# County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
**STEVEN E. WHITE, DIRECTOR**

DATE: March 3, 2023

TO: Department of Public Works and Planning, Attn: Bernard Jimenez, Planning and Resource Management Officer
Development Services and Capital Projects, Attn: William M. Kettler, Division Manager
Development Services and Capital Projects, Attn: Chris Motta, Principal Planner
Development Services and Capital Projects, Current Planning, Attn: David Randall, Senior Planner
Development Services and Capital Projects, Policy Planning, ALCC, Attn: Mohammad Khorsand, Senior Planner
County Counsel, Attn: Alison Samarin, Deputy County Counsel
Development Services and Capital Projects, Zoning & Permit Review, Attn: Daniel Gutierrez/James Anders
Development Services and Capital Projects, Site Plan Review, Attn: Tawanda Mtunga, Keyomi Jones, Daniel Mendez
Development Services and Capital Projects, Building & Safety/Plan Check, Attn: Dan Mather, Arnulfo Valdivia
Development Engineering, Attn: Laurie Kennedy, Grading/Mapping
Road Maintenance and Operations, Attn: Wendy Nakagawa/rdmaint@fresnocountyca.gov
Resources Division, Solid Waste, Attn: Chris Bump
Transportation Planning Unit, Attn: Hector Luna, Senior Planner
Water and Natural Resources Division, Attn: Augustine Ramirez/Roy Jimenez
Department of Public Health, Environmental Health Division, Attn: Deep Sidhu/ Kevin Tsuda
Agricultural Commissioner, Attn: Melissa Cregan
CALTRANS, Attn: David Padilla, Division Chief/Nicholas Isla, Transportation Planner
U.S. Fish and Wildlife Service, San Joaquin Valley Division, Attn: Matthew Nelson
CA Regional Water Quality Control Board, Attn: centralvalleyfresno@waterboards.ca.gov
CA Department of Fish and Wildlife, Attn: R4CEQA@wildlife.ca.gov
State Water Resources Control Board, Division of Drinking Water, Fresno District, Attn: Jose Robledo/Cinthia Reyes
Dumna Wo Wah Tribal Government, Attn: Robert Ledger, Tribal Chairman/Eric Smith, Cultural Resources Manager/Chris Acree, Cultural Resources Analyst
Picayune Rancheria of the Chukchansi Indians, Attn: Heather Airey/Cultural Resources Director
Santa Rosa Rancheria Tachi Yokut Tribe, Attn: Ruben Barrios, Tribal Chairman, Director/Shana Powers, Cultural Director
Table Mountain Rancheria, Attn: Robert Pennell, Cultural Resources Director
San Joaquin Valley Unified Air Pollution Control District (PIC-CEQA Division), Attn: PIC Supervisor
Fresno County Fire Protection District, Attn: fku.prevention-planning@fire.ca.gov

Sheriff's Office, Attn: Captain Ryan Hushaw, Adam Esmay, Kevin Lolkus, Lt. Brandon Purcell
CA Highway Patrol (CHP), Attn: Captain Kevin Clays,
Pacific Gas and Electric, Centralized Review Team, Attn: PGEPlanReview@pge.com
Westlands Water District, Attn: Jose Gutierrez, Russ Freeman
Westside Sub basin GSA, Attn: Kiti Buelna Campbell,
Airport Land Use Commission, Attn: Brenda Veenendaal

FROM: Jeremy Shaw, Planner
Development Services and Capital Projects Division

SUBJECT: Unclassified Conditional Use Permit Application No. 3761 &
Initial Study No. 8367

APPLICANT: Daniel Barnes

DUE DATE: **March 16, 2023**

The Department of Public Works and Planning, Development Services and Capital Projects Division is reviewing the subject application proposing to allow an Interstate Freeway Interchange Commercial development, to be located on three parcels totaling approximately 26.74 acres, in the following configuration:

Parcel 1 (APN 065-271-08/2.26-acres) will be developed with a 10 MPD fueling station, and an approximately 9,700 square-foot building containing a convenience store, and a quick serve (QSR) drive through restaurant;

Parcel 2 ( APN 065-271-10/1.84-acres) will be developed with a 10,230 square-foot building containing a commercial truck stop, with a convenience store, quick serve restaurant (QSR), and appurtenant facilities, including restrooms, showers, lounge areas, storage and laundry facilities;

Parcel 3 ( APN 065-271--09/ 22.64-acres) will be developed with an 11-position commercial truck fueling canopy, truck scale, and TA Petro three bay truck service station with retail sales, in an 11,000 square-foot building, located in the southwest quadrant of the Dorris Avenue and Interstate 5 interchange, Major Commercial Center, within the AE-40 (Exclusive Agricultural, 40-acre minimum parcel size) Zone District.

The subject parcels are located on south side of State Route 198 (Dorris Avenue) westerly adjacent to Interstate 5 (APNs 065-271-08, 09,10) (SUP. DIST. 4).

The Department is also reviewing for environmental effects, as mandated by the California Environmental Quality Act (CEQA) and for conformity with plans and policies of the County.

Based upon this review, a determination will be made regarding conditions to be imposed on the project, including necessary on-site and off-site improvements.

We must have your comments by **March 16, 2023.** Any comments received after this date may not be used.

**If you do not have comments, please provide a "NO COMMENT" response to our office by the above deadline (e-mail is also acceptable; see email address below).**

Please address any correspondence or questions related to environmental and/or policy/design issues to me, Jeremy Shaw, Planner, Development Services and Capital Projects Division, Fresno County Department of Public Works and Planning, 2220 Tulare Street, Sixth Floor, Fresno, CA 93721, or call (559) 600-4207, or email jshaw@fresnocountyca.gov

JS
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*Activity Code (Internal Review):2384*

Enclosures

Date Received: 2/27/23 | CUP 3761 (Application No.)

# Fresno County Department of Public Works and Planning

**MAILING ADDRESS:**
Department of Public Works and Planning
Development Services Division
2220 Tulare St., 6th Floor
Fresno, Ca. 93721

**LOCATION:**
Southwest corner of Tulare & "M" Streets, Suite A
Street Level
Fresno Phone: (559) 600-4497
Toll Free: 1-800-742-1011 Ext. 0-4497

**APPLICATION FOR:**

- ☐ Pre-Application (Type) _____
- ☐ Amendment Application
- ☐ Amendment to Text
- ■ Conditional Use Permit
- ☐ Variance (Class )/Minor Variance
- ■ Site Plan Review/Occupancy Permit
- ☐ No Shoot/Dog Leash Law Boundary
- ☐ General Plan Amendment/Specific Plan/SP Amendment)
- ☐ Time Extension for _____
- ☐ Director Review and Approval
- ☐ for 2nd Residence
- ☐ Determination of Merger
- ☐ Agreements
- ☐ ALCC/RLCC
- ☐ Other _____

**DESCRIPTION OF PROPOSED USE OR REQUEST:**

The proposed development is applying for a conditional use permit to allow a 9,800 SF Convenience Store with a 10 MPD fueling station. A commercial truck stop including a 9,000 SF Building, a 11 Fueling position commercial truck canopy, a TA Petro 3 bay service station, and a new cat scale.

**CEQA DOCUMENTATION:** ■ *Initial Study* ☐ *PER* ☐ *N/A*

PLEASE USE FILL-IN FORM OR PRINT IN BLACK INK. Answer all questions completely. Attach required site plans, forms, statements, and deeds as specified on the Pre-Application Review. **Attach Copy of Deed, including Legal Description.**

LOCATION OF PROPERTY: SW side of Interstate 5 and Highway 198 / Dorris Ave
between _____ and _____
Street address: N/A

APN: 065-271-08, 09, 10 Parcel size: 2.26 / 22.64 / 1.84 Section(s)-Twp/Rg: S 29 - T 19 S/R 16 E

ADDITIONAL APN(s): _____

I, _____ (*signature*), declare that I am the owner, or authorized representative of the owner, of the above described property and that the application and attached documents are in all respects true and correct to the best of my knowledge. The foregoing declaration is made under penalty of perjury.

| Owner (Print or Type) | Address | City | Zip | Phone |
|---|---|---|---|---|
| Richard L Hewitson, R L Hewitson, LLC | HC 1, Box 1, 39482 Hwy 33 Avenal, CA 93204 | | | 559 386-5829 |
| Applicant (Print or Type) | Address | City | Zip | Phone |
| Daniel Barnes | P.O. Box 3820 | Turlock | 95381 | (209) 634-4832 |
| Representative (Print or Type) | Address | City | Zip | Phone |
| | | | | |

CONTACT EMAIL: dbarnes@rmkdesign.net

**OFFICE USE ONLY (*PRINT FORM ON GREEN PAPER*)**

Application Type / No.: CUP 3761 Fee: $9,123.00
Application Type / No.: Fee: $
Application Type / No.: Pre-Appl fee credit Fee: $-247.00
Application Type / No.: Fee: $
~~PER~~/Initial Study No.: IS 8367 Fee: $
Ag Department Review: Fee: $93.00
Health Department Review: Fee: $992.00
Received By: J.S. Invoice No.: 256609 TOTAL: $15,112.00

**UTILITIES AVAILABLE:**

WATER: Yes ■ / No ☐
Agency: I-5 Property Services, Inc

SEWER: Yes ■ / No ☐
Agency: I-5 Property Services, Inc

**STAFF DETERMINATION:** This permit is sought under Ordinance Section: _____

Related Application(s): _____

Zone District: _____

Parcel Size: _____

Sect-Twp/Rg: ____ - T____ S /R____ E
APN # ___ - ___ - ____
APN # ___ - ___ - ____
APN # ___ - ___ - ____
APN # ___ - ___ - ____

MAIL TO
RMK Design, Inc
ATTN: DANIEL BARNES
1801 Lander Ave
Turlock, CA
95380

Development Services and Capital Projects Division

# Pre-Application Review

Department of Public Works and Planning

NUMBER: 21-102560
APPLICANT: DAVID WOOD & RL HEWITSON
PHONE: _____

PROPERTY LOCATION: _____
APN(s): 065-271-08, 09 & 10 ALCC: No X Yes # _____ VIOLATION NO. NO
CNEL: No X Yes _____(level) LOW WATER: No ___ Yes X WITHIN ½ MILE OF CITY: No X Yes _____
ZONE DISTRICT: AE-40 ; SRA: No X Yes _____ HOMESITE DECLARATION REQ'D.: No X Yes ___
LOT STATUS:
Zoning: ( ) Conforms; (X) Legal Non-Conforming lot; ( ) Deed Review Req'd (see Form #236)
Merger: May be subject to merger: No X Yes ___ ZM# _____ Initiated _____ In process _____
Map Act: (X) Lot of Rec. Map; ( ) On '72 rolls; ( ) Other _____; ( ) Deeds Req'd (see Form #236)
SCHOOL FEES: No ___ Yes X DISTRICT: COALINGA/HURON UNIFIED PERMIT JACKET: No X Yes ___
FMFCD FEE AREA: (X) Outside ( ) District No.: _____ FLOOD PRONE: No _____ Yes ___
PROPOSAL AMEND CONDITIONAL USE PERMIT MASTER PLAN TO ALLOW ON APN 065-271-08 A 9,800 SQ. FT CONVENIENCE STORE AND FUELING CANOPY, ON APN 065-271-10 TO INSTALL A COMMERCIAL TRUCK SCALE, O APN 065-271-09 INSTALL A DIESEL FUELING CANOPY, FUELING PARKING SPACES, A 3,600 SQ. FT BUILDING , TRUCK SERVICE STATION, CAR WASH AND TRUCK PARKING YARD WITHIN THE AE-40 ZONE DISTRICT.
COMMENTS: _____
ORD. SECTION(S): 816.3.V, 867 & 860 BY: ALBERT AGUILAR DATE: 10/25/21

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GENERAL PLAN POLICIES:

| | | | | | |
|---|---|---|---|---|---|
| LAND USE DESIGNATION: | WESTSIDE FREEWAY INTERCHANGE COMMERCIAL | ( ) | GPA: | ( ) | MINOR VA: |
| COMMUNITY PLAN: | | ( ) | AA: | (X) | HD: $992.00 |
| REGIONAL PLAN: | COALINGA | (X) | CUP: $ 9,123.00 | (X) | AG COMM: 93.00 |
| SPECIFIC PLAN: | | ( ) | DRA: | ( ) | ALCC: |
| SPECIAL POLICIES: | ALUC | ( ) | VA: | (X) | IS/PER*: $ 5,151.00 |
| SPHERE OF INFLUENCE: | NONE | ( ) | AT: | ( ) | Viol. (35%): |
| ANNEX REFERRAL (LU-G17/MOU): | | ( ) | TT: | ( ) | Other: |

PROCEDURES AND FEES:

Filing Fee: $ 15,359.00
Pre-Application Fee: - $247.00
Total County Filing Fee: $ 15,112.00

COMMENTS: HARRIS RANCH AIRPORT PRIMARY REVIEW AREA

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FILING REQUIREMENTS:

(X) Land Use Applications and Fees
(X) This Pre-Application Review form
(X) Copy of Deed / Legal Description
(X) Photographs
( ) Letter Verifying Deed Review
(X) IS Application and Fees* * Upon review of project materials, an Initial Study (IS) with fees may be required.
(X) Site Plans - 4 copies (folded to 8.5"X11") + 1 - 8.5"x11" reduction
(X) Floor Plan & Elevations - 4 copies (folded to 8.5"X11") + 1 - 8.5"x11" reduction
(X) Project Description / Operational Statement (Typed)
( ) Statement of Variance Findings
( ) Statement of Intended Use (ALCC)
( ) Dependency Relationship Statement
( ) Resolution/Letter of Release from City of _____
( ) Nitrogen Loading Analysis or RWQCB supplemental treatment

OTHER FILING FEES:

(X) Archaeological Inventory Fee: $75 at time of filing
(Separate check to Southern San Joaquin Valley Info. Center)
(X) CA Dept. of Fish & Wildlife (CDFW): ($50+$2,480.25)
(Separate check to Fresno County Clerk for pass-thru to CDFW.
Must be paid prior to IS closure and prior to setting hearing date.)

BY: JEREMY SHAW DATE: 11/5/21
PHONE NUMBER: (559) 600-4207

NOTE: THE FOLLOWING REQUIREMENTS MAY ALSO APPLY:

( ) COVENANT
( ) MAP CERTIFICATE
( ) PARCEL MAP
( ) FINAL MAP
( ) FMFCD FEES
(X) ALUC or ALCC
(X) SITE PLAN REVIEW
(X) BUILDING PLANS
(X) BUILDING PERMITS
( ) WASTE FACILITIES PERMIT
( ) SCHOOL FEES
(X) OTHER (see reverse side)

PLU # 113 Fee: $247.00
Note: This fee will apply to the application fee if the application is submitted within six (6) months of the date on this receipt.

OVER.....

# County of Fresno

DEPARTMENT OF PUBLIC WORKS AND PLANNING
**STEVEN E. WHITE, DIRECTOR**

# *INITIAL STUDY APPLICATION*

## *INSTRUCTIONS*

***Answer all questions completely. An incomplete form may delay processing of your application. Use additional paper if necessary and attach any supplemental information to this form. Attach an operational statement if appropriate. This application will be distributed to several agencies and persons to determine the potential environmental effects of your proposal. Please complete the form in a legible and reproducible manner (i.e., USE BLACK INK OR TYPE).***

OFFICE USE ONLY

IS No. _____

Project No(s). _____

Application Rec'd.: _____

## *GENERAL INFORMATION*

1. ***Property Owner :*** Richard Hewitson ***Phone/Fax*** (559) 386-5829

   ***Mailing Address:*** HC 1, Box 1, 39482 Hwy 33 (***Street***) Avenal (***City***) CA 93204 (***State/Zip***)

2. ***Applicant :*** Daniel Barnes ***Phone/Fax:*** (209) 634-4832

   ***Mailing Address:*** P.O. Box 3820 (***Street***) Turlock (***City***) CA 95381 (***State/Zip***)

3. ***Representative:*** _____ ***Phone/Fax:*** _____

   ***Mailing Address:*** _____ (***Street***) (***City***) (***State/Zip***)

4. ***Proposed Project:*** The proposed development is applying for a conditional use permit to allow a 9,800 SF Convenience Store with a 10 MPD fueling station. A commercial truck stop including a 9,000 SF Building, a 11 Fueling position commercial truck canopy, a TA Petro 3 bay service station, and a new cat scale.

5. ***Project Location:*** SW of I-5 & SR 198

6. ***Project Address:*** N/A

7. ***Section/Township/Range:*** _____ / _____ / _____ 8. ***Parcel Size:*** 2.26 / 22.64 / 1.84

9. ***Assessor's Parcel No.*** 065-271-08, 09, 10

*OVER.....*

10. *Land Conservation Contract No. (If applicable):* _____

11. *What other agencies will you need to get permits or authorization from:*

| | | | |
|---|---|---|---|
| _____ | *LAFCo (annexation or extension of services)* | X | *SJVUAPCD (Air Pollution Control District)* |
| X | *CALTRANS* | _____ | *Reclamation Board* |
| _____ | *Division of Aeronautics* | _____ | *Department of Energy* |
| X | *Water Quality Control Board* | _____ | *Airport Land Use Commission* |
| _____ | *Other* _____ | | |

12. *Will the project utilize Federal funds or require other Federal authorization subject to the provisions of the National Environmental Policy Act (NEPA) of 1969?* _____ *Yes* X *No*

*If so, please provide a copy of all related grant and/or funding documents, related information and environmental review requirements.*

13. *Existing Zone District[1]:* AE-40

14. *Existing General Plan Land Use Designation[1]:* _____

## *ENVIRONMENTAL INFORMATION*

15. *Present land use:* Vacant Land

*Describe existing physical improvements including buildings, water (wells) and sewage facilities, roads, and lighting. Include a site plan or map showing these improvements:*

There is an existing county roadway located on the north side of the project. The roadway has water / sewer / street lights / and a storm drain basin.

Onsite there is a storm drain line / easement located on the west side. Running east / west through the middle of the property is a gas line.

*Describe the major vegetative cover:* Native soil

*Any perennial or intermittent water courses? If so, show on map:* Yes, there is an existing irrigation canal located on the SW side of the property

*Is property in a flood-prone area? Describe:*

No. Per FEMA FIRMs 06019C3075H / 06019C3075H

the property is located in Zone X area of minimal flood hazard

16. *Describe surrounding land uses (e.g., commercial, agricultural, residential, school, etc.):*

*North:* Commercial

*South:* Undeveloped agriculture

*East:* Commercial

*West:* Undeveloped agriculture

17. ***What land use(s) in the area may be impacted by your Project?:*** Since the project is surrounded by commercial uses I believe that the it is in conformence and the surrounding properties will not be impacted.

18. ***What land use(s) in the area may impact your project?:*** Since the project is surrounded by commercial uses I believe that the it is in conformence and the surrounding properties will not be impacted.

19. ***Transportation:***

***NOTE: The information below will be used in determining traffic impacts from this project. The data may also show the need for a Traffic Impact Study (TIS) for the project.***

***A. Will additional driveways from the proposed project site be necessary to access public roads?***
X ***Yes*** _____ ***No***

***B. Daily traffic generation:***

***I. Residential - Number of Units*** _____
***Lot Size*** _____
***Single Family*** _____
***Apartments*** _____

***II. Commercial - Number of Employees*** _____
***Number of Salesmen*** _____
***Number of Delivery Trucks*** _____
***Total Square Footage of Building*** _____

***III. Describe and quantify other traffic generation activities:*** Refer to the traffic study by TJW For a detailed traffic analysis from the project.

20. ***Describe any source(s) of noise from your project that may affect the surrounding area:*** Vehicles Commercial Trucks and the Service Station. (all typical to the surrounding uses)

21. ***Describe any source(s) of noise in the area that may affect your project:*** Vehicles I-5. (all typical to the surrounding uses)

22. ***Describe the probable source(s) of air pollution from your project:*** Most air pollution will result from vehicles / commercial trucks

23. ***Proposed source of water:***
***( ) private well***
***(•) community system[3]--name:*** The water main located on the county road

*OVER.....*

24. *Anticipated volume of water to be used (gallons per day)[2]:* 24,480

25. *Proposed method of liquid waste disposal:*
*( ) septic system/individual*
*(●) community system[3]–name* The Sewer main located on the county road

26. *Estimated volume of liquid waste (gallons per day)[2]:* 16,320

27. *Anticipated type(s) of liquid waste:* Sewage / Wastewater

28. *Anticipated type(s) of hazardous wastes[2]:* Gasoline / Diesel

29. *Anticipated volume of hazardous wastes[2]:* TBD

30. *Proposed method of hazardous waste disposal[2]:* Fueling dispensers

31. *Anticipated type(s) of solid waste:* None

32. *Anticipated amount of solid waste (tons or cubic yards per day):*

33. *Anticipated amount of waste that will be recycled (tons or cubic yards per day):*

34. *Proposed method of solid waste disposal:*

35. *Fire protection district(s) serving this area:* Fresno County Fire Protection Distric

36. *Has a previous application been processed on this site? If so, list title and date:* Yes
A pre-application review with Fresno County (21-102560) was filed November 5th, 2021

37. *Do you have any underground storage tanks (except septic tanks)? Yes* X *No*

38. *If yes, are they currently in use? Yes* *No* X

*TO THE BEST OF MY KNOWLEDGE, THE FOREGOING INFORMATION IS TRUE.*

*SIGNATURE*

11/18/2022
*DATE*

*[1]Refer to Development Services and Capital Projects Conference Checklist*
*[2]For assistance, contact Environmental Health System, (559) 600-3357*
*[3]For County Service Areas or Waterworks Districts, contact the Resources Division, (559) 600-4259*

(Revised 12/14/18)

# *NOTICE AND ACKNOWLEDGMENT*

## *INDEMNIFICATION AND DEFENSE*

*The Board of Supervisors has adopted a policy that applicants should be made aware that they may be responsible for participating in the defense of the County in the event a lawsuit is filed resulting from the County's action on your project. You may be required to enter into an agreement to indemnify and defend the County if it appears likely that litigation could result from the County's action. The agreement would require that you deposit an appropriate security upon notice that a lawsuit has been filed. In the event that you fail to comply with the provisions of the agreement, the County may rescind its approval of the project.*

## *STATE FISH AND WILDLIFE FEE*

*State law requires that specified fees (effective January 1, 2021: $3,445.25 for an EIR; $2,480.25 for a Mitigated/Negative Declaration) be paid to the California Department of Fish and Wildlife (CDFW) for projects which must be reviewed for potential adverse effect on wildlife resources. The County is required to collect the fees on behalf of CDFW. A $50.00 handling fee will also be charged, as provided for in the legislation, to defray a portion of the County's costs for collecting the fees.*

*The following projects are exempt from the fees:*

1. *All projects statutorily exempt from the provisions of CEQA (California Environmental Quality Act).*
2. *All projects categorically exempt by regulations of the Secretary of Resources (State of California) from the requirement to prepare environmental documents.*

*A fee exemption may be issued by CDFW for eligible projects determined by that agency to have "no effect on wildlife." That determination must be provided in advance from CDFW to the County at the request of the applicant. You may wish to call the local office of CDFW at (559) 222-3761 if you need more information.*

*Upon completion of the Initial Study you will be notified of the applicable fee. Payment of the fee will be required before your project will be forwarded to the project analyst for scheduling of any required hearings and final processing. The fee will be refunded if the project should be denied by the County.*

*Applicant's Signature*

11/18/2022

*Date*

RMK DESIGN INC.
ENGINEERING • ARCHITECTURAL • CONSULTING

*P.O Box 3820*
*Turlock, CA 95381*
*(209) 634-4832*

January 19th, 2023

Fresno County Department of Public Works and Planning
2220 Tulare St, Sixth Floor
Fresno, CA 93721

**Subject: Operational Statement**
Project: Coalinga Harris Ranch Commercial
Fresno County Project #: 21-102560
RMK Project #: RMK-0014

**Operational Statement**

The proposed project is developing 3 current vacant parcels, notated as parcel 1, parcel 3, and parcel 3. All buildings proposed will be new constructed buildings. There will be no existing buildings reused for the development. All parcels are accessible by a county roadway fronting the parcels, as seen on the proposed site plan. The existing site is in conformance with the surrounding uses. The project will not add any unsightly presence that would disturb the surrounding properties. To reduce dust all parking and traffic will be routed through paved surfaces. The proposed use of parcel 1 is a commercial fueling station. Parcel 1 will include a 9,500 SF total building composed of a Convenience Store (6,000 SF) and a drive thru fast-food restaurant (3,500 SF) with a 10 MPD fueling canopy. Parcel 2 will include a 10,000 SF building. The parcel 2 building will include a fast-food restaurant (+/-1,320 SF), convenience store, restrooms, showers, lounge areas, storage, and a laundry. The intent of the parcel 2 building is to accommodate commercial truck traffic and trucker amenities. Parcel 3 will include an 11-position commercial truck canopy, a Cat scale, and a TA Petro 3 bay service station (11,100 SF). The proposed site plan has been reviewed and approved by TA to meeting there engineering and architectural standards for a TA development. The TA Petro 3 bay service station includes 3 shop bays, storage areas, a sales area, and employee restroom facilities. All businesses will be open 24 hours a day, 7 days a week. The site will sell goods that will be produced at other locations and shipped onsite. The goods will consist of typical merchandise, foods, truck parts that would be sold at a convenience store, fast food restaurant, and commercial truck service station. Any materials needed for the proposed parcel 1 and parcel 2 buildings will be stored in the designated storage areas shown on the floor plan. The parcel 3 service station building has designated storage areas as shown on the floor plan and a fenced outdoor storage area connected to the building. The truck service station will require typical services equipment. This will include power tools, air compressor tools, lifts, equipment for moving inventory, etc. The proposed development will offer jobs for the area as well as increase the counties sells. The estimated number of employees for Parcel 1 will be 17 and the estimated number of visitors is 590 people per day. Parcel 1 will require daily deliveries for fuel and weekly deliveries for inventory. The estimated number of employees for Parcel 2 will also be 17 and the estimated number of visitors is 133 people per day. Parcel 2 will require weekly deliveries for inventory. Parcel 3 will have 8 employees and is expected to have 40 visitors per day. Parcel will require daily deliveries for fuel and weekly deliveries for inventory. Each parcel is providing sufficient parking for employees, customers, and deliveries. All proposed parking will be on newly constructed pavement. The parking for parcel 1 is as follows: 25 vehicle parking stalls and 11 RV parking stalls. The parking for parcel 2 is as follows: 106 vehicle parking stalls. The parking for parcel 3 is as follows: 188 commercial truck parking stalls.

Each of the (3) proposed buildings will require a domestic water and wastewater supply. The proposed site plans to use the existing water and sewer mains available in the ~~county~~ roadway fronting the parcels.

RMK DESIGN INC.
ENGINEERING • ARCHITECTURAL • CONSULTING

*P.O Box 3820*
*Turlock, CA 95381*
*(209) 634-4832*

- The estimated water use would be as follows:
  - Parcel 1 = 2,300 gpd
  - Parcel 2 = 5,800 gpd
  - Parcel 3 = 580 gpd
- The estimated wastewater use would be as follows:
  - Parcel 1 = 1,600 gpd
  - Parcel 2 = 4,000 gpd
  - Parcel 3 = 400 gpd

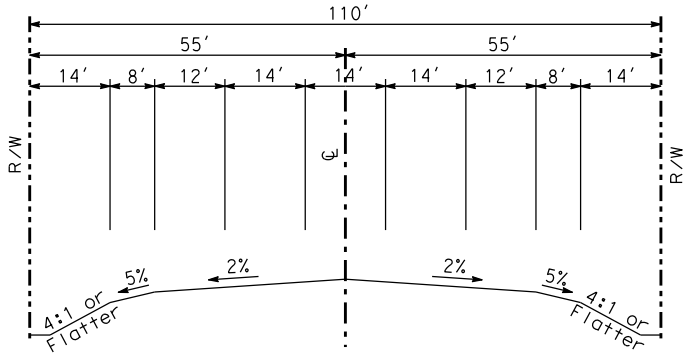
Regarding future submittals, a sign program will be provided at a later date showing proposed advertisement sign locations for the buildings. A fuel price sign will be placed fronting Dorris Avenue. All other sign locations are to be determined at a future date. The site will be appropriately lighted using onsite parking lot lights. Landscaping plans will be produced during the construction document phase of the project. Currently the site is not proposing any fencing. For a more detailed description of the proposed buildings please refer to the floor plans shown on the architectural plan set. The floor plans detail which areas of the building will be allocated for certain uses.

Sincerely,

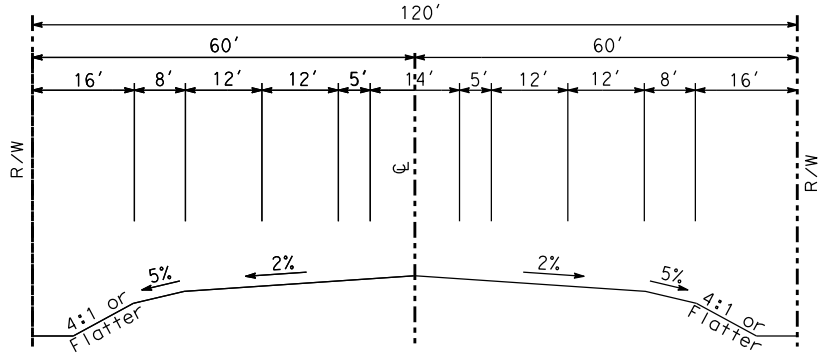
Daniel Barnes, PE
Project Manager

| LAST REVISION | DRAWING No |
|---|---|
| 7-17-2014 | SD-7 |

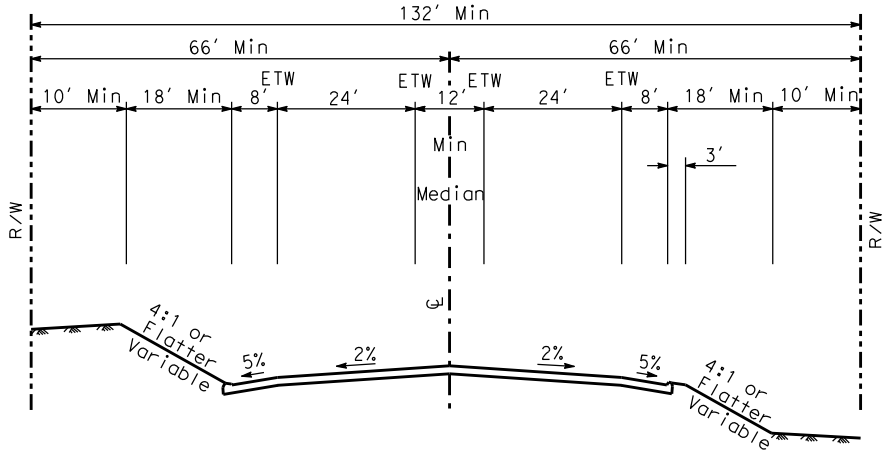
**FOR PLANNING & STUDY PURPOSES ONLY**




TYPICAL CROSS SECTION
4 Lane Undivided Conventional Highway (Rural)




TYPICAL CROSS SECTION
4 Lane Divided Conventional Highway (Rural)




TYPICAL CROSS SECTION
4 Lane Conventional Highway (Rural)

**NO SCALE**

ALL DIMENSIONS ARE IN FEET
UNLESS OTHERWISE SHOWN

--- NOTE ---

This map is for Assessment purposes only. It is not to be construed as portraying legal ownership or divisions of land for purposes of zoning or subdivision law.

# SUBDIVIDED LAND IN POR. SEC. 29, T. 19 S., R. 16 E., M.D.B. & M.

Tax Rate Area 77-002

065-27

1"= 200'

DORRIS AVE.

PARCEL 1 (1) 2.04Ac.

PARCEL 2 (1.84) (10) 1.84Ac.

PARCEL 3 (2.26) (8) 2.26Ac.

PARCEL 4 (1.16) (7) 1.16Ac.

PARCEL 3 (1.20) (6) 1.20Ac.

PARCEL 6 (1.04) (5) 1.04Ac.

PARCEL 7 (2.07) (4) 2.07Ac.

OUTLOT "A" (3.74)

PARCEL 3 (11)

PARCEL 4 (2.53) (12) 2.53Ac.

OUTLOT "C" (2.06) (3) 2.06Ac.

PARCEL 1 (22.64) (9) 22.64Ac.

