



**AMENDED CITY COUNCIL AGENDA
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
DECEMBER 5, 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 54957.6 – Conference with Labor Negotiator. Agency Negotiator: John Lollis and Patrice Hildreth. Employee Organizations: Porterville Peace Officers Association.
- 2 - 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.
- 3 - 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 Vice Mayor Brian Ward
Invocation

PRESENTATIONS

Miss Porterville and Her Court
Employee Service Awards

AB 1234 REPORTS

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

1. Tulare County Economic Development Corp. (TCEDC) - November 22, 2017

REPORTS

This is the time for staff informational items.

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. **City Council Minutes of September 5, 2017 and October 3, 2017.**
Re: Considering approval of the draft minutes of September 5, 2017 and October 3, 2017.
2. **Council Ratification for Out of State Travel**
Re: Consideration of the ratification of staff travel to Reno, Nevada to attend the California Narcotics Officers' Association Training Institute held on November 17-21, 2017.
3. **Authorization for Traffic Signal Emergency Repair at Morton Avenue and Indiana Street**
Re: Considering awarding authorization for repairs in the amount not to exceed \$69,880 (inclusive of all parts, taxes, and labor and a 15% contingency) to Loop Electric for the emergency repair of traffic signals at Morton Avenue and Indiana Street. The total repair cost will be funded out of the Capital Improvement Projects Signs & Signal Upgrade Fund.
4. **Authorization of Street Closure for the Porterville Police Department's Santa in the Park Event**
Re: Consideration of the closure of Main Street between Thurman and Cleveland Avenues for the Police Department's Santa in the Park event on December 12, 2017.
5. **Amendment to the Pay Rate Schedule for Seasonal and Part-Time Employees**
Re: Considering approval of a resolution amending the City's Employee Pay and Benefit Plan, Seasonal and Part-Time rates.
6. **Amendment to the Fair Labor Standards Act Work Cycle - Fire Officer Series**
Re: Considering approval of a resolution amending the Fair Labor Standards Act work cycle for Fire Officer Series employees.

7. **Amendment to the Fair Labor Standards Act Work Cycle - Porterville City Firefighters Association**
Re: Considering approval of a resolution amending the Fair Labor Standards Act Work Cycle for Porterville City Firefighters Association employees.
8. **Cancellation of January 2, 2018, City Council Meeting**
Re: Considering the cancellation of the first City Council Meeting in January 2017.

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

PUBLIC HEARINGS

9. **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

10. **Status and Review of Declaration of Local Emergency**
Re: Consideration of the continuance of the Declaration of Local Emergency.

Adjourn to a meeting of the Porterville Public Improvement Corporation.

PORTERVILLE PUBLIC IMPROVEMENT CORPORATION AGENDA
291 N. MAIN STREET, PORTERVILLE, CA 93257
DECEMBER 5, 2017

Roll Call: Directors/President

WRITTEN COMMUNICATION

ORAL COMMUNICATIONS

PUBLIC IMPROVEMENT CORPORATION SCHEDULED MATTERS

- PIC- Annual Meeting of the Public Improvement Corporation**
11. Re: Consideration of the election of officers and the 2017 Status Report of Participation Projects.

Adjourn to a meeting of the Porterville City Council.

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 19, 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 – DECEMBER 5, 2017

SUBJECT: City Council Minutes of September 5, 2017 and October 3, 2017.

SOURCE: Administrative Services

COMMENT: Staff has prepared the draft Minutes of September 5, 2017 and October 3, 2017, for the Council's review and consideration.

RECOMMENDATION: That the Council approve the draft Minutes of September 5, 2017 and October 3, 2017.

ATTACHMENTS:

1. Draft Minutes of September 5, 2017
2. Draft Minutes of October 3, 2017

Appropriated/Funded:

Review By:

Department Director:

Patrice Hildreth, Administrative Services Dir

Final Approver: Luisa Zavala, Deputy City Clerk

**COUNCIL MINUTES
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
SEPTEMBER 5, 2017, 5:30 PM**

Called to Order 5:30 p.m.

Roll Call: Council Member Reyes, Council Member Hamilton, Council Member Flores,
Vice Mayor Ward
Absent: Mayor Stowe

ORAL COMMUNICATIONS

It was noted for the record that one of the cases for Item A-6 was concerning a letter received from the Law Offices of Melo and Sarsfield regarding the California Voting Rights Act.

CITY COUNCIL CLOSED SESSION:

A. Closed Session Pursuant to:

- 1** - Government Code Section 54956.8 – Conference with Real Property Negotiators/Property: 298 North Main Street, Suites 2 and 3. Agency Negotiator: John Lollis. Negotiating Parties: City of Porterville and Steve Feleay. Under Negotiation: Terms and Price.
- 2** - Government Code Section 54956.8 – Conference with Real Property Negotiators/Property: Along Poplar Avenue, south and adjacent to APN 260-300-028 and APN 260-300-029. Agency Negotiator: John Lollis and Mike Reed. Negotiating Parties: City of Porterville and CZEM Partners LLC. Under Negotiation: Terms and Price.
- 3** - Government Code Section 54957.6 – Conference with Labor Negotiator. Agency Negotiator: John Lollis, Che Johnson and Matt Pierce. Employee Organizations: Porterville City Firefighters Association and Fire Officer Series.
- 4** - Government Code Section 54956.95 – Liability Claim: Claimant: Christopher De la Rosa. Agency claimed against: City of Porterville.
- 5** - Government Code Section 54956.95 - Liability Claim: Claimant: Village Square Association. Agency claimed against: City of Porterville.
- 6** - Government Code Section 54956.9(d) (3) – Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation: Three cases 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

Deputy City Attorney Matt Pierce reported that no reportable action had taken place in Closed Session.

The Pledge of Allegiance was led by Council Member Hamilton
Invocation – a moment of silence was observed.

PRESENTATIONS

PUSD - Summer Intern Program – It was noted that Interns were not in attendance, presentation was cancelled.

AB 1234 REPORTS

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

1. Tulare County Homelessness Taskforce - August 16, 2017
City Manager John Lollis reported on the draft presentation provided by the Executive Director of the Kings/Tulare County Homeless Association regarding issues and trends, such as chronic homelessness; the decrease in Porterville's homeless population; and the homeless symposium planned for October.
2. San Joaquin Valley Air Pollution Control District (SJVAPCD) Governing Board – August 17, 2017
Council Member Reyes spoke of the presentations of employee service awards and reported on the recent increase in retirement costs; the planned replacement of locomotives, trucks, and agriculture equipment; authorizing the director to submit a finding of clean air by 1997 standards; and approval of the agenda for the SJVAPCD retreat.
3. Eastern Tule Groundwater Sustainability Agency (GSA) - August 17, 2017
Acting Public Works Director Mike Reed provided an update on the groundwater sustainability plan and on the approval of budget.
4. Tulare County Association of Governments (TCAG) - August 21, 2017
Council Member Flores reported items on the agenda, including but not limited to a resolution for approval for an amendment to the Overall Work Program, resolution to approve Transportation Development Act Claims for the City of Tulare and City of Woodlake and TCAG Title 6 program approval. Informational items included but were not limited to the status of State Transportation Improvement Program Allocations, updates on Infrastructure Implementation and Planning Implementation, and Caltrans items.
5. Joint City/School Committee – August 28, 2017
Council Member Flores read a list of attendees and reported some of the items considered, including but not limited to construction project updates, after school youth programs, School Resource Officers and the city watering schedule; Agencies in attendance reported on the status of their projects and the City reported on the Measure R amendments.
6. Local Agency Formation Commission (LAFCO) - August 30, 2017
Council Member Hamilton reported on new annexations and the revision of LAFCO policy regarding annexations in over drafted areas.

REPORTS

None

ORAL COMMUNICATIONS

- Brock Neeley, Porterville, provided statistical data from Center for American Progress regarding Deferred Action for Childhood Arrivals: and stated that undocumented workers produce more per capita than legal citizens.

CONSENT CALENDAR

There were no items pulled from the Consent Calendar for discussion. Prior to the Council Action City Manager Lollis noted an amendment to Item 15, consisting of the removal of joy bike ride from the request.

COUNCIL ACTION: MOVED by Vice Mayor Brian Ward, SECONDED by Council Member Monte Reyes that the City Council approve Items Nos. 1-15, with noted amendment on Item 15 and noted abstention on Item 7 by Vice Mayor Ward.

AYES: Reyes, Hamilton, Flores
NOES: None
ABSTAIN: None
ABSENT: Stowe

1. CITY COUNCIL MINUTES OF JUNE 20, 2017

Recommendation: That the Council approve the draft Minutes of June 20, 2017.

Documentation: M.O. 01-090517

Disposition: Approved.

2. AUTHORIZATION TO PURCHASE OHV TRACK SAFETY LIGHTS

Recommendation: That the City Council authorize the purchase of intelligent track safety lights for the OHV Park from RaceAmerica in an amount not to exceed \$13,500 from the State OHV Park Grant Funds.

Documentation: M.O. 02-090517

Disposition: Approved.

3. PURCHASE OF POLICE SERVICE DOG

Recommendation: That the City Council:

1. Approve the purchase of a police service dog and related training from Top Dog Training Center in the amount of \$13,323.75; and
2. Authorize the Chief of Police to enter in an agreement with Top Dog Training Center to acquire the service dog and associated

training.

Documentation: M.O. 03-090517

Disposition: Approved.

4. REQUEST TO PURCHASE ZOLL FIRERMS SOFTWARE FOR INCIDENT REPORTING, STAFFING, INSPECTIONS, AND VARIOUS FIRE DEPARTMENT RECORDS RETENTION

Recommendation: That the City Council approve the purchase of Fire RMS software for an initial cost of \$19,100, and an annual cost of \$9,700 thereafter.

Documentation: M.O. 04-090517

Disposition: Approved.

5. CONSIDERATION OF STREET CLOSURE FOR ANNUAL ZALUD HOUSE MUSEUM PIONEER DAYS & RIB COOK-OFF

Recommendation: That the City Council authorize the temporary closure of Main Street between Morton and Garden Avenues; and Thurman and Cleveland Avenues between Division Street and the alley west of Second Street, for the Zalud House Museum Pioneer Days & Rib Cook-Off on October 14, 2017, 5:00 AM-5:00 PM.

Documentation: M.O. 05-090517

Disposition: Approved.

6. ACCEPTANCE OF PROJECT - LIME STREET RECONSTRUCTION PROJECT

Recommendation: That City Council:

1. Accept the project as complete;
2. Authorize the filing of the Notice of Completion; and
3. Authorize the release of the 5% retention thirty-five (35) days after recordation, provided no stop notices have been filed.

Documentation: M.O. 06-090517

Disposition: Approved.

7. ACCEPTANCE OF PROJECT - VETERANS PARK MULTIUSE PARKWAY PROJECT

Recommendation: That City Council:

1. Accept the project as complete;
2. Authorize the filing of the Notice of Completion; and

3. Authorize the immediate release of final payment, provided no stop notices have been filed.

AYES:	Reyes, Hamilton, Flores
NOES:	None
ABSTAIN:	Ward
ABSENT:	Stowe

Documentation: M.O. 07-090517

Disposition: Approved.

8. APPROVAL OF TRANSIT MEASURE R PROGRAM SUPPLEMENT TO COOPERATIVE AGREEMENT

Recommendation: That the City Council:

1. Approve the Resolution in support of the Program Supplement to the Cooperative Agreement;
2. Authorize the Mayor and City Clerk to execute the Program Supplement; and
3. Authorize staff to forward the executed Program Supplement to TCAG for approval.

Documentation: Resolution No. 51-2017

Disposition: Approved.

9. APPROVAL OF ACTIVE TRANSPORTATION PROGRAM (ATP) MEASURE R PROGRAM SUPPLEMENT TO COOPERATIVE AGREEMENT

Recommendation: That the City Council:

1. Approve the Resolutions in support of the Program Supplements to the Cooperative Agreement;
2. Authorize the Mayor and City Clerk to execute the Program Supplements; and
3. Authorize staff to forward the executed Program Supplements to TCAG for approval.

Documentation: Resolution No. 52-2017; and Resolution No. 53-2017

Disposition: Approved.

10. REQUEST TO APPLY FOR BUREAU OF JUSTICE ASSISTANCE FY 2017 EDWARD BYRNE MEMORIAL JUSTICE ASSISTANCE GRANT

Recommendation: That the City Council:

1. Authorize the filing of the FY 2017 Edward Byrne Jag grant application;
2. Authorize the Police Chief to sign all necessary documents as they

- pertain to the grant; and
- 3. Authorize a budget adjustment upon receipt of the funds; and
- 4. Authorize the purchase of police radios and other DUI related equipment.

Documentation: Resolution No. 54-2017

Disposition: Approved.

11. SELECTIVE TRAFFIC ENFORCEMENT PROGRAM (STEP) GRANT AWARD

Recommendation: That the City Council:

- 1. Accept the STEP Grant funding from the California Office of Traffic Safety in the amount of \$120,000; and
- 2. Authorize a budget adjustment for the Police Department in the Special Safety Grants Fund for FY 2017/2018 in the amount of \$120,000.

Documentation: M.O. 08-090517

Disposition: Approved.

12. UPDATE TO OUTF-STATE TRAVEL - GREENPOWER ELECTRIC TRANSIT BUSES IN-PLANT INSPECTIONS

Recommendation: That the City Council:

- 1. Authorize staff to travel outof-state from September 11-21, 2017 to perform in-plant inspections of the GreenPower electric buses;
- 2. Authorize outof-state travel expenses, for Mr. Isom and Mr. Tree, in the amount not to exceed \$6,000 to perform in-plant inspections, which will be reimbursed by the CARB grant; and
- 3. Authorize outof-state travel expenses, for Mr. Isom and Mr. Tree, in the amount not to exceed \$5,000 to tour two battery manufacturers and accompanying safety demonstrations which will be paid by the Shop Operating Budget.

Documentation: M.O. 09-090517

Disposition: Approved.

13. APPROVAL FOR COMMUNITY CIVIC EVENT - PORTERVILLE UNIFIED SCHOOL DISTRICT - MONACHE VOCAL DEPARTMENT - KALEIDOSCOPE 5K RUN - SEPTEMBER 24, 2017

Recommendation: That the City Council approve the Community Civic Event Application and Agreement from the Porterville Unified School District and Monache Vocal Department, subject to the restrictions and requirements contained in the Application and Agreement, Exhibit A and Exhibit B of the Community Civic Event Application

and with the added provision that the sponsoring organization / applicant's insurance coverage shall apply as primary to, and on a noncontributory basis with, any other available coverage of the City of Porterville.

Documentation: M.O. 10-090517

Disposition: Approved.

14. APPROVAL FOR COMMUNITY CIVIC EVENT - PALABRA DE VICTORIA CHURCH - COMMUNITY OUTREACH - SEPTEMBER 23, 2017

Recommendation: That the City Council approve the Community Civic Event Application and Agreement from the Palabra de Victoria Church, subject to the Restrictions and Requirements contained in the Application and Agreement, Exhibit A and Exhibit B of the Community Civic Event Application.

Documentation: M.O. 11-090517

Disposition: Approved.

15. APPROVAL FOR COMMUNITY CIVIC EVENT - FIL-AMER. ASSOCIATION OF CALIFORNIA - FILIPINO WEEK - SEPTEMBER 23, 2017

Recommendation: That the Council approve the Community Civic Event Application and Agreement submitted by the Fil-Amer. Association of California, subject to the stated requirements.

Documentation: M.O. 12-090517

Disposition: Approved.

PUBLIC HEARINGS

16. 2016-2017 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER)

Recommendation: That the City Council consider the draft 2016-2017 Consolidated Annual Performance Evaluation Report, and direct staff to submit it to the Department of Housing and Urban Development by the required deadline of September 28, 2017.

City Manager Lollis introduced the item and Community Development Director Jenni Byers presented the staff report.

The Public Hearing opened at 7:04 p.m. Seeing no one, the Vice Mayor closed the Public Hearing at 7:04 p.m.

COUNCIL ACTION: MOVED by Council Member Cameron Hamilton, SECONDED by Council Member Martha Flores that the City Council direct staff to submit the 2016-2017 Consolidated Annual Performance Evaluation Report to the Department of Housing and Urban Development by the required deadline of September 28, 2017.

AYES: Reyes, Hamilton, Flores
NOES: None
ABSTAIN: None
ABSENT: Stowe

Documentation: M.O. 13-090517
Disposition: Approved.

17. REQUEST FOR A CONDITIONAL USE PERMIT FOR THE VAULT BAR & GRILL
FOR A TYPE 41 ALCOHOL LICENSE AT 73 N. MAIN STREET

Recommendation: That the City Council:
1. Adopt the draft resolution approving Conditional Use Permit (PRC 2017-040C) subject to conditions of approval; and
2. Authorize the Mayor to sign the Letter of Public Convenience or Necessity.

City Manager Lollis introduced the item and Community Development Director Jenni Byers presented the staff report.

The Public Hearing opened at 7:07 p.m. Seeing no one, the Vice Mayor closed the Public Hearing at 7:07 p.m.

Council and Staff expressed support of the business requesting the permit.

COUNCIL ACTION: MOVED by Council Member Cameron Hamilton, SECONDED by Council Member Martha Flores that the City Council adopt the draft resolution approving Conditional Use Permit (PRC 2017-040C) subject to conditions of approval; and authorize the Mayor to sign the Letter of Public Convenience or Necessity.

AYES: Reyes, Hamilton, Flores
NOES: None
ABSTAIN: None
ABSENT: Stowe

Documentation: Resolution No. 55-2017
Disposition: Approved.

SECOND READINGS

18. SECOND READING - ORDINANCE NO. 1842 - APPROVING ZONE CHANGE (PRC 2017034Z) FROM DR-D (DOWNTOWN RETAIL - D STREET CORRIDOR) TO PS (PUBLIC AND SEMIPUBLIC)

Recommendation: That the Council give Second Reading to Ordinance No. 1842, waive further reading, and adopt said Ordinance.

City Manager Lollis introduced the item and presented the staff report.

COUNCIL ACTION: MOVED by Council Member Cameron Hamilton, SECONDED by Council Member Martha Flores that the City Council give Second Reading to Ordinance No. 1842, being AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF PORTERVILLE APPROVING ZONE CHANGE (PRC 2017-034-Z) FROM DR-D (DOWNTOWN RETAIL – D STREET CORRIDOR) TO PS (PUBLIC AND SEMI-PUBLIC) FOR 185 N. D STREET, GENERALLY LOCATED WEST OF D STREET, BETWEEN PUTNAM AND OLIVE AVENUES, waive further reading, and adopt said Ordinance.

City Manager Lollis read the ordinance by title only.

Documentation: Ordinance No. 1842

Disposition: Approved.

SCHEDULED MATTERS

19. STATUS AND REVIEW OF DECLARATION OF LOCAL EMERGENCY

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.

City Manager Lollis introduced the item and presented the staff report.

COUNCIL ACTION: MOVED by Council Member Cameron Hamilton, SECONDED by Council Member Martha Flores that the City Council approve the continued Declaration of Local Emergency.

Documentation: M.O. 14-090517

Disposition: Approved.

ORAL COMMUNICATIONS

- Brock Neeley extended an invitation to the Suicide Prevention Taskforce Awards Luncheon on September 9th at the Tulare County Office of Education Suicide.

OTHER MATTERS

- Council Member Flores spoke of her visit to the Pier Fire campsite for fire personnel, and expressed her appreciation for the efforts being made statewide.
- Council Member Hamilton spoke of recent disasters and their ability to bring people closer together.
- Council Member Reyes spoke of the same visit to the Pier Fire campsite, the role of technology in fighting fires, and a recent visit to the bay area.
- Vice Mayor Ward spoke of his family's return from Scotland.
- City Manager Lollis spoke of upcoming PUSD Future Ready Lab ribbon cutting, September 11 ceremony, and League of California Cities Annual Conference; and thanked staff for their efforts pertaining to the Farmers Market.
- Community Development Director Jenni Byers spoke of upcoming event at Fresno State University for first time business owners.

