipal well designated as "Well C1" located in Tulare County that ultimately could be used to supply water to these residents of East Porterville;

Whereas, the Parties have reached an understanding on how best to implement the project alternative that will provide an adequate household water supply to some residents of East Porterville and Vandalia, and alleviate the hardships in an expeditious, cost-effective manner:

Whereas, the purpose of this amendment is to clarify some sections of the MOU and to add several new sections.

NOW THEREFORE, IT IS MUTUALLY AGREED that the following changes are hereby made to the MOU:

1. Section A (2) is amended to read as follows:

The Parties intend to develop the Project in two phases. Phase 1 will make municipal water connections to the properties in East Porterville and Vandalia that have dry wells and/or water tanks. It is estimated that this phase will serve approximately 300 properties.

2. Section A (3) is amended to read as follows:

The Parties intend that Phase 2 of the Project will provide municipal water supply to approximately 800 properties in East Porterville by connecting them to the City of Porterville's water system. The total number of homes eligible for this Project is approximately 1,100.

3. Section A (5) is amended to read as follows:

The Parties intend that Well C1 will be used to provide the initial water supply. The Parties acknowledge the delay in Well C1 completion. To mitigate the effects of this on the residents of East Porterville, the City of Porterville will allow connections of homes as they become prepared for connection. These early connections will be beyond the initial 70 connections (previously 40 connections) agreed to, given the availability of capacity during the winter months. However, these additional connections to the City's water system will cease on March 1, 2017, if Well C1's connection to the City's water system is not completed by then.

4. Sections A (7) b-f shall be added and made part of this MOU:

7 (a). The Parties intend to develop a Long-Term Water System Plan (Long-Term Plan) for the East Porterville area, which will serve other residents in the area besides those served by the Project. The Parties intend that the Project will be designed consistent with the Long-Term Plan to ensure that all water facilities constructed as part of the Project will be incorporated into the facilities ultimately developed through the Long-Term Plan. The first work product produced by the Technical Workgroup will be a Feasibility Study for the Long-Term Plan. The outline of the Feasibility Study is attached as Exhibit 9.

(b). The East Porterville Water Supply Project Hydraulic Analysis Report ("Hydraulic Analysis Report," which is attached as Exhibit 10) determined that the water supply capacity required to serve all eligible residents of East Porterville is 1,435 gallons per minute (gpm). This capacity shall be based on the sustainable yield of the wells which is defined as 75 percent of the initial design capacity. Since Well C1 has a sustainable yield of 600 gpm, the Parties agree that the State will fund the construction and equipping of additional wells to provide the 835 gpm shortfall.

(c). Based on the Hydraulic Analysis, a 700,000 gallon water storage tank is required to serve the residents of East Porterville. However, based on Porterville's master plan recommendations, a 1.2 million-gallon storage tank is required for the City's buildout. The Parties therefore intend to construct a 1.2 million-gallon storage tank with cost sharing between the State and the City. The State will fund the cost of a 700,000 gallon tank required for the Project and the City of Porterville will fund the cost of the additional 500,000 gallons of storage required for the City's future use as contained in its master plan. The cost-sharing shall be proportional to the tank capacity being funded.

(d). The Parties intend to upgrade the existing Henderson-Plano Booster Pump Station and the Granite Hills Intertie which would facilitate water supply to the East Pressure Zone which serves East Porterville. The State will fund the construction of one booster pump rated at 2,100

gpm along with a variable frequency drive and the Granite Hills Intertie. The City will fund the replacement of its two existing pumps along with associated variable frequency drives as part of Phase 2 of the Project. These two pumps are more than 30-years old and their replacement will enable the City's water system to operate more efficiently and in a cost-saving manner.

(e). The Parties further agree that a booster pump station of capacity 1,670 gpm is required to convey water from the West Pressure Zone, where the new wells will be located, to the Central Pressure Zone for onward conveyance to East Porterville. The State will fund the construction of this booster pump station.