PM52-92

PM55-75

271

Parcel Map No. 7450 - Bk.52, Pgs.92,93
Parcel Map No. 7616 - Bk.55, Pgs.75,76

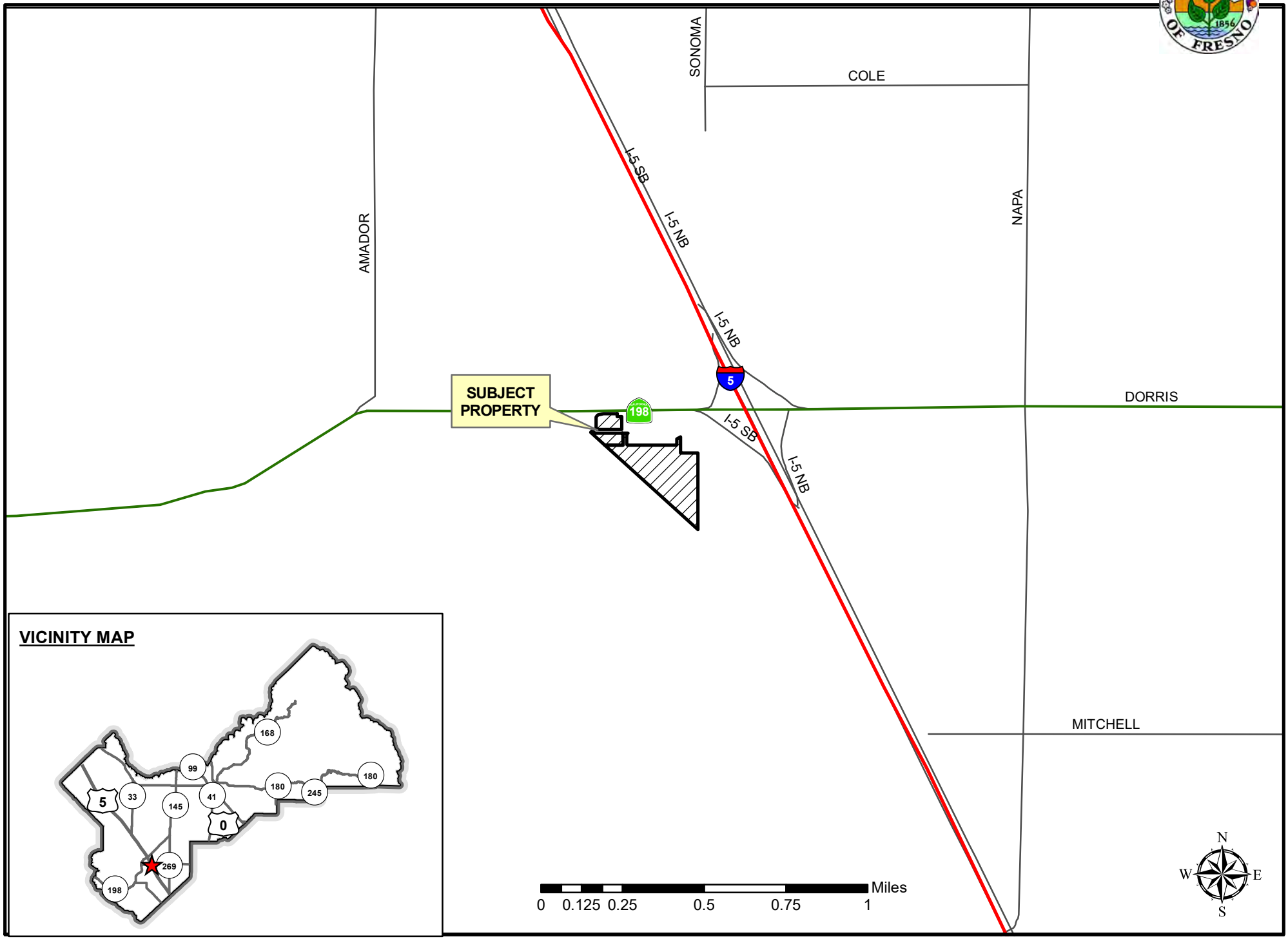
Assessor's Map Bk. 065 - Pg. 27
County of Fresno, Calif.

NOTE - Assessor's Block Numbers Shown in Ellipses.
Assessor's Parcel Numbers Shown in Circles.

08-21-02

CUP 3761

# LOCATION MAP

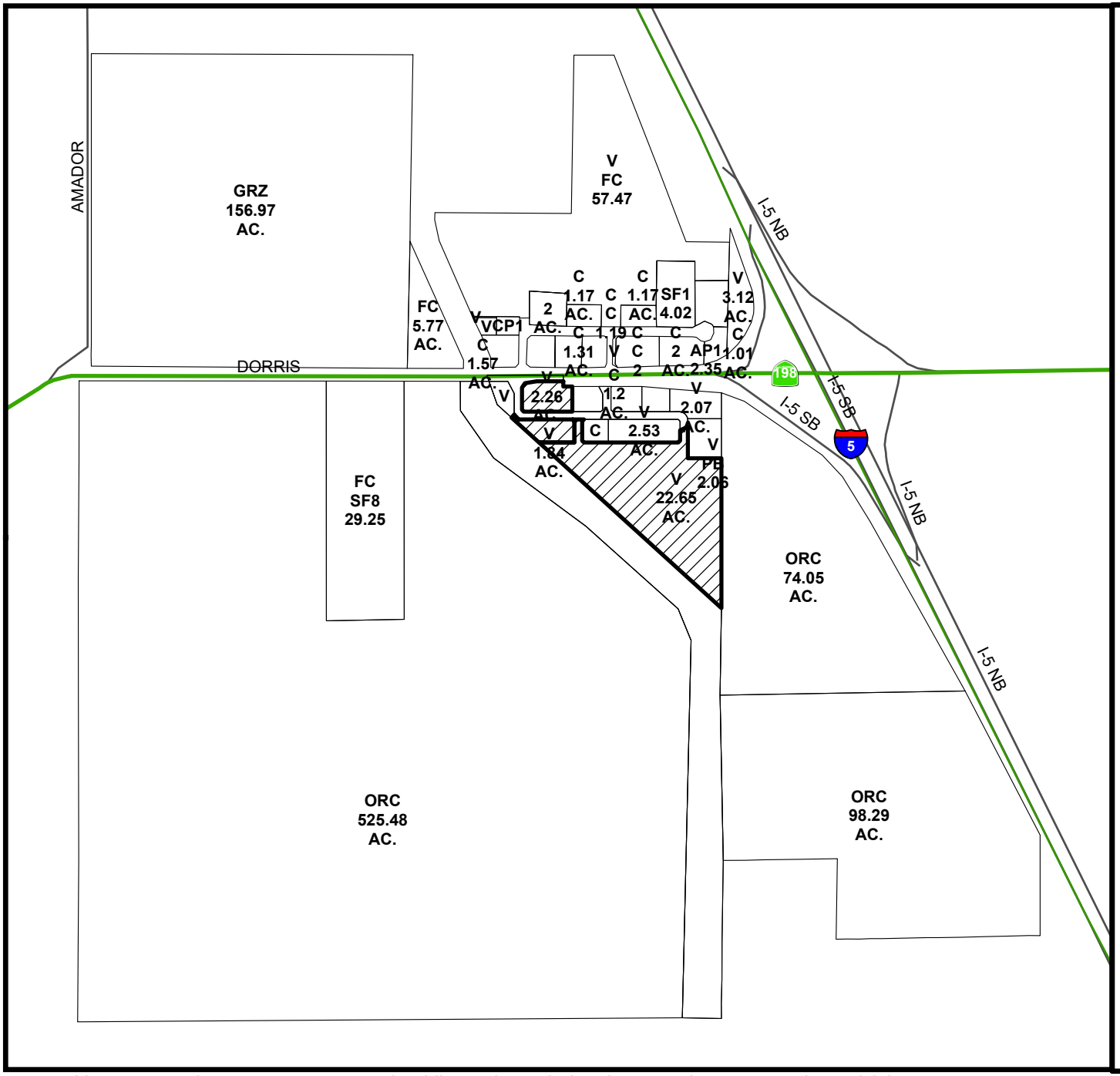



*Prepared by: County of Fresno Department of Public Works and Planning, Development Services Division*

KJ

CUP 3761

# EXISTING LAND USE MAP




| LEGEND |
|---|
| AP1 - APARTMENT |
| C - COMMERCIAL |
| CP# - OFFICE COMM./PROF |
| FC - FIELD CROP |
| GRZ - GRAZING |
| ORC - ORCHARD |
| V - VACANT |
| PONDING BASIN |
| SF#- SINGLE FAMILY RESIDENCE |

LEGEND:

Subject Property

N
W E
S

0 310 620 1,240 1,860 2,480 Feet

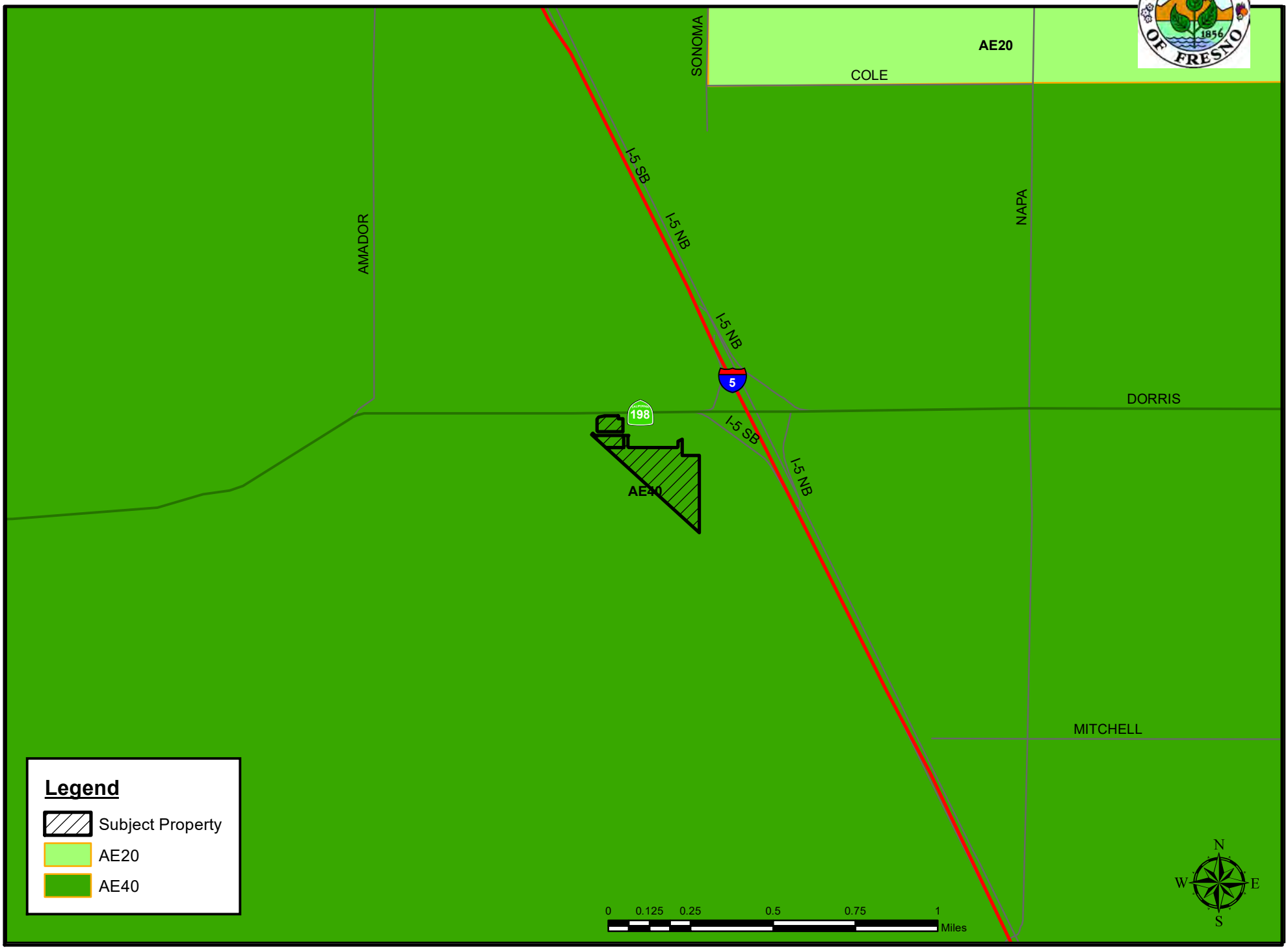
Department of Public Works and Planning
Development Sevices Division

*Prepared by: County of Fresno Department of Public Works and Planning, Development Services Division*

KJ

CUP 3716
STR 29- 19/16

# EXISTING ZONING MAP




*Prepared by: County of Fresno Department of Public Works and Planning, Development Services Division*

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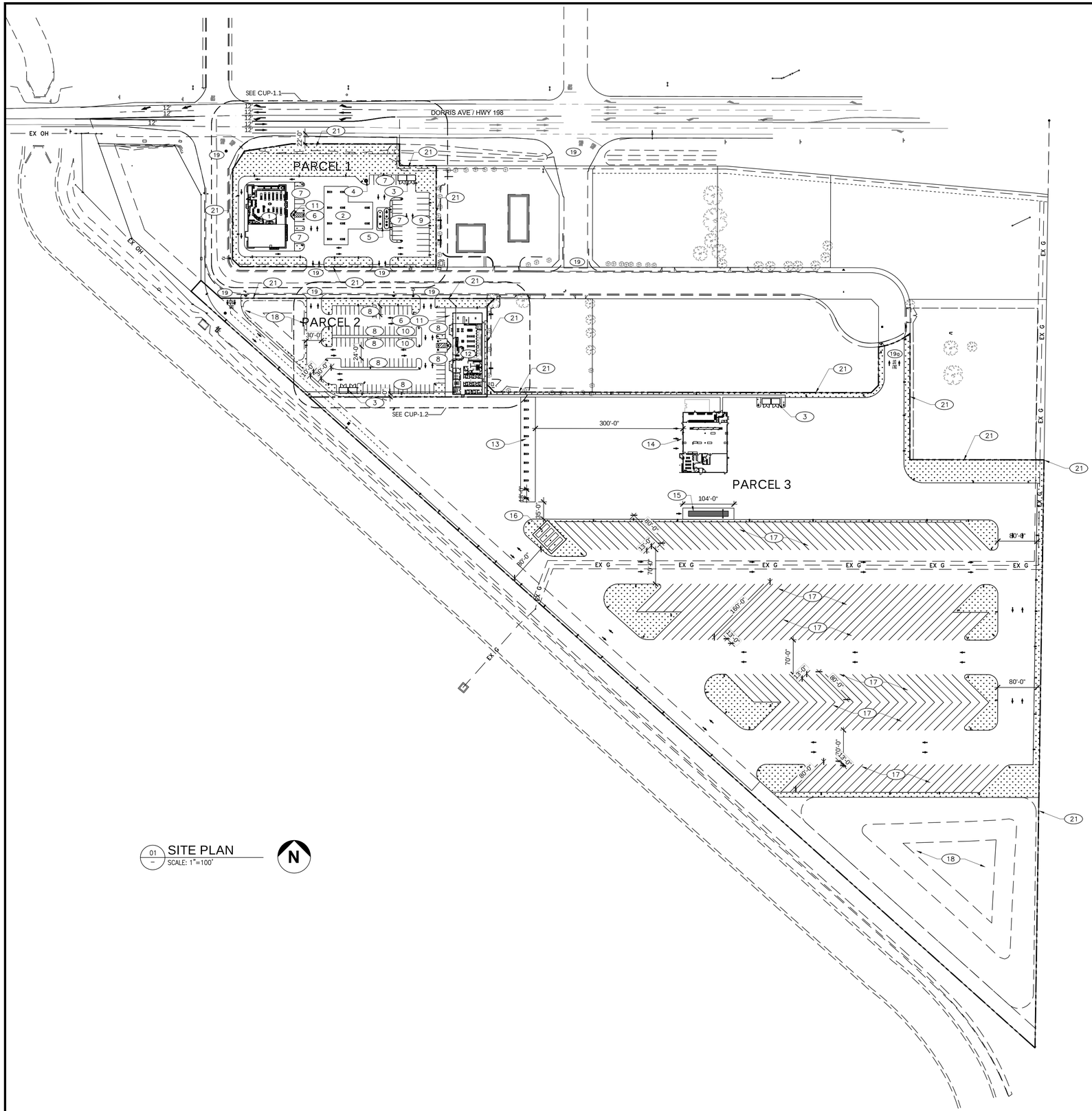


01 – SITE PLAN
SCALE: 1"=100'

N

INDEX


CUP–1 SITE PLAN
CUP–1.1 GAS STATION CANOPY
CUP–1.2 TRUCK STORE C–STORE SITE PLAN
CUP–2.1 C–STORE AND RESTAURANT FLOOR PLAN
CUP–2.2 C–STORE AND REST. ELEVATIONS
CUP–2.3 CANOPY 10 MPD & ELEVATIONS
CUP–3.1 TA C–STORE, QSR AND SHOWERS
CUP–4.1 DIESEL DEF CANOPY
CUP–5.1 TRUCK SERVICE FLOOR PLAN
C1.0 CALTRANS ST198 PLAN
C2.0 SITE PHOTOGRAPHS
C3.0 DEVELOPMENT USE MASTER PLAN


## SITE INFORMATION

**SITE**

| AREA OF PROPERTY | | | | AREA |
|---|---|---|---|---|
| GROSS AREA GAS STATION | | | | 1,165,230 SQ.FT. |
| DEDICATIONS, EASEMENTS | | | | 74,582 SQ.FT. |
| NET BUILDABLE AREA | | | | 1,090,648 SQ.FT. |
| GROSS AREA (IN ACRES) | | | | ±26.75 ACRES |
| ZONING | | PARCEL 1 2.26 ACRES | PARCEL 3 1.84 ACRES | PARCEL 4 22.65 ACRES |
| ASSESSORS PARCEL NUMBERS | | 065–271–08 | 065–271–10 | 065.271–09 |

**LANDS**

| DESCRIPTION | PERCENT | AREA |
|---|---|---|
| LANDSCAPING PROVIDED (ON–SITE) | 24.68% | 295,111 SQ. FT. |

**STRUCTURES**

| DESCRIPTION | | OCC | CONS.. TYPE | STATUS | AREA |
|---|---|---|---|---|---|
| BUILDING C–STORE AND REST. | 125'–4" x 76'–2" | A–2/M | V–B | NEW | 9,800 SQ. FT. |
| CANOPY 10 MPD | 118'–8" x 99'–1" | M | II–B | NEW | 8,550 SQ. FT. |
| BUILDING C-STORE QSR AND SHOWERS | 150'–0" x 60'–0" | A–2/M | V–B | NEW | 9,000 SQ. FT. |
| CANOPY 12 DEF | 213'–0" x 30'–0" | M | II–B | NEW | 6,390 SQ. FT. |
| TA PETRO 3 BAY | 122'–10" x 90'–4" | B | V–B | NEW | 11,095 SQ. FT. |
| | | | | TOTAL BUILDING AREA: | 44,835 SQ.FT. |

| % OF LOT COVERAGE (EXCLUDING CANOPY) | BUILDING AREA | 29,895 SQ. FT. |
|---|---|---|
| | NET LOT AREA | 1,090,648 SQ. FT. = ( 2.74% ) |

**PARKING**

| DESCRIPTION (REQUIRED PARKING) | RATIO | REQD. # |
|---|---|---|
| BUILDING C–STORE AND REST. | 1 PER 200 SQ.FT. | 49 SPACE(S) |
| BUILDING C-STORE, QSR AND SHOWERS | 1 PER 200 SQ.FT. | 45 SPACE(S) |
| TRUCK REPAIR/LUBE BAY | 1 PER 250 SQ.FT. | 45 SPACE(S) |
| TOTAL PARKING SPACES REQUIRED: | | 139 SPACE(S) |

| DESCRIPTION (PROVIDED PARKING) | SIZE | PROVIDED |
|---|---|---|
| STANDARD (VEHICLE) | 9'–0"X20'–0" | 25 |
| STANDARD (VEHICLE) | 9'–0"X18'–0" | 96 |
| RV PARKING | 12'–0"X25'–0" | 11 |
| ACCESSIBLE SPACE(S) | 17'–0"X20'–0" | 4 |
| CLEAN AIR PARKING | 9'–0"X18'–0" | 6 |
| TRUCK PARKING | 13'–0"X80'–0" | 205 |
| | | |
| TOTAL PARKING SPACES PROVIDED: | | 347 – SPACE(S) |

KEY PLAN

1. NEW C– STORE AND RESTAURANT WITH DRIVE THROUGH
2. NEW CANOPY 10 MPD
3. NEW TRASH ENCLOSURE 12'–0" x 18'–0"
4. NEW HEALY TANK
5. NEW UNDERGROUND GASOLINE TANKS
   CONCRETE SLAB: 7" CONCRETE SLAB W/#3 REBAR @ 18" O.C. EACH WAY OVER 8" COMPACT BASE MATERIAL AND GRADE OR PER SOILS REPORT AND RECOMMENDATIONS. REINFORCING BARS TO BE NO LESS THAN 2" AND NO MORE THAN 4" FROM SURFACE.
6. NEW ACCESSIBLE RAMP WITH TRUNCATED DOMES.
7. NEW PARKING STANDARDS 9'x20'
8. NEW PARKING STANDARDS 9'x18'
9. NEW RV PARKING STANDARDS 12'x25'
10. NEW CLEAN AIR PARKING X6
11. NEW ACCESSIBLE PARKING SPACE.
12. NEW C–STORE (FUEL PAYMENT), QSR AND SHOWERS
13. NEW CANOPY 11 POSITIONS (PAY IN C–STORE)
14. NEW TA PETRO 3 BAY
15. NEW CAT SCALE
16. NEW ABOVE GROUND TANKS
17. NEW TRUCK PARKING
18. RETENTION BASIN AREA
19. EXISTING DRIVEWAY
19a. NEW DRIVEWAY
20. NEW LANDSCAPE
21. PROPERTY LINE


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COALINGA, CA.
SITE PLAN

consultant job#

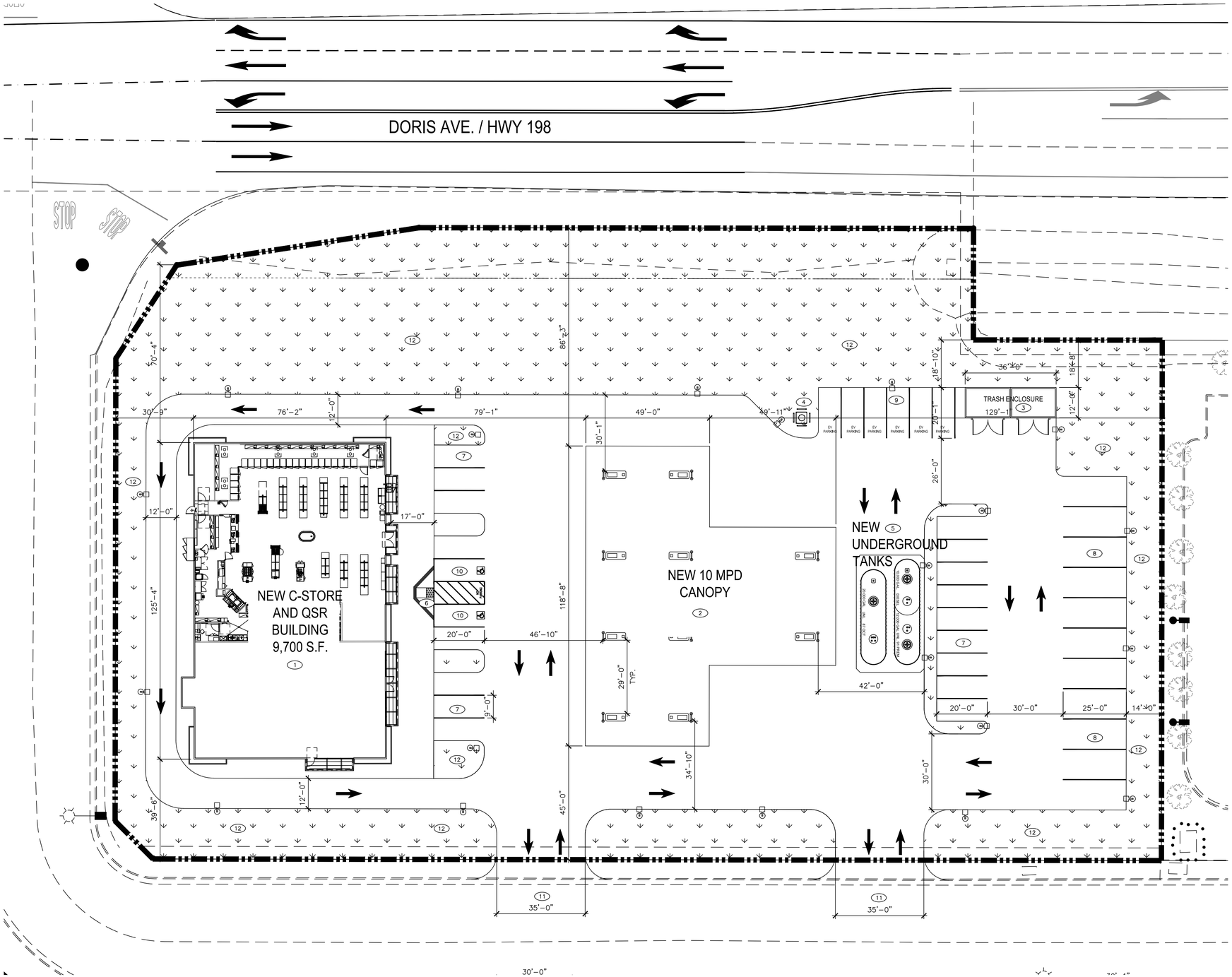
master release date

project exe date | master drawn by

Filename AGC

Facility/Project

sheet name
CUP–1




(1) NEW C- STORE AND RESTAURANT WITH DRIVE THROUGH
(2) NEW CANOPY 10 MPD
(3) NEW TRASH ENCLOSURE 12'-0" x 18'-0"
(4) NEW HEALY TANK
(5) NEW UNDERGROUND GASOLINE TANKS
CONCRETE SLAB: 7" CONCRETE SLAB W/#3 REBAR @ 18" O.C. EACH WAY OVER 8" COMPACT BASE MATERIAL AND GRADE OR PER SOILS REPORT AND RECOMMENDATIONS. REINFORCING BARS TO BE NO LESS THAN 2" AND NO MORE THAN 4" FROM SURFACE.
(6) NEW ACCESSIBLE RAMP WITH TRUNCATED DOMES.
(7) NEW STANDARD PARKING 9'x20'
(8) NEW RV PARKING STANDARDS 12'x25'
(9) NEW CLEAN AIR PARKING X6
(10) NEW ACCESSIBLE PARKING SPACE.
(11) NEW DRIVEWAY
(12) NEW LANDSCAPE
(13) PROPERTY LINE

01 GAS STATION SITE PLAN
SCALE: 1"=20'

N

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GAS STATION SITE PLAN

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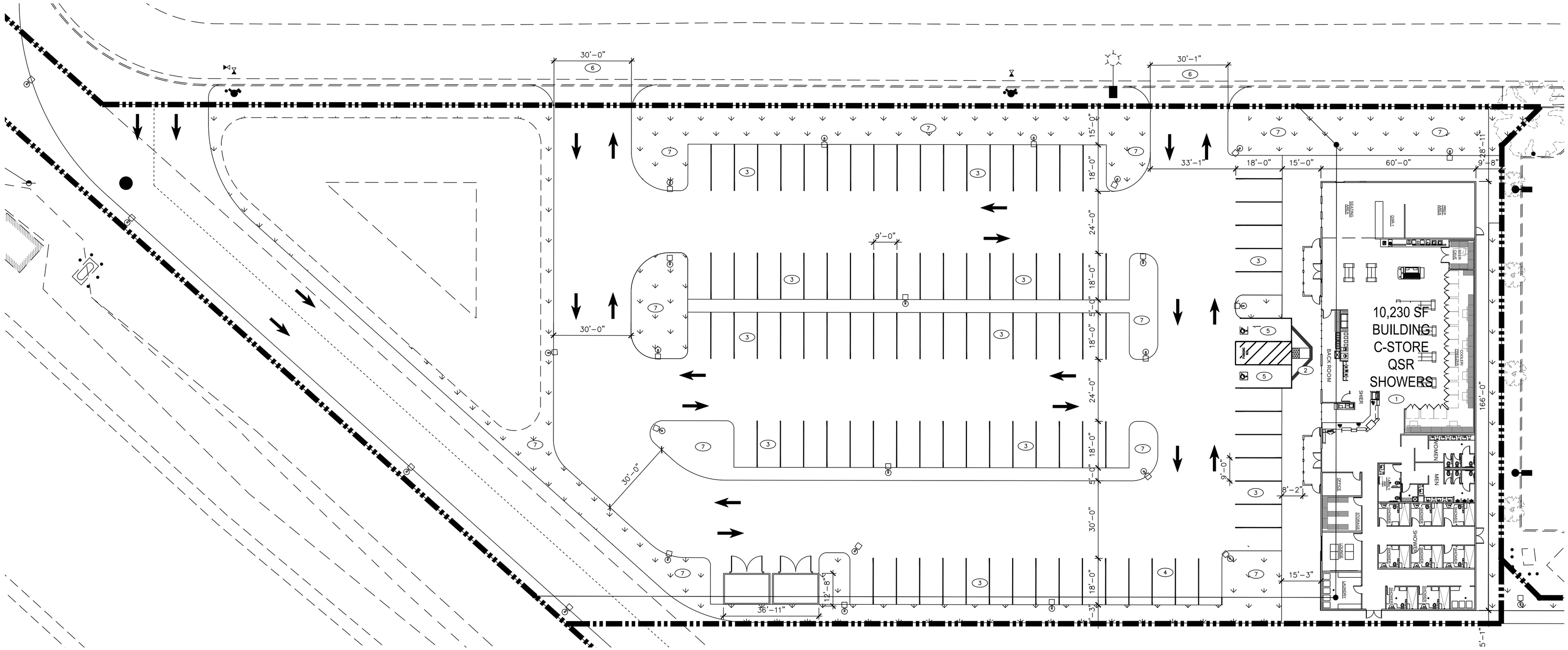
project exe date
master drawn by
Filename AGC
Facility/Project
sheet name
CUP-1.1




KEY PLAN

1. NEW C-STORE (FUEL PAYMENT), QSR AND SHOWERS
2. NEW ACCESSIBLE RAMP WITH TRUNCATED DOMES.
3. NEW PARKING STANDARDS 9'x18'
4. NEW CLEAN AIR PARKING X6
5. NEW ACCESSIBLE PARKING SPACE.
6. NEW DRIVEWAY
7. NEW LANDSCAPE
8. PROPERTY LINE

01 / – TRUCK STOP C-STORE SITE PLAN
SCALE: 1"=20'

N

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TRUCK STOP C-STORE SITE PLAN

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Filename AGC

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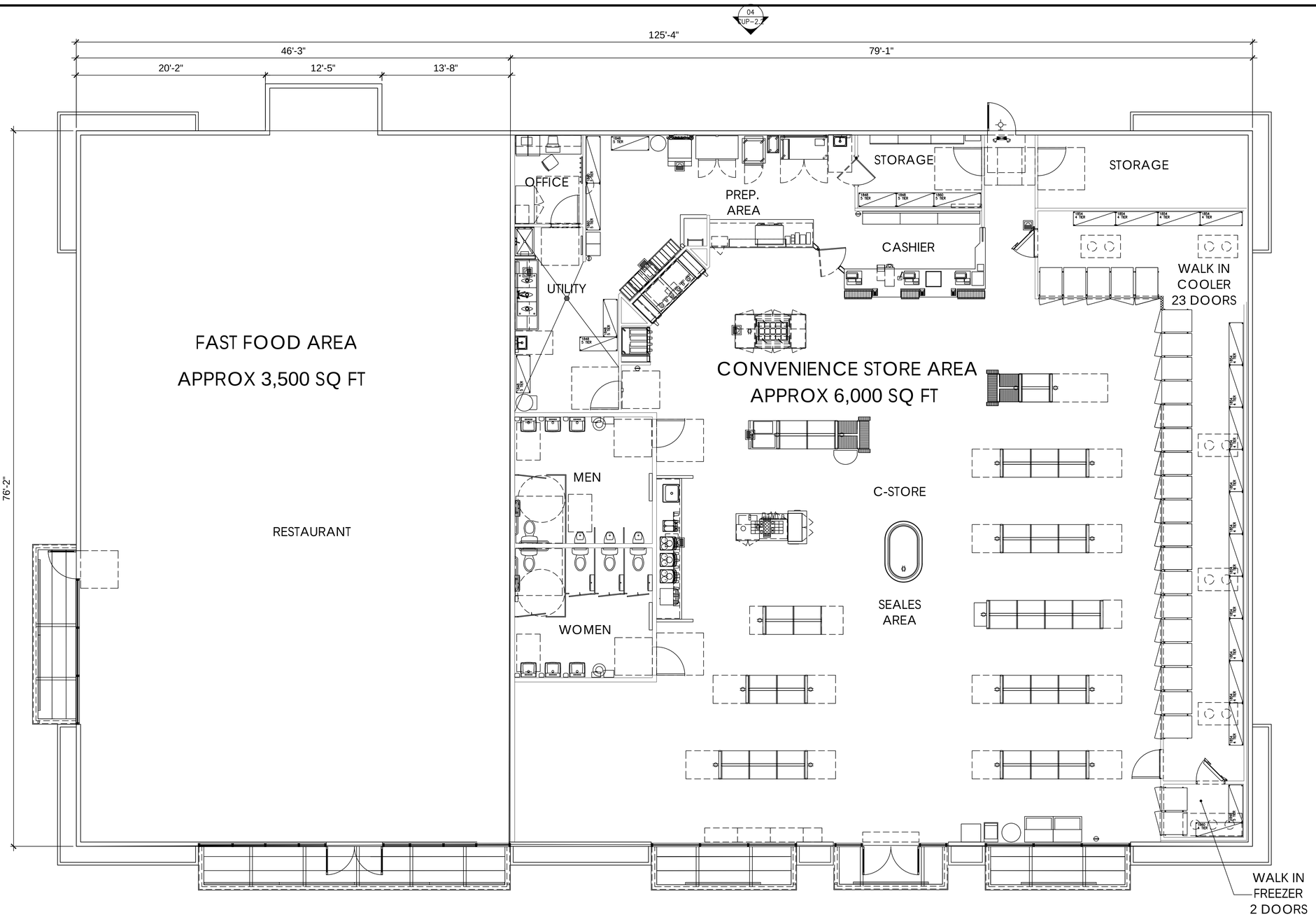


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FLOOR PLAN, C-STORE AND REST.