CLOSED SESSION

The Council took a five minute recess at 7:21 p.m. and reconvened in Closed Session.

ADJOURNMENT

The Council reconvened in Open Session at 8:04 p.m. No reportable action took place. The Council adjourned at 8:05 p.m. to the meeting of September 19, 2017.

SEAL

Luisa M. Zavala, Deputy City Clerk

Milt Stowe, Mayor

**CITY COUNCIL MINUTES
CITY HALL, 291 N. MAIN STREET
PORTERVILLE, CALIFORNIA
OCTOBER 3, 2017, 5:30 PM**

Called to Order at 5:34 p.m.

Roll Call: Council Member Reyes, Council Member Hamilton, Council Member Flores,
Vice Mayor Ward, Mayor Stowe

ORAL COMMUNICATIONS

None

CITY COUNCIL CLOSED SESSION:

A. Closed Session Pursuant to:

1 - Government Code Section 54956.8 – Conference with Real Property Negotiators/Property: APNs: 240-040-014 and 240-310-001. Agency Negotiator: Patrice Hildreth and Mike Reed. Negotiating Parties: City of Porterville and Fredrick Church. Under Negotiation: Terms and Price.

2 - Government Code Section 54956.8 – Conference with Real Property Negotiators/Property: APN: 271-060-027. Agency Negotiator: John Lollis. Negotiating Parties: City of Porterville and Greg Shelton. Under Negotiation: Terms and Price.

3 - Government Code Section 54957.6 – Conference with Labor Negotiator. Agency Negotiator: John Lollis, Patrice Hildreth, Che Johnson, and Matt Pierce. Employee Organizations: Porterville City Firefighters Association, Fire Officer Series, and Porterville Peace Officers Association.

4 - 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; and one case concerning oral comments regarding code enforcement made by Mr. David Horowitz at the City Council Meeting of September 19, 2017.

5 - Government Code Section 54956.9(d)(4) – Conference with Legal Counsel – Anticipated Litigation – Initiation of Litigation: One case.

6:38 P.M. RECONVENED OPEN SESSION AND REPORTED ON REPORTABLE ACTION TAKEN IN CLOSED SESSION

City Attorney Julia Lew reported that no reportable action had taken place.

The Pledge of Allegiance was led by Council Member Reyes.

Invocation - Mayor Stowe participated.

PROCLAMATIONS

Domestic Violence Awareness Month - October 2017

PRESENTATIONS

Employee of the Month - Reggie Calo
Regional Transportation Plan - TCAG

AB 1234 REPORTS

1. TULARE COUNTY TASK FORCE ON HOMELESSNESS - SEPTEMBER 20, 2017
City Manager Lollis reported on discussion regarding the Homelessness Summit on October 25th in Visalia and of a presentation from Tulare County Mental Health Services about services offered. In addition, Police Chief Eric Kroutil spoke of collaboration between agencies pertaining to homelessness and mental health resources.

2. COUNCIL OF CITIES - SEPTEMBER 20, 2017
Council Member Flores reported on approval of minutes, selection of an Alternate TCAG Transit representative, approval of the establishment of a Council of Cities website, legislative updates regarding SB 649, and discussion regarding TCEDC.

Following Council Member Flores' report, Vice Mayor Ward requested that the location of the meetings be rotated and not take place in Visalia every time.

3. SJVAPCD GOVERNING BOARD STUDY SESSION - SEPTEMBER 20 - SEPTEMBER 21, 2017
Council Member Reyes reported on the Bass Lake Study Session, which included: a Clean Air Act refresher, affirmation of vision and mission statements, target of hot spots, pollution associated with charbroiled grills, presentation from the Environmental Justice Group, and expansion of passenger vehicle replacement program.

4. EASTERN TULE GROUNDWATER SUSTAINABILITY AGENCY (GSA) - SEPTEMBER 21, 2017
Council Member Hamilton and Acting Public Works Director Mike Reed reported on the introduction of a draft Groundwater Sustainability Plan, and a presentation from DeGroot with 4Creeks.

5. TULARE COUNTY ECONOMIC DEVELOPMENT CORP. (TCEDC) - SEPTEMBER 27, 2017
Council Member Reyes reported on the appointment of Amy Shuklian as representative for Tulare County, receipt of financial reports, Digital 25 recognition, and consideration of City of Tulare's request to withdraw.

REPORTS

None

ORAL COMMUNICATIONS

- Rocky Stowler, Porterville, stated that he was a medical marijuana grower; spoke of various ailments for which he requires medical marijuana; and expressed concern regarding a potential reduction in the number of plants he could be allowed to possess.
- Brock Neeley, Porterville, advised of recent thefts from community mailboxes in town; provided printouts of comments made by Council Member Hamilton; and discouraged his continued use of Facebook.
- Sonia Soto, Porterville, stated that she participated in Relay for Life to contribute "something" towards a cure for cancer; and spoke of her experience.
- Jeff Faure, Porterville, spoke in opposition to a reduction of plants allowed for medical cannabis patients.
- Rhonda Szeles spoke about her retirement from Relay for Life, lack of support from local organizations, and the importance of finding a cure.

CONSENT CALENDAR

There were no items pulled from the Consent Calendar for discussion.

COUNCIL ACTION: MOVED by Vice Mayor Brian Ward, SECONDED by Council Member A. Monte Reyes that the City Council approve Items Nos. 1-11, noting that the City was not required to contribute an additional \$340,000 to meet the requirements for State funds (Item No. 2). The motion carried unanimously.

1. CITY COUNCIL MINUTES OF AUGUST 1, 2017, AND AUGUST 15, 2017

Recommendation: That the Council approve the draft Minutes of August 1, 2017, and August 15, 2017.

Documentation: M.O. 01-100317

Disposition: Approved.

2. SB1 PROJECT LIST FOR FY 2017/18

Recommendation: That the City Council:

1. Accept staff's recommendation that RMRA funds be allocated to the Orange Avenue Rehabilitation project;
2. Adopt the Resolution for a budget amendment to allocate RMRA funds to the Orange Avenue Rehabilitation project;
3. Authorize the City Clerk to record the Resolution; and
4. Authorize staff to submit the project list package to the California Transportation Commission to secure the City's FY 2017/18 RMRA apportionment.

Documentation: Resolution No. 59-2017

Disposition: Approved.

3. REQUEST FOR APPROVAL TO PURCHASE THE DELL DR4300 DISK BACKUP APPLIANCE

Recommendation: That the City Council approve the purchase of the Dell DR4300 backup appliance at a cost of \$12,191.86, plus the applicable sales tax and shipping.

Documentation: M.O. 02-100317

Disposition: Approved.

4. REQUEST FOR APPROVAL TO PURCHASE ENERGOV PERMITTING & LAND MANAGEMENT SOFTWARE

Recommendation: That City Council approve the purchase of EnerGov Permitting & Land Management Software from Tyler Technologies for a one time cost of \$57,490 and an annual maintenance charge of \$16,990.00.

Documentation: M.O. 03-100317

Disposition: Approved.

5. RATIFICATION OF EXPENDITURE - SCE STREETLIGHT INSTALLATIONS FOR THE JAYE STREET BRIDGE REHABILITATION PROJECT

Recommendation: That City Council:

1. Approve the costs associated with streetlight installations; and
2. Authorize the City Engineer to sign the SCE applications and issue payment in the amount of \$19,168.98.

Documentation: M.O. 05-100317

Disposition: Approved.

6. AWARD OF CONTRACT PLANO WATER REPLACEMENT AND CONCRETE CURB RAMP PROJECT

Recommendation: That City Council:

1. Award the Plano Water Replacement and Concrete Curb Ramp Project to MAC General of Porterville in the amount of \$1,311,875.95;
2. Authorize progress payments up to 95% of the contract amount;
3. Authorize a 10% contingency to cover unforeseen costs;
4. Authorize an additional 7.5% for construction management, construction surveying, quality control, and inspection services; and

5. Authorize the City Engineer to negotiate construction surveying service with one of the firms as approved by Council M.O. 02100714.

Documentation: M.O. 05-100317

Disposition: Approved.

7. APPROVAL OF PURCHASE OPTION AGREEMENT (SMEE HOMES, INC.) - BEVERLY GRAND MUTUAL WATER COMPANY

Recommendation: That the City Council:

1. Accept the Purchase Option Agreement as complete;
2. Authorize the Mayor to execute the Purchase Option Agreement; and
3. Authorize the Public Works Director to deliver the agreement to Self Help Enterprise and State Waterboards as necessary in completing the Planning Grant Process.

Documentation: M.O. 06-100317

Disposition: Approved.

8. AUTHORIZATION TO DISTRIBUTE RFQS FOR ON-CALL CONSULTING SERVICES

Recommendation: That City Council authorize staff to distribute Requests for Qualifications for On Call Consulting Services for right-of-way, surveying, and materials testing services.

Documentation: M.O. 07-100317

Disposition: Approved.

9. APPROVAL FOR COMMUNITY CIVIC EVENT - VETERANS HOMECOMING COMMITTEE - VETERANS DAY PARADE - NOVEMBER 11, 2017

Recommendation: That the City Council approve the Community Civic Event application and Agreement submitted by the Veterans Homecoming Committee, subject to the stated requirements contained in the Application and Agreement, Exhibit A and Exhibit B.

Documentation: M.O. 08-100317

Disposition: Approved.

10. REQUEST FOR PROCLAMATION - RELAY FOR LIFE DAYS - OCTOBER 78, 2017

Recommendation: That the City Council consider approval of the request to proclaim October 7th and 8th as "Relay for Life Days."

Documentation: M.O. 09-100317

Disposition: Approved.

11. REQUEST FOR PROCLAMATION - FRIENDS OF LIBRARIES WEEK - OCTOBER 15-21, 2017

Recommendation: That the City Council consider approval of the request to proclaim October 15 through 21, 2017, as "Friends of Libraries Week."

Documentation: M.O. 10-100317

Disposition: Approved.

HEARING

12. CONTINUED HEARING - RESOLUTION OF NECESSITY PERTAINING TO THE ACQUISITION OF A PORTION OF PROPERTY LOCATED AT WEST SIDE OF HILLCREST STREET, NORTH OF JASMINE DRIVE, PORTERVILLE, CA (APNS 254-010-059 AND 255-190-022), OWNER WOODARD FAMILY REVOCABLE TRUST OF AUGUST 10, 2006, FOR PROPOSED IMPROVEMENTS TO THE EAST PORTERVILLE WATER SUPPLY PROJECT

Recommendation: This office and City staff recommend that the Council hear any additional testimony and consider approval of the Resolution of Necessity. The 09/19/17 staff report is also included for the City Council's reference.

City Manager Lollis introduced the item, and City Attorney Lew presented the staff report.

The continued Hearing was closed at 7:50 p.m. when it was determined that the property owner and/or representative were not in attendance.

COUNCIL ACTION: MOVED by Vice Mayor Brian Ward, SECONDED by Council Member Cameron Hamilton that the City Council approve the Resolution of Necessity. The motion carried unanimously.

Documentation: Resolution No. 60-2017

Disposition: Approved.

Following the Hearing, the Mayor read and presented a proclamation for "Relay for Life Days."

PUBLIC HEARINGS

13. PUBLIC HEARING ON THE ESTABLISHMENT OF BY-DISTRICT ELECTION BOUNDARIES FOR THE PORTERVILLE CITY COUNCIL

Recommendation: That the City Council conduct a public hearing to receive public input for criteria in the drafting of district boundary maps.

City Manager Lollis introduced the item, and City Attorney Lew presented the staff report.

The Public Hearing was opened at 8:04 p.m.

- Ellen Nichols, Porterville, inquired about the identity of the citizens who are wanting by-district elections; and stated that she saw the Council as being diverse.

The Public Hearing was closed at 8:07 p.m.

Members of the Council addressed comments made, and stated that the likelihood of prevailing in a lawsuit was very low.

Documentation: None

Disposition: No action required.

The Council took a five minute recess at 8:13 p.m.

SCHEDULED MATTERS

14. UPDATE ON STATUS OF WATER CONNECTION TO BURTON UNIFIED SCHOOL DISTRICT CAMPUS AT REDWOOD STREET AND THURMAN AVENUE

Recommendation: That the City Council:

1. Consider authorizing staff to issue a permit for public improvements upon consensus of the design while the District processes an annexation application for the school site and required surrounding properties; and
2. Accept public improvements upon completing the annexation process.

City Manager Lollis introduced the item and disclosed that he owned property that was 515 feet from the subject property. He stated that while it was not a literal conflict of interest it could be considered a perceived conflict, so he would be recusing himself.

At the request of Vice Mayor Ward, City Attorney Lew advised that Vice Mayor Ward being employed by a public agency would not in itself constitute a conflict of interest.

Community Development Director Jenni Byers presented the staff report. In response to questions posed by the Council and concerns with regard to traffic congestion, Acting Public

Works Director Mike Reed spoke of traffic mitigation measures identified by the traffic study conducted for the project; and communicated concerns regarding fire flow requirements, City standards versus County standards, and the School District's ability to get funded without the City's review of the project plans.

The Council expressed concerns regarding safety, issues with previous school projects, the City's water system, and traffic mitigation measures.

- Dr. Sharon Kamberg, Burton Unified School District Superintendent, stated that the District was already upside down on the project and was willing to do whatever had to be done to move forward with the project. She also addressed questions regarding land acquisition, project deadlines, and release of funds by the State.
- Tracy Tucker, Director of MOT, Burton Unified School District, spoke of his discussions with City staff with regard to water, sewer, and fire code.

In response to Council comments, Acting Public Works Director Reed spoke of a roundabout at Redwood Street and Olive Avenue as a possible improvement, and status of water capacity projects.

Fire Chief Dave La Pere addressed questions regarding fire flow requirements and an existing tank on the property; and spoke of the need for redundancy, reliability and quality to meet said requirements.

COUNCIL ACTION: MOVED by Mayor Milt Stowe, SECONDED by Council Member Cameron Hamilton that the City Council approve issuance of a permit for public improvements upon consensus of the design while the District processes an annexation application for the school site and required surrounding properties; and acceptance of public improvements upon completing the annexation process.

AYES: Flores, Hamilton, Ward, Stowe
NOES: Reyes
ABSTAIN: None
ABSENT: None

Documentation: M.O. 11-100317

Disposition: Approved.

City Manager Lollis returned to the Council's Chamber.

15. CONSIDER LETTER OF REQUEST FOR VETO OF SB 649 (HUESO): WIRELESS TELECOMMUNICATIONS FACILITIES

Recommendation: That the City Council consider a Letter of Request for Veto of SB 649 (Hueso).

City Manager Lollis introduced the item and presented the staff report. Following the staff report, the Council discussed loss of local control and technology.

COUNCIL ACTION: MOVED by Mayor Milt Stowe, SECONDED by Council Member Cameron Hamilton that the City Council approve a letter of opposition. The motion carried unanimously.

Documentation: M.O. 12-100317

Disposition: Approved.

16. STATUS AND REVIEW OF DECLARATION OF LOCAL EMERGENCY

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.

City Manager Lollis introduced the item and presented the staff report.

COUNCIL ACTION: MOVED by Vice Mayor Brian Ward, SECONDED by Council Member Martha Flores that the City Council approve the continued Declaration of Local Emergency. The motion carried unanimously.

Documentation: M.O. 13-100317

Disposition: Approved.

ORAL COMMUNICATIONS

None

OTHER MATTERS

- Council Member Flores spoke of her attendance at a recent event hosted by Family Healthcare Network, the Tulare County Sheriff's Open House, and the San Joaquin Valley College Ribbon Cutting.
- Council Member Reyes spoke of his air quality monitor, the recent tragedy in Las Vegas, and his attendance at the Sierra Vocal Arts concert.
- Vice Mayor Ward stated that his family was back from Scotland; spoke of road maintenance funding; and requested a lunch with Public Works Director Reed to discuss said funding.
- Council Member Hamilton stated that he had been attending many funerals lately; and spoke of the Mayor's testimony at church, which would be available for viewing online.

He added that his parking place was being taken by a fellow council member; and in a joking manner, requested assistance from the Mayor to remedy the situation.

- Mayor Stowe stated that he would help Council Member Hamilton with his parking issue; and thanked the Council for its support during his treatment.
- City Manager Lollis spoke of upcoming Chamber Business Expo and Pioneer Days; and announced the participation of the Red Bearded Step Sisters in the Rib Cook-off.

CLOSED SESSION

None

ADJOURNMENT

The Council adjourned at 9:13 p.m. to the meeting of October 10, 2017.

Luisa M. Zavala, Deputy City Clerk

SEAL

Milt Stowe, Mayor



CITY COUNCIL AGENDA – DECEMBER 5, 2017

SUBJECT: Council Ratification for Out of State Travel

SOURCE: Police

COMMENT: The California Narcotics Officer Association (CNOA) Training Institute presents the finest narcotics training available each year at a conference held at different locations. On average, there are over 2000 attendees from local, state and federal agencies, along with out-of-state and international attendees. Over the 4-day period, 35 unique workshops are offered covering topics such as Butane Hash Oil, Human Trafficking, Informant Management, Search and Seizure, Outlaw Motorcycle Gangs, and more. In addition to receiving the finest narcotics training available, attendees are also able to view new products relevant to the law enforcement community at the annual trade show, participate in CNOA's annual awards banquet, and network with other attendees. The training also provides (24) hours of California POST-Certified training necessary to be subject matter experts and present successful testimony in cases related to the above topics.

Sergeant Mark Azevedo, Detective Enrique Lara, Detective Crystal Vang, and Detective Oscar Vargas are designated as the subject matter experts for narcotics and other vice-related investigations in the City of Porterville.

This year, the city of Reno, Nevada was chosen as the location for the CNOA conference. City policy is to allow out-of-state travel by staff with City Council approval, which the Porterville Police Department Narcotic Detectives anticipated seeking Council approval to attend the CNOA conference which was scheduled to take place from November 17th-21st, 2017. However, the Porterville Police Department Narcotics Unit was involved in a major joint narcotics investigation with the United States Drug Enforcement Administration and the Visalia Police Department relating to a drug trafficking organization based in the City of Porterville. This investigation, which had been initiated in February 2015, was expected to conclude toward the end of 2017 or early 2018 and the stage at which the investigation was at would have prohibited the detectives from attending so Council approval was not sought. However, the joint investigation concluded earlier than anticipated and came to conclusion in November 2017.

The conclusion of the investigation allowed sufficient time for Detectives to register and attend the conference. However, due to the timing of Council Meetings, the Department was unable to obtain Council approval prior to the Detectives' attendance. The Police Chief, in consultation with the City

Manager, authorized the attendance of the Detectives and is now requesting Council ratification for the Out of State travel.

Travel and per diem expenses for the Detectives to attend the conference were approximately \$4,000, and funds were available in the asset forfeiture account.

RECOMMENDATION: That the City Council ratify the out-of-state travel for Porterville Police Narcotics Detectives to attend the California Narcotics Officers' Association Training Institute in Reno, Nevada.