(f). Given that Well C1 has an estimated sustainable yield of 600 gpm, as well as a unit demand of 0.833 gpm per home connection based on the Hydraulic Analysis , Well C1 could effectively serve up to 720 households . The Parties agree that home connections for Phase 2 of the Project can begin as soon as Well C1 is connected to the City's water system, and the Henderson-Plano Booster Pump Station upgrade and the Granite Hills Intertie are completed. These home connections shall cease when the capacity of Well C1 is exceeded. Thereafter, additional home connections will be made after the construction of additional wells or if City staff determines that the water system can support additional home connections.

5. Section (C) 16 is amended to read as follows:

16. This MOU will become effective upon the signature of the all Parties. The MOU will terminate on June 30, 2018, unless extended by all Parties in writing.

6. The list of the Exhibits at the end of MOU is amended to read as follows:

1. DWR and Tulare County Executed Well C1 Agreement
2. SWRCB and County Executed Well C1 Agreement (Water Board Grant #D-15-11-902)
3. County and Porterville Draft Well Agreement
4. Map of East Porterville
5. Household Water Service Installation Diagram
6. Household Water Service Cost Estimate
7. Sample Extraterritorial Service Agreement
8. Sample SWRCB Water Connection Agreement
9. Draft Feasibility Study for the Long-Term Plan
10. East Porterville Water Supply Project Hydraulic Analysis Report

This MOU has been executed by:

California Department of Water Resources

State Water Resources Control Board

California Office of Emergency Services

City of Porterville

County of Tulare

Executive Department
State of California

EXECUTIVE ORDER B-40-17

WHEREAS California has endured a severe multi-year drought that has threatened the water supplies of communities and residents, devastated agricultural production in many areas, and harmed fish, animals and their environmental habitats; and

WHEREAS Californians responded to the drought by conserving water at unprecedented levels, reducing water use in communities by more than 22% between June 2015 and January 2017; and

WHEREAS the State Water Resources Control Board, the Department of Water Resources, the Department of Fish and Wildlife, the Office of Emergency Services, and many other state agencies worked cooperatively to manage and mitigate the effects of the drought on our communities, businesses, and the environment; and

WHEREAS the State provided 66,344,584 gallons of water to fill water tanks for communities suffering through drought-related water shortages, outages, or contamination, and provided emergency assistance to drill wells and connect communities to more robust water systems; and

WHEREAS the State took a number of important actions to preserve and protect fish and wildlife resources, including stream and species population monitoring, fish rescues and relocations, infrastructure improvements at trout and salmon hatcheries, and infrastructure to provide critical habitat for waterfowl and terrestrial animals; and

WHEREAS the State established a Statewide Water Efficiency and Enhancement Program for agricultural operations that provides financial assistance for the implementation of irrigation systems that save water; and

WHEREAS water content in California's mountain snowpack is 164 percent of the season average; and

WHEREAS Lake Oroville, the State Water Project's principal reservoir, is 101 percent of average, Lake Shasta, the federal Central Valley Project's largest reservoir, is at 110 percent of average, and the great majority of California's other major reservoirs are above normal storage levels; and

WHEREAS despite winter precipitation, the effects of the drought persist in areas of the Central Valley, including groundwater depletion and subsidence; and

WHEREAS our changing climate requires California to continue to adopt and adhere to permanent changes to use water more wisely and to prepare for more frequent and persistent periods of limited water supply; and

WHEREAS increasing long-term water conservation among Californians, improving water use efficiency within the State's communities and agricultural production, and strengthening local and regional drought planning are critical to California's resilience to drought and climate change.

NOW, THEREFORE, I, EDMUND G. BROWN JR., Governor of the State of California, in accordance with the authority vested in me by the Constitution and statutes of the State of California, do hereby **TERMINATE THE JANUARY 17, 2014 DROUGHT STATE OF EMERGENCY** for all counties in California except the Counties of Fresno, Kings, Tulare, and Tuolumne.

I FURTHER ORDER THAT:

1. The orders and provisions contained in my April 25, 2014 Emergency Proclamation, as well as Executive Orders B-26-14, B-28-14, B-29-15, and B-36-15 are rescinded.
2. The orders and provisions contained in Executive Order B-37-16, **Making Water Conservation a California Way of Life**, remain in full force and effect except as modified by this Executive Order.
3. As required by the State Emergency Plan and Government Code section 8607(f), the Office of Emergency Services, in coordination with other state agencies, shall produce an after-action report detailing the State's response to the drought and any lessons learned in carrying out that response.