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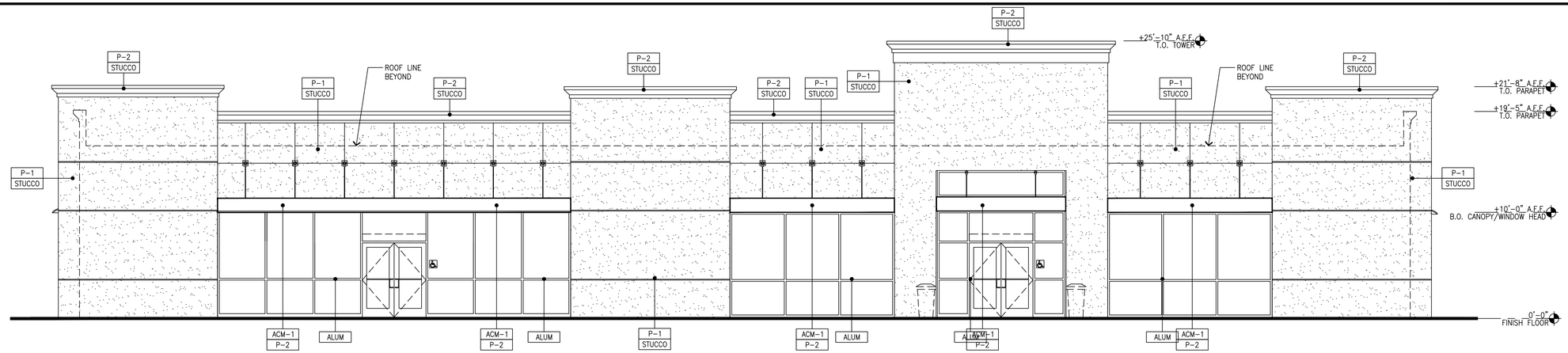
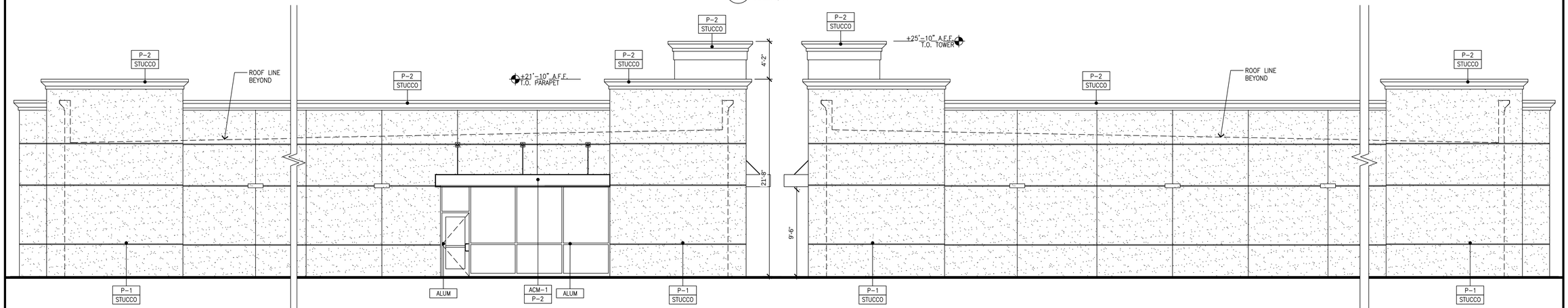
Filename AGC

Facility/Project

sheet name
CUP-2.1

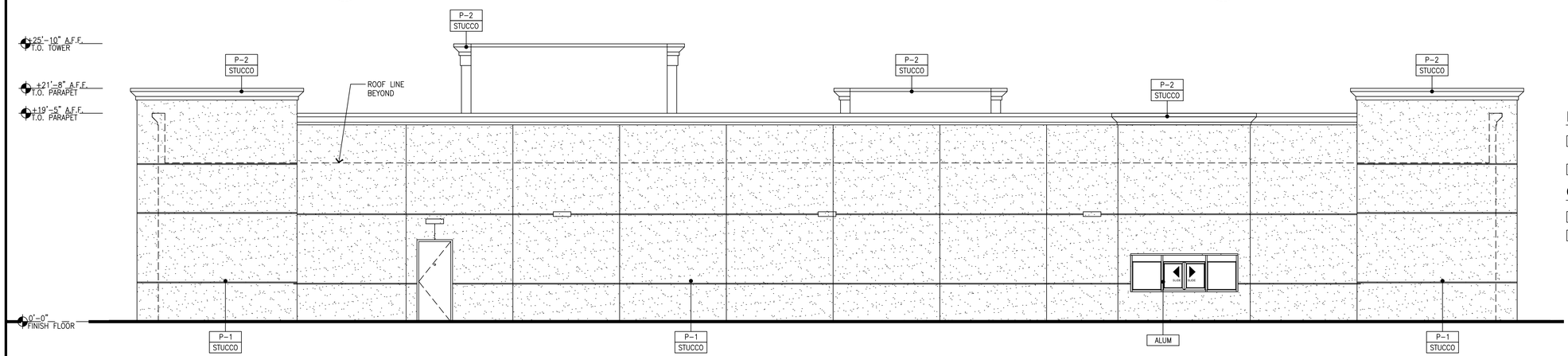



01 – FRONT ELEVATION (EAST)
SCALE: 3/16"=1'-0"




02 – LEFT ELEVATION (SOUTH)
SCALE: 3/16"=1'-0"

03 – RIGHT ELEVATION (NORTH)
SCALE: 3/16"=1'-0"




04 – REAR ELEVATION (WEST)
SCALE: 3/16"=1'-0"

## MATERIAL LEGEND

| | |
|---|---|
| STUCCO | ⅞" CEMENT PLASTER, INSTALLED PER MFG. SPECIFICATIONS; TEXTURE: FINE SAND FINISH |
| ACM-1 | ALUMINUM COMPOSITE MATERIAL |

## COLOR LEGEND

| | |
|---|---|
| P-1 | BENJAMIN MOORE, OC-69, "WHITE OPULENCE" |
| P-2 | BENJAMIN MOORE, 2121-30, "PEWTER", HIGH GLOSS |

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C-STORE ELEVATIONS

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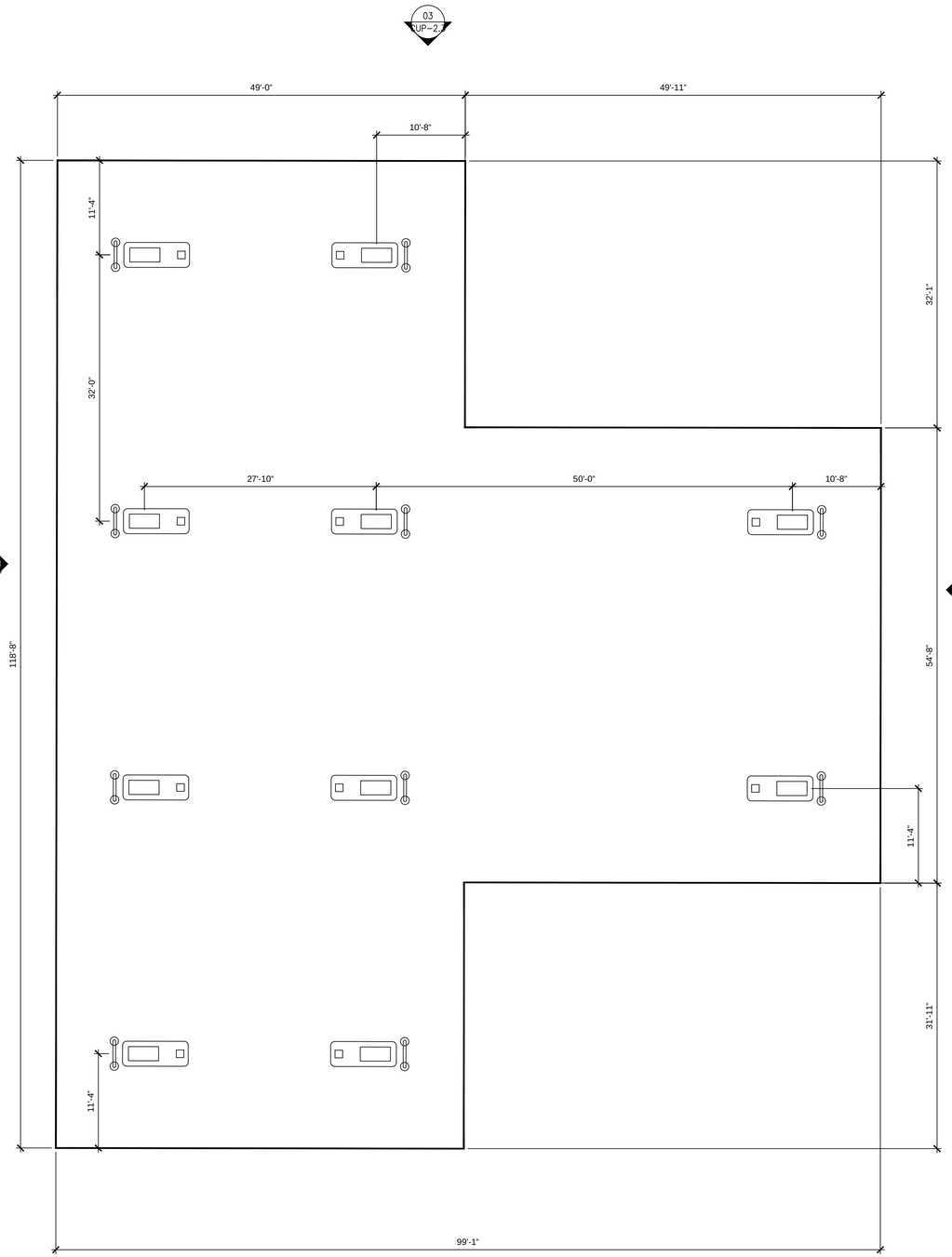
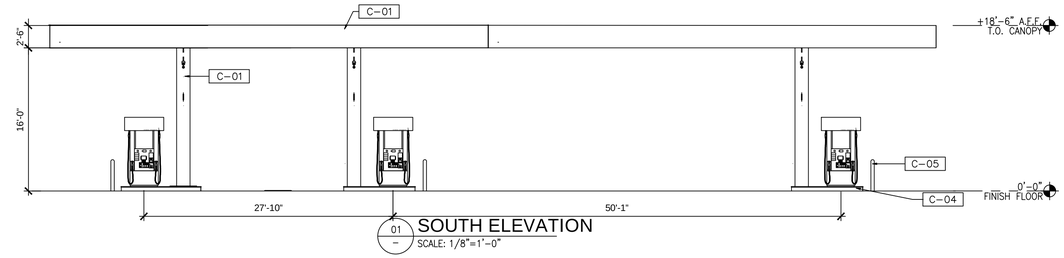
sheet name
CUP-2.2

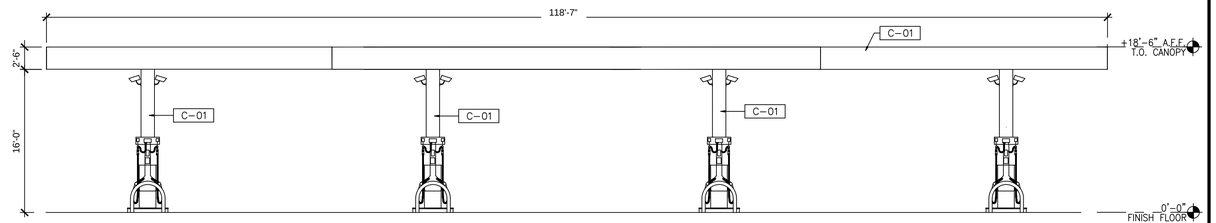



A
–
CANOPY FLOOR PLAN 10 MPD
SCALE: 1/8"=1'-0"

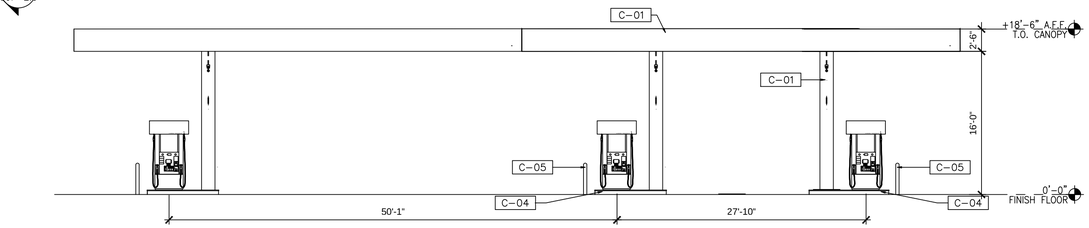
N



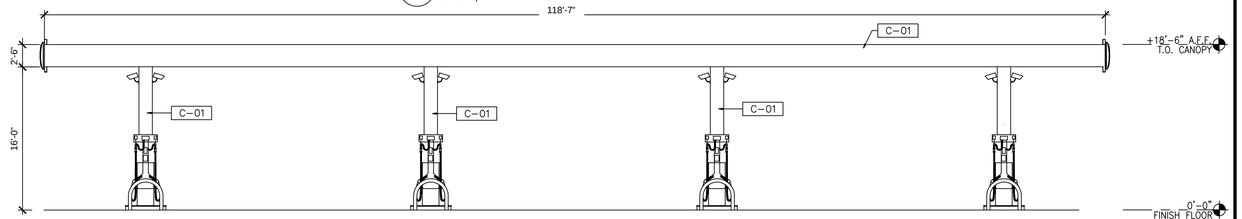

01
–
SOUTH ELEVATION
SCALE: 1/8"=1'-0"




02
–
EAST ELEVATION
SCALE: 1/8"=1'-0"




03
–
NORTH ELEVATION
SCALE: 1/8"=1'-0"




04
–
WEST ELEVATION
SCALE: 1/8"=1'-0"

## EXTERIOR PAINTS:

C-01 COLOR: PEARL-RAL 1013
ICI #A0083 "INDIAN LEGEND"

C-04 COLOR: WARM GREY
BENJAMIN MOORE, 2137-40,
"DESERT TWILIGHT" – P28 DTM (GALLON)

C-05 COLOR: YELLOW
BENJAMIN MOORE, 2022-10, "YELOW" – P28
DTM (GALLON)

** GUARD POSTS (TYP.) TO BE PAINTED, 2/3 BOTTOM COLOR C-01 AND 1/3 TOP COLOR C-05

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CANOPY 10 MPD & ELEVATIONS

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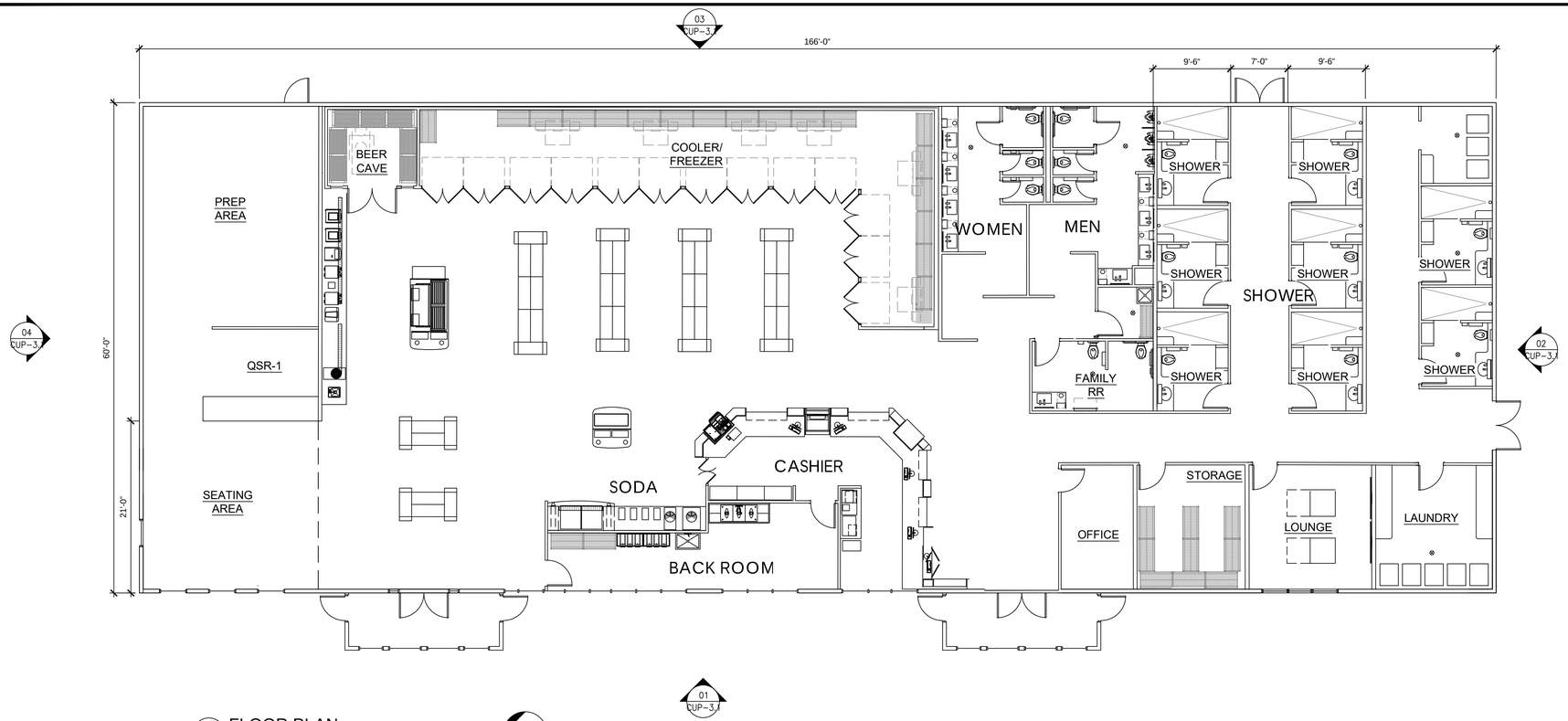
CUP-2.3




A – FLOOR PLAN
SCALE: 1/8"=1'-0"

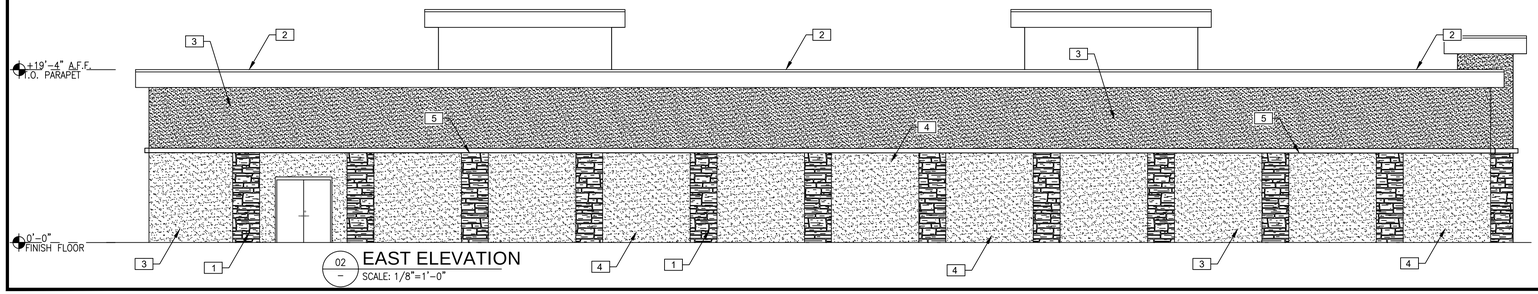
## KEY NOTES

1. STONE VENEER.
2. CONTINUOUS ALUMINUM CAP FLASHING.
3. TEXTURED STUCCO FINISH w/ REQUIRED PLASTIC COMPONENTS.
4. SMOOTH STUCCO FINISH w/ REQUIRED PLASTIC COMPONENTS.
5. 6" x 1" x CONT SMOOTH STUCCO BANDING w/ REQUIRED PLASTIC COMPONENTS.
6. ALUMINUM STORE FRONT
7. ALUMINUM SUSPENDED CANOPY SYSTEM BY PERFECTION ARCHITECTURAL SYSTEM, LLC OR EQUAL.
8. BUILDING SIGN.

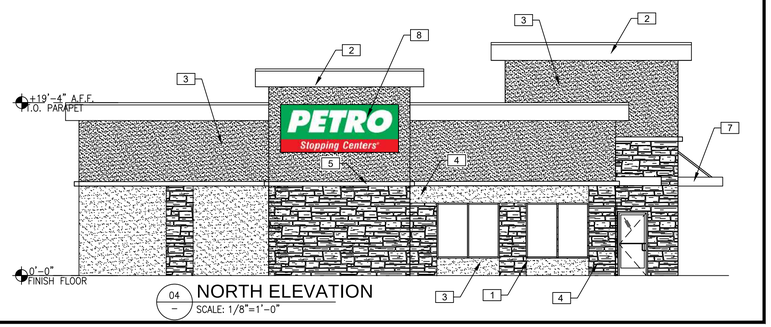
01 – WEST ELEVATION
SCALE: 1/8"=1'-0"




03 – SOUTH ELEVATION
SCALE: 1/8"=1'-0"




02 – EAST ELEVATION
SCALE: 1/8"=1'-0"




04 – NORTH ELEVATION
SCALE: 1/8"=1'-0"

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C-STORE AND SHOWERS

consultant job#

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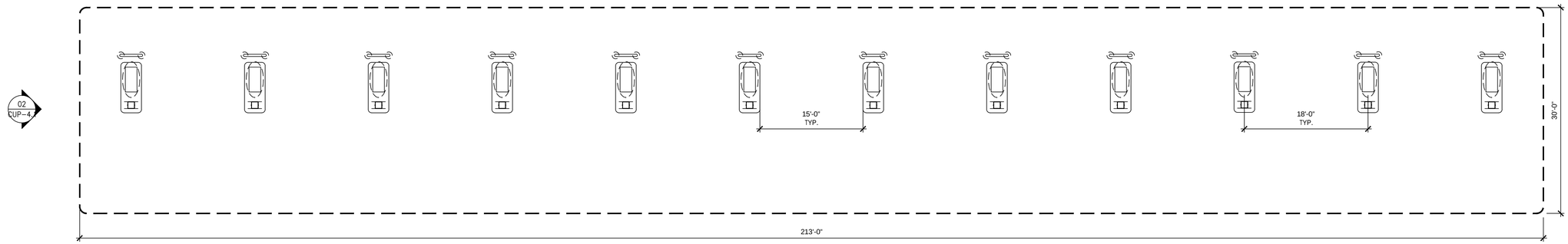
project exe date | master drawn by

Filename AGC

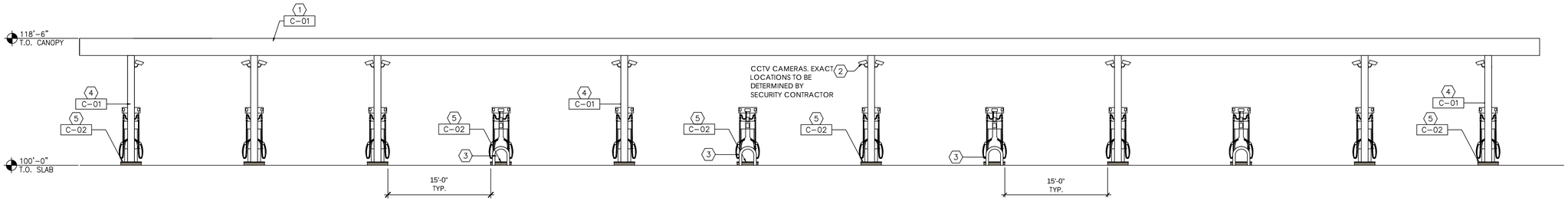
Facility/Project

sheet name
CUP-3.1




A — DIESEL CANOPY FLOOR PLAN
SCALE: 1/8"=1'-0"

N



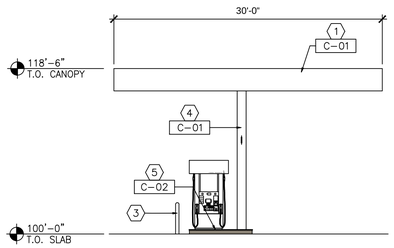

01 — DIESEL CANOPY FRONT ELEVATION
SCALE: 1/8"=1'-0"

## KEYED NOTES:

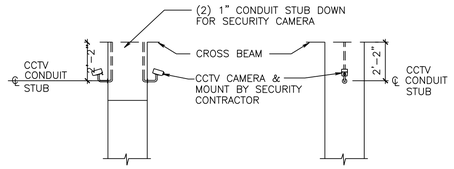
1. A.C.M. FASCIA
2. CCTV CAMERAS. EXACT LOCATIONS TO BE DETERMINED BY SECURITY CONTRACTOR
3. GUARD POSTS (TYP.)
4. COLUMNS
5. ISLAND FORM

## EXTERIOR PAINTS:

| | | |
|---|---|---|
| | C-01 | COLOR: PEARL - RAL 1013<br>ICI #A0083 "INDIAN LEGEND" |
| | C-02 | COLOR: WARM GREY<br>IC #A1860 "Grey Mountain" |




02 — DIESEL CANOPY SIDE ELEVATION
SCALE: 1/8"=1'-0"




03 — CCTV STUB DETAIL
SCALE: 1/8"=1'-0"

AGC DESIGN CONCEPT, INC.
AGCDC.COM
24820 ORCHARD VILLAGE RD. A-311
Valencia, CA 91355
Phone: 661.295.1111

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COALINGA HARRIS RANCH COMMERCIAL
DORRIS AVE./HWY 198
COALINGA, CA.
DIESEL DEF CANOPY

consultant job#

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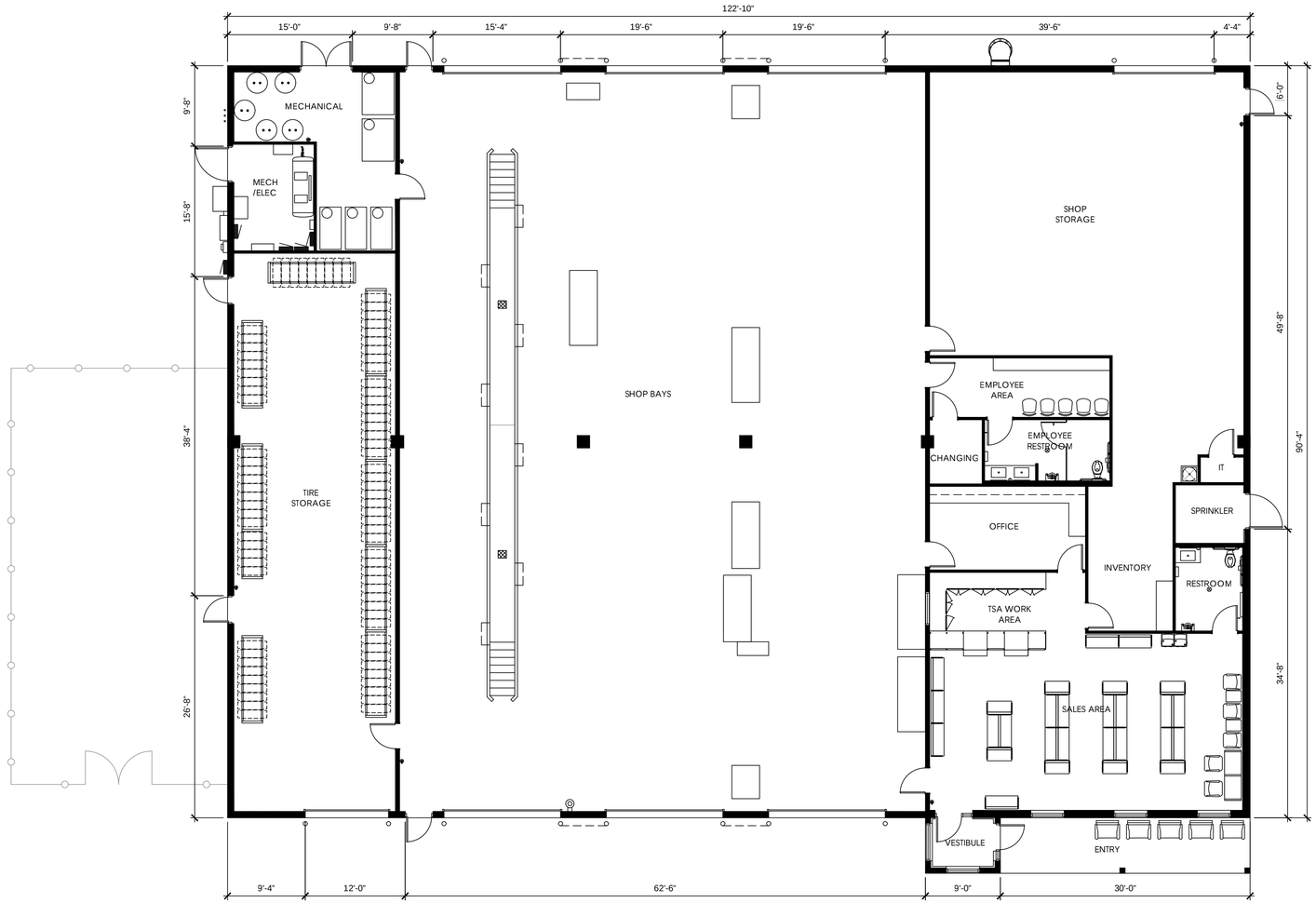
project exe date | master drawn by

Filename AGC

Facility/Project

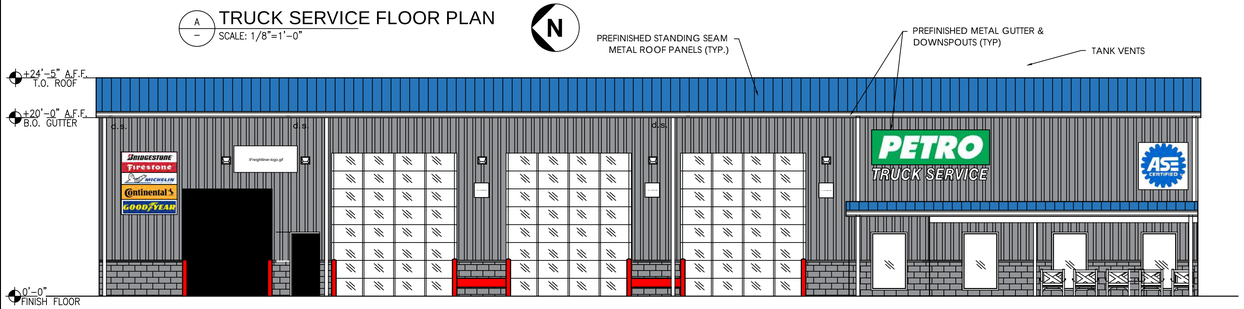
sheet name
CUP-4.1




A — SCALE: 1/8"=1'-0"