ATTACHMENTS:

Appropriated/Funded: JR for MB

Review By:

Department Director:

Eric Kroutil, Police Chief

Final Approver: John Lollis, City Manager



CITY COUNCIL AGENDA – DECEMBER 5, 2017

SUBJECT: Authorization for Traffic Signal Emergency Repair at Morton Avenue and Indiana Street

SOURCE: Public Works

COMMENT: On October 15, 2017, a vehicle collision occurred at the intersection of Morton Avenue and Indiana Street. At the time of the accident, one of the vehicles struck the City traffic signal cabinet shearing it from the foundation and destroying the cabinet. The intersection was restored to an interim operation with flashing red lights only creating a four-way stop. City Staff has been working with local vendors to get cost estimates for permanent repairs, taking into consideration the urgency of repairs due to holiday congestion and peak hour demands. Estimates were requested from multiple vendors to replace the cabinet, as well as upgrade the signal to the current City standard. Staff received two responsive bids, as follows:

Loop Electric - \$60,765.00

A-C Electric - \$86,253.69

Staff recommends authorizing Loop Electric, as the lowest bidder, to respond, replace, and upgrade the traffic signal cabinet at Morton Avenue & Indiana Street. Repairs at this intersection are not to exceed \$69,880 (inclusive of all parts, taxes, and labor and a 15% contingency). The total repair cost will be funded out of the Capital Improvement Projects Signs & Signal Upgrade Fund.

RECOMMENDATION: That City Council authorizes the cost of Emergency repairs of traffic signals at Morton Avenue and Indiana Street to Loop Electric in the amount not to exceed \$69,880.

ATTACHMENTS:

Appropriated/Funded: JR for MB

Review By:

Department Director:

Mike Reed, Acting Public Works Director

Final Approver: John Lollis, City Manager



CITY COUNCIL AGENDA – DECEMBER 5, 2017

SUBJECT: Authorization of Street Closure for the Porterville Police Department's Santa in the Park Event

SOURCE: Police

COMMENT: The Porterville Police Department is celebrating the holidays by hosting its Annual Santa in the Park Event. The Department will have Santa Claus at this event along with other festive activities suitable for the entire family, which include horse drawn carriage rides, a Police Department Crime Prevention booth, and the distribution of literacy information by Library personnel.

The event will be held on December 12th at Centennial Plaza Park from 5:30 p.m. to 8:00 p.m. and staff believes there will be an estimated 400 to 500 in attendance. Due to the large number of people expected at the event and the high potential for traffic concerns, Police Department Staff is requesting the closure of Main Street between Thurman Avenue and Cleveland Avenue to motor vehicle traffic from 5:00 p.m. to 8:00 p.m.

RECOMMENDATION: That the City Council authorize the street closure of Main Street between Thurman Avenue and Cleveland Avenue from 5:00 p.m. to 8:00 p.m. for the Porterville Police Department's Annual Santa in the Park event.

ATTACHMENTS: 1. Internal Community Civic Event Forms

Appropriated/Funded:

Review By:

Department Director:

Eric Kroutil, Police Chief

Final Approver: John Lollis, City Manager

CITY OF PORTERVILLE

Internal Community Civic Event

(For events primarily sponsored and organized by City Departments)



Application Date: 13-Nov-17 Event Date: 12/12/2017

Location of Event Centennial Park, 296 N. Main Street 5:30-8:00 pm

Name of Event: Santa In The Park

Sponsoring Department: Porterville Police/City of Porterville/Chamber of Commerce

Department Contact Augie Gonzalez/Jason Ridenour/Stephanie Cortez

Affiliated Organizations: Police Dept/Chamber of Commerce/Tulare Co DA/

Pioneer Middle School/Cantrell Horse Rides

City Services Requested:

Barricades (Quantity)	<u>Yes</u>	<u>No</u>	Refuse Pickup:	<u>Yes</u>	<u>No</u>
Amplified Noise Permit	<u>Yes</u>	<u>No</u>	Police Assistance:	<u>Yes</u>	<u>No</u>
Parks Facility Application	<u>Yes</u>	<u>No</u>	Street Sweeping:	<u>Yes</u>	<u>No</u>
Assembly Permit	<u>Yes</u>	<u>No</u>			
Other:					

Staff Comments (list special requirements or conditions for event):

Library Personnel if available to provide bags and literacy information consistent with last years event. Police
Dept. Crime Prevention personnel to handout literature. There will be no food or vendors at this event.

P&LS Director: Please provide two Night Hawk Lighting systems by 2:00 pm and picked up
at 9:00 pm. Need 50 folding chairs for middle school band along with 8 (8') tables.

Public Works Director: Need 20 traffic delineators and 20 traffic barricades delivered by
2:00 pm and picked up by 9:00 pm after the event.

Community Dev. Director: Need north and southbound Main Street closed from Thurman Ave. to
Cleveland Ave. from 5:00 pm until 8:00 pm. All east and west bound traffic will remain open.

Field Services Manager: Need 20 traffic delineators and 20 barricades delivered to
Centennial Park by 2:00 pm and picked up at 9:00 pm.

Fire Chief: If available please have Sparky, the fire mascot available to greet children
for the duration of the event.

Police Chief: PPD Polaris, Sgt. Shepherd. Need 6 uniformed Police Explorers and two
uniformed officers to assist with directing the crowd. Also, 8 Police Explorers to dress as elves for the event.
Refer to attached notes for additional requirements/comments.

Administrative Services Mgr.:

CITY OF PORTERVILLE
OUTSIDE AMPLIFIER PERMIT
(City Ordinances #18-9 & 18-14)



This application must be submitted ten (10) days prior to the date of the event. A copy of this permit must be at the operating premises of the amplifying equipment for which this registration is issued.

- 1 Name and home address of the applicant: IRICH STANDRIDGE
350 N. D STREET, PORTERVILLE
- 2 Address where amplification equipment is to be used: CENTENNIAL PARK, 296 N. MAIN ST.
- 3 Names and addresses of all persons who will use or operate the amplification equipment: POLICE DEPT.
PERSONNEL.
- 4 Type of event for which amplification equipment will be used: SANTA IN THE PARK.
- 5 Dates and hours of operation of amplification equipment: 12-12-17 FROM 5:30pm 8:00 PM
- 6 A general description of the sound amplifying equipment to be used: SCHOOL BAND, LOUDSPEAKER
PA SYSTEM

Section 18-9

It shall be unlawful for any person within the city to use or operate or cause to be operated or to play any radio, phonograph, jukebox, record player, loudspeaker, musical instrument, mechanical device, machine, apparatus, or instrument for intensification or amplification of the human voice or any sound or noise in a manner so loud as to be calculated to disturb the peace and good order of the neighborhood or sleep of ordinary persons in nearby residences or so loud as to unreasonably disturb and interfere with the peace and comfort of the occupants of nearby residences.

The operation of any such instrument, phonograph, jukebox, machine or device in such manner as to be plainly audible at a distance of one hundred feet (100') from the building, structure, vehicle, or place in which, or on which it is situated or located shall be prima facie evidence of a violation of this section. (Ord. Code § 6311)

Section 18-14

It shall be unlawful for any person to maintain, operate, connect, or suffer or permit to be maintained, operated, or operated, or connected any or sound amplifier in such a manner as to cause any sound to be projected outside of any building or out of doors in any part of the city, except as may be necessary to amplify sound for the proper presentation of moving picture shows, or exhibiting for the convenient hearing of patrons within the building or enclosure in which the show or exhibition is given, without having first procured a permit from the chief of police, which permit shall be granted at the will of the chief of police upon application in writing therefore, but which permit, when granted, shall be revocable by the city council whenever any such loudspeaker or sound amplifier shall by the council be deemed objectionable, and any such permit may be so revoked with or without notice, or with or without a formal hearing, at the option of the council, and in the event of the revocation of any such permit, the same shall not be renewed, except upon application as the first instance. (Ord. Code § 6312)

Penal Code Section 415 (2) Any of the following persons shall be punished by imprisonment in the county jail for a period of not more than 90 days, a fine of not more than four hundred dollars (\$400), or both such imprisonment and fine: (2) Any person who maliciously and willfully disturbs another person by loud and unreasonable noise.

I hereby certify that I have read and answered all statements on this registration form and that they are true and correct.

[Signature]
Signature of Applicant

11-13-17
Date

THIS OUTSIDE AMPLIFIER PERMIT HAS BEEN APPROVED. HOWEVER, WE URGE YOU TO REMAIN CONSIDERATE OF THE GENERAL PEACE AND ORDER OF THE NEIGHBORS IN THE AREA. FAILURE TO ABIDE BY THESE REGULATIONS CAN RESULT IN REVOCATION OF THE PERMIT.

[Signature]
City of Porterville, Chief of Police/Designee

11.13.17
Date

CITY OF PORTERVILLE

APPLICATION FOR COMMUNITY CIVIC EVENT

Proposed Event: Santa in the Park

Date of Event: 12-12-17/5:30-8:00 pm

Location of Event: Centennial Park

Recommendations/Requirements:

- City Council approval is required for all street/sidewalk closures.
- Event organizers must contact the City of Porterville-Parks & Leisure Department to ensure there is no conflict with other organizations or persons intending to use the same park or space during the same time period.
- Participants must not interfere with the normal flow of pedestrian/vehicular traffic.
- An Outside Amplifier Permit has been requested or approved. However, event organizers shall not allow music or other sound amplifications to be broadcasted so loud as to unreasonably disturb the peace and good order of any residents or business establishments in the surrounding area.
- At conclusion of event, event organizers shall ensure that affected parks/streets/sidewalks are promptly cleared of any vehicles, equipment, booths or anything that could present a hazard to pedestrians or vehicles traveling in the area, as well as any other related materials such as signs, pamphlets and fliers.

Rich Standridge, Lieutenant
Porterville Police Department

CLEVELAND

Alley

Alley

Alley

Martin ST.

City Hall

CONTENDING for
GRASS

TURNER

Alley

ST. CATHARINE

2ND ST.



CITY COUNCIL AGENDA – DECEMBER 5, 2017

SUBJECT: Amendment to the Pay Rate Schedule for Seasonal and Part-Time Employees

SOURCE: Administrative Services

COMMENT: Senate Bill 3 became law in April 2016, gradually raising California's minimum wage to \$15 per hour by 2022. The increase effective January 1, 2018, will raise California's minimum wage from \$10.50 per hour to \$11.00 per hour. Thereafter, the legislation provides for an annual increase of \$1.00 until 2022 when minimum wage reaches \$15 per hour, unless a determination is made to pause an increase due to economic and budgetary constraints. While SB 3 will not impact the City's full-time work force, it will impact rates of pay for the City's seasonal and part-time employees. As such, it is now necessary to amend the Seasonal and Part-Time Pay Rate Schedule.

In order to maintain consistency within the salary ranges, and to avoid compaction between classifications, staff is recommending an increase for those impacted classifications in both minimum and maximum salary rates. The proposed adjustments have been anticipated and accounted for during the FY 2017/18 budgetary process. Note that the YES Program part-time positions will be excluded due to receiving pay raises effective December 1, 2016, via Resolution 68-2016.

To implement these changes, it is proposed that the City's Employee Pay and Benefit Plan, and Seasonal and Part-Time Pay Rates, be amended by Resolution of the City Council. Attached for Council's reference is the current 2016/17 Seasonal & Part-Time Pay Rate Schedule, as well as the draft Resolution and the proposed 2017-18 Pay Rate Schedule.

RECOMMENDATION: That the City Council:

1. Adopt the draft Resolution amending the City's Employee Pay and Benefit Plan, Seasonal and Part-Time rates; and
2. Authorize the Mayor to execute these and other documents necessary to implement the provisions hereof.

ATTACHMENTS:

1. Current Seasonal and Part Time Pay Schedule
2. Draft Resolution
3. Exhibit A Proposed Rate Schedule

Appropriated/Funded: MB

Review By:

Department Director:

Final Approver: John Lollis, City Manager

CITY OF PORTERVILLE
SEASONAL AND PART-TIME PAY RATES
2016 – 2017 FISCAL YEAR

After School Assistant II.....	\$10.50 – \$10.82/hour
After School Assistant III.....	\$12.44 – \$14.40/hour
After School Site Assistant.....	\$14.40 – \$17.51/hour
After School Site Supervisor.....	\$18.46 – \$23.56/hour
Animal Shelter Technician.....	\$10.50 – \$12.25/hour
Assistant Zalud House Curator.....	\$10.50 – \$12.50/hour
Clerical Aide.....	\$10.50 – \$12.50/hour
Library Aide.....	\$10.50 – \$12.50/hour
Lifeguard (WSI).....	\$10.50 – \$12.25/hour
Lifeguard (Senior Lifesaving).....	\$10.50 – \$12.50/hour
Maintenance Aide	\$10.50 – \$12.50/hour
Pool Cashier.....	\$10.50 – \$12.00/hour
Pool Manager.....	\$11.00 – \$14.50/hour
Pool Manager Assistant.....	\$10.75 – \$13.75/hour
Recreation Leader I.....	\$10.50 – \$11.25/hour
Recreation Leader II.....	\$11.25 – \$13.00/hour
Recreation Leader III.....	\$13.00 – \$16.75/hour
**Recreation Class Instructor.....	Percentage of Flat Rate
Reserve Firefighter.....	\$10.50 – \$11.00/hour
Sports Official/Umpire or Referee (Youth).....	\$10.50 – \$22.25/game
Sports Official/Umpire or Referee (Adult).....	\$10.50 – \$37.25/game
Student Intern.....	\$10.50 – \$12.50/hour
***Off-Highway Vehicle Coordinator.....	\$11.75 – \$16.75/hour
***Off-Highway Vehicle Assistant Coordinator.....	\$10.50 – \$13.75/hour

**Pay to be determined by the number of students enrolled and fees charged for self-supporting classes and activities.

***Funded by State of California Off-Highway Vehicle Division Grant.

RESOLUTION NO. _____ - 2017

A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PORTERVILLE APPROVING AN AMENDMENT
TO THE SEASONAL AND PART-TIME PAY RATES

WHEREAS, the City Council of the City of Porterville has established a Schedule of Wages for Seasonal and Part-time Employees; and

WHEREAS, it is proposed to amend the Fiscal Year 2017-18 Schedule for all Seasonal and Part-time positions in compliance with California's minimum wage, and to maintain consistency within the salary and avoid compaction between classifications.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Porterville does hereby approve the revised Schedule of Wages for Seasonal and Part-time Employees, attached hereto and incorporated herein by this reference as Exhibit "A", effective January 1, 2018.

BE IT FURTHER RESOLVED, that the Mayor of the City of Porterville is hereby authorized to execute those documents as are necessary to implement the provisions hereof.

Milt Stowe, Mayor

ATTEST:

John D. Lollis, City Clerk

By: _____

Patrice Hildreth, Chief Deputy City Clerk

CITY OF PORTERVILLE
SEASONAL AND PART-TIME PAY RATES
2017 – 2018 FISCAL YEAR

After School Assistant II.....	\$11.00/hour
After School Assistant III.....	\$12.44 – \$14.40/hour
After School Site Assistant.....	\$14.40 – \$17.51/hour
After School Site Supervisor.....	\$18.46 – \$23.56/hour
Animal Shelter Technician.....	\$11.00 – \$12.25/hour
Assistant Zalud House Curator.....	\$11.00 – \$12.50/hour
Clerical Aide.....	\$11.00 – \$12.50/hour
Library Aide.....	\$11.00 – \$12.50/hour
Lifeguard (WSI).....	\$11.00 – \$12.25/hour
Lifeguard (Senior Lifesaving).....	\$11.00 – \$12.50/hour
Maintenance Aide	\$11.00 – \$12.50/hour
Pool Cashier.....	\$11.00 – \$12.00/hour
Pool Manager.....	\$12.00 – \$15.00/hour
Pool Manager Assistant.....	\$11.50 – \$14.00/hour
Recreation Leader I.....	\$11.00 – \$11.75/hour
Recreation Leader II.....	\$12.00 – \$14.00/hour
Recreation Leader III.....	\$14.25 – \$16.75/hour
**Recreation Class Instructor.....	Percentage of Flat Rate
Reserve Firefighter.....	\$11.00 – \$11.50/hour
Sports Official/Umpire or Referee (Youth).....	\$11.00 – \$22.25/game
Sports Official/Umpire or Referee (Adult).....	\$11.00 – \$37.25/game
Student Intern.....	\$11.00 – \$12.50/hour
***Off-Highway Vehicle Coordinator.....	\$11.75 – \$16.75/hour
***Off-Highway Vehicle Assistant Coordinator.....	\$11.00 – \$13.75/hour

**Pay to be determined by the number of students enrolled and fees charged for self-supporting classes and activities.

***Funded by State of California Off-Highway Vehicle Division Grant.



CITY COUNCIL AGENDA – DECEMBER 5, 2017

SUBJECT: Amendment to the Fair Labor Standards Act Work Cycle - Fire Officer Series

SOURCE: Administrative Services

COMMENT: Within the scope of the Meyers-Milius-Brown Act, City representatives have completed labor negotiations with the Fire Officer Series (FOS). City representatives and FOS reached an agreement which was ratified by the City Council on November 7, 2017. One of the items contained in the agreement, pertained to a change in the Fire Department's work schedule (48/96 schedule). It was later discovered that the work cycle under the Fair Labor Standards Act (FLSA) must be changed in order to accommodate the Fire Department's work schedule change.

RECOMMENDATION: That the City Council approve the draft Resolution amending the Fair Labor Standards Act work cycle pertaining to the Fire Officer Series employees.

ATTACHMENTS: 1. FOS Reso

Appropriated/Funded:

Review By:
Department Director:

Final Approver: John Lollis, City Manager

RESOLUTION NO. ____-2017

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
PORTERVILLE AMENDING THE FAIR LABOR STANDARDS ACT
WORK CYCLE FOR FIRE OFFICER SERIES EMPLOYEES

WHEREAS, the City Council recognizes the necessity of amending and/or changing the contents of employee benefit plans and regulations from time to time, and of executing instruments to implement and to keep the provisions thereof current, and to maintain the relevancy of the same; and

WHEREAS, after reaching an agreement with the Fire Officer Series (FOS) it was discovered that a work period modification under the Fair Labor Standards Act (FLSA) must be made to accommodate the Fire Department's transition to the 48/96 schedule in January;

WHEREAS, to ensure that all Fire shift personnel accrue the same amount of work days during the standard FLSA section 7(k) work period, the work period must be adjusted from 216 hours in a 27-day work period to 182 hours in a 24-day work period;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Porterville that all reference to the previous 216 hours in a 27-day work period be amended to 182 hours in a 24-day period and all other benefits previously agreed upon regarding the calculation of overtime under the FLSA will remain the same for employees holding positions represented by the Fire Officer Series including but not limited to the following language:

Fire Series employees with the designation "4" (see the "Position Pay Plan" located on the City of Porterville's website) are to be compensated at the rate of 1 ½ times the regular rate for hours worked in excess of 182 hours in a 24-day consecutive pay period, except that they shall be paid at 1 ½ times the 40 hour per week rate for 12 hours or less in a shift and at 1 ½ times the 56 hours per week rate for more than 12 hours in a shift. If required to work on a State Forest Fire, the employee's time will start from the time the employee is required to report for duty and end when he/she is returned to the City of Porterville. Any time on his/her regular work schedule will be at regular pay, all other time will be overtime, as outlined above.

Deductions for sick leave, vacation time and bereavement leave will continue to not apply in the calculation of overtime under the FLSA 24-day work period.

BE IT FURTHER RESOLVED that the Mayor of the City of Porterville is hereby authorized to execute those documents as are necessary to implement the provisions hereof.

PASSED, APPROVED AND ADOPTED this 5th day of December, 2017.

Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Luisa Zavala, Deputy City Clerk



CITY COUNCIL AGENDA – DECEMBER 5, 2017

SUBJECT: Amendment to the Fair Labor Standards Act Work Cycle - Porterville City Firefighters Association

SOURCE: Administrative Services

COMMENT: Within the scope of the Meyers-Milius-Brown Act, City representatives have completed labor negotiations with the Porterville City Firefighters Association (PCFA). City representatives and PCFA reached an agreement which was ratified by the City Council on November 7, 2017. One of the items contained in the agreement pertained to a change in the Fire Department's work schedule (48/96 schedule). It was later discovered that the work cycle under the Fair Labor Standards Act (FLSA) must be changed in order to accommodate the Fire Department's work schedule change.