MAINTAINING CONSERVATION AS A WAY OF LIFE

4. The State Water Resources Control Board (Water Board) shall continue development of permanent prohibitions on wasteful water use and requirements for reporting water use by urban water agencies, and to provide a bridge to those permanent requirements, shall maintain the existing emergency regulations until they expire as provided by the Water Code. Permanent restrictions shall prohibit wasteful practices such as:
 - Hosing off sidewalks, driveways and other hardscapes;
 - Washing automobiles with hoses not equipped with a shut-off nozzle;
 - Using non-recirculated water in a fountain or other decorative water feature;
 - Watering lawns in a manner that causes runoff, or within 48 hours after measurable precipitation; and
 - Irrigating ornamental turf on public street medians.
5. The Water Board shall rescind those portions of its existing emergency regulations that require a water supply stress test or mandatory conservation standard for urban water agencies.

6. The Department of Water Resources (Department) shall continue work with the Water Board to develop standards that urban water suppliers will use to set new urban water use efficiency targets as directed by Executive Order B-37-16. Upon enactment of legislation, the Water Board shall adopt urban water use efficiency standards that include indoor use, outdoor use, and leaks as well as performance measures for commercial, industrial, and institutional water use. The Department shall provide technical assistance and urban landscape area data to urban water suppliers for determining efficient outdoor use.
7. The Water Board and the Department shall continue to direct actions to minimize water system leaks that waste large amounts of water. The Water Board, after funding projects to address health and safety, shall use loans from the Drinking Water State Revolving Fund to prioritize local projects that reduce leaks and other water system losses.
8. The Water Board and the Department shall continue to take actions to direct urban and agricultural water suppliers to accelerate their data collection, improve water system management, and prioritize capital projects to reduce water waste. The California Public Utilities Commission is requested to work with investor-owned water utilities to accelerate work to minimize leaks.
9. The Water Board is further directed to work with state agencies and water suppliers to identify mechanisms that would encourage and facilitate the adoption of rate structures and other pricing mechanisms that promote water conservation.
10. All state agencies shall continue response activities that may be needed to manage the lingering drought impacts to people and wildlife. State agencies shall increase efforts at building drought resiliency for the future, including evaluating lessons learned from this current drought, completing efforts to modernize our infrastructure for drought and water supply reliability, and shall take actions to improve monitoring of native fish and wildlife populations using innovative science and technology.

CONTINUED DROUGHT RESPONSE IN FRESNO, KINGS, TULARE, AND TUOLUMNE COUNTIES

11. The Water Board will continue to prioritize new and amended safe drinking water permits that enhance water supply and reliability for community water systems facing water shortages or that expand service connections to include existing residences facing water shortages.
12. The Department and the Water Board will accelerate funding for local water supply enhancement projects and will continue to explore if any existing unspent funds can be repurposed to enable near-term water conservation projects.
13. The Water Board will continue to work with local agencies to identify communities that may run out of drinking water, and will provide technical and financial assistance to help these communities address drinking water

shortages. It will also identify emergency interconnections that exist among the State's public water systems that can help these threatened communities. The Department, the Water Board, the Office of Emergency Services, and the Office of Planning and Research will work with local agencies in implementing solutions to those water shortages.

14. For actions taken in the Counties of Fresno, Kings, Tulare, and Tuolumne pursuant to directives 11–13, the provisions of the Government Code and the Public Contract Code applicable to state contracts, including, but not limited to, advertising and competitive bidding requirements, as well as Division 13 (commencing with section 21000) of the Public Resources Code and regulations adopted pursuant to that Division, are hereby suspended. These suspensions apply to any actions taken by state agencies, and for actions taken by local agencies where the state agency with primary responsibility for implementing the directive concurs that local action is required, as well as for any necessary permits or approvals required to complete these actions.
15. California Disaster Assistance Act Funding is authorized until June 30, 2017 to provide emergency water to individuals and households who are currently enrolled in the emergency water tank program.
16. State departments shall commence all drought remediation projects in Fresno, Kings, Tulare, and Tuolumne Counties within one year of the date of this Executive Order.

This Executive Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 7th day of April 2017.


EDMUND G. BROWN JR.
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