## TRUCK SERVICE FLOOR PLAN

N

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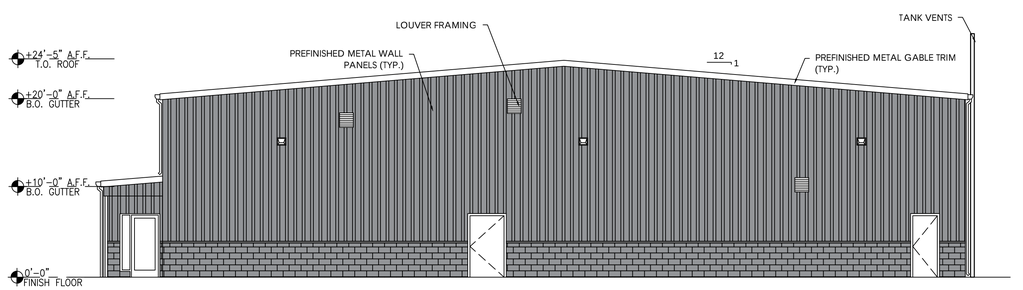
## TRUCK SERVICE WEST ELEVATION

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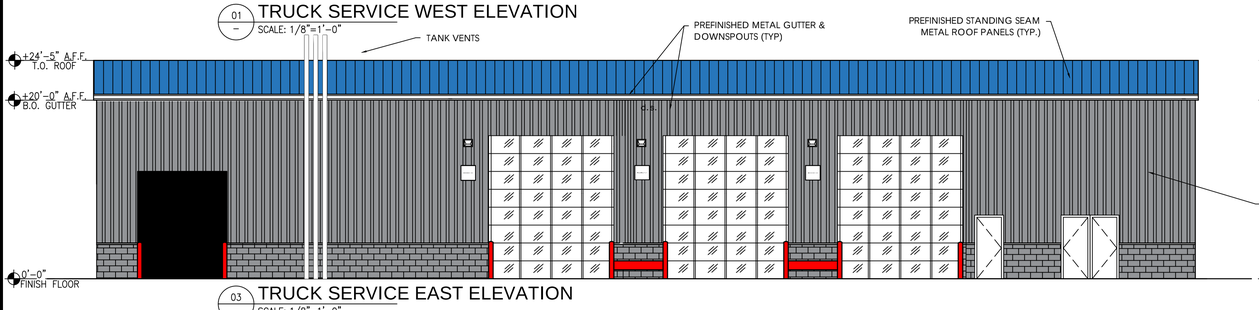


03 — SCALE: 1/8"=1'-0"

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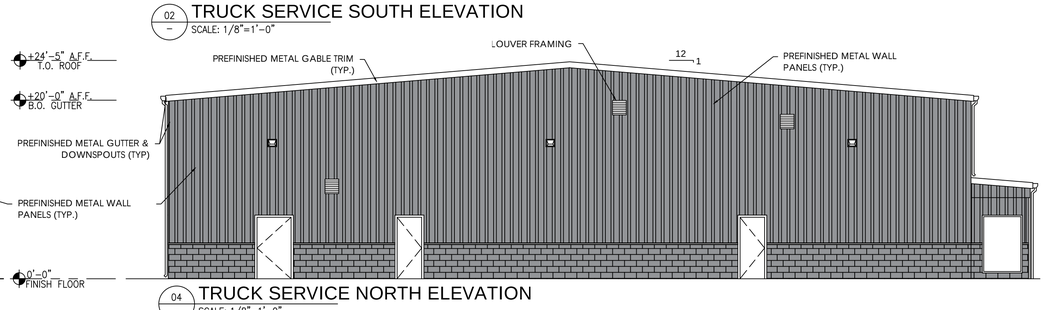


04 — SCALE: 1/8"=1'-0"

## TRUCK SERVICE NORTH ELEVATION

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Valencia, CA 91355
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COALINGA HARRIS RANCH COMMERCIAL
DORRIS AVE./HWY 198
COALINGA, CA.
TRUCK SERVICE FLOOR PLAN

consultant job#

master release date

project exe date | master drawn by

Filename AGC

Facility/Project

sheet name
CUP–5.1

SWIFT & BARNES
ENGINEERING, INC.
PHONE #: (209) 328-8282

REGISTERED PROFESSIONAL ENGINEER
DANIEL A. BARNES
No. C94094
CIVIL
STATE OF CALIFORNIA
AUTHORIZED ONLY
VOID AFTER 12/31/2024

RMK DESIGN INC.
ENGINEERING • ARCHITECTURAL • CONSULTING
1801 LANDER AVENUE
TURLOCK, CALIFORNIA, 95380
TELEPHONE #: 209.634.4832 • FAX #: 209.633.2209

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CONTACT 811 BEFORE YOU DIG
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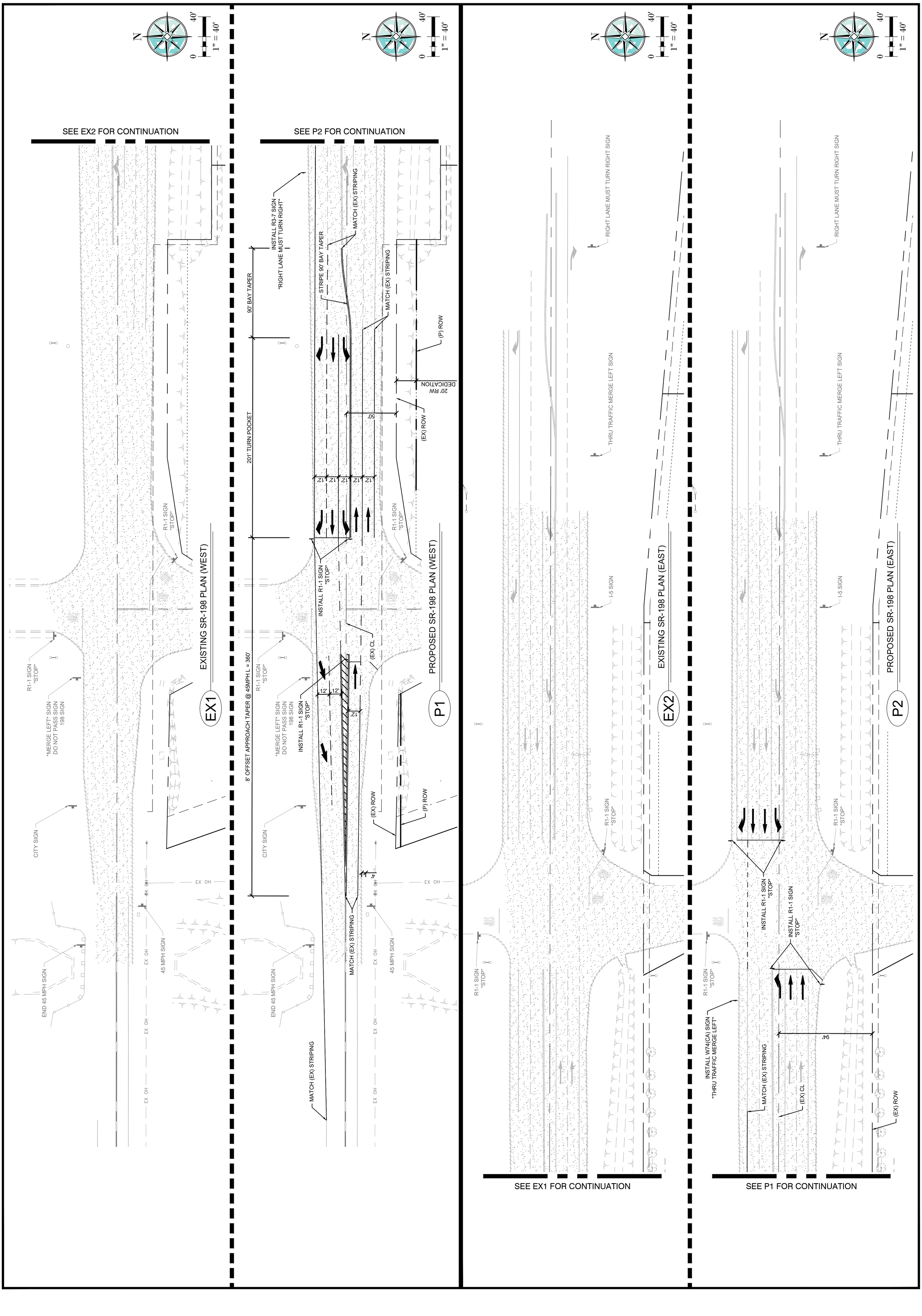
1.800.227.2600

# CALTRANS SR198 PLAN

COALINGA HARRIS RANCH COMMERCIAL
DORRIS AVE COALINGA, CA

JOB #: RMK-0014
DATE: 1/19/2023
SCALE: AS SHOWN
DRAWN BY: DB
CHECKED BY: MS

SHEET NUMBER C1.0
OF C3.0



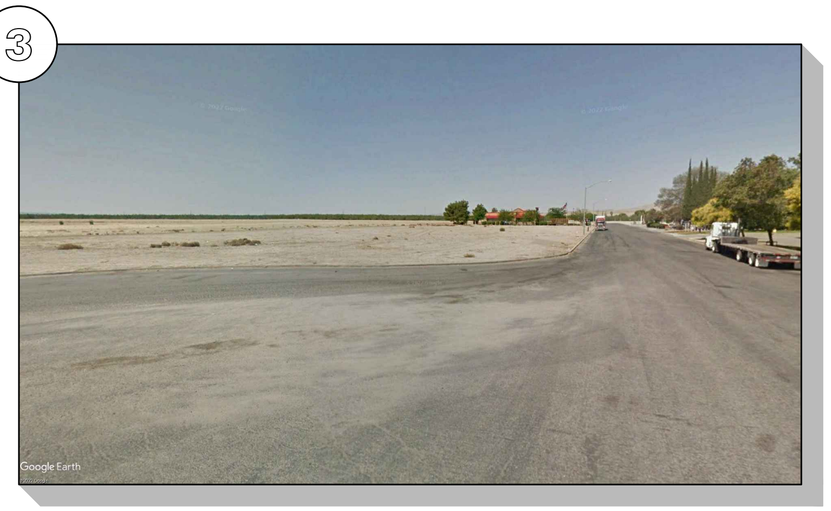
## VICINITY & KEY MAP

## SITE PHOTOGRAPHS

1

2

3

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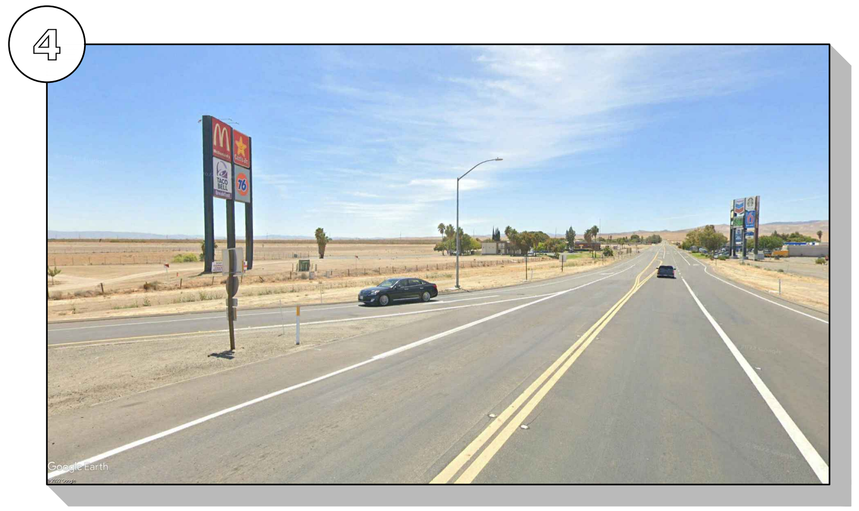


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SITE PHOTOGRAPHS

COALINGA HARRIS RANCH COMMERCIAL
COALINGA, CA
DORRIS AVE

JOB #: RMK-0014
DATE: 1/19/2023
SCALE: AS SHOWN
DRAWN BY: DB
CHECKED BY: MS

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C2.0
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| C3.0 | DEVELOPMENT USE MASTER PLAN | REVISIONS | | | |
| OF C3.0 | COALINGA HARRIS RANCH COMMERCIAL | NO. | DESCRIPTION | DATE | APP'D |
| SHEET NUMBER | DORRIS AVE — COALINGA, CA | | | | |
| CHECKED BY: MS | | | | | |
| DRAWN BY: DB | | | | | |
| SCALE: AS SHOWN | | | | | |
| DATE: 1/19/2023 | | | | | |
| JOB #: RMK-0014 | | | | | |

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REGISTERED PROFESSIONAL ENGINEER — DANIEL K. BARNES — No. C54934 — CIVIL — STATE OF CALIFORNIA

SWIFT & BARNES ENGINEERING, INC.
PHONE #: (209) 328-8282

California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-7373 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

December 22, 2021

06-FRE-198-26.42
PRELIMINARY SITE PLAN REVIEW
COALINGA HARRIS RANCH COMMERCIAL DEVELOPMENT

***Sent via email***

Daniel Barnes
Project Manager RMK Design, INC. Engineering
1801 Lander Avenue
Turlock, CA 95380

Dear Mr. Daniel Barnes:

Thank you for the opportunity to review the Site Plan Review for the proposed commercial development that includes: a fueling station with convenience store, diesel fueling station, commercial truck scale, truck service station, and commercial truck parking lot. The proposed project is located southwest of State Route (SR) 198 and Interstate (I) 5 interchange near the City of Coalinga, in Fresno County.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development Review (LDR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Due to the expected increase in volumes of truck traffic utilizing the westerly access road, a left-turn channelization along SR 198 should be provided. A left-turn channelization would improve the safety characteristics of this intersection by separating slow moving truck turning traffic from the through traffic traveling at a greater speed.

2. Caltrans recommends that a peak hour ramp queue analysis at each ramp is completed to determine this development's potential safety impact. Given this type of development, a large portion of the trips generated would be expected to utilize the I 5 / SR 198 interchange. This development would be expected to add vehicles to the northbound and southbound I-5 off ramp queues during the weekend peak hours.

3. Please refer to the attached 110-foot typical cross section on SD-7. **It is recommended that an irrevocable offer of dedicated right-of-way be obtained along the frontage of the proposed development's site and should be at the request of Fresno County.** The amount of this dedicated right-of-way would be required for future accommodation for the ultimate 4-lane undivided conventional highway cross section along this portion of Route 198. The required distance from the centerline of Route 198 would be 55 feet. The existing ROW is approximately 35 feet from the centerline; thus, Caltrans will require 20 feet of future ROW.

1. Using the *ITETripGen Web-based App 11th Edition* and applying Land Use Code 945, it is estimated that the average rate of vehicles will be 329 weekday peak hour AM trips and 383 weekday peak hour PM trips. Based off these volumes, Caltrans recommends that a Transportation Impact Study (TIS) be completed for this project. Caltrans has been entrusted to protect the State Highway system to ensure the safe and efficient movement of people and goods throughout the State. Our task is to protect California's transportation system, essential for the continued economic vitality of the State and the safety of the general motoring public. Caltrans recommendation for a TIS is based on our need to fully assess this project's impacts, and to recommend mitigation for any and all project-related safety impacts to the State Highway System. A scope of work should be submitted for review from Caltrans, prior to a final TIS.

If you have any further questions, please contact Nicholas Isla at (559) 981-7373 or email nicholas.isla@dot.ca.gov.

Sincerely,

DAVID PADILLA, Branch Chief
Transportation Planning – North

# California Department of Transportation

DISTRICT 6 OFFICE
1352 WEST OLIVE AVENUE | P.O. BOX 12616 | FRESNO, CA 93778-2616
(559) 981-7373 | FAX (559) 488-4195 | TTY 711
www.dot.ca.gov

January 24, 2022

06-FRE-198-26.42
SCOPE TRAFFIC IMPACT STUDY
COALINGA HARRIS RANCH COMMERCIAL DEVELOPMENT

***Sent via email***

Daniel Barnes
Project Manager RMK Design, INC. Engineering
1801 Lander Avenue
Turlock, CA 95380

Dear Mr. Daniel Barnes:

Thank you for the opportunity to review the Scope Traffic Impact Study for the proposed commercial development that includes: a fueling station with convenience store, diesel fueling station, commercial truck scale, truck service station, and commercial truck parking lot. The proposed project is located southwest of State Route (SR) 198 and Interstate (I) 5 interchange near the City of Coalinga, in Fresno County.

The mission of Caltrans is to provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. The Local Development Review (LDR) Program reviews land use projects and plans through the lenses of our mission and state planning priorities of infill, conservation, and travel-efficient development. To ensure a safe and efficient transportation system, we encourage early consultation and coordination with local jurisdictions and project proponents on all development projects that utilize the multimodal transportation network.

Caltrans provides the following comments consistent with the State's smart mobility goals that support a vibrant economy and sustainable communities:

1. Caltrans recommends that the TIS provide justification for the weekday peak hour times of study. The peak times of study should include weekends, due to the location of the project and its designated land use.

2. It is preferred the project study scenarios be as follows:

   - Existing conditions
   - Existing plus project conditions
   - Cumulative (Future 20-year horizon) without project; and
   - Cumulative with project.

3. Caltrans recommends that a peak hour ramp queue analysis at each ramp is completed to determine this development's potential safety impact. Given this type of development, a large portion of the trips generated would be expected to utilize the I-5 / SR 198 interchange. This development would be expected to add vehicles to the northbound and southbound Route 5 off ramp queues during the weekend peak hours.

4. Caltrans recommends that the TIS should follow current Caltrans Traffic Impact Study Guide. The analysis should refer to Caltrans' Traffic Operations Policy Directive 20-04, dated December 4, 2020.

5. A Vehicle Miles Traveled (VMT) analysis should also be prepared for the proposed development.

6. Should the study identify any existing areas of concern to our facilities, additional analysis may be required such as an Intersection Control Evaluation (ICE) report.

If you have any further questions, please contact Nicholas Isla at (559) 981-7373 or email nicholas.isla@dot.ca.gov.

Sincerely,

DAVID PADILLA, Branch Chief
Transportation Planning – North

# Coalinga Harris Ranch Traffic Impact Analysis

*Fresno County, California*

July 22, 2022

Prepared by:

TJW ENGINEERING, INC.
9841 Irvine Center Drive, Suite 200
Irvine, CA 92618
949.878.3509 | www.tjwengineering.com

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

July 22, 2022

Mr. Daniel Barnes
*RMK DESIGN, INC.*
1801 Lander Avenue
Turlock, CA 95380

**Subject: Coalinga Harris Ranch Traffic Impact Analysis, County of Fresno**

Dear Mr. Barnes:

*TJW ENGINEERING, INC.* (TJW) is pleased to present you with this traffic impact analysis for the proposed Coalinga Harris Ranch project located on the south side of State Route 198 west of Interstate 5 in the County of Fresno.

This traffic study has been prepared to meet the traffic study requirements for the California Department of Transportation (Caltrans) and assesses the forecast traffic operations associated with the proposed project and its impact on the local street network. This report is being submitted to you for review and forwarding to Caltrans.

Please contact us at (949) 878-3509 if you have any questions regarding this analysis.

Sincerely,

Thomas Wheat, PE, TE
President

David Chew, PTP
Transportation Planner

Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*

Brandon Alvarado, EIT
Transportation Planner

# Coalinga Harris Ranch
# Traffic Impact Analysis

*Fresno County, California*

July 22, 2022

Prepared for:

Mr. Daniel Barnes
*RMK DESIGN, INC.*
1801 Lander Avenue
Turlock, CA 95380

Prepared by:

Thomas Wheat, PE, TE
David Chew, PTP
Brandon Alvarado, EIT

TJW ENGINEERING, INC.
9841 Irvine Center Drive, Suite 200
Irvine, CA 92618
949.878.3509 | www.tjwengineering.com

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# 1.0 EXECUTIVE SUMMARY

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the development of Coalinga Harris Ranch located on the south side of State Route 198 west of Interstate 5 in the County of Fresno. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the California Department of Transportation (Caltrans) via a scoping agreement (See **Appendix B**) and is pursuant to applicable Caltrans traffic impact analysis guidelines.

The proposed project includes the following components:

- 20 pump passenger vehicle fueling station with a 9,800 square foot convenience store
- Heavy-duty dieseling service station including:
    - 11 pump truck diesel refueling station with a 9,000 square foot building
    - Heavy-duty truck scale, Petro 3-bay station, and parking yard
- Reconfiguration of the westbound approach at the intersection of West Access Driveway/State Route 198 to one dedicated left turn lane, one through lane, and one dedicated right turn lane

Site access is planned via two existing full-access driveways on State Route 198. All truck trips associated with the project will utilize the western access only. To account for ambient growth on roadways, *Existing* traffic volumes have been increased by a growth rate of 2% per year over a twenty-year period for Future Year conditions.

The proposed project is projected to generate 14,307 weekday daily trips, 1,094 weekday AM peak hour trips, 1,048 weekday PM peak hour trips, 12,070 Saturday daily trips, and 1,076 Saturday midday peak hour trips.

The following 4 intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. West Access Driveway/State Route 198
2. East Access Driveway/State Route 198
3. Interstate 5 Southbound Off-Ramp/State Route 198
4. Interstate 5 Northbound Off-Ramp/State Route 198

The study intersections have been analyzed for the following study scenarios:

- Existing (2022)
- Existing (2022) With Project Conditions
- Future Year (2042) Without Project Conditions
- Future Year (2042) With Project Conditions

## 1.1 SUMMARY OF LEVEL OF SERVICE ANALYSIS RESULTS

**Table ES-1** summarizes the results of the intersection LOS analysis based on the Caltrans thresholds of significance for analyzing transportation deficiencies.

**Table ES-1**
Summary of Transportation Deficiencies at Study Intersections

| Intersection | | | Existing | Existing With Project | Future Year Without Project | Future Year With Project |
|---|---|---|---|---|---|---|
| 1 | West Access Driveway | State Route 198 | No Deficiencies | Deficient | No Deficiencies | Deficient |
| 2 | East Access Driveway | State Route 198 | No Deficiencies | Deficient | Deficient | Deficient |
| 3 | Interstate 5 Southbound Off-Ramp | State Route 198 | No Deficiencies | No Deficiencies | No Deficiencies | No Deficiencies |
| 4 | Interstate 5 Northbound Off-Ramp | State Route 198 | No Deficiencies | No Deficiencies | No Deficiencies | No Deficiencies |

Existing (2022) Conditions

The study intersections are projected to operate at an acceptable LOS during the peak hours for *Existing* conditions.

Existing (2022) With Project Conditions

The study intersections are projected to operate at an acceptable LOS during the peak hours for *Existing With Project* conditions, except for the following intersection:

- #1 – West Access Driveway/State Route 198, all peak hours.
- #2 – East Access Driveway/State Route 198, all peak hours.

Future Year (2042) Without Project Conditions

The study intersections are projected to operate at an acceptable LOS during the peak hours for *Future Year Without Project* conditions, except for the following intersection:

- #2 – East Access Driveway/State Route 198, Saturday midday peak hour.

Future Year (2042) With Project Conditions

The study intersections are projected to operate at an acceptable LOS during the peak hours for *Future Year With Project* conditions, except for the following intersections:

- #1 – West Access Driveway/State Route 198, all peak hours.
- #2 – East Access Driveway/State Route 198, all peak hours.

## 1.2 SUMMARY OF DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

The following improvements are recommended for *Future Year With Project* conditions:

- #1 West Access Driveway/State Route 198 - Install stop controls for the eastbound and westbound approaches to implement an all-way stop controlled intersection.
- #2 East Access Driveway/State Route 198 - Install stop controls for the eastbound and westbound approaches to implement an all-way stop controlled intersection.

With the recommended improvements, the intersections are projected to operate at an acceptable LOS for *Future Year With Project* conditions.

## 1.3 ON-SITE ROADWAY AND SITE ACCESS IMPROVEMENTS

Wherever necessary, roadways adjacent to the proposed project site and site access points will be constructed in compliance with recommended roadway classifications and respective cross-sections in the as directed by Caltrans.

Sight distance at each project access point should be reviewed with respect to standard Caltrans sight distance standards at the time of final grading, landscaping, and street improvement plans.

Signing/striping should be implemented in conjunction with detailed construction plans for the project site.

# 2.0 INTRODUCTION

This traffic impact analysis (TIA) analyzes the projected traffic operations associated with the development of Coalinga Harris Ranch located on the south side of State Route 198 west of Interstate 5 in the County of Fresno. The purpose of this TIA is to evaluate potential circulation system deficiencies that may result from development of the proposed project, and to recommend improvements to achieve acceptable operations, if applicable. This analysis has been prepared in coordination with the California Department of Transportation (Caltrans) via a scoping agreement (See **Appendix B**) and is pursuant to applicable Caltrans traffic impact analysis guidelines.

## 2.1 PROJECT DESCRIPTION

The proposed project includes the following components:

- 20 pump passenger vehicle fueling station with a 9,800 square foot convenience store
- Heavy-duty dieseling service station including:
  - 11 pump truck diesel refueling station with a 9,000 square foot building
  - Heavy-duty truck scale, Petro 3-bay station, and parking yard
- Reconfiguration of the westbound approach at the intersection of West Access Driveway/State Route 198 to one dedicated left turn lane, one through lane, and one dedicated right turn lane

Site access is planned via two existing full-access driveways on State Route 198. All truck trips associated with the project will utilize the western access only.

To account for ambient growth on roadways, *Existing* traffic volumes have been increased by a growth rate of 2% per year over a twenty-year period for Future Year conditions.

**Exhibit 1** shows the project site location and study area. **Exhibit 2** shows the proposed project site plan.

## 2.2 STUDY AREA

The following 4 intersections in the vicinity of the project site have been included in the intersection level of service (LOS) analysis:

1. West Access Driveway/State Route 198
2. East Access Driveway/State Route 198
3. Interstate 5 Southbound Off-Ramp/State Route 198
4. Interstate 5 Northbound Off-Ramp/State Route 198

This traffic analysis follows the *Caltrans Guide for the Preparation of Traffic Impact Studies* (December 2002).

**Exhibit 1** shows the location of the study intersections which are analyzed for the following study scenarios:

- Existing (2022)
- Existing (2022) With Project Conditions
- Future Year (2042) Without Project Conditions
- Future Year (2042) With Project Conditions

Traffic operations are evaluated for the following time periods:

- Weekday AM Peak Hour occurring within 7:00 AM to 9:00 AM
- Weekday PM Peak Hour occurring within 4:00 PM to 6:00 PM
- Saturday Midday Peak Hour occurring within 11:00 AM to 1:00 PM

Legend:

Project Site

Study Intersection

# Exhibit 1: Project Location and Study Area

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale

TJW ENGINEERING, INC.

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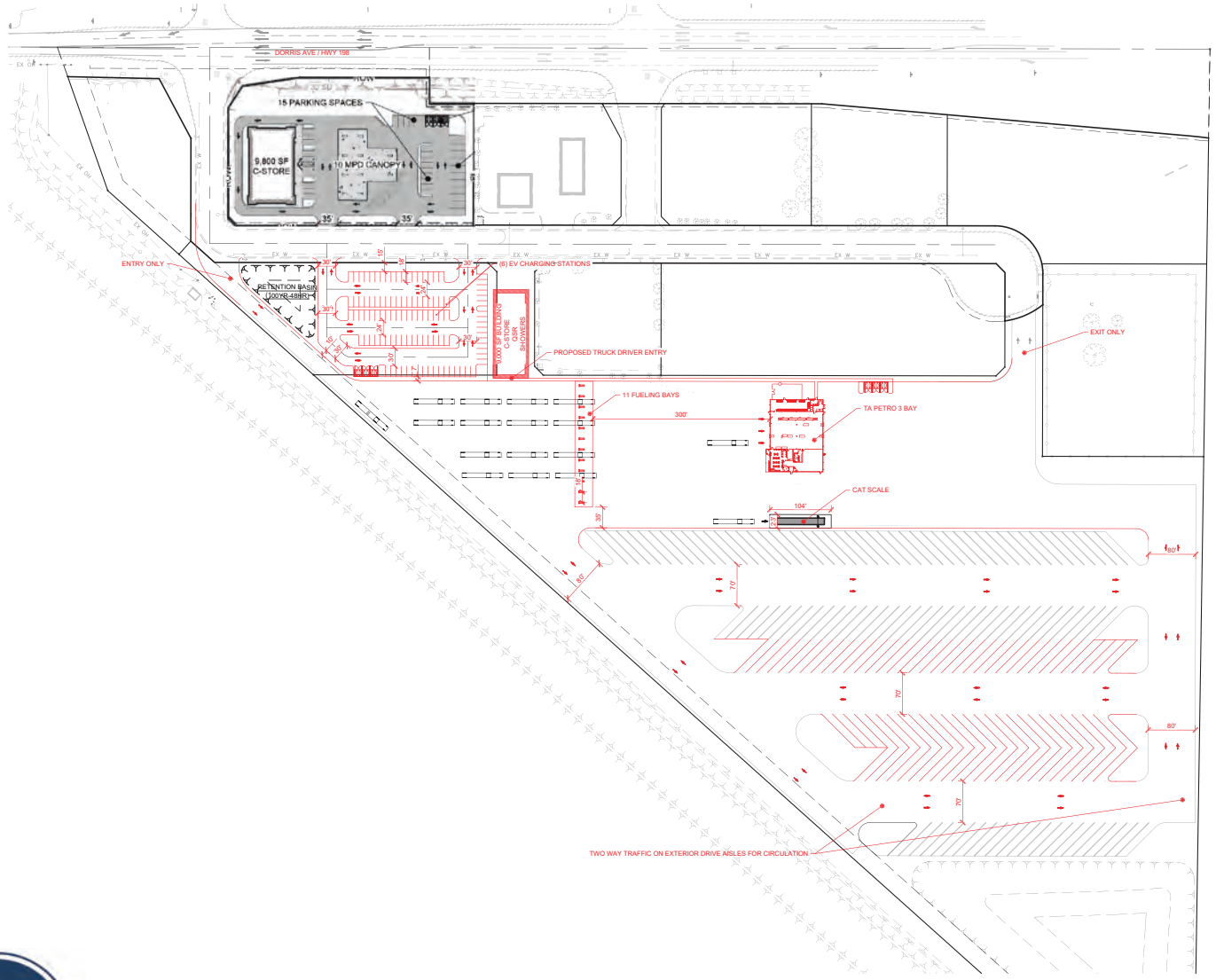
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## 2.3 INTERSECTION ANALYSIS METHODOLOGY

Level of Service (LOS) is commonly used to describe the quality of flow on roadways and at intersections using a range of LOS from LOS A (free flow with little congestion) to LOS F (severely congested conditions). The definitions for LOS for interruption of traffic flow differ depending on the type of traffic control (traffic signal, unsignalized intersection with side street stops, unsignalized intersection with all-way stops). The *Highway Capacity Manual (HCM) 6* (Transportation Research Board, 2016) methodology expresses the LOS of an intersection in terms of delay time for the intersection approaches. The HCM methodology utilizes different procedures for different types of intersection control.

The Caltrans traffic impact study guidelines require signalized intersection operations be analyzed utilizing the HCM 6th Edition methodology. Intersection LOS for signalized intersections is based on the intersections average control delay for all movements at the intersection during the peak hour. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

**Table 1** describes the general characteristics of traffic flow and accompanying delay ranges at signalized intersections.

**Table 1**
HCM – LOS & Delay Ranges – Signalized Intersections

| Level of Service | Description | Delay (in seconds) |
|---|---|---|
| A | Very favorable progression; most vehicles arrive during green signal and do not stop. Short cycle lengths. | 0 – 10.00 |
| B | Good progression, short cycle lengths. More vehicles stop than for LOS A. | 10.01 – 20.00 |
| C | Fair progression; longer cycle lengths. Individual cycle failures may begin to appear. The number of vehicles stopping is significant, though many vehicles still pass through without stopping. | 20.01 – 35.00 |
| D | Progression less favorable, longer cycle length and high flow/capacity ratio. The proportion of vehicles that pass through without stopping diminishes. Individual cycle failures are obvious. | 35.01 – 55.00 |
| E | Severe congestion with some long-standing queues on critical approaches. Poor progression, long cycle lengths and high flow/capacity ratio. Individual cycle failures are frequent. | 55.01 – 80.00 |
| F | Very poor progression, long cycle lengths and many individual cycle failures. Arrival flow rates exceed capacity of intersection. | > 80.01 |

Source: Transportation Research Board, *Highway Capacity Manual*, HCM6 Edition (Washington D.C., 2016).

Collected peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15-minute volumes. It is a common practice in LOS analysis to conservatively use a peak 15-minute flow rate applied to the entire hour to derive flow rates in vehicles per hour that are used in the LOS analysis. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume.

PHF = [Hourly Volume]/ [4 * Peak 15-Minute Volume]

The use of a 15-minute PHF produces a more detailed and conservative analysis compared to analyzing vehicles per hour. Existing PHFs obtained from the existing traffic counts have been used for all analysis scenarios in this study.

The Caltrans traffic impact study guidelines also require unsignalized intersection operations be analyzed utilizing the HCM 6$^{th}$ Edition methodology. Intersection operation for unsignalized intersections is based on the weighted average control delay expressed in seconds per vehicle.