RECOMMENDATION: That the City Council approve the draft Resolution amending the Fair Labor Standards Act work cycle pertaining to the Porterville City Firefighters Association employees.

ATTACHMENTS: 1. PCFA Reso

Appropriated/Funded:

Review By:

Department Director:

Final Approver: John Lollis, City Manager

RESOLUTION NO. ____-2017

RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
PORTERVILLE AMENDING THE FAIR LABOR STANDARDS ACT WORK
CYCLE FOR PORTERVILLE CITY FIREFIGHTERS ASSOCIATION EMPLOYEES

WHEREAS, the City Council recognizes the necessity of amending and/or changing the contents of employee benefit plans and regulations from time to time, and of executing instruments to implement and to keep the provisions thereof current, and to maintain the relevancy of the same; and

WHEREAS, after reaching an agreement with the Porterville City Firefighters Association (PCFA) it was discovered that a work period modification under the Fair Labor Standards Act (FLSA) must be made to accommodate the Fire Department's transition to the 48/96 schedule in January;

WHEREAS, to ensure that all Fire shift personnel accrue the same amount of work days during the standard FLSA section 7(k) work period, the work period must be adjusted from 216 hours in a 27-day work period to 182 hours in a 24-day work period;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Porterville that all reference to the previous 216 hours in a 27-day work period be amended to 182 hours in a 24-day period and all other benefits previously agreed upon regarding the calculation of overtime under the FLSA will remain the same for employees holding positions represented by the Porterville City Firefighters Association including but not limited to the following language:

Fire Series employees with the designation "4" (see the "Position Pay Plan" located on the City of Porterville's website) are to be compensated at the rate of 1 ½ times the regular rate for hours worked in excess of 182 hours in a 24-day consecutive pay period, except that they shall be paid at 1 ½ times the 40 hour per week rate for 12 hours or less in a shift and at 1 ½ times the 56 hours per week rate for more than 12 hours in a shift. If required to work on a State Forest Fire, the employee's time will start from the time the employee is required to report for duty and end when he/she is returned to the City of Porterville. Any time on his/her regular work schedule will be at regular pay, all other time will be overtime, as outlined above.

Deductions for sick leave, vacation and bereavement leave will continue to not apply in the calculation of overtime under the FLSA 24-day work period.

BE IT FURTHER RESOLVED that the Mayor of the City of Porterville is hereby authorized to execute those documents as are necessary to implement the provisions hereof.

PASSED, APPROVED AND ADOPTED this 5th day of December, 2017.

Milt Stowe, Mayor

ATTEST:
John D. Lollis, City Clerk

By: _____
Luisa Zavala, Deputy City Clerk



CITY COUNCIL AGENDA – DECEMBER 5, 2017

SUBJECT: Cancellation of January 2, 2018, City Council Meeting

SOURCE: Administrative Services

COMMENT: The City Council has cancelled the first Council Meeting in January for the past fourteen years due to staff workloads and efforts to conform to the vacation and administrative leave policies for applicable management and support personnel. In light of this, this item is again being presented for Council's consideration.

If the January 2nd meeting is not held, the next regularly scheduled meeting would be January 16, 2018. However, should a necessity arise, a special meeting could be conducted to expedite any item which might require immediate action.

RECOMMENDATION: That the City Council cancel the January 2, 2018, City Council Meeting.

ATTACHMENTS:

Appropriated/Funded:

Review By:

Department Director:

Patrice Hildreth, Administrative Services Dir

Final Approver: John Lollis, City Manager



CITY COUNCIL AGENDA – DECEMBER 5, 2017

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

SOURCE: Community Development

BACKGROUND:

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 2 and 3). A public hearing was set for the November 21, 2017, City Council meeting; however, the proper 10-day public hearing notice in accordance with §601.05 of the Porterville Development Ordinance was not provided to a newspaper of general circulation. Due to this noticing error, staff requested the item be heard as the proper mailings had been distributed, open the public hearing and continue the item to the December 5, 2017, City Council Meeting.

COMMENT: 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 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.

ANALYSIS: Staff identified and discussed with council two unique situations requiring council direction: a deceleration lane, and a six-foot block wall along the interior lot line separating a non-residential use from a residential district. 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.

During the public hearing comments were made regarding traffic (specifically impacts to the intersection, bike lanes and pedestrian). Exhibit A to Attachment 6 is the Initial Study and Negative Declaration that circulated regarding this project. A traffic study prepared by Ruettgers & Schuler was included in the analysis. The traffic study included projected trip generation and distribution both at existing conditions and existing plus project, as well as future year traffic through 2035 based on a conservative average annual growth rate of 2%. The Prospect Street and Henderson Avenue intersection has historically been one of the most impacted intersections within the City of Porterville; however, the traffic analysis documented that the project would not degrade the current level of service below existing capacity. It was concluded that no mitigation measures were necessary as a result of project traffic from the proposed commercial development. An updated site plan identifies the 50' curb radius to be dedicated to the city for future improvements to the intersection of Prospect Street and Henderson Avenue.

Based on the circulation element of the Porterville 2030 General Plan, Prospect Street is not identified as a bike route and Henderson Avenue is a proposed Class III bike route. Class III bike routes share the road with pedestrians and motor vehicle traffic and is marked only by signs.

Additional design comments were made during the public hearing but are not applicable to the environmental document. Specific design elements are addressed at building permit submittal and shall be required to comply with State Laws, the City of Porterville Development Ordinance, adopted Building Codes and all other applicable laws and ordinances.

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.

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 and Notice of Intent was 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. No comments were received during the review period. Two comments related to traffic were made during the public hearing on November 21, 2017 that have been addressed in the staff report.

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 adoption of the General Plan Amendment; and direct staff regarding the requirement for the block wall adjacent to a residential zone;
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 contingent upon the Zone Change and General Plan Amendment.

ATTACHMENTS:

1. November 21, 2017, staff report
2. Locator Map
3. Site Plan
4. Color Elevations
5. Alcoholic Beverage Control Licenses Map
6. Draft Resolution in support of a Negative Declaration
7. Draft Resolution for a General Plan Amendment
8. Draft Ordinance for a Zone Change
9. Draft Resolution for a Conditional Use Permit

Appropriated/Funded:

Review By:

Department Director:

Jenni Byers, Community Development Director

Final Approver: John Lollis, City Manager



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

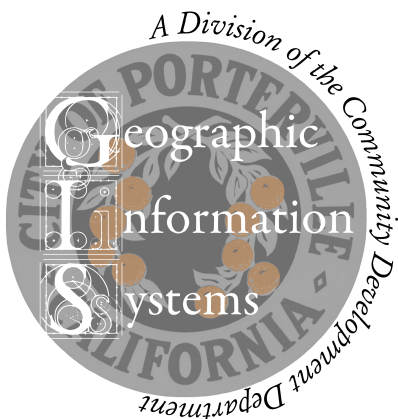
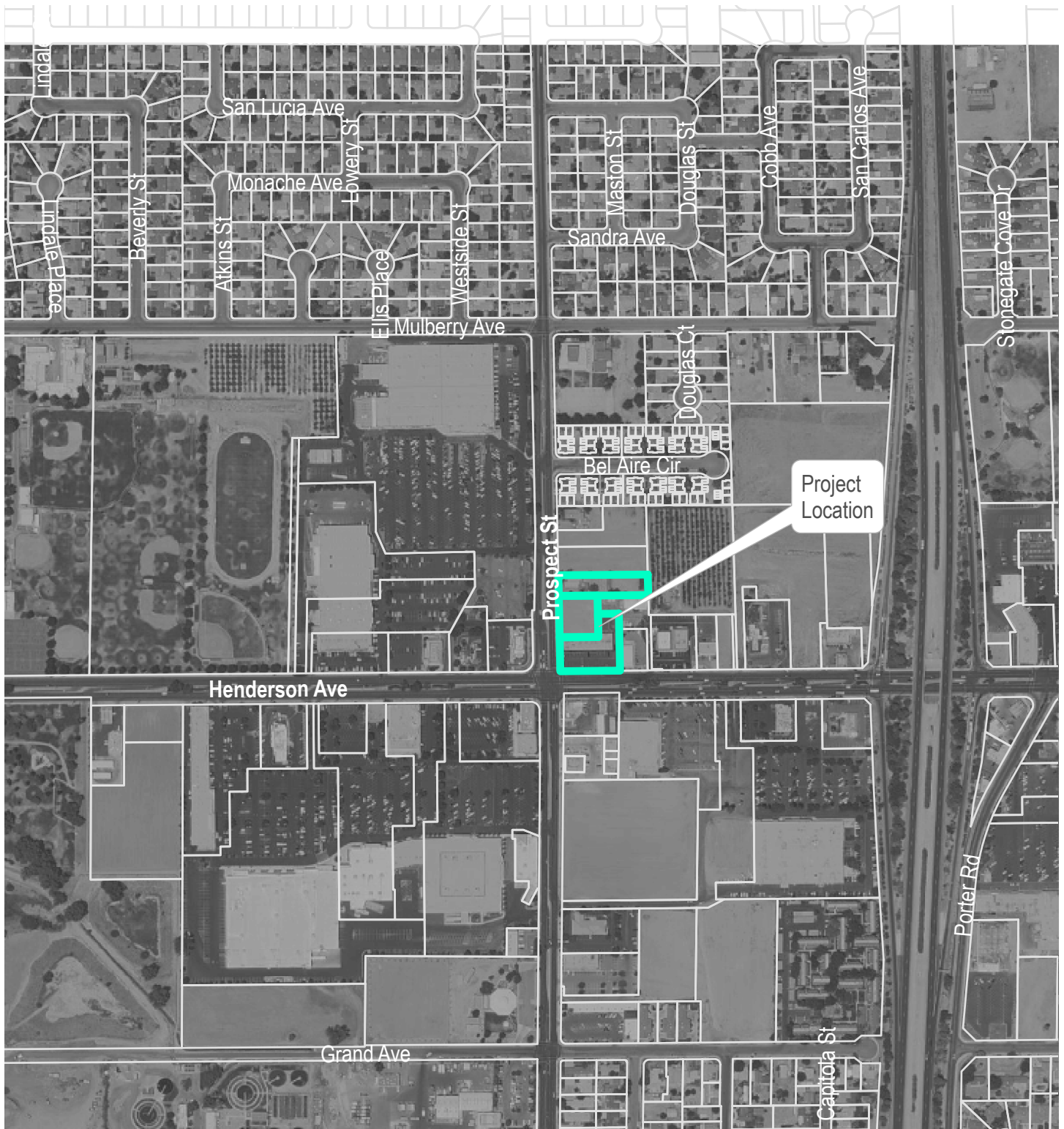
Appropriated/Funded:

Review By:

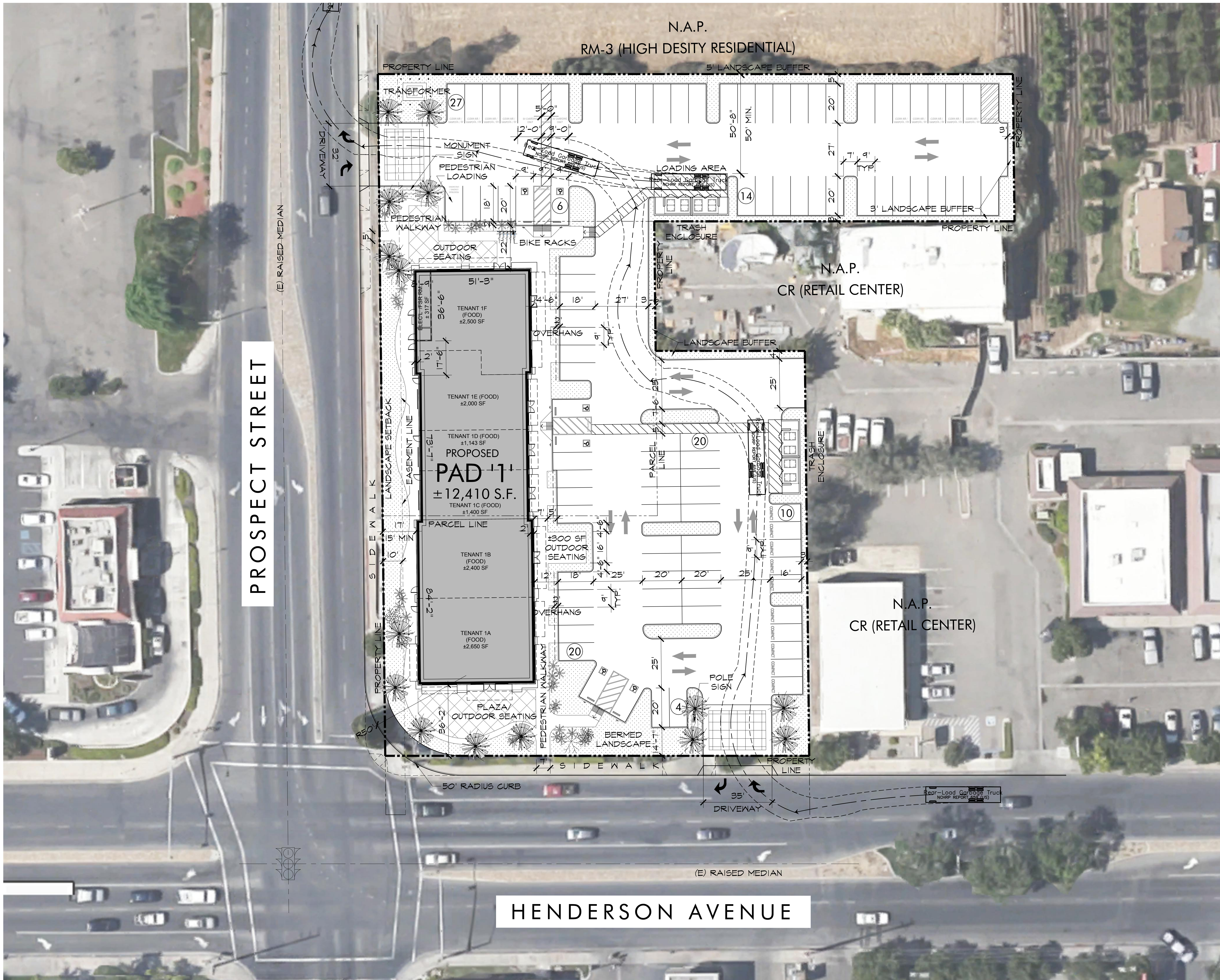
Department Director:

Jenni Byers, Community Development Director

Final Approver: John Lollis, City Manager

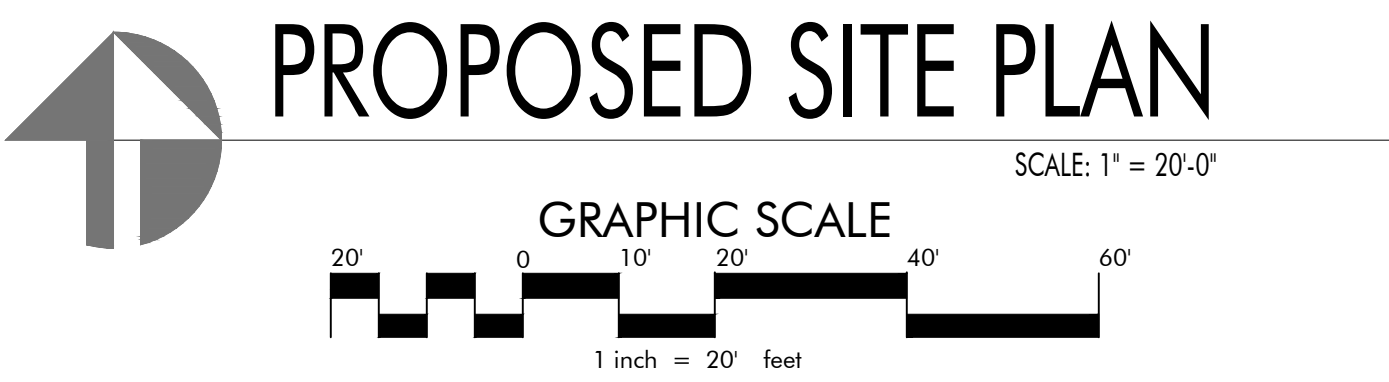


PRC 2016-034
Porter's Crossing commercial development
@ 1174 W. Henderson Ave
Project Locator Map



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	15' (TRANSITIONAL ADJ. RM-3)		
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%) 628 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			= 96.7 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 STALL		
TOTAL PARKING PROVIDED:	91 STALLS		
PARKING RATIO PROVIDED:	1.97 / 1,000 SF		
FLOOR AREA RATIO:	0.16 (0.35 MAX.)		
LANDSCAPED AREA:	13,546 SF OR 20.71% (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.V.			
* 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



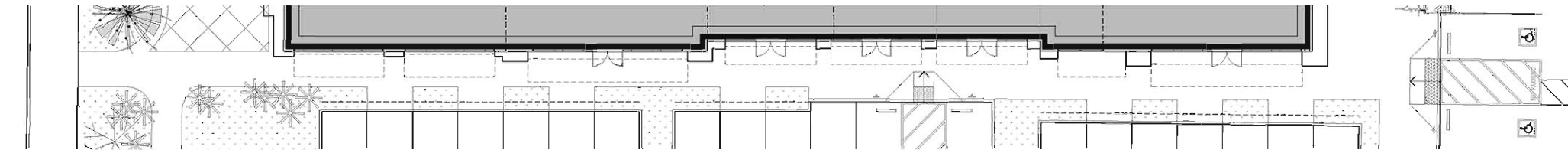
McKently Malak ARCHITECTS
35 Hugus Alley, Suite 200
Pasadena, California 91103-3648
TEL 626.583.8348 FAX 626.583.8387

PROPOSED SITE PLAN
06/28/2017 170447MA

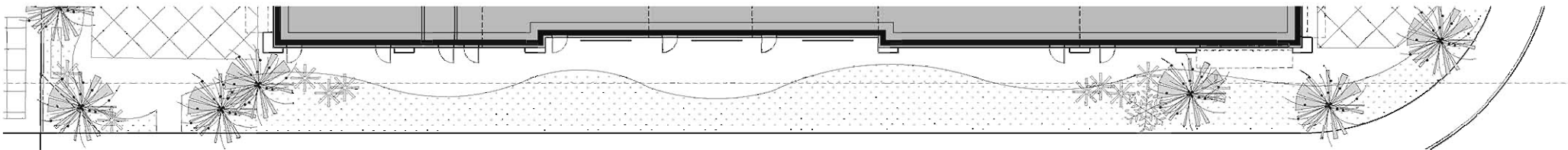
SP-21



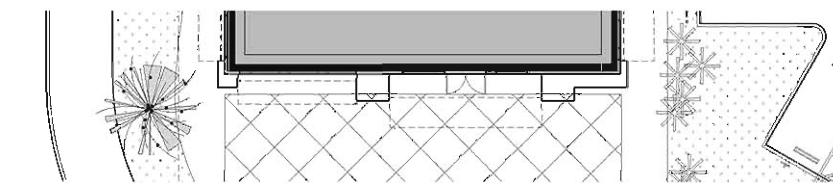
1 EAST ELEVATION (FRONT)
SCALE: 3/32" = 1'-0"



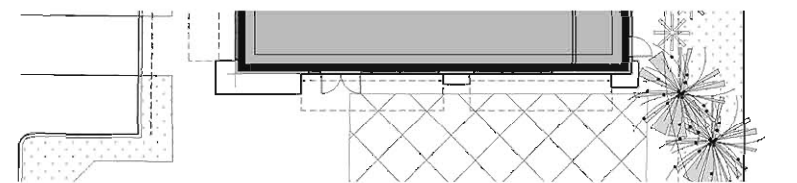
2 WEST ELEVATION (REAR)
SCALE: 3/32" = 1'-0"



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

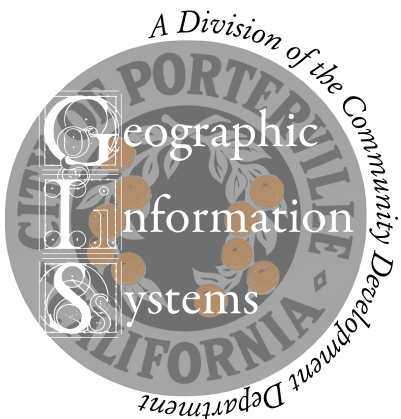
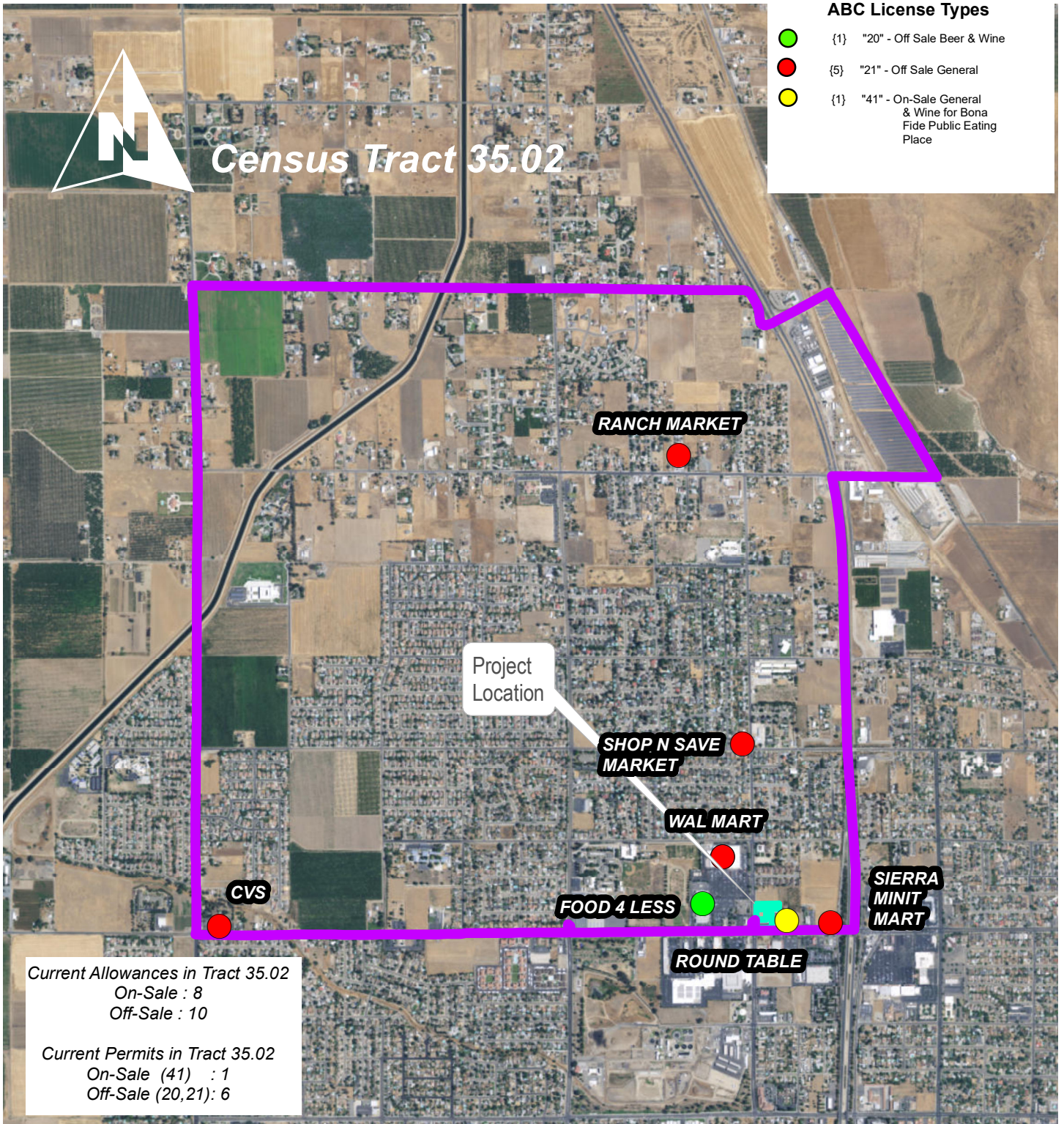


**McKently
Malak**
ARCHITECTS
35 Hugus Alley, Suite 200
Pasadena, California 91103-3648
TEL 626.583.8348 FAX 626.583.8387

PROPOSED 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 public hearing was continued to allow for a 10-day public hearing notice in accordance with §601.05 of the Porterville Development Ordinance. The City Council at its regularly scheduled meeting of December 5, 2017 concluded the public hearing; 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 5th day of December, 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).

CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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

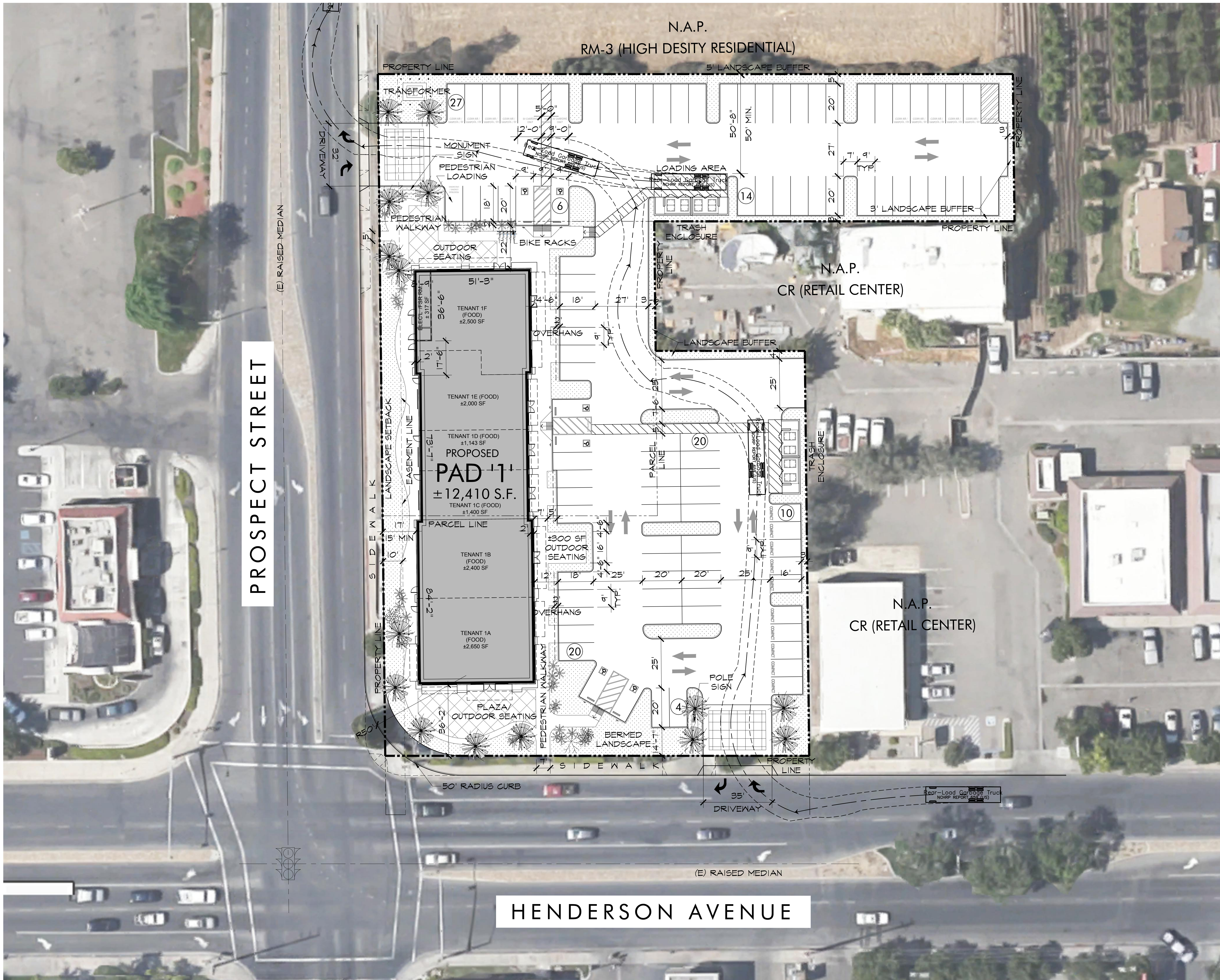
CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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





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 15' (TRANSITIONAL ADJ. RM-3)
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 BLDG 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%) 628 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 ± 96.7 STALLS

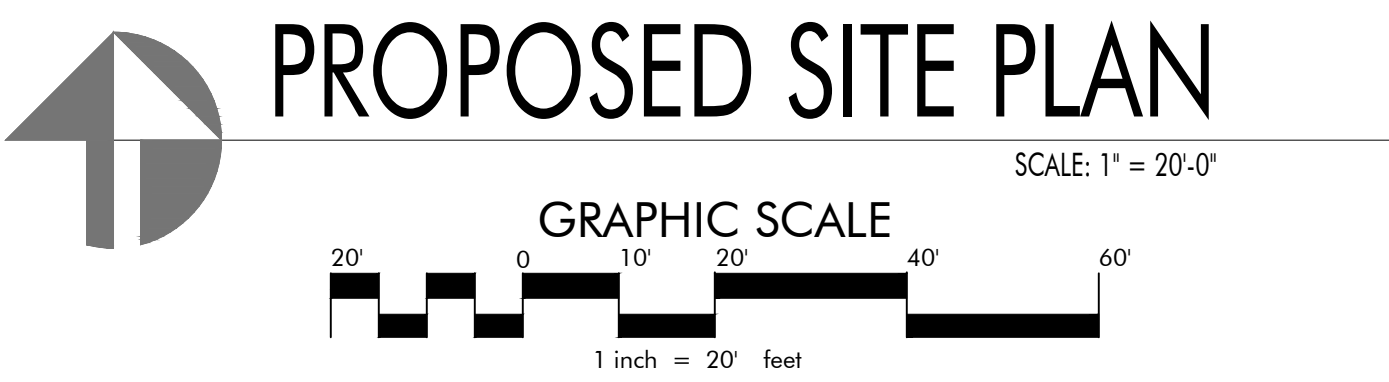
PARKING PROVIDED:
STANDARD (9'X20') 72 STALLS
COMPACT (7' X 16') 10 STALLS (10% MAX.)
ADA STALLS 6 STALLS
EV CHARGING STATION 2 STALLS
EV/CARPOOL VAN POOL 1 STALL
TOTAL PARKING PROVIDED: 91 STALLS

PARKING RATIO PROVIDED: 7.97 / 1000 SF

FLOOR AREA RATIO: 0.16 (0.35 MAX.)
LANDSCAPED AREA: 13,546 SF OR 20.71% (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.V.
* 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
06/28/2017 170447MA

SP-21

CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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 |

CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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

CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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.

CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

**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.

CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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.

CITY OF PORTERVILLE
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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.

CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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
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☐☐☐☒

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
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☐	☐	☒	☐
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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?

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

☐	☐	☐	☒
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e) Result in inadequate emergency access?

☐	☐	☐	☒
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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
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☐	☐	☐	☒
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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)?

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

☐	☐	☐	☒
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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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- Federal Emergency Management Agency. Flood Insurance Rate Map. Map Number 06107C1633E. June 16, 2009.
- Guide for Assessing and Mitigating Air Quality Impacts. San Joaquin Valley Air Pollution Control District. January 2002.
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CITY OF PORTERVILLE
PORTER'S CROSSING COMMERCIAL CENTER PROJECT

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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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BAKERSFIELD, CA 93301


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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.

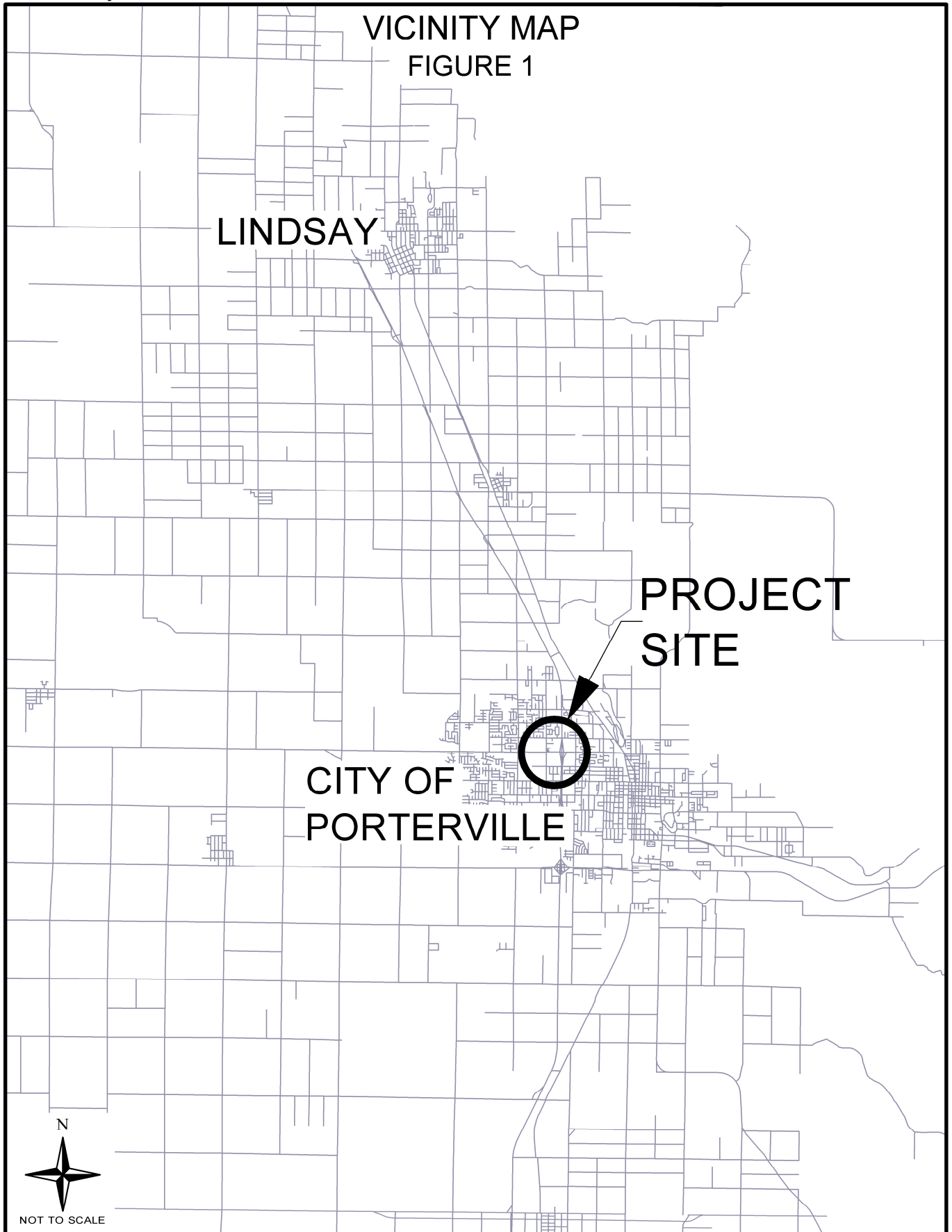
B. Existing Site Uses and Site Access

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.

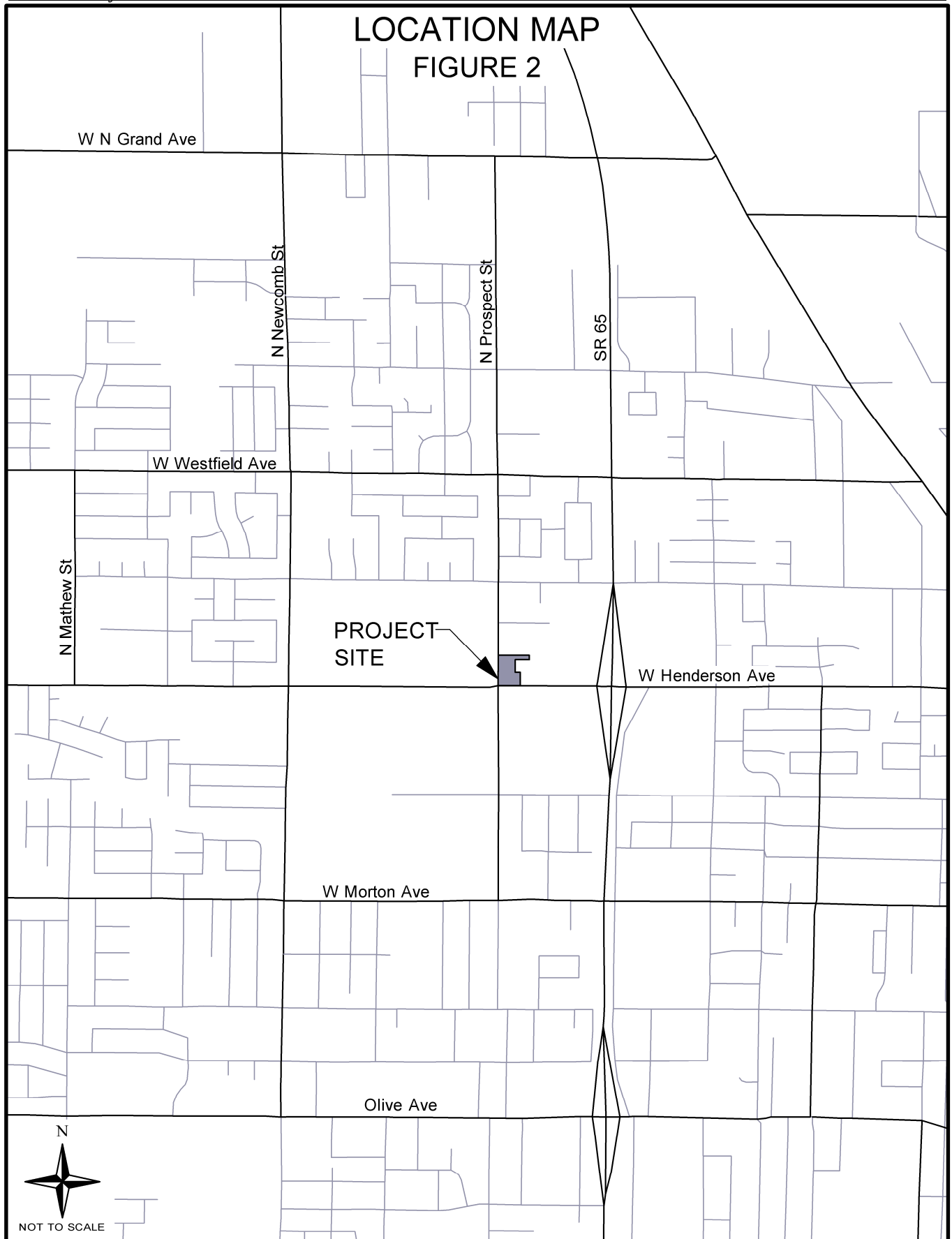
Access to the facility is proposed along W. Henderson Avenue and N. Prospect Street. A site plan is presented in Figure 3.

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.