At a two-way or side-street stop-controlled intersections, LOS is calculated for each stop-controlled minor street movement, for the left-turn movement(s) from the major street, and for the intersection as a whole. For approaches consisting of a single lane, the delay is calculated as the average of all movements in that lane. For all-way stop-controlled intersection, LOS is computed for the intersection as a whole. **Table 2** describes the general characteristics of traffic flow and accompanying delay ranges at unsignalized intersections.

**Table 2**
HCM – LOS & Delay Ranges – Unsignalized Intersections

| Level Of Service | Description | Delay (in seconds) |
|---|---|---|
| A | Little or no delays. | 0 – 10.00 |
| B | Short traffic delays. | 10.01 – 15.00 |
| C | Average traffic delays. | 15.01 – 25.00 |
| D | Long traffic delays. Multiple vehicles in queue. | 25.01 – 35.00 |
| E | Very long delays. Demand approaching capacity of intersection | 35.01 – 50.00 |
| F | Very constrained flow with extreme delays and intersection capacity exceeded. | > 50.01 |

Source: Transportation Research Board, *Highway Capacity Manual*, HCM6 Edition (Washington D.C., 2016).

This analysis utilizes *PTV Vistro 2022* analysis software for all signalized and unsignalized intersections. Vistro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis specified in Chapter 16 of the HCM. The LOS and capacity analysis performed within Vistro takes the optimization and coordination of signalized intersections within a network into consideration.

## 2.4 CALTRANS PERFORMANCE CRITERIA

Caltrans endeavors to maintain a target LOS at the transition between LOS “C” and LOS “D” on State Highway facilities, although Caltrans acknowledges that this may not always be feasible. If an existing State Highway facility is operating at less than this target LOS, the existing LOS should be maintained. In general, the region-wide goal for acceptable LOS on all freeways, roadway segments and intersections is LOS “D”.

# 3.0 EXISTING CONDITIONS

## 3.1 EXISTING CIRCULATION NETWORK/STUDY AREA CONDITIONS

The characteristics of the roadway system in the vicinity of the proposed project are described in **Table 3.**

**Table 3**
Roadway Characteristics within Study Area

| Roadway | Classification[1] | Jurisdiction | Direction | Existing Travel Lanes | Median Type[2] | Speed Limit (mph) | On-Street Parking |
|---|---|---|---|---|---|---|---|
| State Route 198 | Expressway | Caltrans | East-West | 2-4 | NM | 45 | No |

1: Source: Fresno County General Plan (October 2000)
2: NM = No Median

**Exhibit 3** shows *Existing* conditions lane geometry and intersection controls.

## 3.2 COUNTY OF FRESNO GENERAL PLAN TRANSPORTATION CIRCULATION ELEMENT

The proposed project site is located within the County of Fresno. **Appendix C** contains the current Fresno County General Plan Regional Circulation Diagram.

## 3.3 EXISTING TRAFFIC VOLUMES

Weekday AM, weekday PM, and Saturday midday peak period traffic volumes were estimated based on new traffic counts. Detailed traffic count data is provided in **Appendix D**.

**Exhibit 4** shows *Existing* weekday AM peak hour volumes at the study intersections. **Exhibit 5** shows *Existing* weekday PM peak hour volumes at the study intersections. **Exhibit 6** shows *Existing* Saturday midday peak hour volumes at the study intersections.

## 3.6 EXISTING CONDITIONS INTERSECTION LEVEL OF SERVICE ANALYSIS

*Existing* conditions weekday AM, weekday PM, and Saturday midday peak hour intersection analysis is shown in **Table 4**. Calculations are based on the existing geometrics at the study area intersections as shown in **Exhibit 3**. HCM analysis sheets are provided in **Appendix E**.

**Table 4**

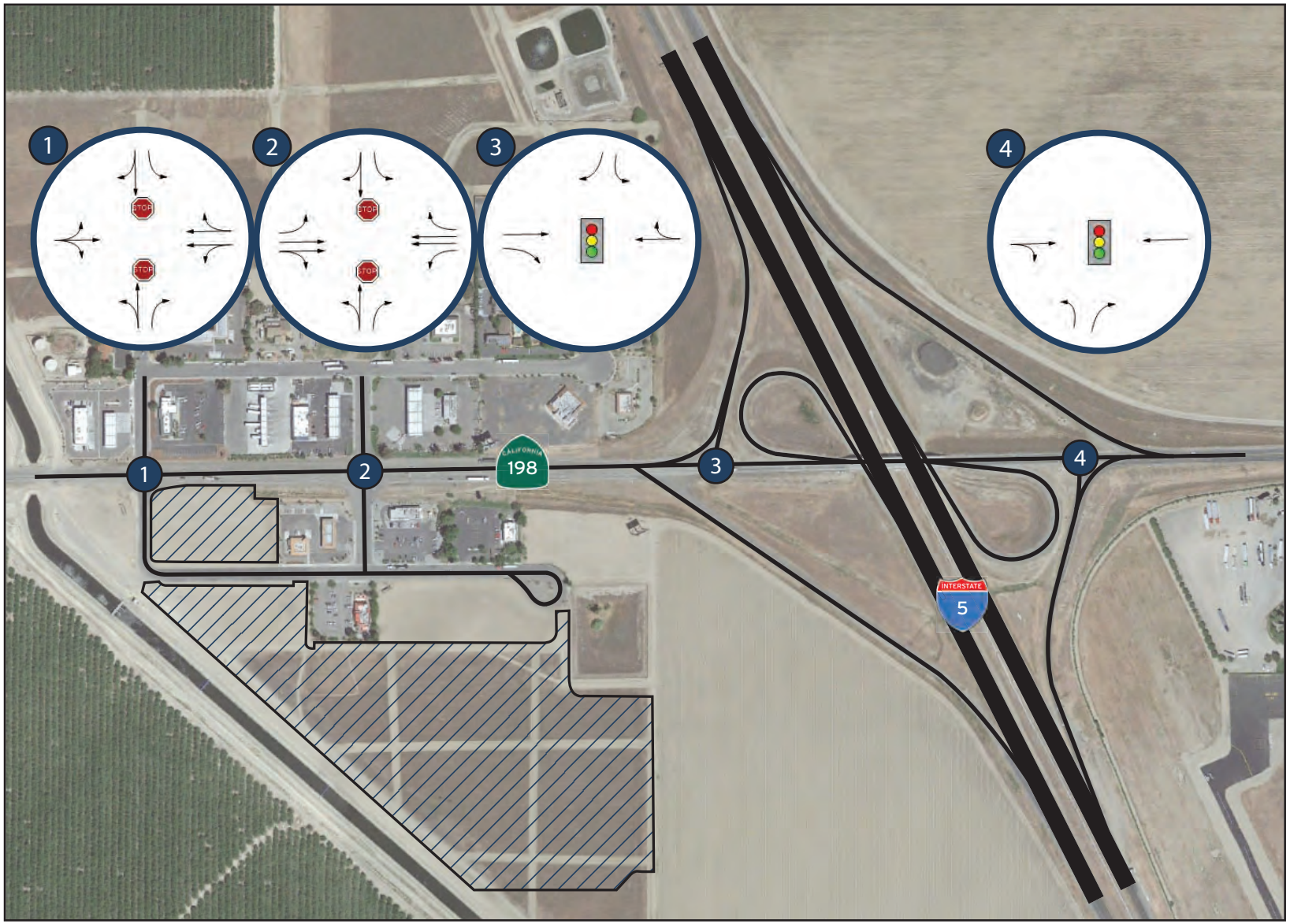
Intersection Analysis – Existing Conditions

| Intersection | | | Control Type | Peak Hour[1] | Existing Conditions | |
|---|---|---|---|---|---|---|
| | | | | | Delay[2] | LOS |
| 1 | West Access Driveway | State Route 198 | Cross-Street Stop | WD AM | 10.1 | B |
| | | | | WD PM | 10.2 | B |
| | | | | S MD | 9.7 | A |
| 2 | East Access Driveway | State Route 198 | Cross-Street Stop | WD AM | 11.6 | B |
| | | | | WD PM | 13.8 | B |
| | | | | S MD | 17.7 | C |
| 3 | Interstate 5 Southbound Off-Ramp | State Route 198 | Signal | WD AM | 11.5 | B |
| | | | | WD PM | 11.5 | B |
| | | | | S MD | 12.1 | B |
| 4 | Interstate 5 Northbound Off-Ramp | State Route 198 | Signal | WD AM | 7.7 | A |
| | | | | WD PM | 10.8 | B |
| | | | | S MD | 11.0 | B |

1: WD = Weekday; S MD = Saturday Midday.

2: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in **Table 4**, the study intersections are currently operating at an acceptable LOS during the peak hours for *Existing* conditions.

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## Exhibit 3: Existing Lane Geometry and Intersection Controls

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis



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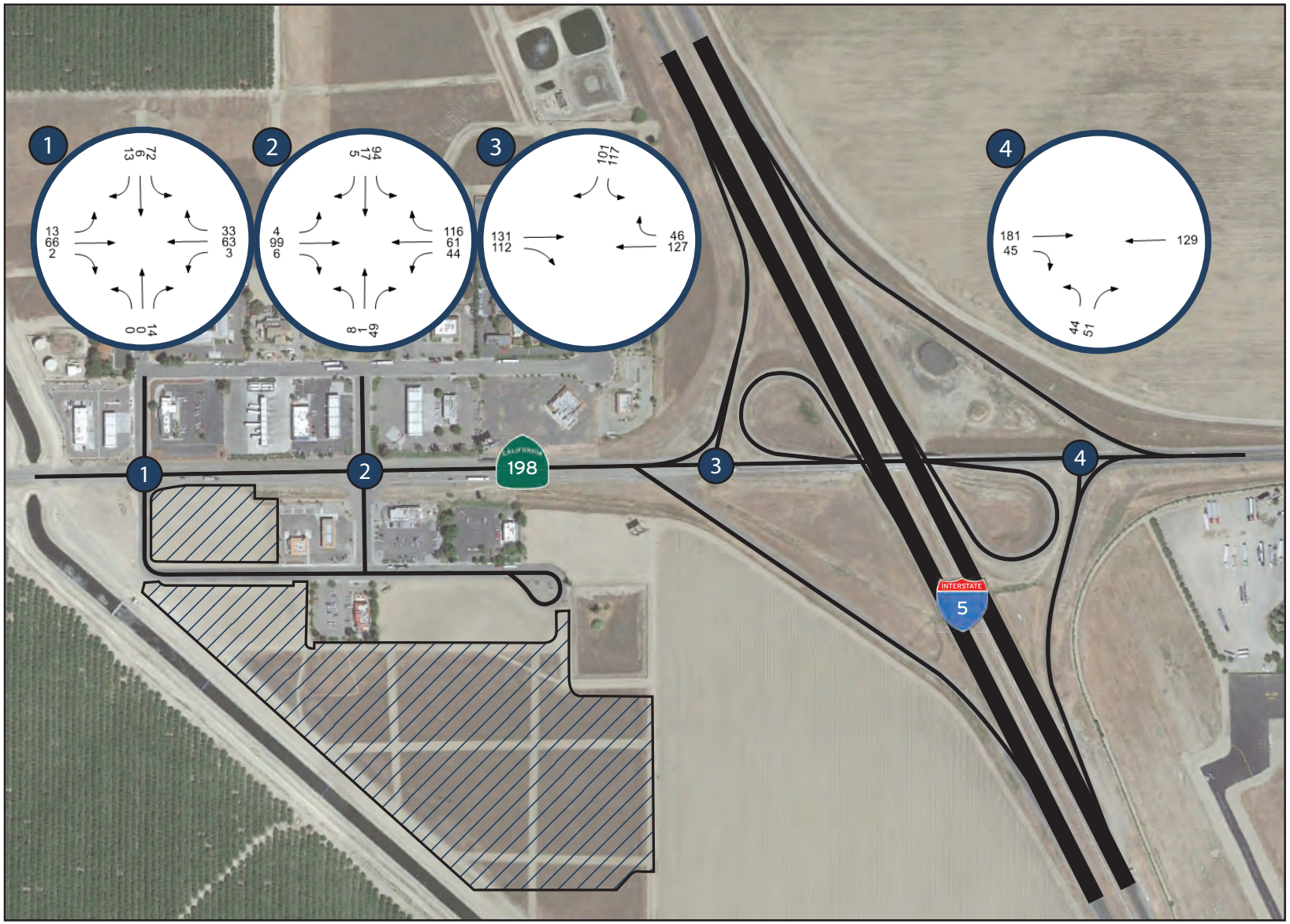


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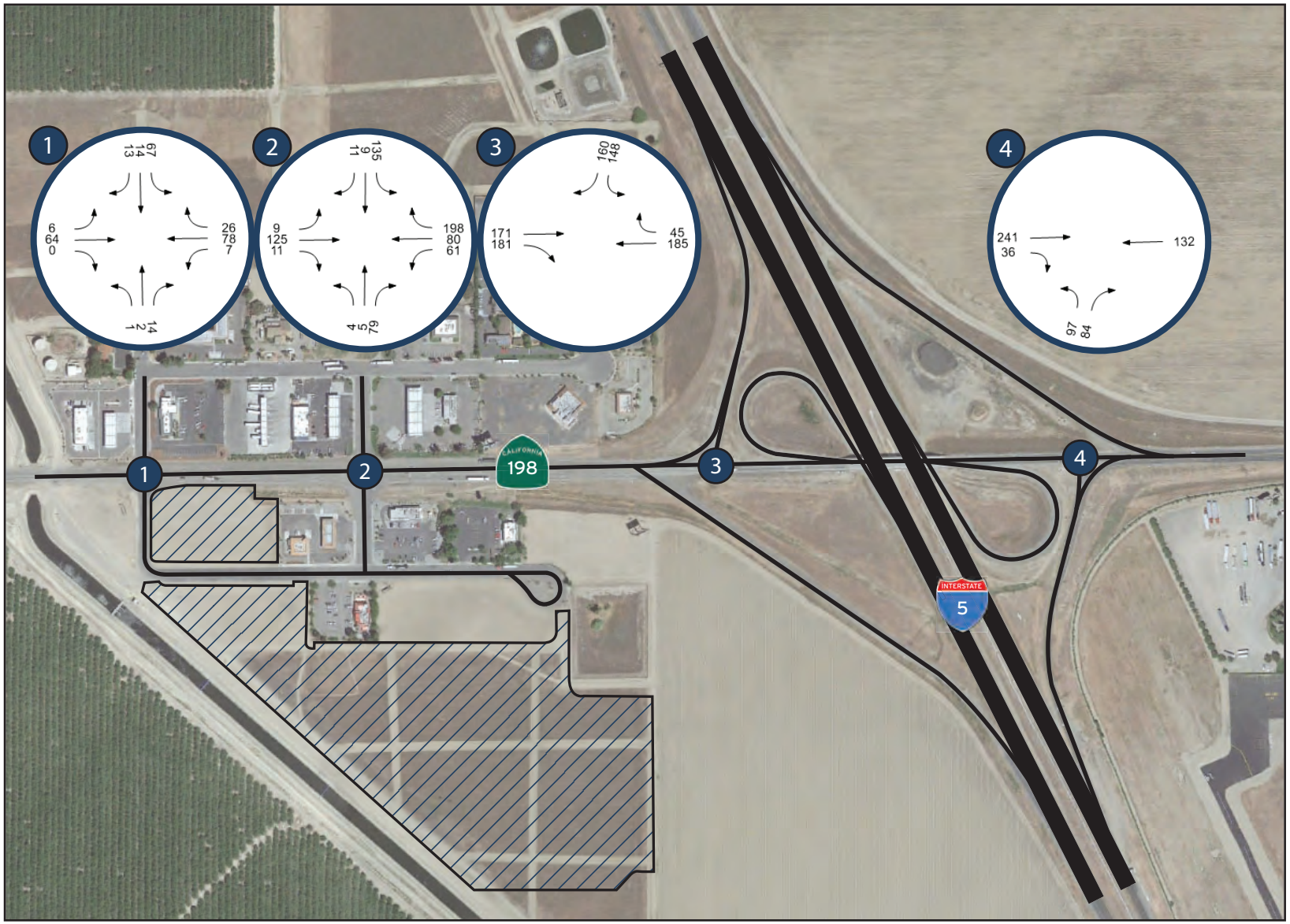
## Exhibit 4: Existing Weekday AM Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale

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## Exhibit 5: Existing Weekday PM Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

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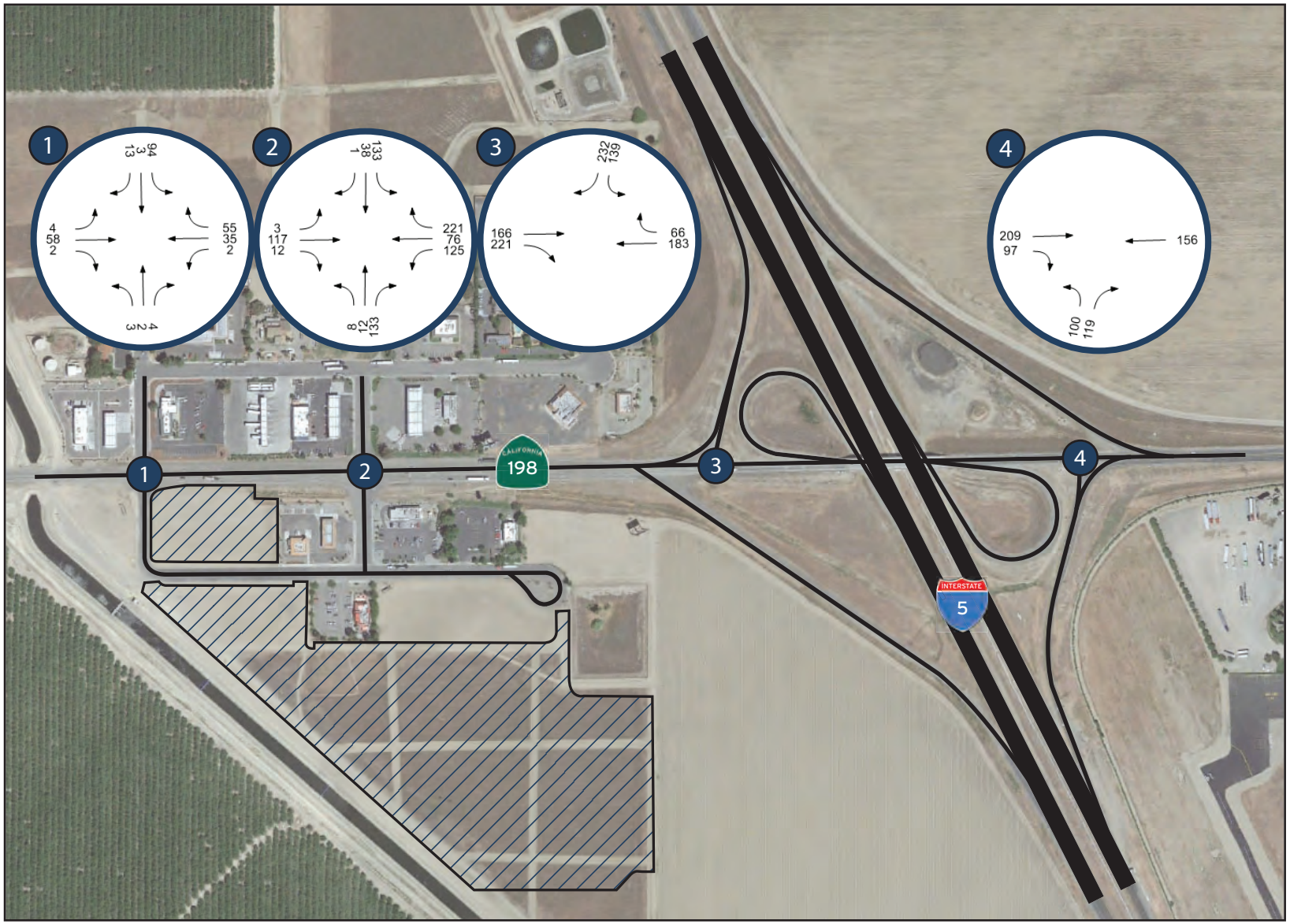


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## Exhibit 6: Existing Saturday Midday Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale

# 4.0 PROPOSED PROJECT

## 4.1 PROJECT DESCRIPTION

The proposed project is located on the south side of State Route 198 west of Interstate 5 in the County of Fresno and includes the following components:

- 20 pump passenger vehicle fueling station with a 9,800 square foot convenience store
- Heavy-duty dieseling service station including:
    - 11 pump truck diesel refueling station with a 9,000 square foot building
    - Heavy-duty truck scale, Petro 3-bay station, and parking yard
- Reconfiguration of the westbound approach at the intersection of West Access Driveway/State Route 198 to one dedicated left turn lane, one through lane, and one dedicated right turn lane

Site access is planned via two existing full-access driveways on State Route 198.

## 4.2 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic, both inbound and outbound, produced by a development. Determining trip generation for a proposed project is based on projecting the amount of traffic that the specific land uses being proposed will produce. Industry standard *Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition, 2021)* trip generation rates were used to determine trip generation of for the proposed project land use.

ITE trip generation rates allow for a pass-by trip adjustment for certain land uses. A pass-by trip adjustment is applicable to land uses located along busy arterial roadways attracting vehicle trips already on the roadway; particularly when the roadway is experiencing peak operating conditions. The project's land uses typically include pass-by adjustments; however, due to the rural location of the project site and its access roadway, the analysis does not account for pass-by trip adjustments.

**Table 5** summarizes the projected weekday daily, AM peak hour, PM peak hour Saturday daily, and Saturday midday peak hour trip generation of the proposed project. The proposed project is projected to generate 14,307 weekday daily trips, 1,094 weekday AM peak hour trips, 1,048 weekday PM peak hour trips, 12,070 Saturday daily trips, and 1,076 Saturday midday peak hour trips.

## 4.3 PROJECT TRIP DISTRIBUTION

Projecting trip distribution involves the process of identifying probable destinations and traffic routes that will be utilized by the proposed project's traffic. The potential interaction between the proposed land use and surrounding regional access routes are considered to identify the probable routes onto which project traffic would distribute. The projected trip distribution for the proposed project is based on anticipated travel patterns to and from the project site.

**Exhibit 7** shows the weekday AM peak hour project trip assignment and projected trip distribution of proposed project trips. **Exhibit 8** shows the weekday AM peak hour project trip assignment and projected trip distribution of proposed project trips. **Exhibit 9** shows the Saturday midday peak hour project trip assignment and projected trip distribution of proposed project trips.

## Table 5

Proposed Project Trip Generation

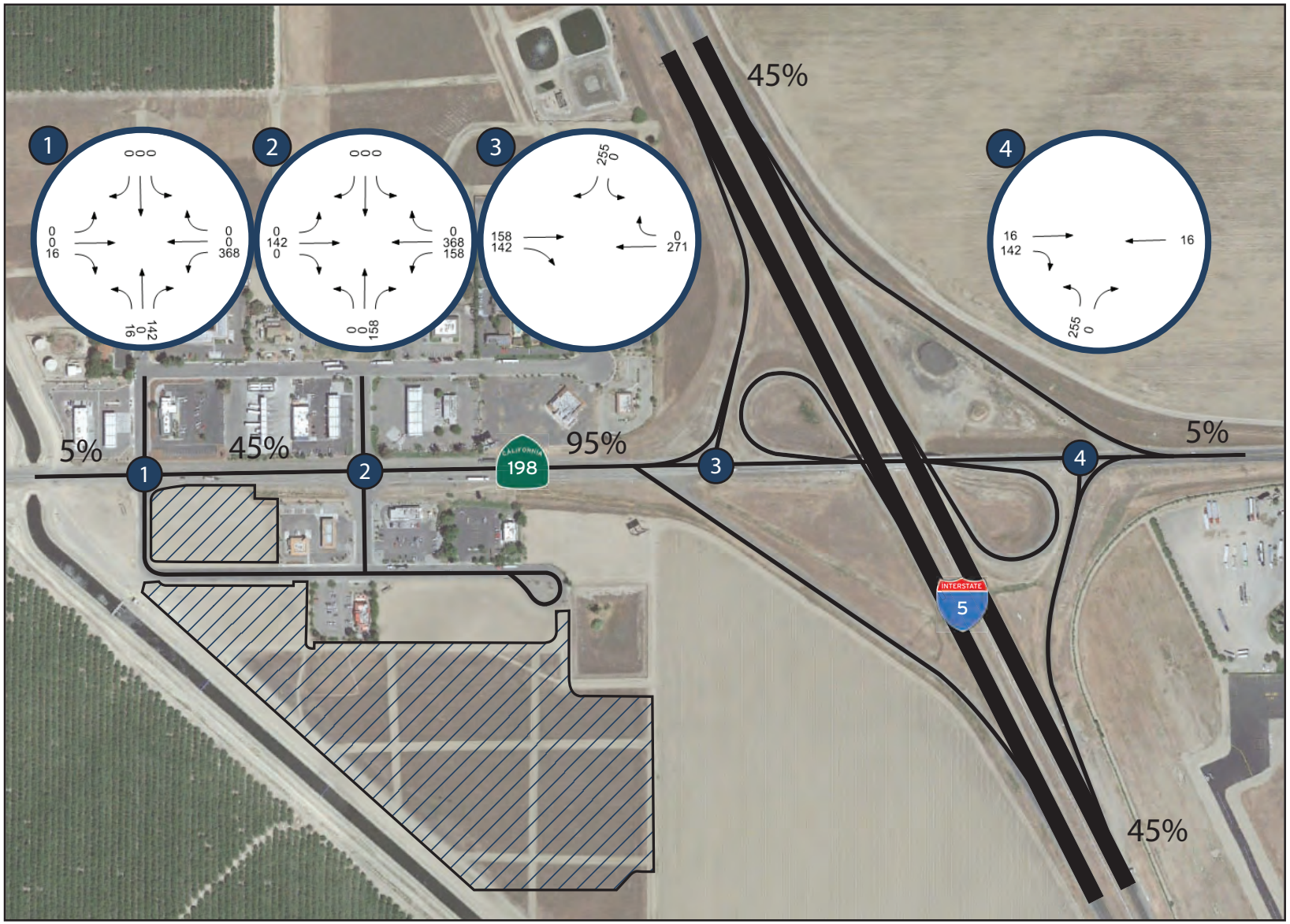
| Proposed Land Use[1] | Qty | Unit[4] | Daily Trips (ADTs) | | AM Peak Hour | | | | | PM Peak Hour | | | | | Saturday Daily Trips (ADTs) | | Saturday Midday Peak Hour | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Volume | Rate | In:Out Split | Volume | | | Rate | In:Out Split | Volume | | | Rate | Volume | Rate | In:Out Split | Volume | | |
| | | | | | | | In | Out | Total | | | In | Out | Total | | | | | In | Out | Total |
| Convenience Market/Gas Station (945)[2] | 20.00 | VFP | 345.75 | 6,915 | 31.6 | 50:50 | 316 | 316 | 632 | 26.90 | 50:50 | 269 | 269 | 538 | 291.67 | 5,833 | 29.77 | 49:51 | 292 | 304 | 596 |
| Truck Stop (950)[3] | 11.00 | VFP | 224.00 | 7,392 | 13.97 | 49:51 | 226 | 236 | 462 | 15.42 | 53:47 | 270 | 240 | 510 | 188.97 | 6,237 | 14.53 | 53:47 | 254 | 226 | 480 |
| **Total** | | | | **14,307** | | | **542** | **552** | **1,094** | | | **539** | **509** | **1048** | | **12,070** | | | **546** | **530** | **1076** |

1: Rates from ITE Trip Generation (11th Edition, 2021)

2: Land use subcategory GFA (4-5.5k) was used to determine the Saturday daily rate for Conveneince Market/Gas Station.

3: Assumes 3 PCE for 4+ axle trucks. Saturday daily rate was determined by applying the ratio of the Weekday daily trip rate and the Saturday daily trip rate for Convenience Market/Gas Station to the Weekday daily trip rate for Truck Stop. The Saturday midday peak hour rate was determined by applying the ratio of the highest Weekday peak hour rate and the Saturday peak hour rate for Convenience Market/Gas Station to the highest Weekday peak hour rate for Truck Stop.

4: VFP = Vehicle Fueling Positions

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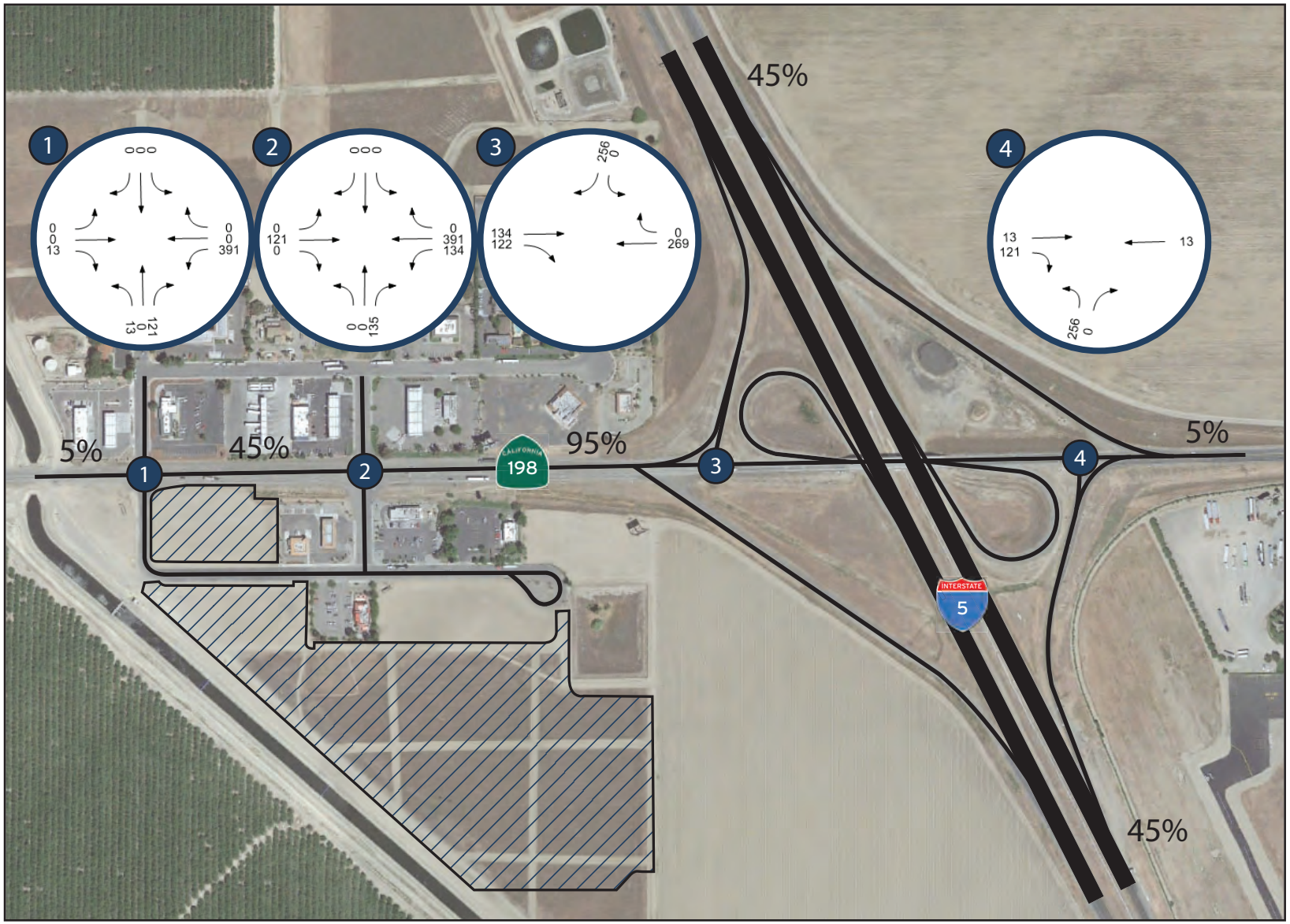
## Exhibit 7: Project Weekday AM Peak Hour Volumes and Trip Distribution

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale

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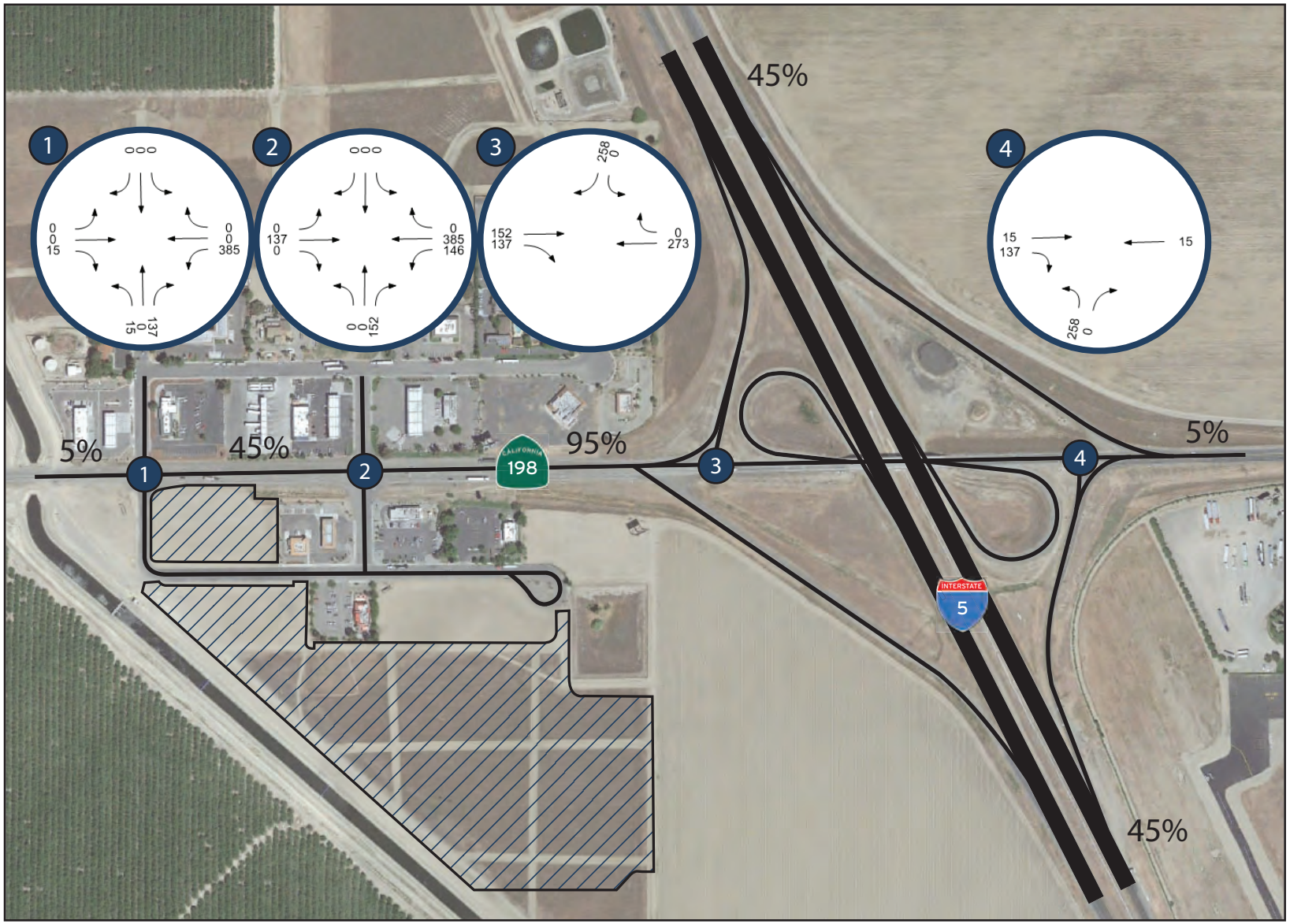
## Exhibit 8: Project Weekday PM Peak Hour Volumes and Trip Distribution

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale

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## Exhibit 9: Project Saturday Midday Peak Hour Volumes and Trip Distribution

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale

# 5.0 EXISTING WITH PROJECT CONDITIONS

*Existing With Project* conditions analysis is intended to identify the project-related impacts on the existing circulation system.

## 5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *Existing With Project* scenario are consistent with those previously shown in **Exhibit 3**, with the exception of the reconfigured westbound approach at West Access Driveway/State Route 198 to one dedicated left turn lane, one through lane, and one dedicated right turn lane.

## 5.2 EXISTING WITH PROJECT TRAFFIC VOLUMES

*Existing With Project* volumes includes *Existing* volumes plus the addition of the traffic projected to be generated by the proposed project**.**

*Existing With Project* Volumes = *Existing* (2022) Counts + Project Volume

**Exhibit 10** shows *Existing With Project* weekday AM peak hour volumes at the study intersections. **Exhibit 11** shows *Existing With Project* weekday AM peak hour volumes at the study intersections. **Exhibit 12** shows *Existing With Project* AM Saturday midday peak hour volumes at the study intersections.

## 5.3 EXISTING WITH PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

*Existing With Project* conditions weekday AM, weekday PM, and Saturday midday peak hour intersection analysis is shown in **Table 6.** HCM analysis sheets are provided in **Appendix E**.

**Table 6**

Intersection Analysis – Existing With Project Conditions

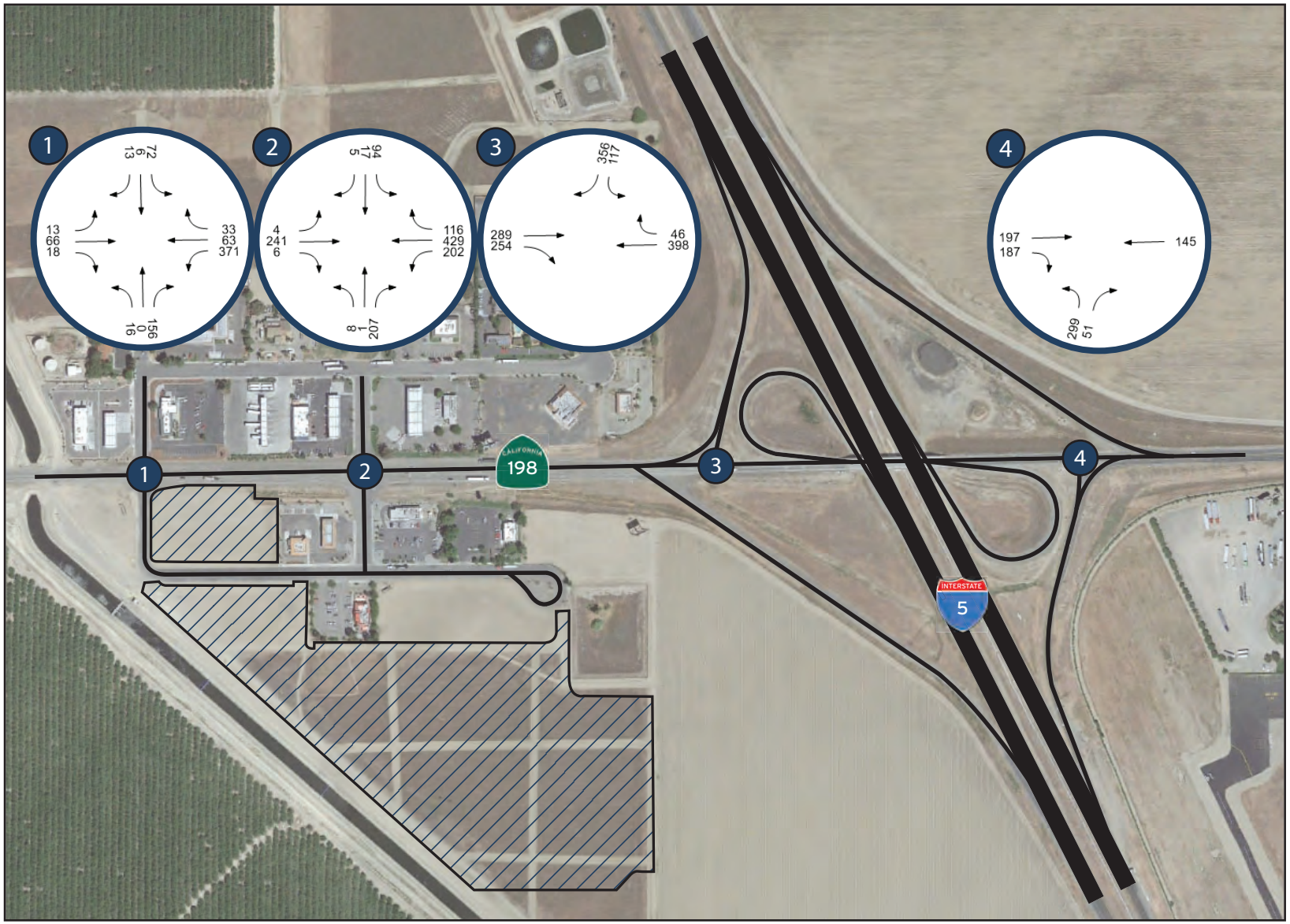
| | Intersection | | Control Type | Peak Hour[1] | Existing | | Existing With Project Conditions | | Change | Impact? |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Delay[2] | LOS | Delay[2] | LOS | | |
| 1 | West Access Driveway | State Route 198 | Cross-Street Stop | WD AM | 10.1 | B | 58.7 | F | 48.6 | Yes |
| | | | | WD PM | 10.2 | B | 73.0 | F | 62.8 | Yes |
| | | | | S MD | 9.7 | A | 68.7 | F | 59.0 | Yes |
| 2 | East Access Driveway | State Route 198 | Cross-Street Stop | WD AM | 11.6 | B | >100.0 | F | >100.0 | Yes |
| | | | | WD PM | 13.8 | B | >100.0 | F | >100.0 | Yes |
| | | | | S MD | 17.7 | C | 56.3 | F | 38.6 | Yes |
| 3 | Interstate 5 Southbound Off-Ramp | State Route 198 | Signal | WD AM | 11.5 | B | 13.5 | B | 2.0 | No |
| | | | | WD PM | 11.5 | B | 15.2 | B | 3.7 | No |
| | | | | S MD | 12.1 | B | 16.7 | B | 4.6 | No |
| 4 | Interstate 5 Northbound Off-Ramp | State Route 198 | Signal | WD AM | 7.7 | A | 14.0 | B | 6.3 | No |
| | | | | WD PM | 10.8 | B | 14.7 | B | 3.9 | No |
| | | | | S MD | 11.0 | B | 14.4 | B | 3.4 | No |

1: WD = Weekday; S MD = Saturday Midday.

2: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in **Table 6**, the study intersections are projected to continue to operate at an acceptable LOS during the peak hours for *Existing With Project* conditions with the exception of the following intersections:

- #1 – West Access Driveway/State Route 198, all peak hours.
- #2 – East Access Driveway/State Route 198, all peak hours.

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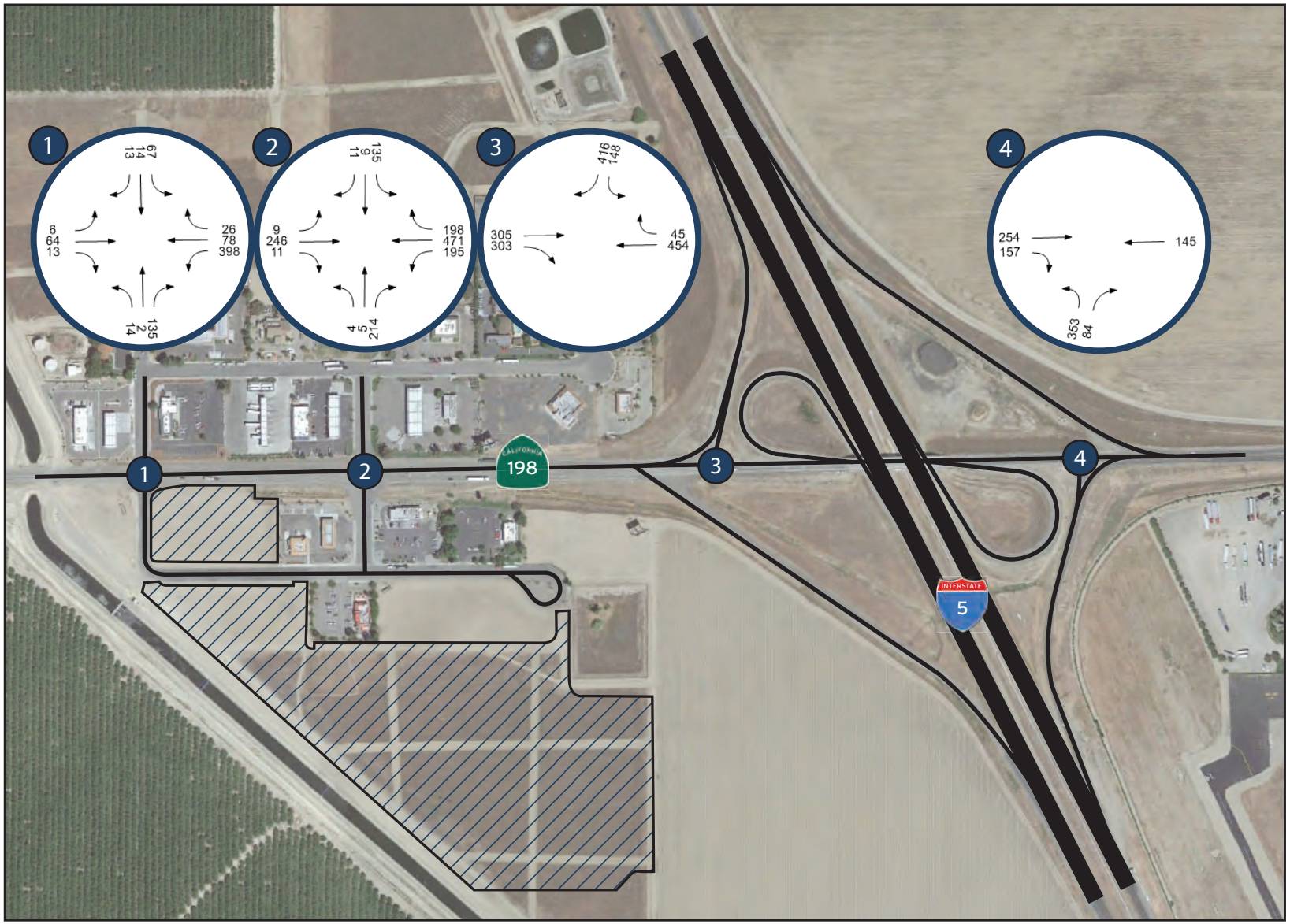
## Exhibit 10: Existing With Project Weekday AM Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale

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## Exhibit 11: Existing With Project Weekday PM Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis



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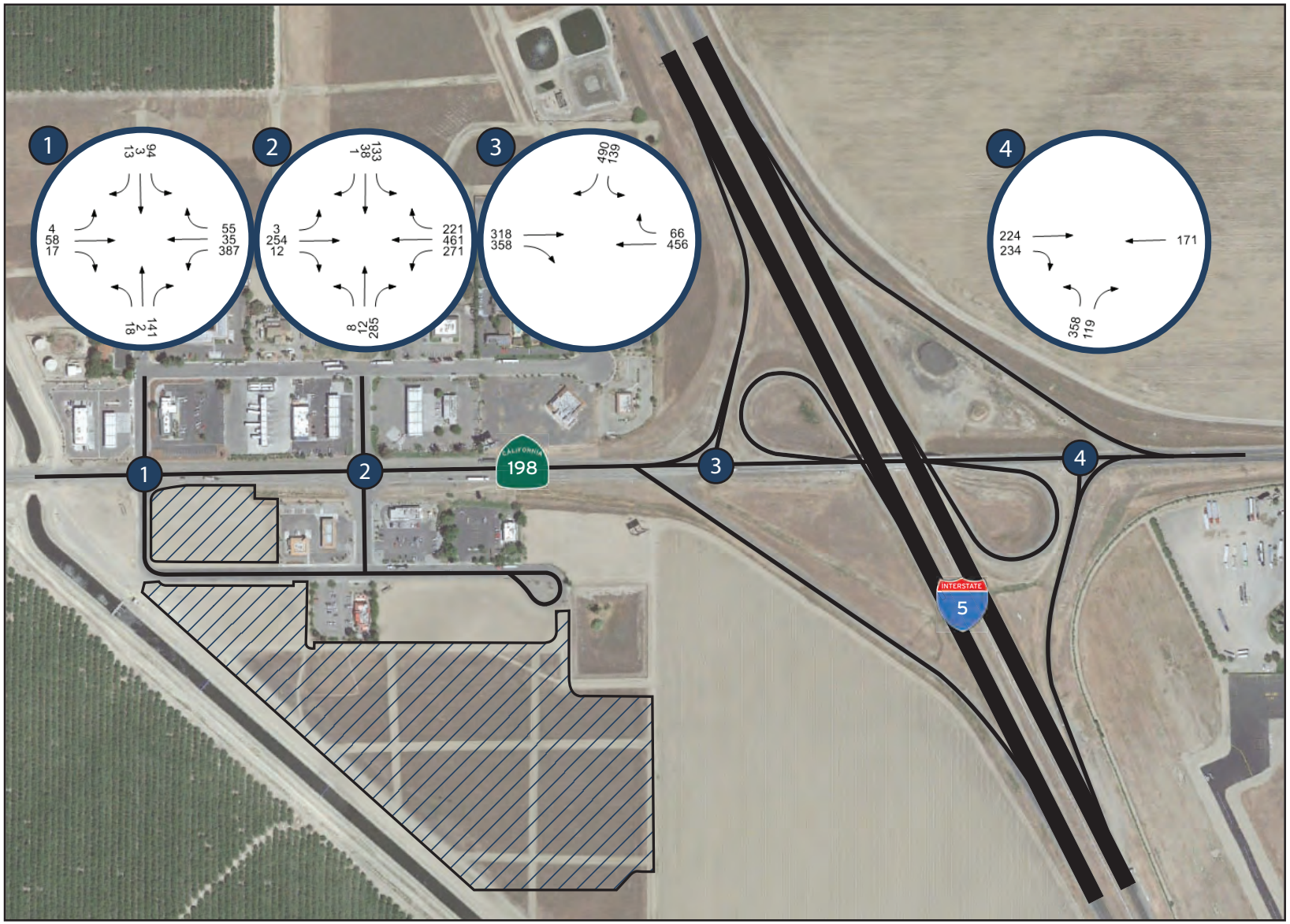


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## Exhibit 12: Existing With Project Saturday Midday Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale

# 6.0 FUTURE YEAR WITHOUT PROJECT CONDITIONS

*Future Year Without Project* conditions analysis is intended to identify baseline conditions in the horizon year without the proposed project.

## 6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *Future Year Without Project* scenario are consistent with those previously shown in **Exhibit 3**.

## 6.2 FUTURE YEAR WITHOUT PROJECT TRAFFIC VOLUMES

To estimate conditions in the horizon year, *Future Year Without Project* volumes include an ambient growth rate of 2% per year for twenty years applied to *Existing* volumes**.**

*Future Year Without Project* Volumes = (*Existing* (2022) Counts * 1.02^20)

The *Future Year Without Project* weekday AM, weekday PM, and Saturday midday peak hour volumes at the study intersections are shown on **Exhibit 13**, **Exhibit 14**, and **Exhibit 15**.

## 6.3 FUTURE YEAR WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

*Future Year Without Project* conditions weekday AM, weekday PM, and Saturday midday peak hour intersection analysis is shown in **Table 7.** HCM analysis sheets are provided in **Appendix E**.

**Table 7**

Intersection Analysis – Future Year Without Project Conditions

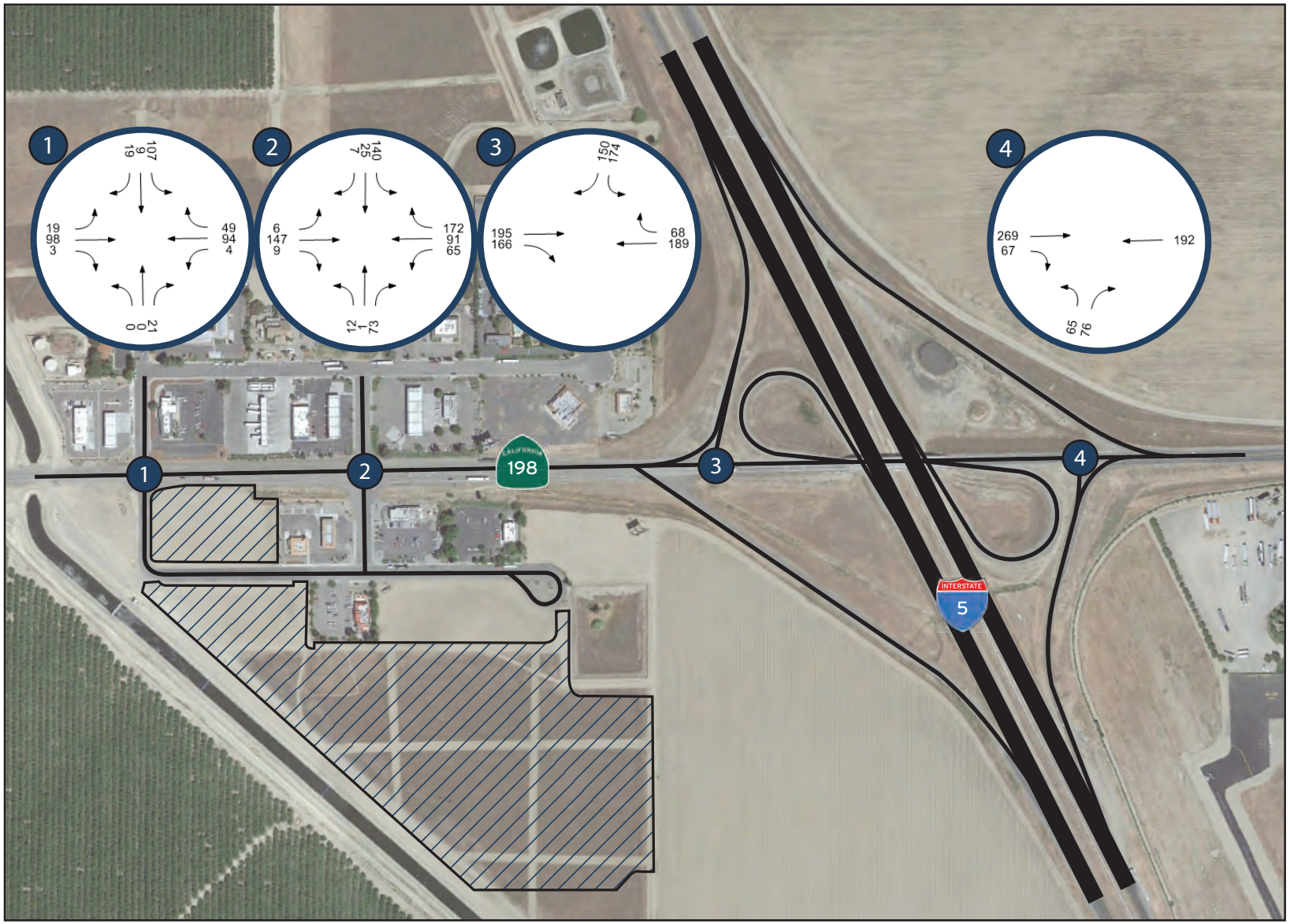
| Intersection | | | Control Type | Peak Hour[1] | Future Year Without Project Conditions | |
|---|---|---|---|---|---|---|
| | | | | | Delay[2] | LOS |
| 1 | West Access Driveway | State Route 198 | Cross-Street Stop | WD AM | 10.7 | B |
| | | | | WD PM | 10.8 | B |
| | | | | S MD | 10.3 | B |
| 2 | East Access Driveway | State Route 198 | Cross-Street Stop | WD AM | 13.2 | B |
| | | | | WD PM | 19.9 | C |
| | | | | S MD | 43.9 | E |
| 3 | Interstate 5 Southbound Off-Ramp | State Route 198 | Signal | WD AM | 11.7 | B |
| | | | | WD PM | 12.0 | B |
| | | | | S MD | 13.0 | B |
| 4 | Interstate 5 Northbound Off-Ramp | State Route 198 | Signal | WD AM | 8.0 | A |
| | | | | WD PM | 11.0 | B |
| | | | | S MD | 11.4 | B |

1: WD = Weekday; S MD = Saturday Midday.

2: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in **Table 7**, the study intersections are projected to continue to operate at an acceptable LOS during the peak hours for *Future Year Without Project* conditions with the exception of the following intersection:

- #2 – East Access Driveway/State Route 198, Saturday midday peak hour.

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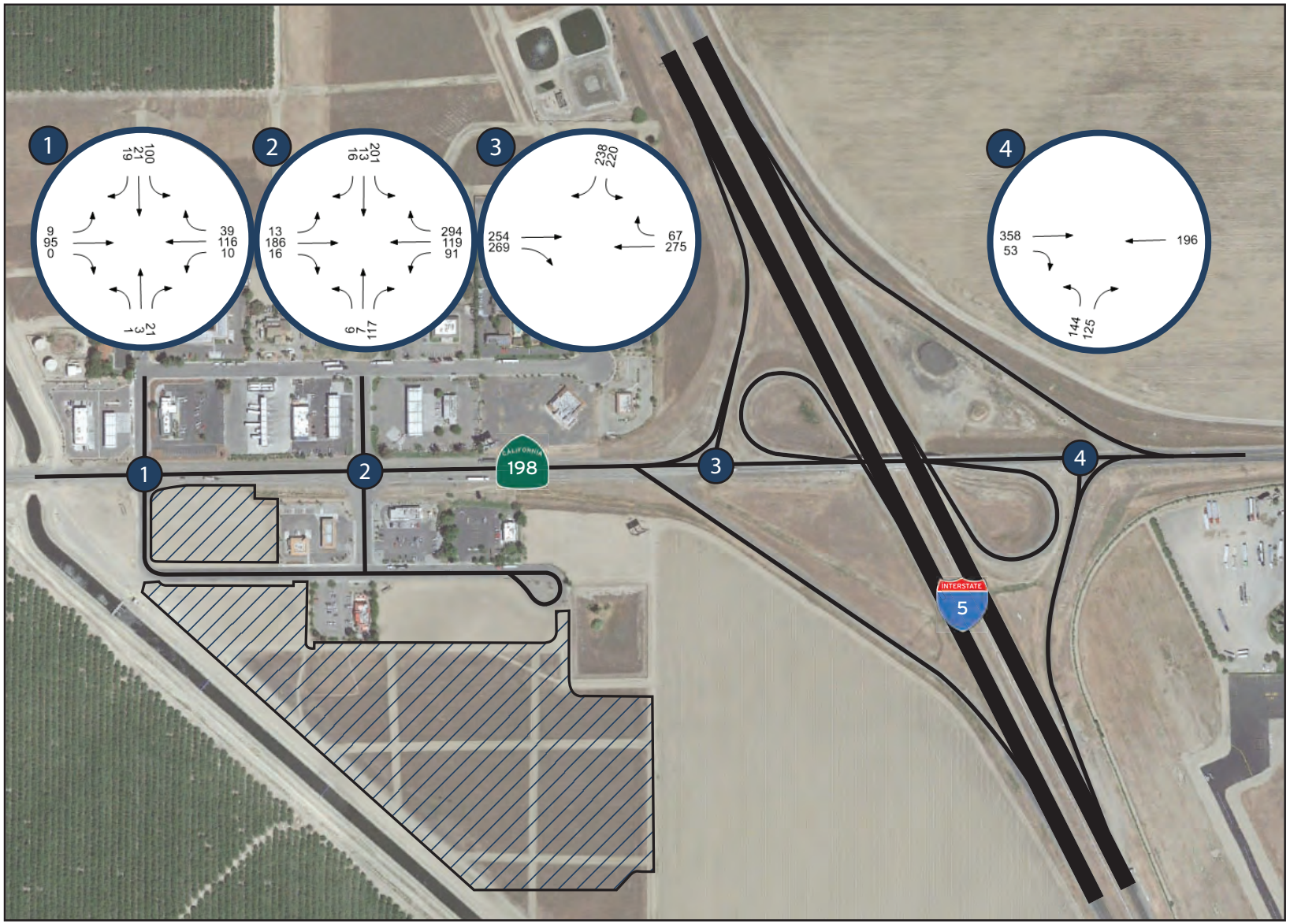
## Exhibit 13: Future Year Without Project Weekday AM Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis



Not to Scale

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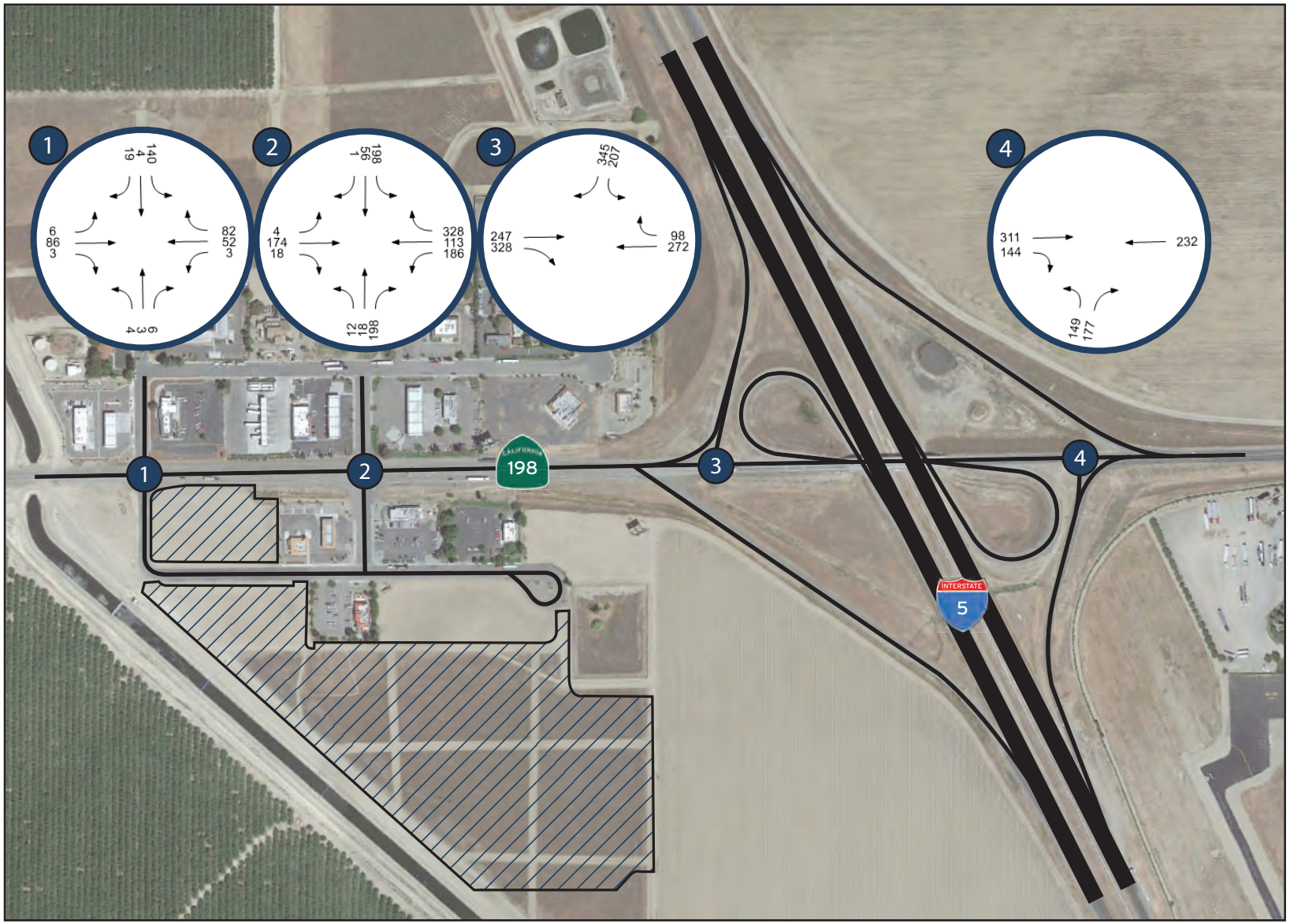
# Exhibit 14: Future Year Without Project Weekday PM Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis



Not to Scale

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## Exhibit 15: Future Year Without Project Saturday Midday Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis



Not to Scale

# 7.0 FUTURE YEAR WITH PROJECT CONDITIONS

*Future Year With Project* conditions analysis is intended to identify the project-related impacts on the planned horizon year circulation system.

## 7.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for the *Future Year With Project* scenario are consistent with those previously shown in **Exhibit 3**, with the exception of the reconfigured westbound approach at West Access Driveway/State Route 198 to one dedicated left turn lane, one through lane, and one dedicated right turn lane.

## 7.2 FUTURE YEAR WITH PROJECT TRAFFIC VOLUMES

*Future Year With Project* volumes include an ambient growth rate of 2% per year for twenty years applied to *Existing* volumes plus the addition of the traffic projected to be generated by the proposed project**.**

*Future Year With Project* Volumes = (*Existing* (2022) Counts * 1.02^20) + Project Volume

The *Future Year With Project* weekday AM, weekday PM, and Saturday midday peak hour volumes at the study intersections are shown on **Exhibit 16**, **Exhibit 17**, and **Exhibit 18.**

## 7.3 FUTURE YEAR WITH PROJECT INTERSECTION LEVEL OF SERVICE ANALYSIS

*Future Year With Project* conditions weekday AM, weekday PM peak hour intersection analysis is shown in **Table 8.** HCM analysis sheets are provided in **Appendix E**.