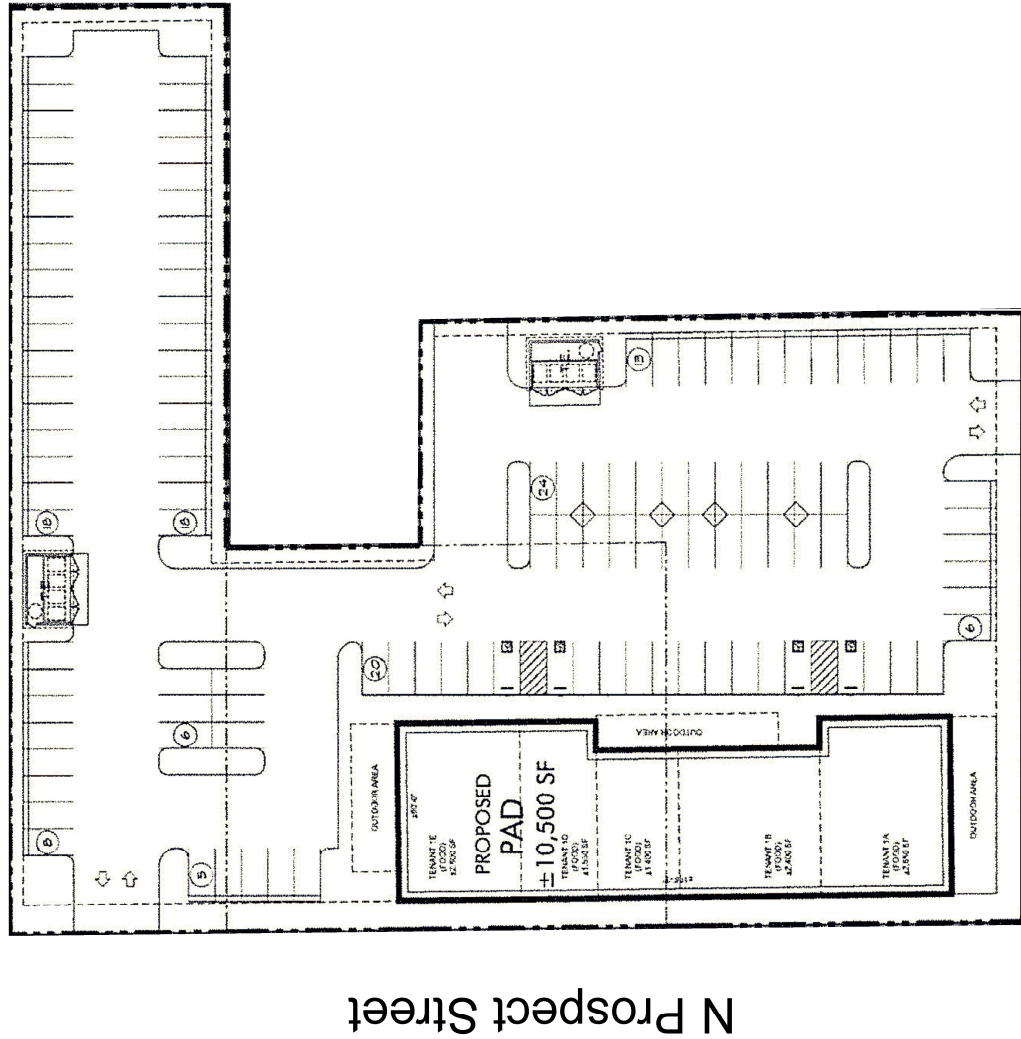


City of Porterville
Commercial Development on NE Corner of
Henderson Avenue and Prospect Street



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

SITE PLAN
FIGURE 3



W Henderson Avenue

N Prospect Street



NOT TO SCALE

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.

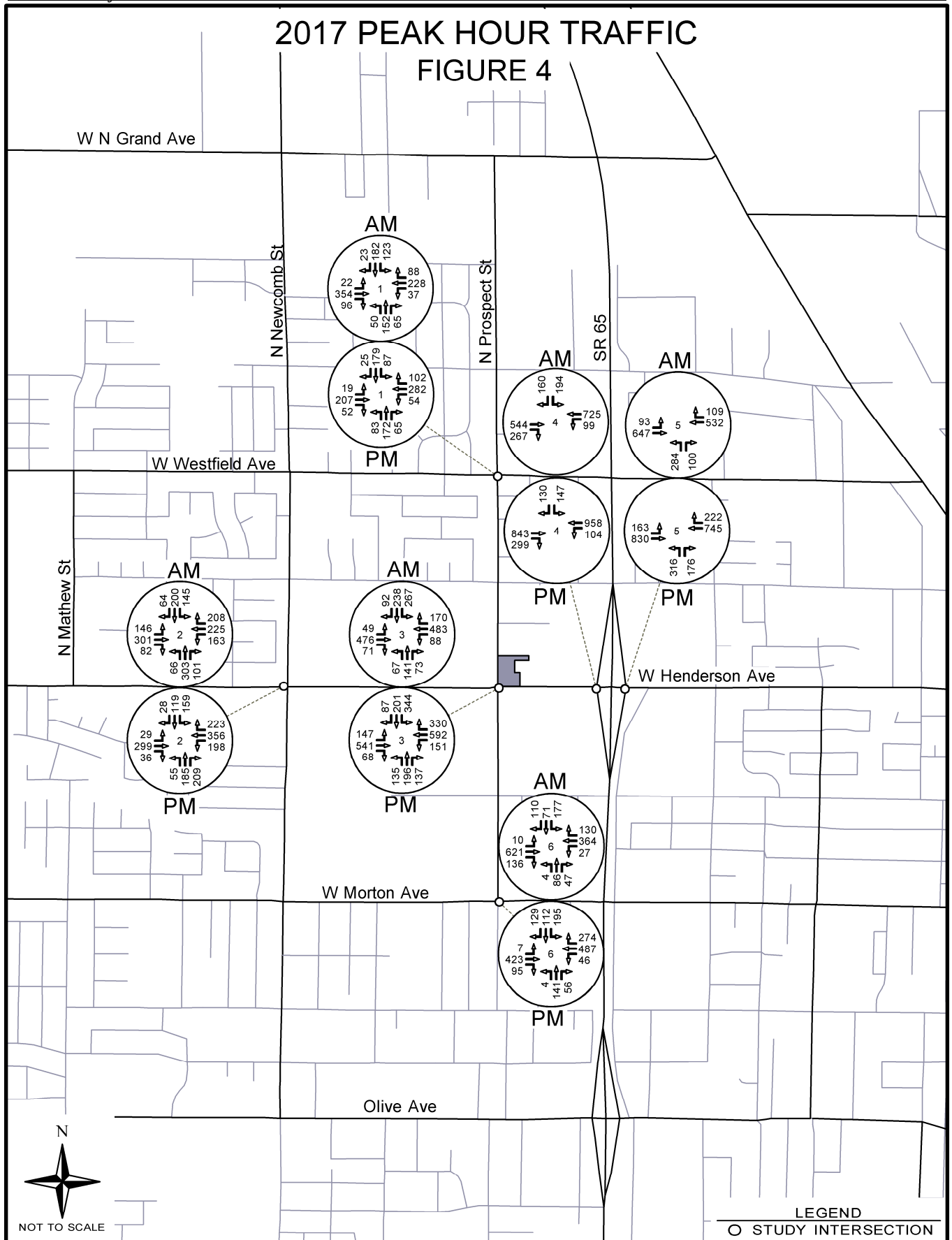
EXISTING AND FUTURE TRAFFIC

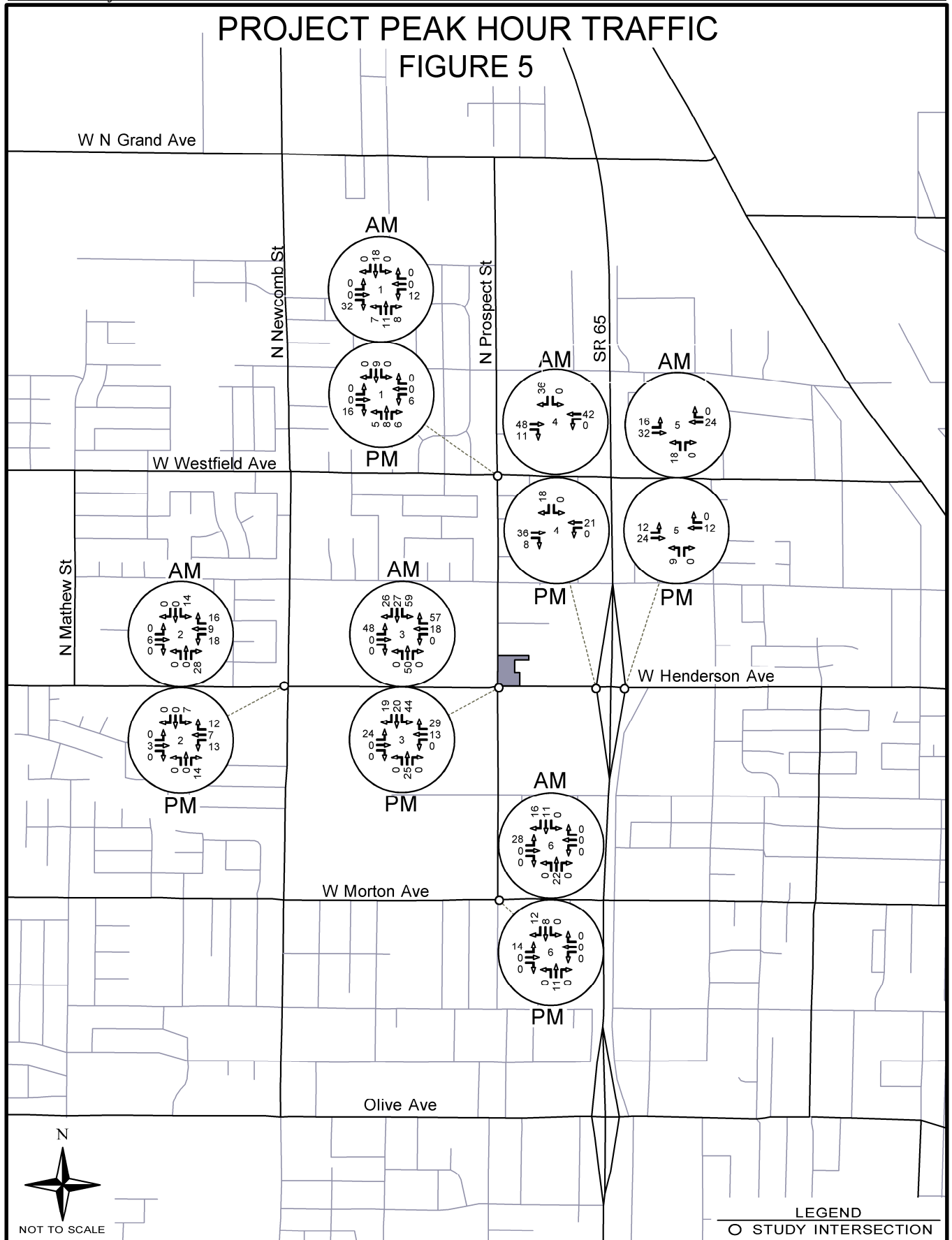
Existing weekday peak hour turning movement volumes were field measured at the following intersections in April 2017:

- 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.

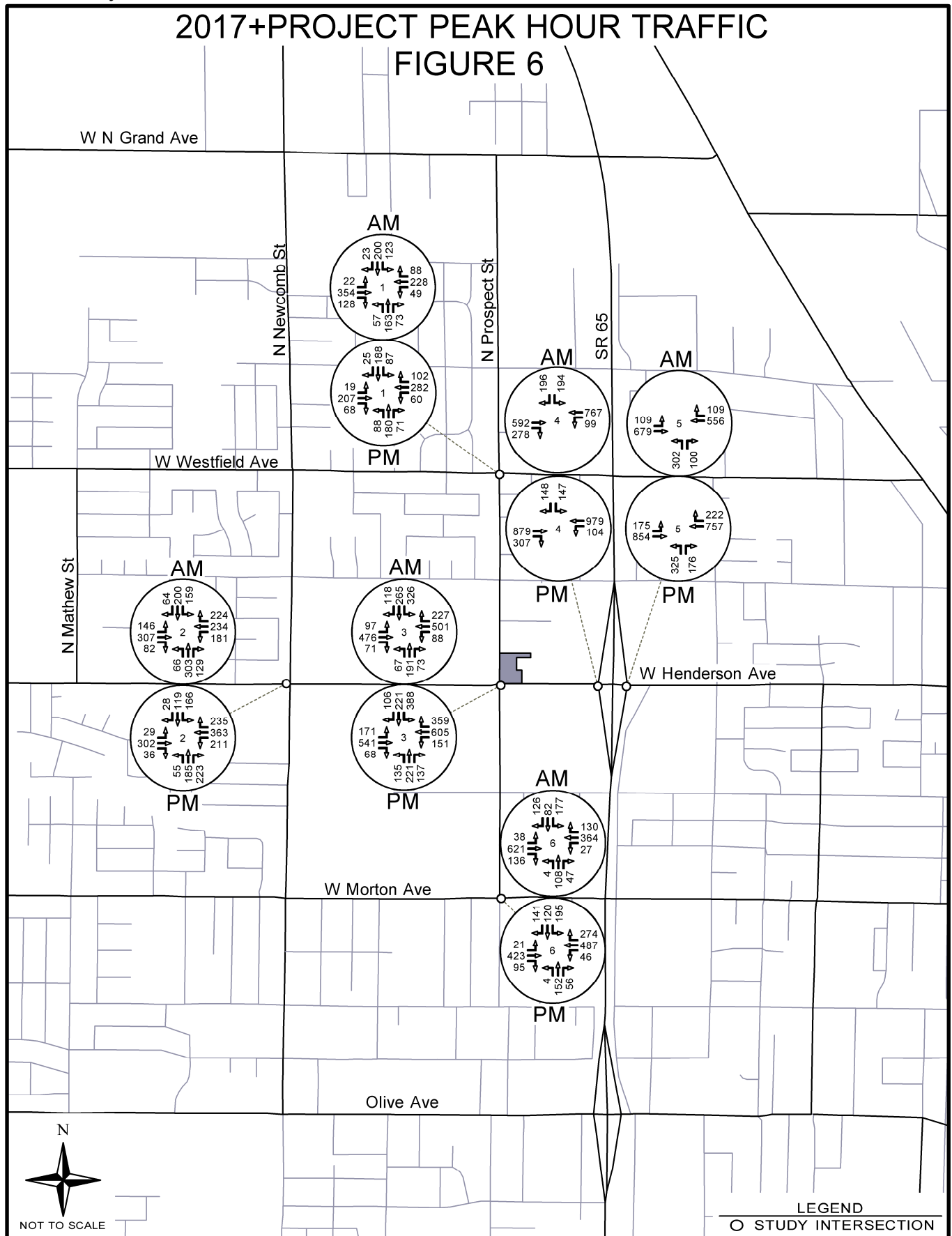
Future traffic was estimated based on the TCAG traffic model data. Based on this data, a conservative average annual growth rate of 2% was applied to existing traffic volumes to estimate future traffic volumes for the year Future Year (2035). Future Peak Hour volumes are shown in Figures 7 and 8.



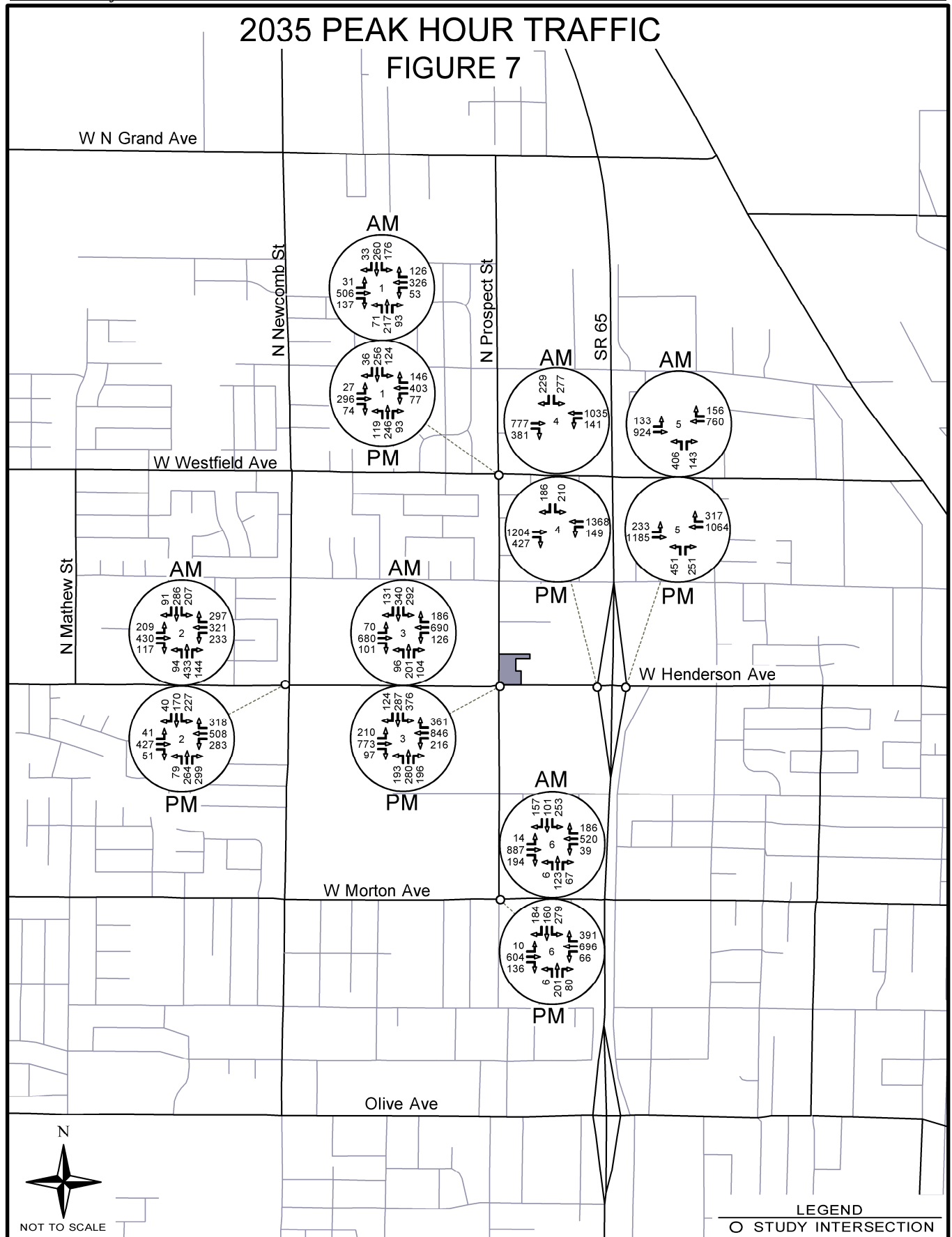


City of Porterville
 Commercial Development on NE Corner of
 Henderson Avenue and Prospect Street