**Table 8**

Intersection Analysis – Future Year With Project Conditions

| | Intersection | | Control Type | Peak Hour[1] | Future Year Without Project | | Future Year With Project Conditions | | Change | Impact? |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Delay[2] | LOS | Delay[2] | LOS | | |
| 1 | West Access Driveway | State Route 198 | Cross-Street Stop | WD AM | 10.7 | B | 59.6 | F | 48.9 | Yes |
| | | | | WD PM | 10.8 | B | 61.7 | F | 50.9 | Yes |
| | | | | S MD | 10.3 | B | 77.9 | F | 67.6 | Yes |
| 2 | East Access Driveway | State Route 198 | Cross-Street Stop | WD AM | 13.2 | B | >100.0 | F | >100.0 | Yes |
| | | | | WD PM | 19.9 | C | >100.0 | F | >100.0 | Yes |
| | | | | S MD | 43.9 | E | >100.0 | F | >100.0 | Yes |
| 3 | Interstate 5 Southbound Off-Ramp | State Route 198 | Signal | WD AM | 11.7 | B | 13.7 | B | 2.0 | No |
| | | | | WD PM | 12.0 | B | 16.4 | B | 4.4 | No |
| | | | | S MD | 13.0 | B | 23.6 | C | 10.6 | No |
| 4 | Interstate 5 Northbound Off-Ramp | State Route 198 | Signal | WD AM | 8.0 | A | 13.2 | B | 5.2 | No |
| | | | | WD PM | 11.0 | B | 14.8 | B | 3.8 | No |
| | | | | S MD | 11.4 | B | 15.3 | B | 3.9 | No |

1: WD = Weekday; S MD = Saturday Midday.

2: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in **Table 8**, the study intersections are projected to continue to operate at an acceptable LOS during the peak hours for *Future Year With Project* conditions with the exception of the following intersections:

- #1 – West Access Driveway/State Route 198, all peak hours.
- #2 – East Access Driveway/State Route 198, all peak hours.

## 7.4 FUTURE YEAR WITH PROJECT RECOMMENDED IMPROVEMENTS

The following improvements are recommended for *Future Year With Project* conditions and are reflected in **Table 9** below:

- #1 West Access Driveway/State Route 198 - Install stop controls for the eastbound and westbound approaches to implement an all-way stop controlled intersection.
- #2 East Access Driveway/State Route 198 - Install stop controls for the eastbound and westbound approaches to implement an all-way stop controlled intersection.

**Table 9**

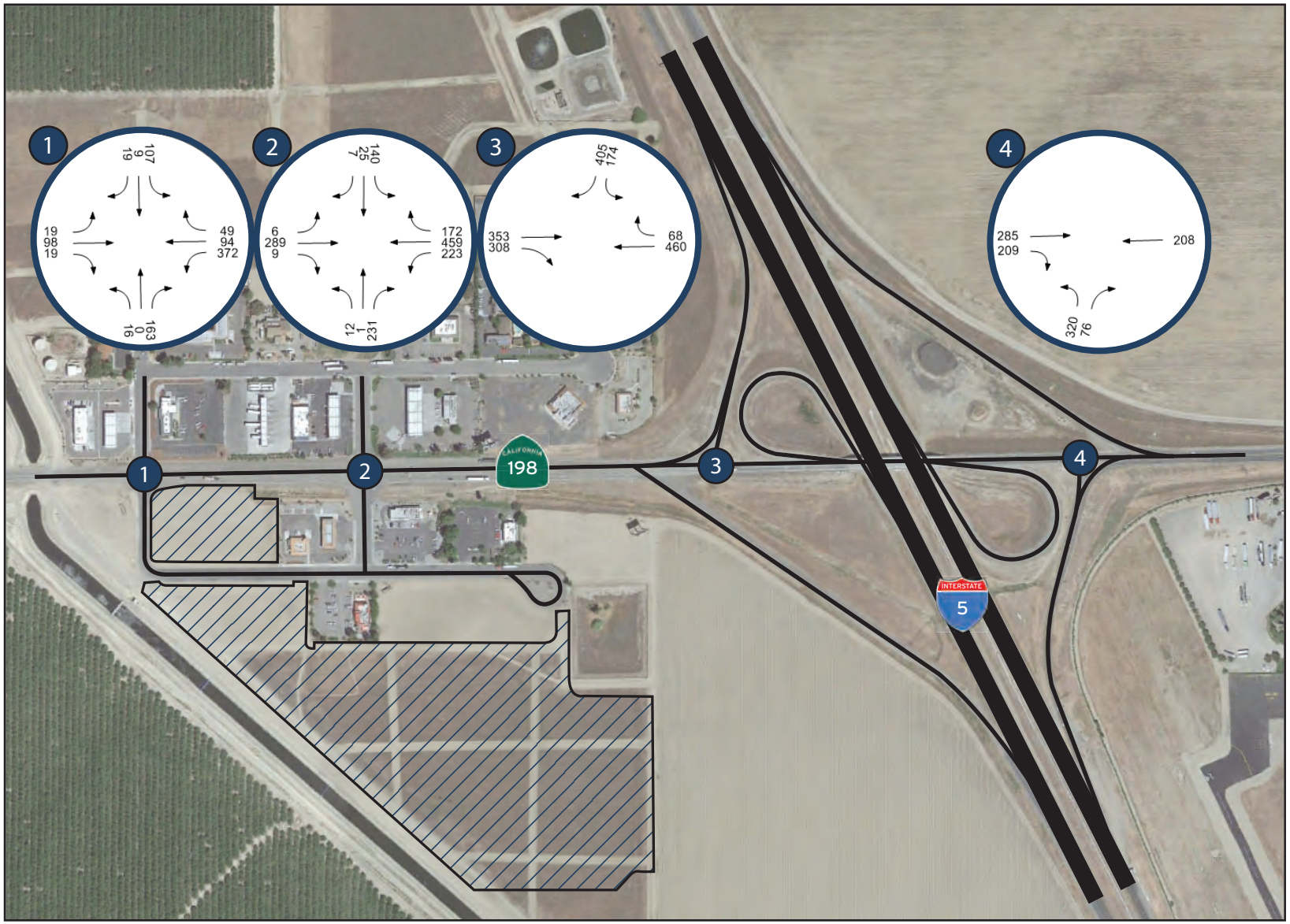
Intersection Analysis – Future Year With Project Conditions with Recommended Improvements

| Intersection | | | Control Type | Peak Hour[1] | Future Year Without Project | | Future Year With Project | | Future Year With Project With Improvements | |
|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | Delay[2] | LOS | Delay[2] | LOS | Delay[2] | LOS |
| 1 | West Access Driveway | State Route 198 | All-Way Stop | WD AM | 10.7 | B | 59.6 | F | 14.2 | B |
| | | | | WD PM | 10.8 | B | 61.7 | F | 14.9 | B |
| | | | | S MD | 10.3 | B | 77.9 | F | 14.8 | B |
| 2 | East Access Driveway | State Route 198 | All-Way Stop | WD AM | 13.2 | B | >100.0 | F | 14.2 | B |
| | | | | WD PM | 19.9 | C | >100.0 | F | 17.6 | C |
| | | | | S MD | 43.9 | E | >100.0 | F | 26.7 | D |

1: WD = Weekday; S MD = Saturday Midday.

2: Delay is shown in seconds per vehicle. Per the Highway Capacity Manual 6th Edition, overall average delay and LOS are shown for signalized and all-way stop-controlled intersections. For intersections with one-or-two-way stop-control, the delay and LOS for the worst individual movement is shown.

As shown in **Table 9**, with the recommended improvements, the intersections are projected to operate at an acceptable LOS for *Future Year With Project* conditions.

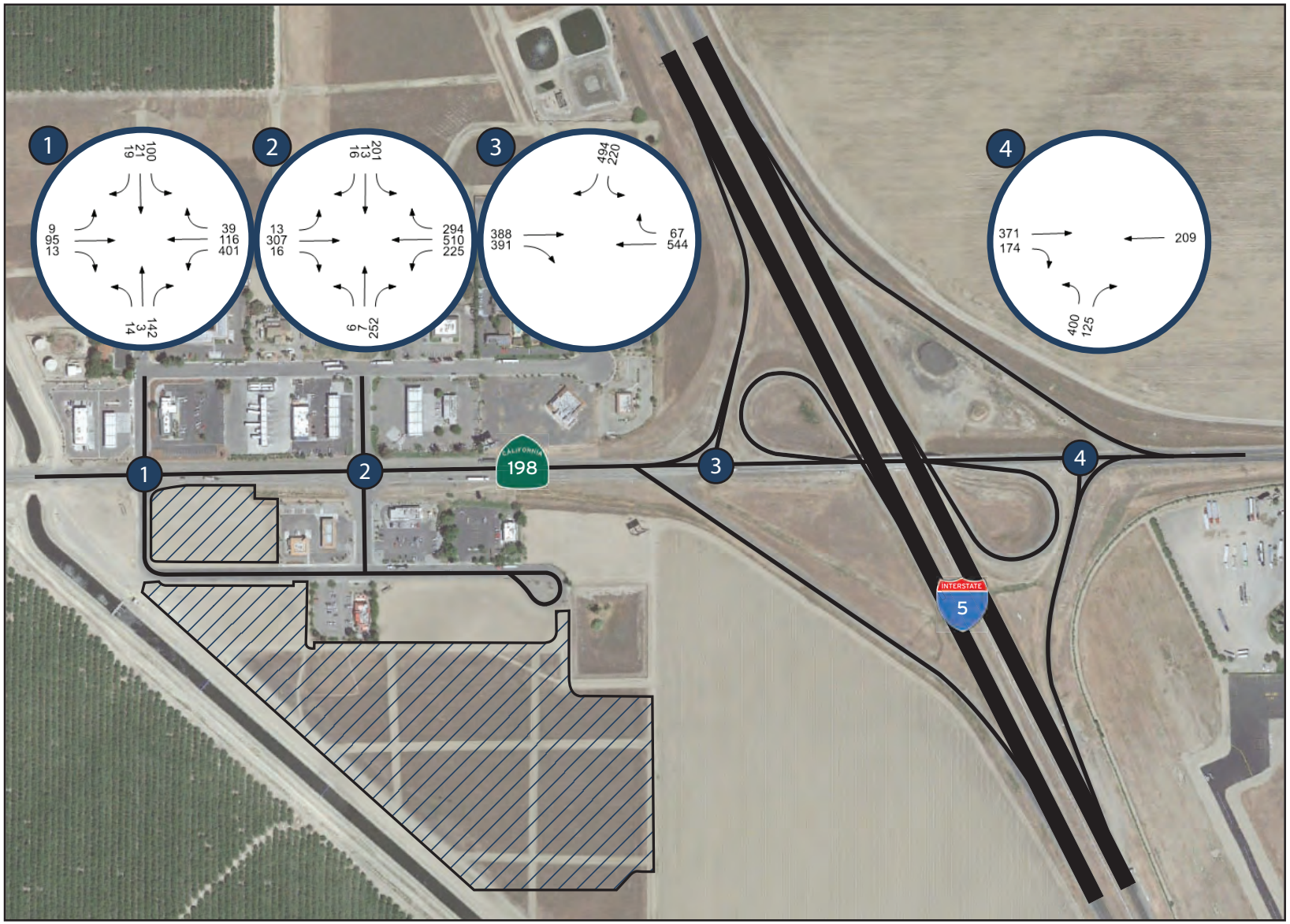



TJW ENGINEERING, INC.

## Exhibit 16: Future Year With Project Weekday AM Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale

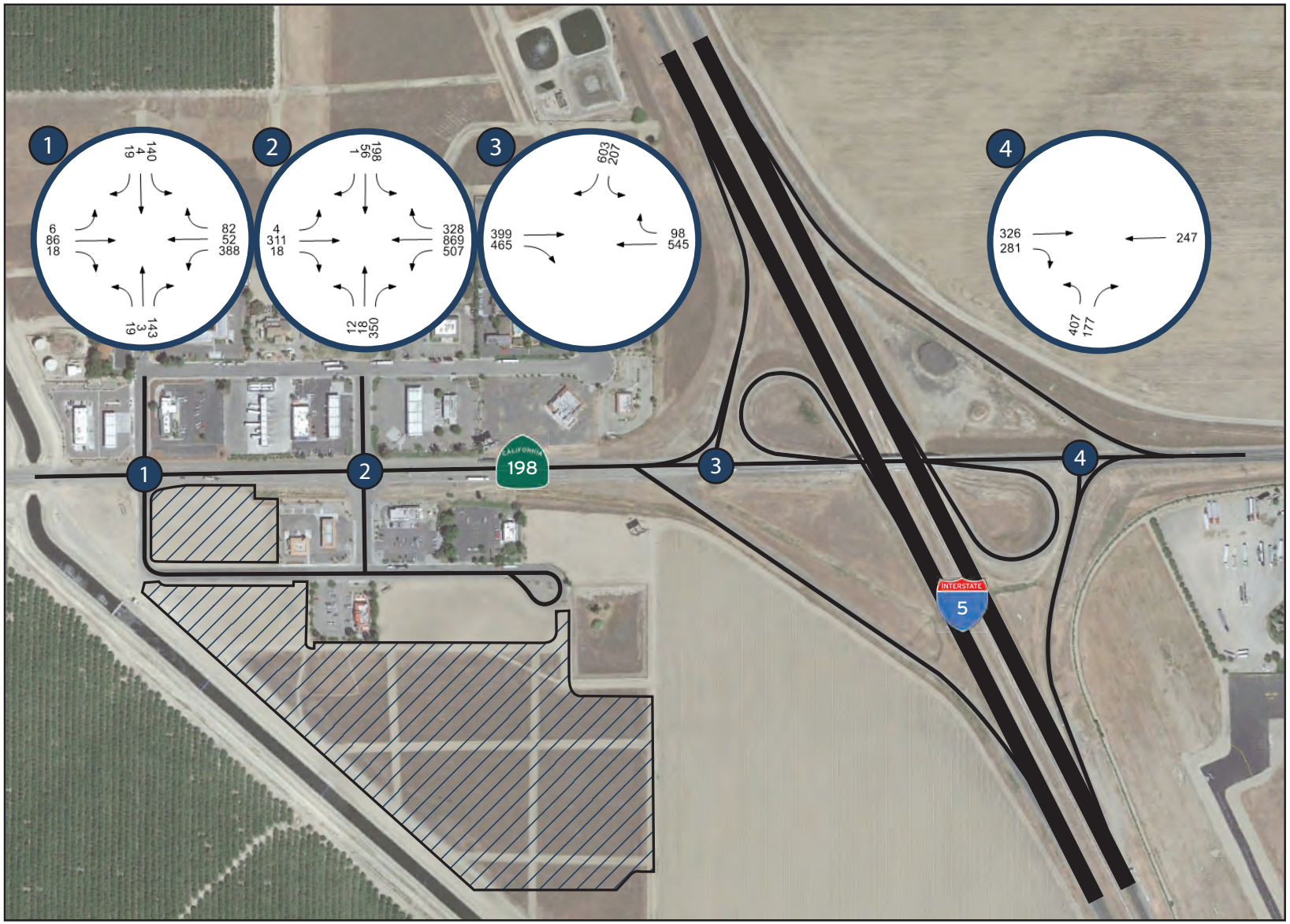



TJW ENGINEERING, INC.

## Exhibit 17: Future Year With Project Weekday PM Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis

Not to Scale




TJW ENGINEERING, INC.

## Exhibit 18: Future Year With Project Saturday Midday Peak Hour Volumes

RMK-22-001 Coalinga Harris Ranch Traffic Impact Analysis



Not to Scale

# APPENDIX

Appendix A: Glossary of Terms
Appendix B: Scoping Agreement
Appendix C: County of Fresno Plans
Appendix D: Existing Traffic Counts
Appendix E: HCM Analysis Sheets

# APPENDIX A

GLOSSARY OF TERMS

# Glossary of Terminology

## ACRONYMS:

| | |
|---|---|
| **AC** | Acres |
| **ADT** | Average Daily Traffic |
| **Caltrans** | California Department of Transportation |
| **DU** | Dwelling Unit |
| **ICU** | Intersection Capacity Utilization |
| **LOS** | Level of Service |
| **TSF** | Thousand Square Feet |
| **V/C** | Volume/Capacity |
| **VMT** | Vehicle Miles Traveled |

## TERMS

**AVERAGE DAILY TRAFFIC** – *The average 24-hour volume for a stated period divided by the number of days in that period. For example, Annual Average Daily Traffic is the total volume during a year divided by 365 days.*

**CAPACITY** – T*he maximum number of vehicles that can be reasonably expected to pass over a given section of a lane or a roadway in a given time period.*

**CORNER SIGHT DISTANCE** – *The minimum sight distance required by the driver of a vehicle to cross or enter the lanes of the major roadway without requiring approaching traffic travelling at a given speed to radically alter their speed or trajectory. Corner sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 36 inches above the pavement in the center of the nearest approach lane.*

**CYCLE LENGTH** – *The time period in seconds required for a traffic signal to complete one full cycle of indications.*

**CUL-DE-SAC** – *A local street open at one end only and with special provisions for turning around.*

**DAILY CAPACITY** – *A theoretical value representing the daily traffic volume that will typically result in a peak hour volume equal to the capacity of the roadway.*

**DELAY –** *The time consumed while traffic is impeded in its movement by some element over which it has no control, usually expressed in seconds per vehicle.*

**DENSITY –** *The number of vehicles occupying in a unit length of the through traffic lanes of a roadway at any given instant. Usually expressed in vehicles per mile.*

**DESIGN SPEED –** *A speed selected for purposes of design. Features of a highway, such as curvature, superelevation, and sight distance (upon which the safe operation of vehicles is dependent) are correlated to design speed.*

**DIRECTIONAL SPLIT –** *The percent of traffic in the peak direction at any point in time.*

**FREE FLOW –** *Volumes are well below capacity. Vehicles can maneuver freely and travel is unimpeded by other traffic.*

**HEADWAY –** *Time or distance spacing between successive vehicles in a traffic stream, front bumper to front bumper.*

**LEVEL OF SERVICE** – *A qualitative measure of a number of factors, which include speed and travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs.*

**LOOP DETECTOR –** *A vehicle detector consisting of a loop of wire embedded in the roadway, energized by alternating current and producing an output circuit closure when passed over by a vehicle.*

**PASSENGER CAR EQUIVALENT (PCE)** – *A metric used to assess the impact of larger vehicles, such as trucks, recreational vehicles, and buses, by converting the traffic volume of larger vehicles to an equivalent number of passenger cars.*

**PEAK HOUR** – *The 60 consecutive minutes with the highest number of vehicles.*

**QUEUE LENGTH** – *The length of vehicle queue, typically expressed in feet, waiting at a service area such as a Traffic signal, stop sign, or access gate.*

**SIGHT DISTANCE** – *The continuous length of roadway visible to a driver or roadway user.*

**SIGNAL CYCLE** – *The time period in seconds required for one complete sequence of signal indications.*

**SIGNAL PHASE** – *The part of the signal cycle allocated to one or more traffic movements.*

**STARTING DELAY** – *The delay experienced in initiating the movement of queued traffic from a stop to an average running speed through an intersection.*

**STOPPING SIGHT DISTANCE –** *The minimum distance required by the driver of a vehicle on the major roadway travelling at a given speed to bring the vehicle to a stop after an object on the road becomes visible. Stopping sight distance is measured from the driver's eye at 42 inches above the pavement to an object height of 6 inches above the pavement.*

**TRAFFIC-ACTUATED SIGNAL –** *A type of traffic signal that directs traffic to stop and go in accordance with the demands of traffic, as registered by the actuation of detectors.*

**TRIP –** *The movement of a person or vehicle from one location (origin) to another (destination). For example, from home to store to home is two trips, not one.*

**TRIP GENERATION RATE** – *The quantity of trips produced and/or attracted by a specific land use stated in terms of units such as per dwelling, per acre, and per 1,000 square feet of floor space.*

**TURNING RADIUS –** *The circular arc formed by the smallest turning path radius of the front outside tire of a vehicle, such as that performed by a U-turn maneuver. This is based on the length and width of the wheel base as well as the steering mechanism of the vehicle.*

**VEHICLE MILES OF TRAVEL** – *A measure of the amount of usage of a section of highway, obtained by multiplying the average daily traffic by length of facility in miles.*

# APPENDIX B

SCOPING AGREEMENT

May 17, 2022

TJW ENGINEERING, INC.
TRAFFIC ENGINEERING &
TRANSPORTATION PLANNING
CONSULTANTS

Mr. David Padilla
CALTRANS DISTRICT 6
1352 West Olive Ave, PO Box 12616
Fresno, CA 93778

**Subject: Coalinga Harris Ranch Commercial Development Traffic Impact Study Scoping Agreement**

Dear Mr. Padilla,

*TJW ENGINEERING, INC. (TJW)* is pleased to submit this traffic impact study scope for the proposed project located southwest of SR-198 and I-5 interchange near the City of Coalinga in Fresno County. Proposed project includes two components for vehicles and commercial heavy-duty trucks outlined below. A site plan is attached for reference.

- 20 pump passenger vehicle fueling station with a 9,800 square foot convenience store
- Heavy-duty dieseling service station including:
    - 11 pump truck diesel refueling station with a 9,000 square foot building
    - Heavy-duty truck scale, Petro 3-bay station, and parking yard

## Scope of Services

### *Trip Generation*

Trip generation for the proposed project will be developed using rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual (11$^{th}$ Edition, 2021). As shown in the attached table, the project is anticipated to generate 5,425 weekday daily trips, 383 weekday AM peak hour trips, 389 weekday PM peak hour trips, 4,577 Saturday daily trips, and 389 Saturday midday peak hour trips after pass-by reductions and passenger car equivalency conversions.

### *Trip Distribution Assumptions*

Project trip distributions will be based on the surrounding regional access routes to identify probably routes onto which project traffic would distribute. The anticipated travel patterns to and from the project site are shown in the attached exhibit.

### *Study Intersections*

The study area shall include intersections in which the proposed project may create a significant impact. As such, TJW proposes to include the following intersections:

1. Highway 198 / I-5 NB Off-Ramp
2. Highway 198 / I-5 SB Off-Ramp
3. Highway 198 / East access driveway
4. Highway 198 / West access driveway

### *Analysis Methodology and Scenarios*

The analysis of traffic and level of service will be provided for the following scenarios and will include an assessment of traffic mitigation measures if any are required:

1. Existing Without Project Conditions
2. Existing With Project Conditions
3. Future Year (20-year horizon) Without Project Conditions
4. Future Year (20-year horizon) With Project Conditions

Intersection level of service will be calculated using the Highway Capacity Manual 6$^{th}$ Edition analysis methodologies. The TIA will analyze study intersections during the following time periods:

- One Weekday (Tuesday, Wednesday, or Thursday):
  - AM Peak Hour (7:00 AM to 9:00 AM)
  - PM Peak Hour (4:00 PM to 6:00 PM)
- One Saturday:
  - Peak Hour (11:00 AM to 1:00 PM)

### *Volume Development*

Traffic volumes for existing year traffic conditions will be based on newly collected existing traffic counts for the study intersections identified above. Future year volumes will be developed by applying a 2% annual ambient growth rate.

### *Queue Analysis*

A queue analysis will be conducted for the analysis scenarios (identified above) for the northbound and southbound I-5 off-ramps at the Highway 198 intersection. The queue analysis will determine any impacts to the queueing of the intersection and to ensure queueing does not spill onto the freeway mainline.

### *Vehicle Miles Traveled (VMT) Analysis*

As discussed above, there are two components to this project – a passenger vehicle refueling station and a heavy-duty commercial trucking station. The following methodology, based on the Office of Planning and Research (OPR) 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA and CEQA Guidelines,

will be used to screen/analyze VMT for the proposed project. As outlined below, the project will be screened from VMT analysis.

*Passenger Vehicle Refueling Station*
The OPR 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA and CEQA Guidelines states, "local-serving retail development tends to shorten trips and reduce VMT." As the proposed passenger vehicle refueling station will be a local-serving retail establishment, the project would screen out from a formal VMT analysis.

*Heavy-Duty Commercial Diesel Truck Service Station*
The OPR 2018 Technical Advisory on Evaluating Transportation Impacts in CEQA and CEQA Guidelines outlines:

> "Vehicle Types. Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount of distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks."

The term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Thus, per state guidance and regulations, heavy-duty truck VMT need not be included in VMT analysis. As the proposed project's land use will be for heavy-duty commercial diesel trucks, the project would screen out from a formal VMT analysis.

Please contact us at (949) 878-3509 if you have any questions regarding this scoping agreement.

Sincerely,

Thomas Wheat, PE, TE
President

Registered Civil Engineer *#69467*
Registered Traffic Engineer *#2565*

David Chew, PTP
Transportation Planner

Brandon Alvarado, EIT
Transportation Planner

Coalinga Harris Ranch
Scoping Agreement
Legend
Distribution
Intersections
SITE
45%
5%
45%
95%
5%
45%
1
2
3
4
N
1000 ft
Google Earth

| Proposed Land Use[1] | Qty | Unit[4] | Daily Trips (ADTs) | | AM Peak Hour | | | | | PM Peak Hour | | | | | Weekday Pass-By % Reduction | | | Saturday Daily Trips (ADTs) | | Saturday Midday Peak Hour | | | | | Saturday Pass-By % Reduction | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | Rate | Volume | Rate | In:Out Split | Volume | | | Rate | In:Out Split | Volume | | | | | | Rate | Volume | Rate | In:Out Split | Volume | | | | |
| | | | | | | | In | Out | Total | | | In | Out | Total | AM | PM | Daily | | | | | In | Out | Total | Midday | Daily |
| Convenience Market/Gas Station (945)[2] | 20.00 | VFP | 345.75 | 6,915 | 31.6 | 50:50 | 316 | 316 | 632 | 26.90 | 50:50 | 269 | 269 | 538 | 76% | 75% | 75% | 291.674 | 5,833 | 29.77 | 49:51 | 292 | 304 | 596 | 75% | 75% |
| Truck Stop (950)[3] | 11.00 | VFP | 224.00 | 7,392 | 13.97 | 49:51 | 226 | 236 | 462 | 15.42 | 53:47 | 270 | 240 | 510 | 50% | 50% | 50% | 188.97 | 6,237 | 14.53 | 53:47 | 254 | 226 | 480 | 50% | 50% |
| **Sub Total** | | | | 14,307 | | | 542 | 552 | 1,094 | | | 539 | 509 | 1048 | | | | | 12,070 | | | 546 | 530 | 1076 | | |
| **Pass-By Trips** | | | | -8,882 | | | -353 | -358 | -711 | | | -337 | -322 | -659 | | | | | -7,493 | | | -346 | -341 | -687 | | |
| **Net Total** | | | | **5,425** | | | **189** | **194** | **383** | | | **202** | **187** | **389** | | | | | **4,577** | | | **200** | **189** | **389** | | |

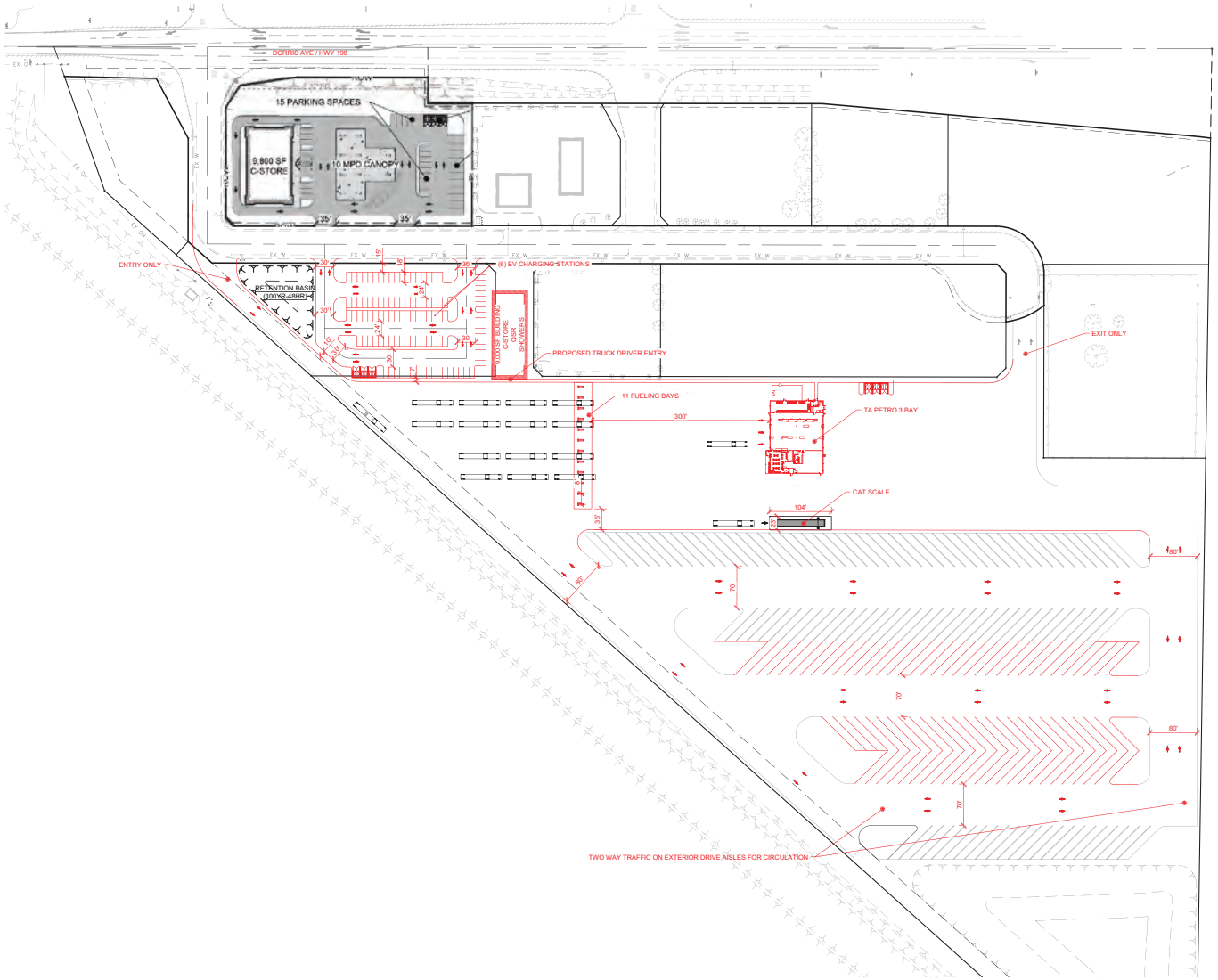
1: Rates from ITE Trip Generation (11th Edition, 2021)

2: Land use subcategory GFA (4-5.5k) was used to determine the Saturday daily rate for Conveneince Market/Gas Station.

3: Assumes 3 PCE for 4+ axle trucks. Saturday daily rate was determined by applying the ratio of the Weekday daily trip rate and the Saturday daily trip rate for Convenience Market/Gas Station to the Weekday daily trip rate for Truck Stop. The Saturday midday peak hour rate was determined by applying the ratio of the highest Weekday peak hour rate and the Saturday peak hour rate for Convenience Market/Gas Station to the highest Weekday peak hour rate for Truck Stop.