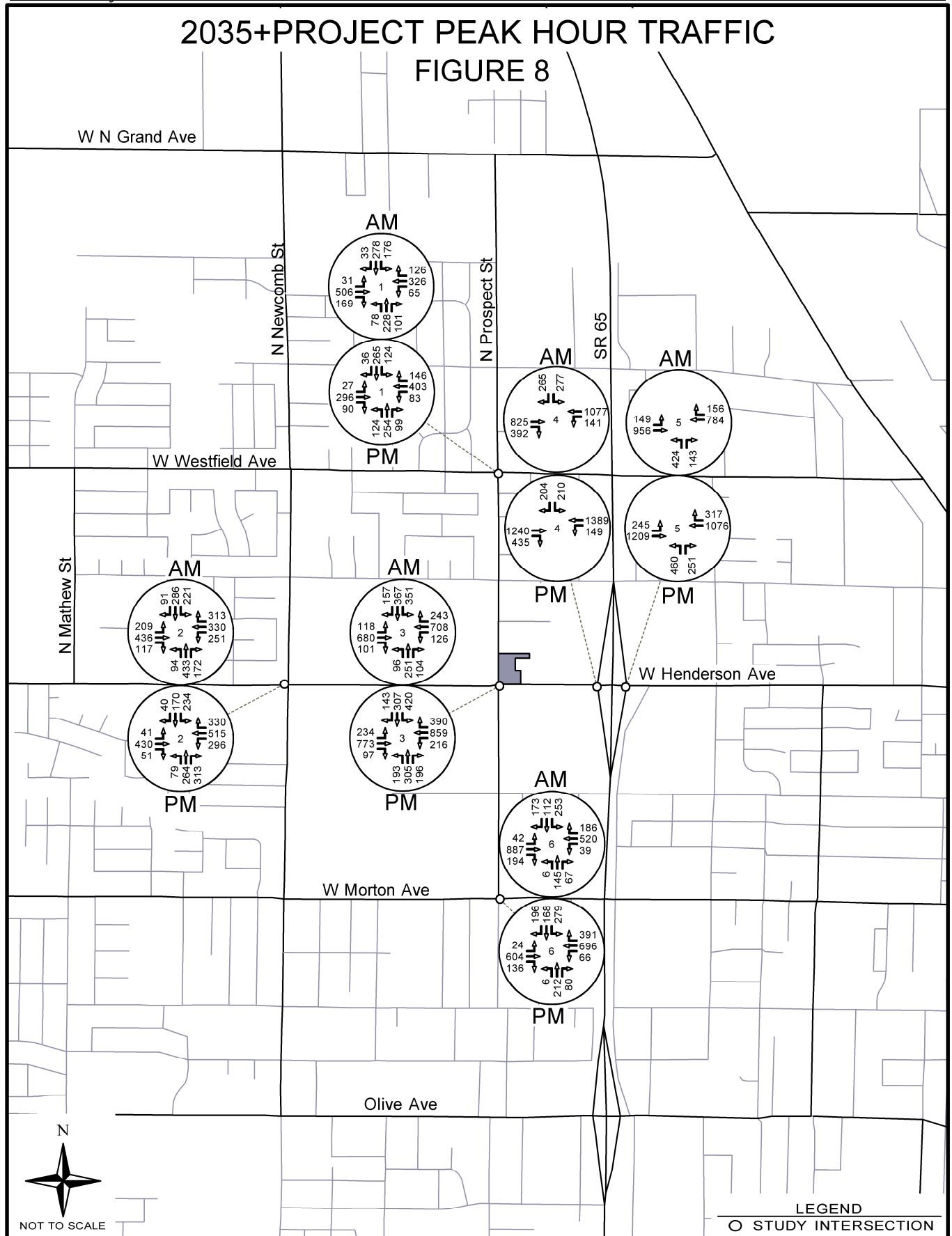
2017+PROJECT PEAK HOUR TRAFFIC FIGURE 6



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



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(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	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(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	13.0	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+l1), 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(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	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+l1), 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(I)	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+I1), 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		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+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+l1), 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(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	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+I1), 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(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	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+l1), 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+l1), 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+I1), 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(I)	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+I1), 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(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	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+I1), 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+I1), 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+l1), 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(l)	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+l1), 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+I1), 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(I)	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: 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: 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	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	442	pcphpl	482	pcphpl

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:
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 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
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

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: 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: 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	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	553	pcphpl	591	pcphpl

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: 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
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: 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: 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			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	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 December 5, 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 public hearing was continued to allow for a 10-day public hearing notice in accordance with §601.05 of the Porterville Development Ordinance. The City Council at its regularly scheduled meeting of December 5, 2017 concluded the public hearing; 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.

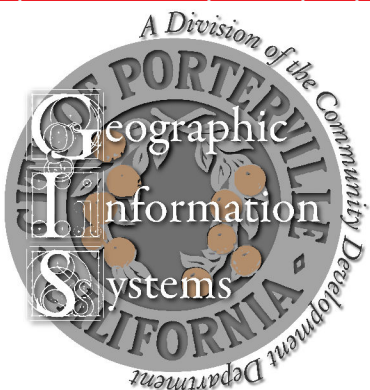
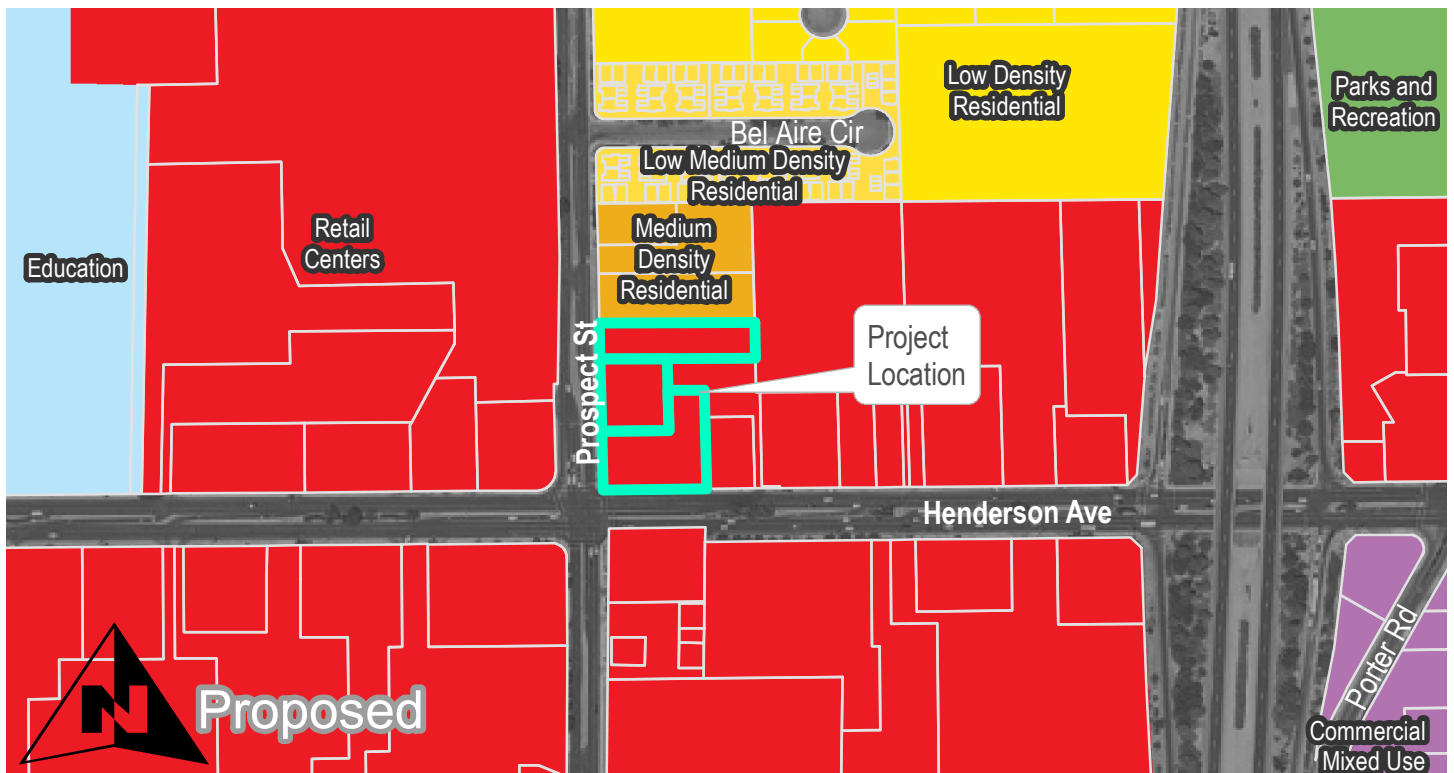
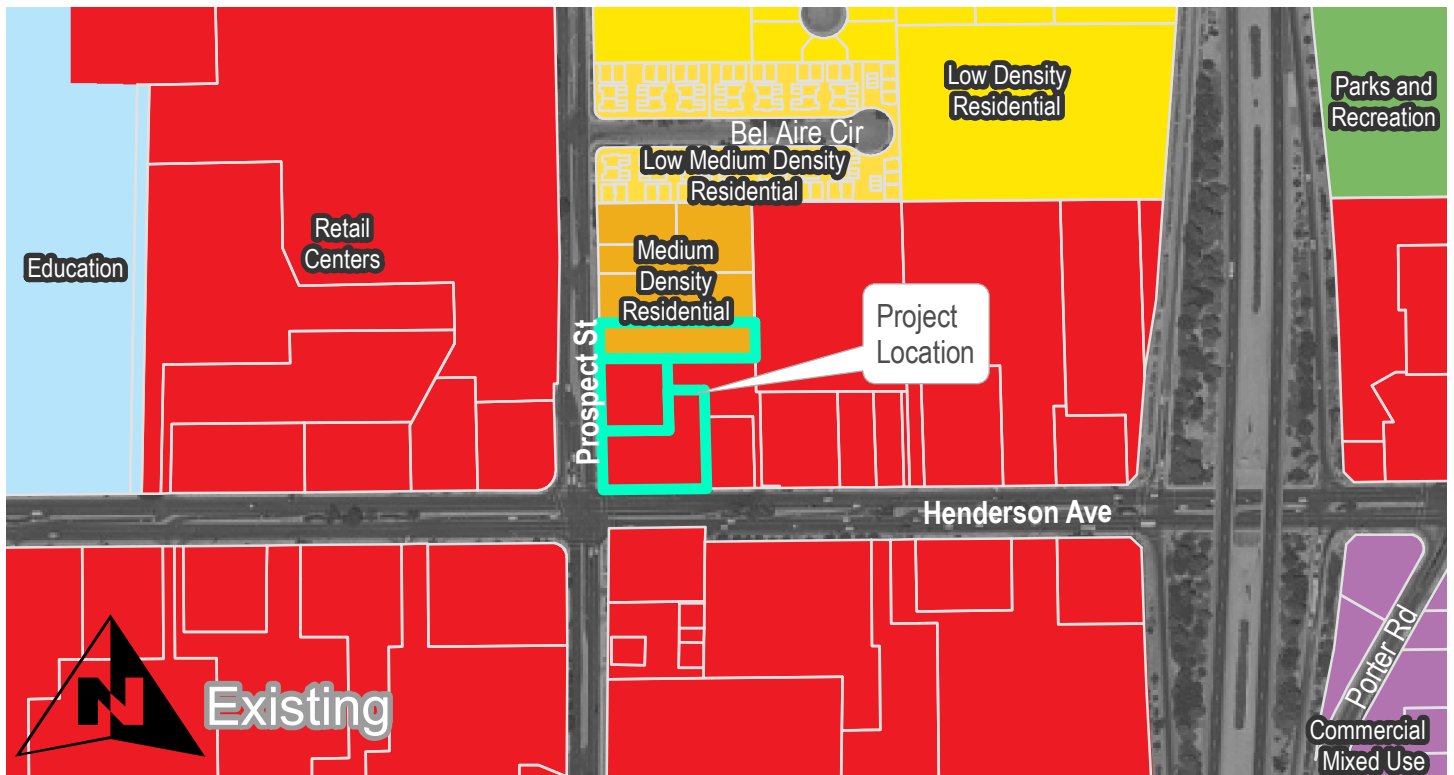
BE IT FURTHER RESOLVED: That the City Council does hereby approve the General Plan Amendment from High Density Residential to Retail Centers on APN 246-111-008 for the proposed Porter's Crossing Commercial Center at Henderson Avenue and Prospect Street (PRC 2016-034-G).

PASSED, APPROVED AND ADOPTED this 5th day of December, 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
 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 December 5, 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 public hearing was continued to allow for a 10-day public hearing notice in accordance with §601.05 of the Porterville Development Ordinance. The City Council at its regularly scheduled meeting of December 5, 2017 concluded the public hearing; 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

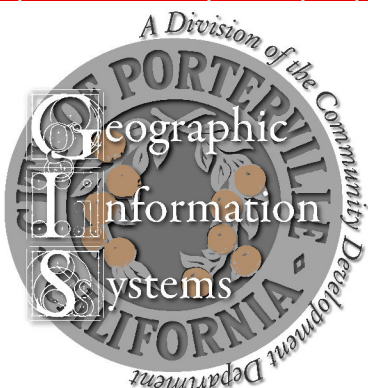
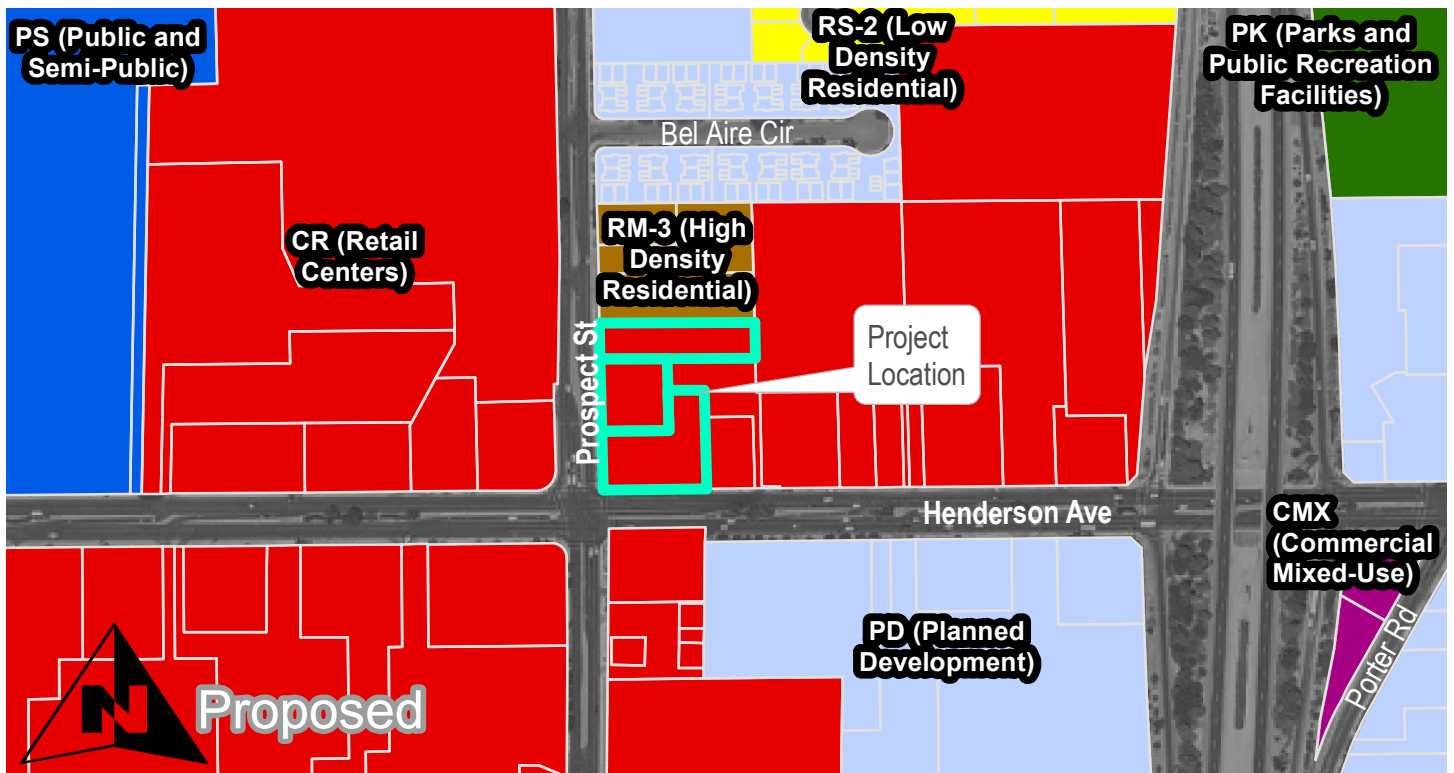
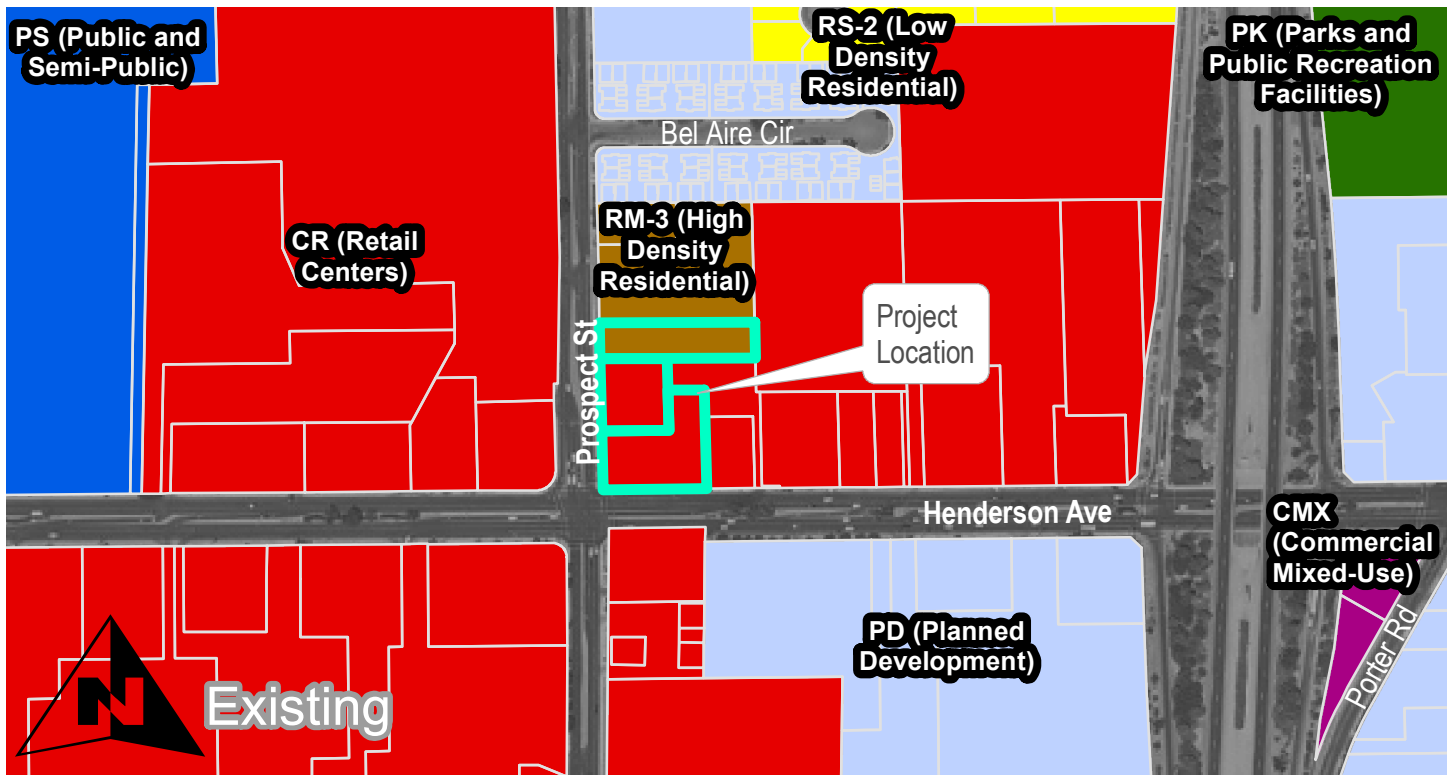
Section 2: It is further ordained that all records of the City of Porterville, together with the official zoning map of the City of Porterville, shall be changed to show the above described real property is rezoned from RM-3 (High Density Residential) to CR (Retail Centers) for the parcel described above, more particularly shown on the attached map as Exhibit "A".

PASSED, APPROVED AND ADOPTED this 5th day of December, 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 public hearing was continued to allow for a 10-day public hearing notice in accordance with §601.05 of the Porterville Development Ordinance. The City Council at its regularly scheduled meeting of December 5, 2017 concluded the public hearing; 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.

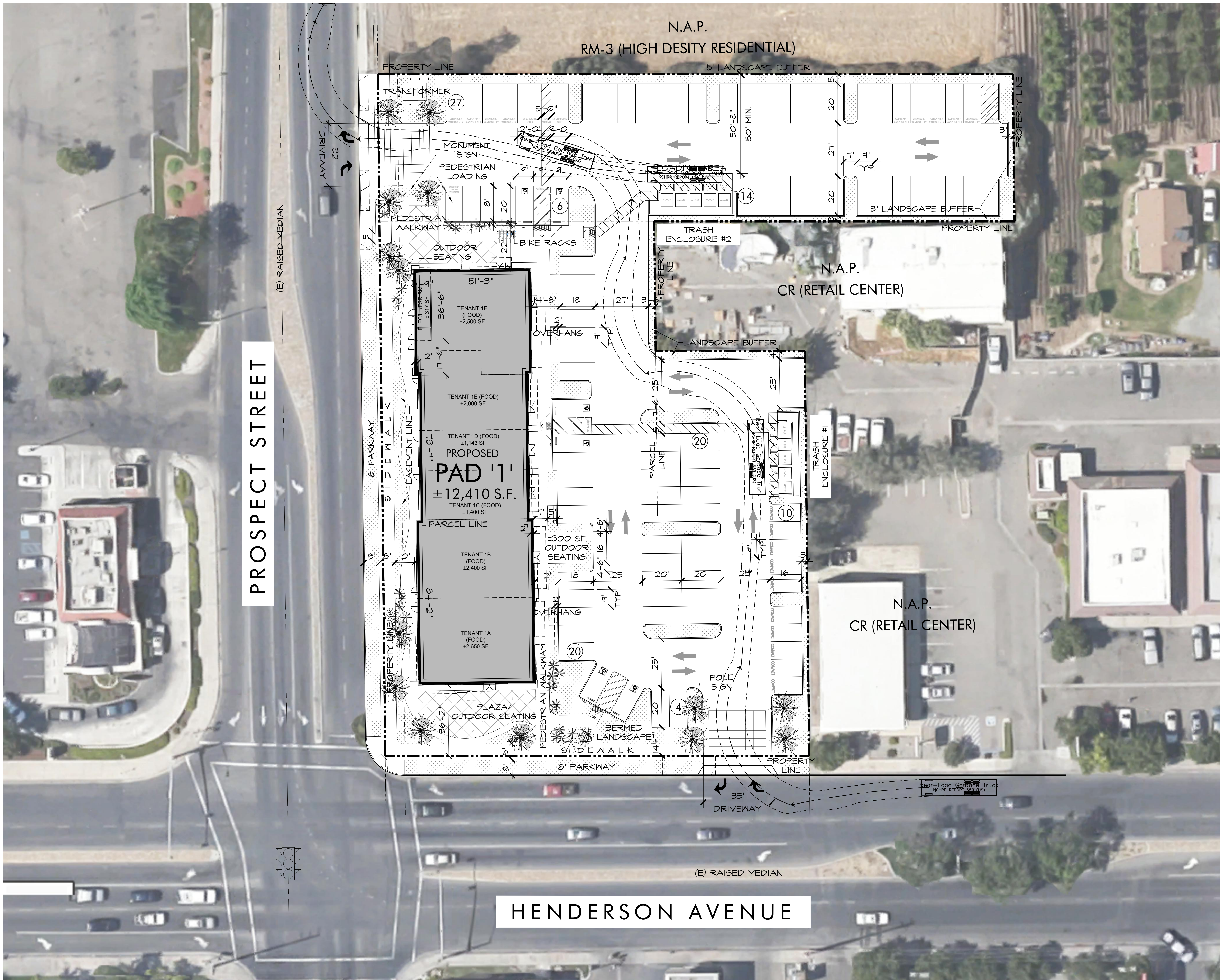
7. Unless an extension of time is granted by the City Council, the conditional use permit shall expire two years after the date of approval if the on-sale alcohol license is not active or actively pursued. The City Council may approve a one year extension of any permit or approval granted under this 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 5th day of December, 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

± 24,255.05 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

± 96.7 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.

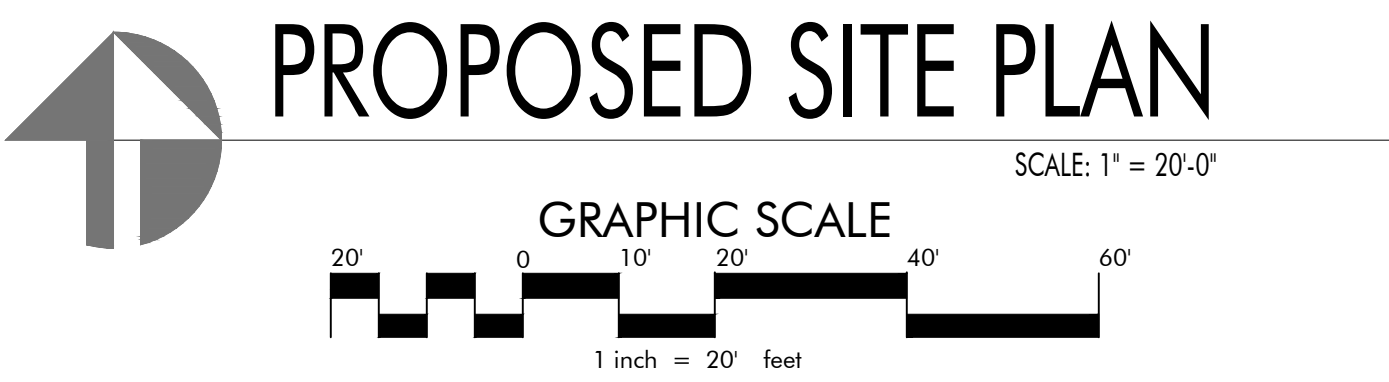
* 5' MIN. LANDSCAPE SETBACK BUFFER REQUIRED ADJACENT RESIDENTIAL ZONE

* 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

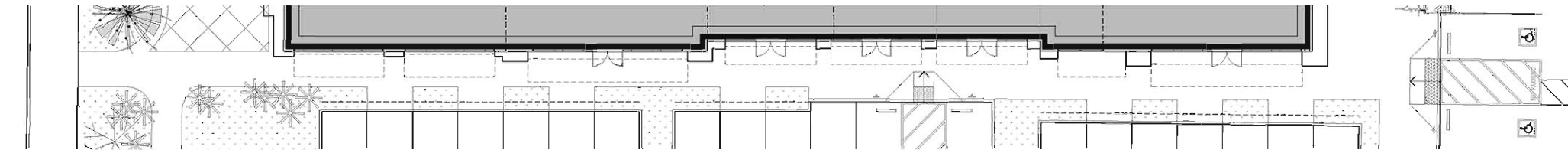


McKently
Malak
ARCHITECTS
35 Hugus Alley, Suite 200
Pasadena, California 91103-3648
TEL 626.583.8348 FAX 626.583.8387

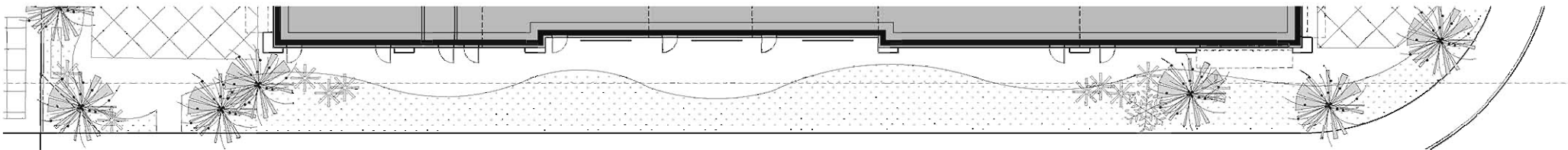
PROPOSED SITE PLAN
10/23/2017 17044TMA
SP-23



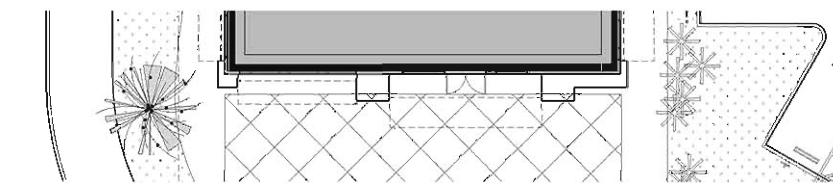
1 EAST ELEVATION (FRONT)
SCALE: 3/32" = 1'-0"



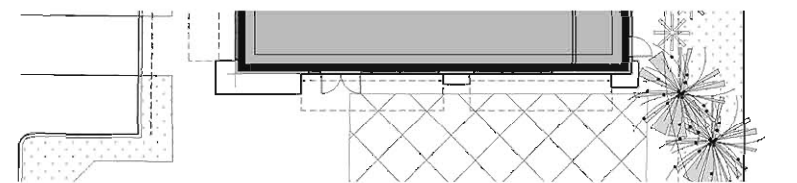
2 WEST ELEVATION (REAR)
SCALE: 3/32" = 1'-0"



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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PORTERVILLE, CA

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PROPOSED ELEVATIONS

04/28/2017 17044TMA

A201



CITY COUNCIL AGENDA – DECEMBER 5, 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 21, 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

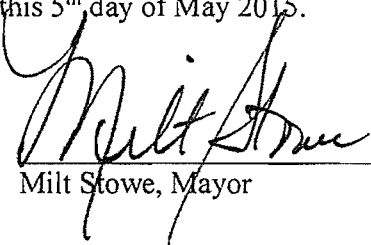
WHEREAS: the long-term ramifications of the current drought will have a significant impact on the city of Porterville and potentially pose a danger to the health and welfare of its residents; and

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

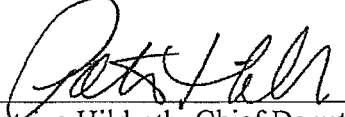
BE IT FURTHER RESOLVED: that the City Council of the City of Porterville requests the Governor and California Department of Water Resources make available California Disaster Assistance Act funding for the State of Local Emergency proclaimed on May 5, 2015, and seek all available forms of Federal assistance, 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:

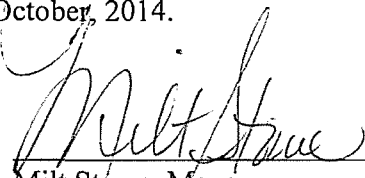
1. To promote orderly development while discouraging urban sprawl, preserving open space and prime agricultural lands, and efficiently extending government services.
2. To honor the City’s fundamental responsibility to provide efficient and sustainable public services to the inhabitants of the city, 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).

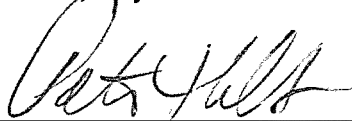
2. It shall be the policy of the City of Porterville to consider extra-territorial service requests primarily within the Urban Development Boundary, which is defined as the City of Porterville Annexation Boundary, as adopted by Tulare County LAFCo.
3. It shall be the policy of the City of Porterville, 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".

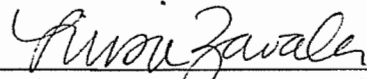
PASSED, APPROVED AND ADOPTED this 19th day of April, 2016.



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.

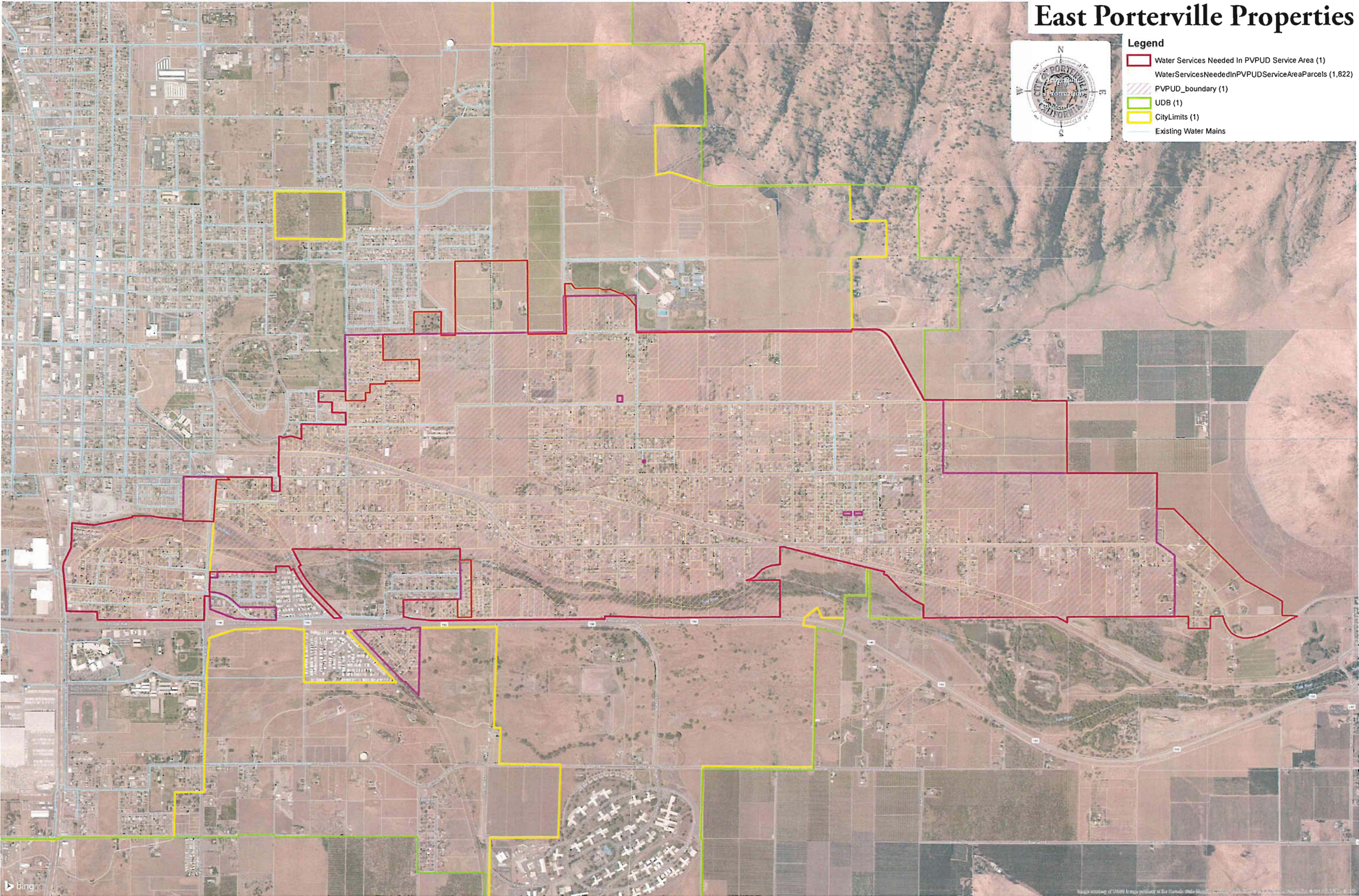
3. PROPERTIES WITHIN THE EAST PORTERVILLE FEASIBILITY STUDY PROJECT AREA: The California State Water Resources Control Board, in coordination with the Department of Water Resources Drought Task Force, is charged with preparing a feasibility study to define a long-term solution to the water related issues 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

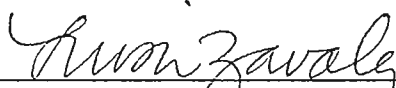

By: Luisa Zavala, Deputy City Clerk

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

County of Tulare

City of Porterville

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





CITY COUNCIL AGENDA – DECEMBER 5, 2017

SUBJECT: Annual Meeting of the Public Improvement Corporation

SOURCE: Public Works

COMMENT: In 1988, the Porterville Public Improvement Corporation, was formed designating the City Council members as Directors. An annual meeting is required to be held each year.

Action by the Board of Directors is required to approve the election of new officers in accordance with Article III, Section 2 of the Bylaws of the Corporation. Article III, Section 1 of the Bylaws provides that the Mayor shall act ex officio as President, the Vice Mayor shall act ex officio as Vice President, the City Clerk shall act ex officio as Secretary, the Finance Director shall act ex officio as the Treasurer, and the City Attorney shall act ex officio as Legal Counsel to the corporation.

In addition to the election of officers, a report on the progress of the Certificates of Participation (COP) projects is to be submitted to the Board of Directors at the time of the annual meeting. In accordance with Corporation Bylaws and Resolution No. 89-2, a public meeting (not a public hearing) is required prior to approving the annual report. A status report for COP projects is provided as an attachment to this agenda item.

RECOMMENDATION: That the City Council, sitting as the Porterville Public Improvement Corporation:

1. Approve the election of officers as indicated in the attached draft resolution;
2. Accept public comment; and
3. Approve the 2017 Status Report for Certificates of Participation Projects.

ATTACHMENTS:

1. Draft Resolution for Election of Officers
2. Original COP Priority Projects List
3. 2017 Status Report for Certificates of Participation Projects

Appropriated/Funded:

Review By:

Department Director:

Mike Reed, Acting Public Works Director

Final Approver: John Lollis, City Manager

RESOLUTION NO. PIC _____

A RESOLUTION OF THE PORTERVILLE PUBLIC IMPROVEMENT
CORPORATION ELECTING OFFICERS FOR THE
PORTERVILLE PUBLIC IMPROVEMENT CORPORATION

BE IT HEREBY RESOLVED by the Directors of the Porterville Public Improvement Corporation, that the following persons are elected to the offices set forth opposite their names below, as officers of the Corporation, to serve until succession, or election and qualification of the successors, as provided in Article III, Section 2 of the Bylaws of the Corporation.

<u>Name</u>	<u>Office</u>
Milt Stowe	President
Brian Ward	Vice President
John D. Lollis	Secretary
Maria Bemis	Treasurer
Julia Lew	Legal Counsel

PASSED, APPROVED AND ADOPTED this 5th day of December, 2017.

By: _____
Milt Stowe, President

ATTEST:

John D. Lollis, Secretary

**CITY OF PORTERVILLE
ORIGINAL CERTIFICATE OF PARTICIPATION
PRIORITY PROJECTS LIST**

PROJECT	
A. BRIDGES:	
1.	Plano - Tule River Widening
2.	Main - Tule River Reconstruction
3.	Jaye - Tule River Widening
B. SLOUGH CROSSING:	
4.	Henderson & Porter Slough
5.	Westwood & Porter Slough
6.	Indiana & Porter Slough
C. STREETS	
7.	Granite Hills Circulation
	Phase 1: Morton – Plano to Hillcrest - Morton - Hillcrest to Connor - Connor – Morton to Olive - Putnam – Connor to School
	Phase 2: Crestview – Putnam to Morton - Olive Avenue – Putnam to Tulsa
8.	Indiana - Olive/Thurman
9.	Henderson – Newcomb to Westwood
10.	Olive Avenue - Newcomb/Westwood
11.	Main St.- Henderson/Linda Vista (Phase 1 & 2)
12.	Orange Avenue - S. Main/Plano
13.	S. Jaye St - 190/Gibbons
14.	Gibbons - S. Main/Indiana (2 lanes)
15.	So. Main - 190/Gibbons
16.	N. Grand/Hwy. 65 right-of-way/EIR/EIS
17.	Prospect - Morton/Pioneer
18.	Westfield - Hwy 65/ N. Main
19.	So. Jaye - Olive/190
20.	N. Villa - Olive to Henderson
21.	Date - S. Main/Plano
22.	W. Henderson - Indiana to Main
23.	Westwood - Henderson/Westfield
24.	N. Main - Morton to Henderson

CITY OF PORTERVILLE
Certificates of Participation
Status Report

As of June 30, 2017

1998 ISSUE:

Total Certificates of Participation Issue: \$20,000,000

<u>Project</u>	<u>Percentage of Design Complete</u>	<u>Percentage of Const.</u>
<u>Complete</u>		
BRIDGES:		
Plano - Tule River Widening	100%	100%
Jaye - Tule River Widening	100%	85%
STREETS:		
Westwood St. Henderson Past Slough	75%	0%