4: VFP = Vehicle Fueling Positions

+608/325Â,5914671Â.+ÂŠ$"& "! Â|"%-Â¥. *Â¦¥$-Â%.&+-+"%%!+"¥




**COALINGA HARRIS RANCH COMMERCIAL**
COALINGA, CALIFORNIA

N
0 80'
1" = 80'

**PRELIMINARY CIVIL SITE PLAN**

19 April 2022

RMK DESIGN INC.
ENGINEERING • ARCHITECTURAL • CONSULTING
1801 LANDER AVENUE
TURLOCK, CALIFORNIA, 95380
TELEPHONE #: 209.634.4832 • FAX #: 209.633.2209

# APPENDIX C

COUNTY OF FRESNO PLANS

# Fresno County General Plan

# Policy Document

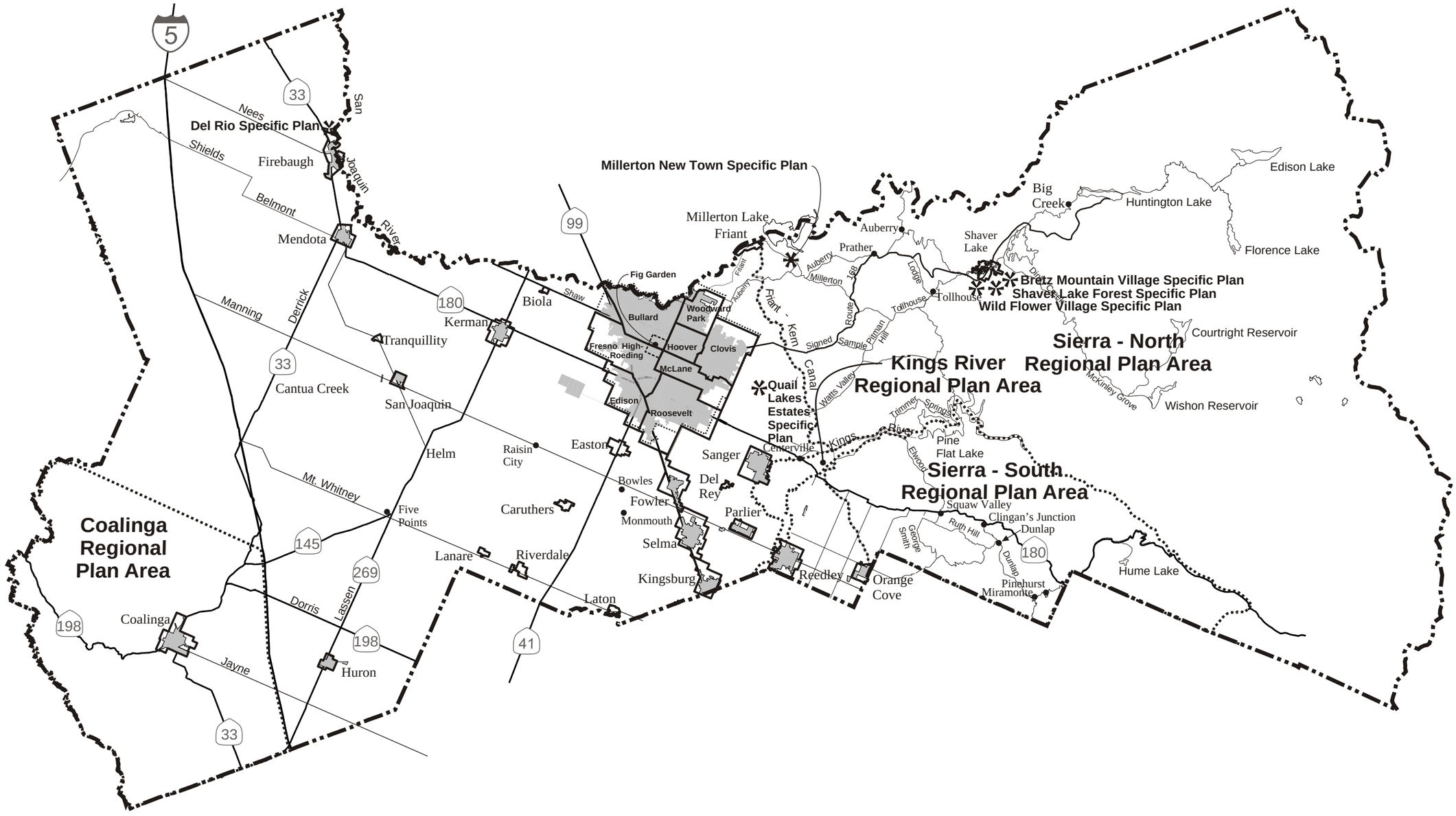
ADOPTION

FRESNO COUNTY PLANNING COMMISSION
September 7, 2000 Resolution No. 11552

FRESNO COUNTY BOARD OF SUPERVISORS
October 3, 2000 Resolution No. 00-534

**October 3, 2000**

**General Plan Update**




NORTH

0 10

1" = 10 miles

**Regional Plan Area**

**Community Plan Area**

**Incorporated Cities**

**Fresno/Clovis Sphere of Influence**

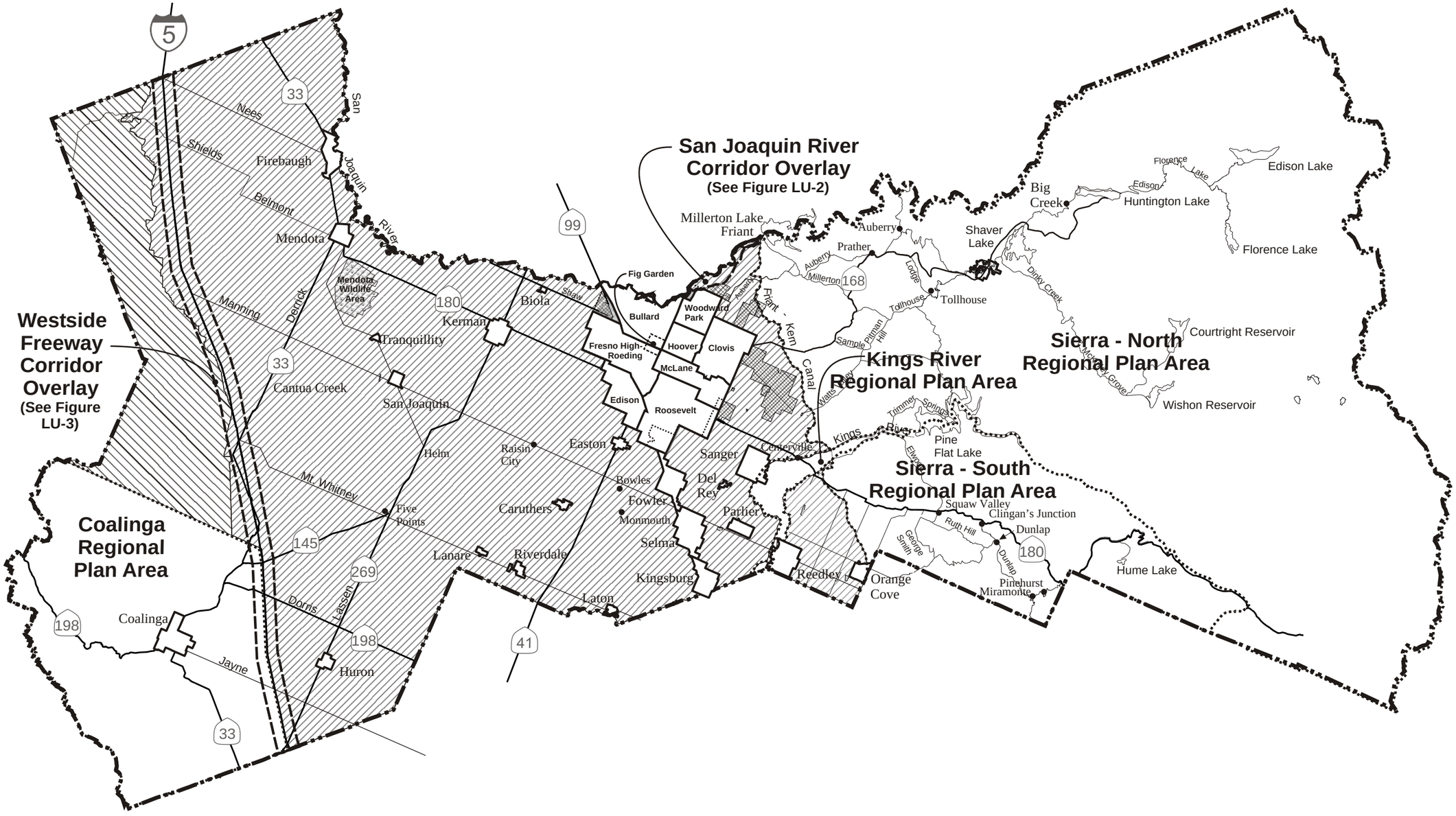
**Specific Plans**

Fresno County General Plan

# Planning Areas

Figure 1

10/03/2000




NORTH

0 10

1" = 10 miles

**Regional Plan Area***

**Community Plan Area***

**Fresno/Clovis Sphere of Influence**

**Agriculture**

**Westside Rangeland**

**Open Space**
**(See Figure LU-1b)**

**See Figures LU-1c and LU-1d**

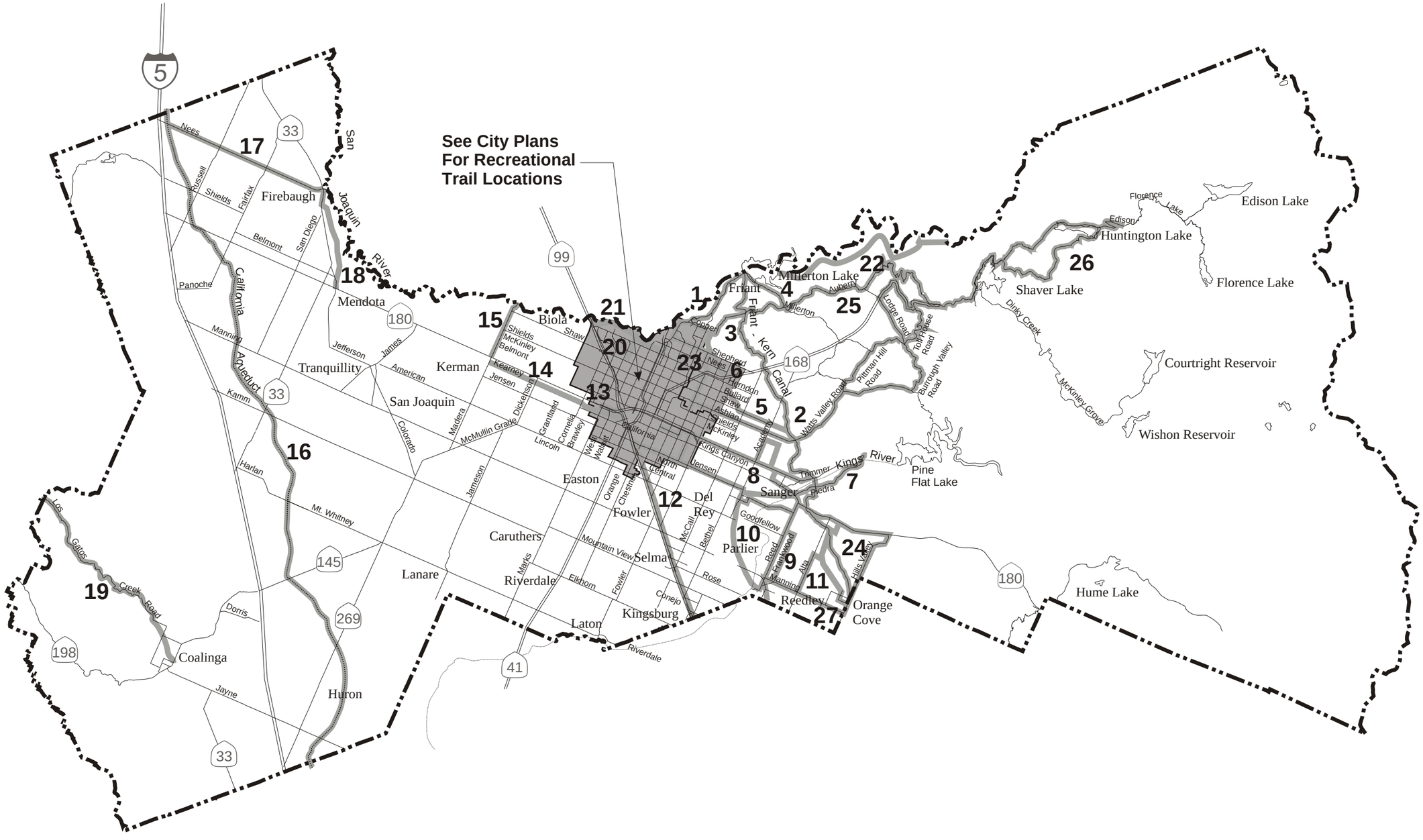
* See Regional, Community & Specific Plans for land use detail

Fresno County General Plan

# Countywide Land Use Diagram

Figure LU-1a

12/19/2000




NORTH

0 10

1" = 10 miles

Conceptual Recreational Trail

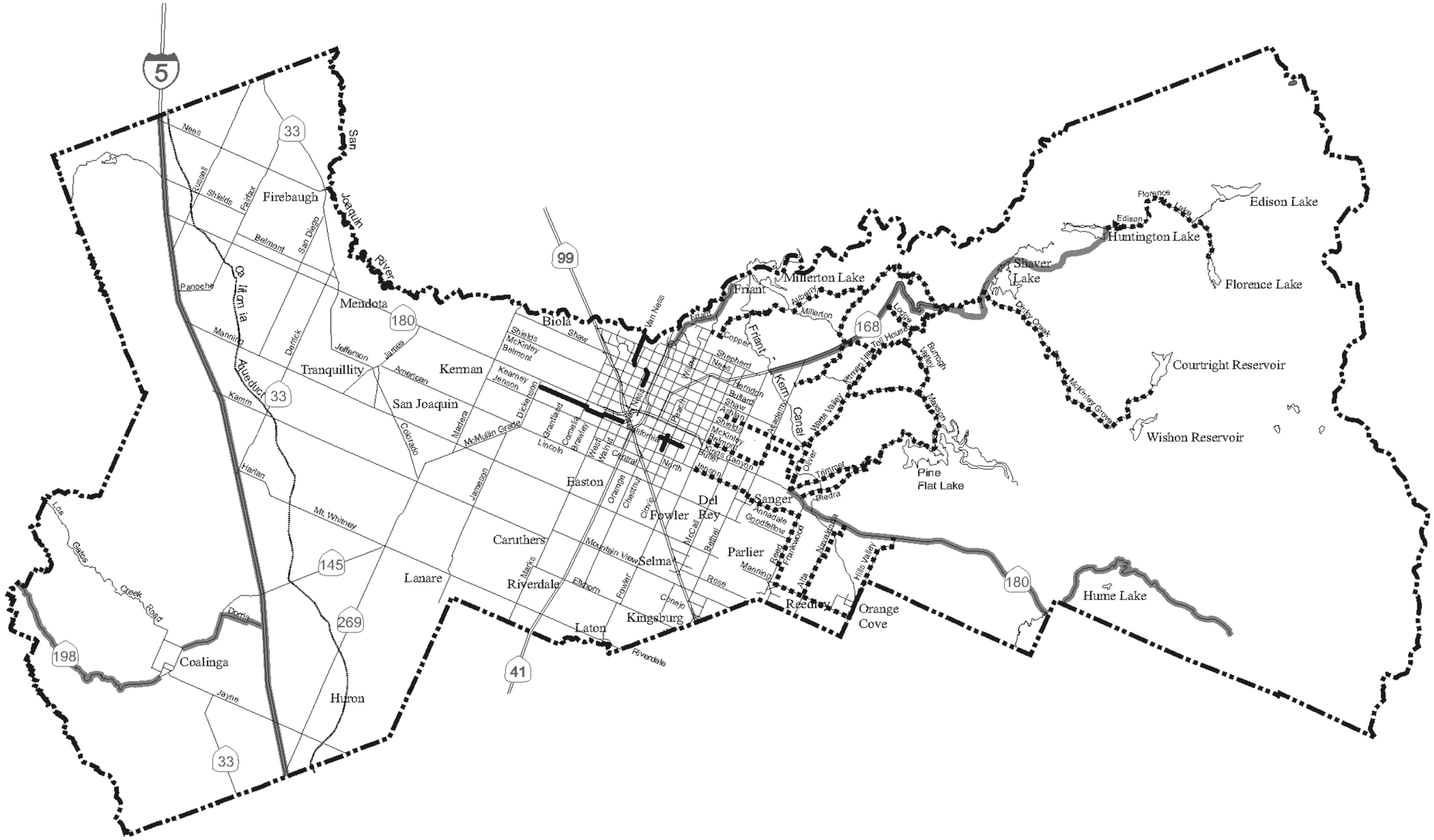
Note: See also Figure TR-2, Rural Bikeways Plan

Fresno County General Plan

# Conceptual Recreational Trail Corridor Map

Figure OS-1

10/03/2000




NORTH

0 10

1" = 10 miles

Landscaped Drive

Scenic Drive

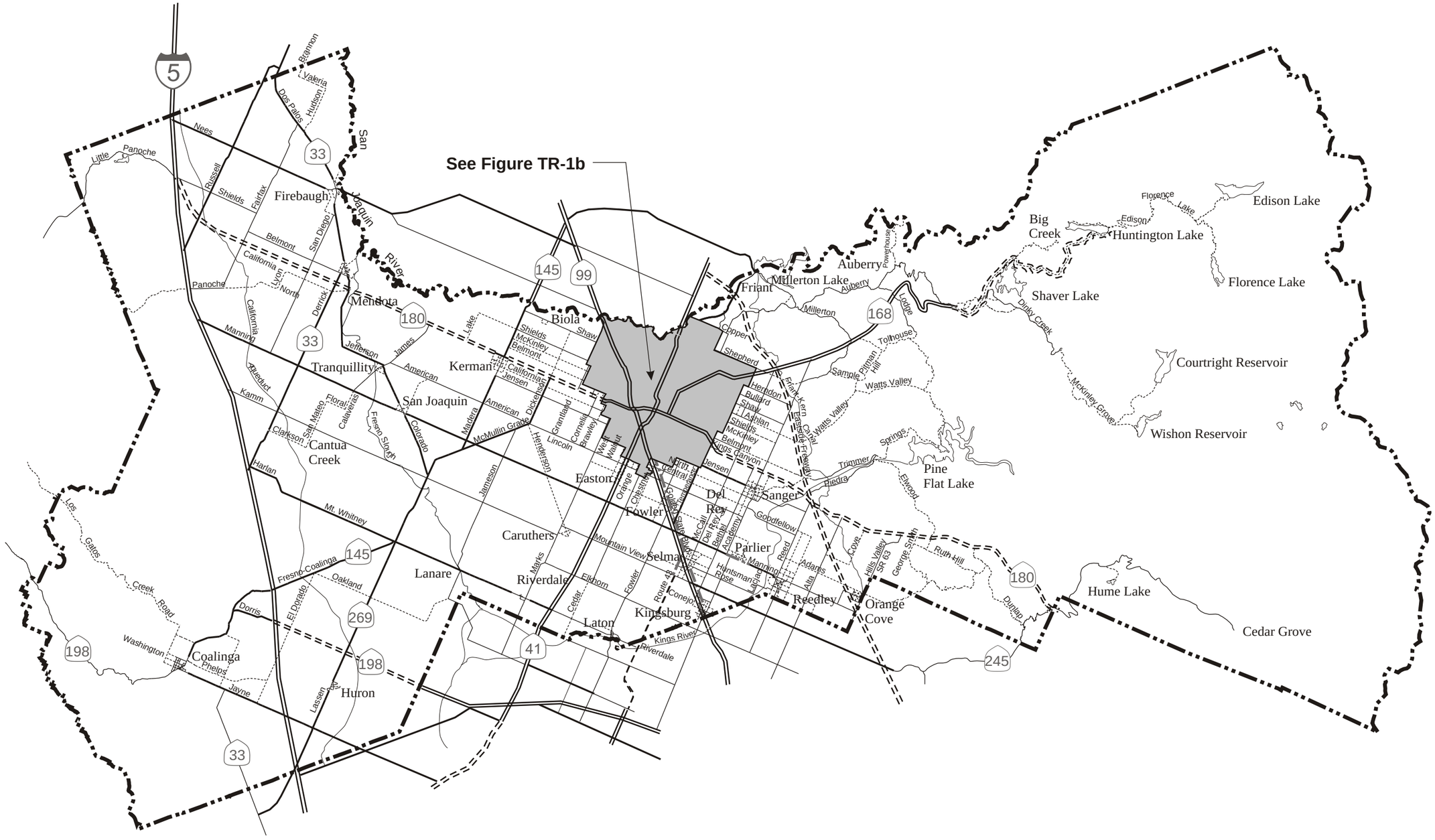
Scenic Highway

Fresno County General Plan

## Scenic Roadways

Figure OS-2

1/25/2000




NORTH

0 10

1" = 10 miles

Proposed Adopted

Freeway

Expressway

Super Arterial

Arterial

Collector

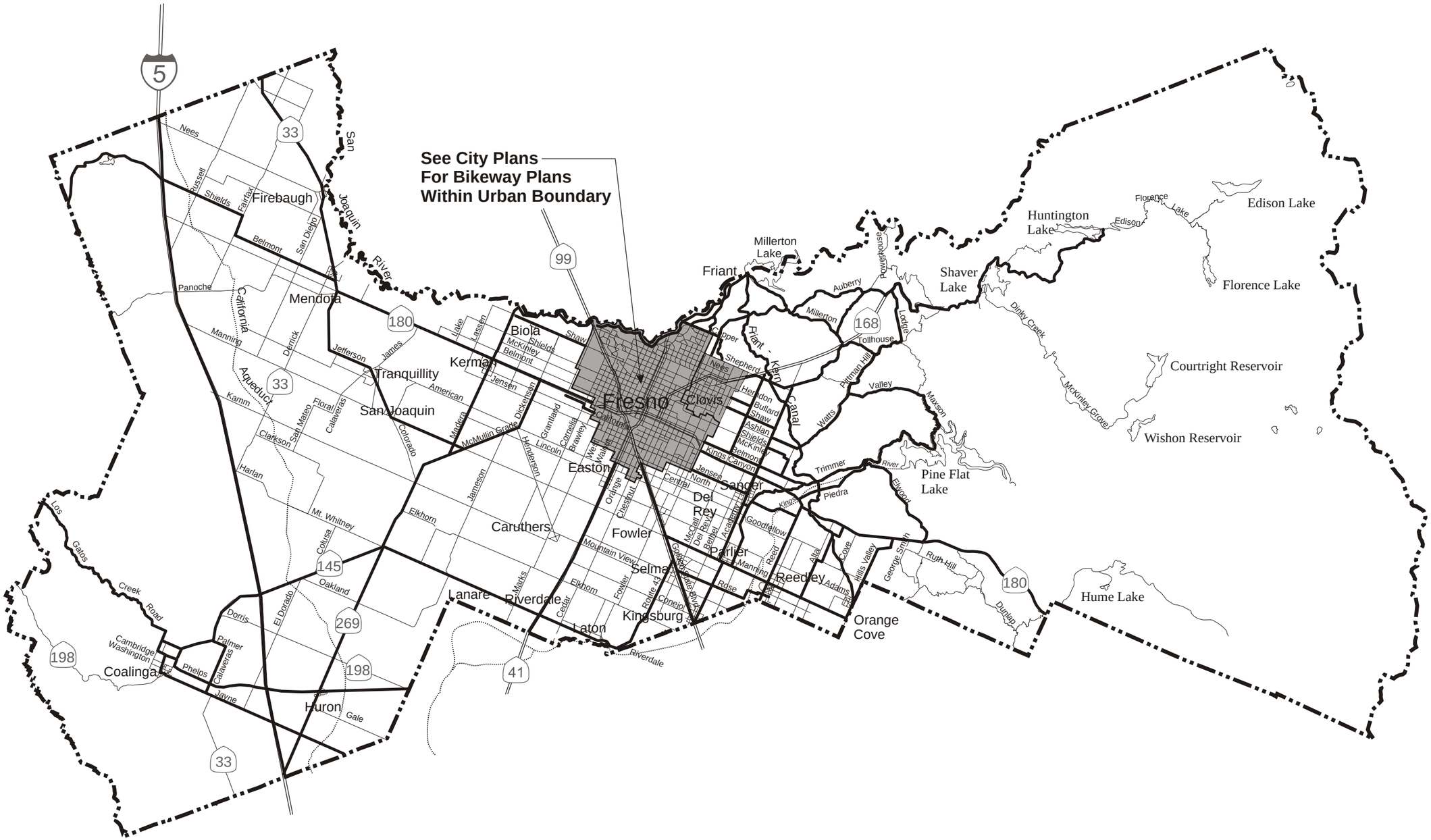
Note: See also Figures TR-1b and TR-1c

Fresno County General Plan

# Regional Circulation Diagram

Figure TR-1a

10/3/2000


See City Plans
For Bikeway Plans
Within Urban Boundary
5
33
99
180
168
145
269
198
41
Firebaugh
Mendota
Biola
Kerman
Tranquillity
San Joaquin
Fresno
Clovis
Caruthers
Fowler
Selma
Easton
Sanger
Del Rey
Parlier
Reedley
Orange Cove
Lanare
Riverdale
Laton
Kingsburg
Coalinga
Huron
Friant
Millerton Lake
Shaver Lake
Huntington Lake
Edison Lake
Florence Lake
Courtright Reservoir
Wishon Reservoir
Pine Flat Lake
Hume Lake
San Joaquin River
Nees
Shields
Belmont
Panoche
Manning
Jefferson
American
Kamm
Clarkson
Harlan
Mt. Whitney
Elkhorn
Oakland
Dorris
Palmer
Cambridge
Washington
Phelps
Jayne
Gale
Los Gatos Creek Road
Collins
El Dorado
Jameson
Marks
Cedar
Fowler
Mountain View
Chestnut
Orange
Academy
Goodfellow
Reed
Alta
Cove
Hills Valley
George Smith
Ruth Hill
Dunlap
Adams
Rose
Conejo
Route 43
Kings Canyon
Trimmer
Piedra
Elwood
Auberry
Millerton
Powerhouse
Lodge
Tollhouse
Shepherd
Nees
Herndon
Bullard
Shaw
Ashlan
Belmont
Valley
Watts
Maxson
Dinky Creek
McKinley Grove
Florence
Edison
Lake
Friant - Kamm Canal
Madera
McMullin Grade
Dickenson
Grantland
Cornelia
Brawley
Lincoln
Henderson
Ivy
Wall
Central
North
Jensen
Polk
Temperance
Peach
Clovis
Fresno
Calaveras
Floral
San Mateo
Aqueduct
Colorado
Lake
Lassen
Shaw
McKinley
Belmont
Jensen
Shields
Fairfax
Russell
San Diego
Joaquin River
Existing and Planned Bikeways
NORTH
0
10
1" = 10 miles
Note: See also Figure OS-1, Conceptual Recreational Trail Corridor Map
Fresno County General Plan
Rural Bikeways Plan
Figure TR-2
10/03/2000

# APPENDIX D

EXISTING TRAFFIC COUNTS

West Access Driveway/State Route 198

| AM Count Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 0 | 0 | 2 | 42 | 0 | 11 | 10 | 47 | 0 | 0 | 43 | 22 | 1.0 |
| 2-Axle | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 1 | 1.5 |
| 3-Axle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 0 | 4 | 0 | 2.0 |
| 4+-Axle | 0 | 0 | 4 | 7 | 2 | 0 | 1 | 1 | 0 | 1 | 3 | 3 | 3.0 |
| PCE Volumes | **0** | **0** | **14** | **72** | **6** | **13** | **13** | **66** | **2** | **3** | **63** | **33** | |

| PM Count Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 1 | 2 | 0 | 35 | 2 | 13 | 6 | 61 | 0 | 1 | 70 | 18 | 1.0 |
| 2-Axle | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.5 |
| 3-Axle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2.0 |
| 4+-Axle | 0 | 0 | 4 | 10 | 4 | 0 | 0 | 1 | 0 | 2 | 2 | 2 | 3.0 |
| PCE Volumes | **1** | **2** | **14** | **67** | **14** | **13** | **6** | **64** | **0** | **7** | **78** | **26** | |

| Saturday Midday Count Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 3 | 2 | 4 | 79 | 3 | 10 | 4 | 48 | 2 | 2 | 32 | 44 | 1.0 |
| 2-Axle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 1.5 |
| 3-Axle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 2.0 |
| 4+-Axle | 0 | 0 | 0 | 5 | 0 | 1 | 0 | 2 | 0 | 0 | 1 | 3 | 3.0 |
| PCE Volumes | **3** | **2** | **4** | **94** | **3** | **13** | **4** | **58** | **2** | **2** | **35** | **55** | |

East Access Driveway/State Route 198

| AM Count Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 8 | 1 | 34 | 67 | 14 | 5 | 4 | 67 | 4 | 30 | 34 | 84 | 1.0 |
| 2-Axle | 0 | 0 | 2 | 6 | 2 | 0 | 0 | 0 | 1 | 1 | 1 | 6 | 1.5 |
| 3-Axle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 1 | 2.0 |
| 4+-Axle | 0 | 0 | 4 | 6 | 0 | 0 | 0 | 10 | 0 | 4 | 1 | 7 | 3.0 |
| PCE Volumes | **8** | **1** | **49** | **94** | **17** | **5** | **4** | **99** | **6** | **44** | **61** | **116** | |

| PM Count Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 4 | 3 | 34 | 53 | 9 | 11 | 9 | 80 | 8 | 28 | 53 | 86 | 1.0 |
| 2-Axle | 0 | 1 | 2 | 5 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 1.5 |
| 3-Axle | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 2.0 |
| 4+-Axle | 0 | 0 | 14 | 24 | 0 | 0 | 0 | 14 | 1 | 10 | 7 | 35 | 3.0 |
| PCE Volumes | **4** | **5** | **79** | **135** | **9** | **11** | **9** | **125** | **11** | **61** | **80** | **198** | |

| Saturday Midday Count Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 8 | 12 | 119 | 120 | 38 | 1 | 3 | 97 | 12 | 113 | 62 | 186 | 1.0 |
| 2-Axle | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 3 | 1.5 |
| 3-Axle | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2.0 |
| 4+-Axle | 0 | 0 | 4 | 2 | 0 | 0 | 0 | 6 | 0 | 4 | 4 | 10 | 3.0 |
| PCE Volumes | **8** | **12** | **133** | **133** | **38** | **1** | **3** | **117** | **12** | **125** | **76** | **221** | |

I-5 Southbound Off-Ramp/State Route 198

| AM Count Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 0 | 0 | 0 | 47 | 0 | 75 | 0 | 88 | 76 | 0 | 79 | 33 | 1.0 |
| 2-Axle | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 2 | 6 | 0 | 6 | 3 | 1.5 |
| 3-Axle | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 12 | 1 | 2.0 |
| 4+-Axle | 0 | 0 | 0 | 22 | 0 | 7 | 0 | 12 | 9 | 0 | 5 | 2 | 3.0 |
| PCE Volumes | **0** | **0** | **0** | **117** | **0** | **101** | **0** | **131** | **112** | **0** | **127** | **46** | |

| PM Count Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 0 | 0 | 0 | 71 | 0 | 64 | 0 | 104 | 68 | 0 | 97 | 25 | 1.0 |
| 2-Axle | 0 | 0 | 0 | 2 | 0 | 4 | 0 | 5 | 5 | 0 | 3 | 1 | 1.5 |
| 3-Axle | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2.0 |
| 4+-Axle | 0 | 0 | 0 | 24 | 0 | 30 | 0 | 19 | 35 | 0 | 27 | 6 | 3.0 |
| PCE Volumes | **0** | **0** | **0** | **148** | **0** | **160** | **0** | **171** | **181** | **0** | **185** | **45** | |

| Saturday Midday Count Data | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBT | NBR | SBL | SBT | SBR | EBL | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 0 | 0 | 0 | 121 | 0 | 197 | 0 | 142 | 192 | 0 | 157 | 58 | 1.0 |
| 2-Axle | 0 | 0 | 0 | 2 | 0 | 3 | 0 | 3 | 3 | 0 | 1 | 1 | 1.5 |
| 3-Axle | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 2.0 |
| 4+-Axle | 0 | 0 | 0 | 5 | 0 | 10 | 0 | 5 | 8 | 0 | 8 | 2 | 3.0 |
| PCE Volumes | **0** | **0** | **0** | **139** | **0** | **232** | **0** | **166** | **221** | **0** | **183** | **66** | |

I-5 Northbound Off-Ramp/State Route 198

| AM Count Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBR | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 30 | 34 | 108 | 45 | 0 | 86 | 49 | 1.0 |
| 2-Axle | 2 | 2 | 1 | 0 | 0 | 5 | 4 | 1.5 |
| 3-Axle | 1 | 1 | 7 | 0 | 0 | 13 | 6 | 2.0 |
| 4+-Axle | 3 | 4 | 19 | 0 | 0 | 3 | 20 | 3.0 |
| PCE Volumes | **44** | **51** | **181** | **45** | **0** | **129** | **127** | |

| PM Count Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBR | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 28 | 57 | 154 | 36 | 0 | 90 | 73 | 1.0 |
| 2-Axle | 2 | 4 | 3 | 0 | 0 | 2 | 4 | 1.5 |
| 3-Axle | 6 | 0 | 2 | 0 | 0 | 3 | 2 | 2.0 |
| 4+-Axle | 18 | 7 | 26 | 0 | 0 | 11 | 16 | 3.0 |
| PCE Volumes | **97** | **84** | **241** | **36** | **0** | **132** | **131** | |

| Saturday Midday Count Data | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Classification | NBL | NBR | EBT | EBR | WBL | WBT | WBR | PCE Factor |
| Passenger Vehicles | 79 | 111 | 185 | 76 | 0 | 144 | 169 | 1.0 |
| 2-Axle | 0 | 1 | 2 | 3 | 0 | 2 | 1 | 1.5 |
| 3-Axle | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 2.0 |
| 4+-Axle | 7 | 2 | 7 | 4 | 0 | 3 | 12 | 3.0 |
| PCE Volumes | **100** | **119** | **209** | **97** | **0** | **156** | **211** | |

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PO Box 1178
Corona, CA 92878
(951)268-6268

County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

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

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 12 | 1 | 2 | 15 | 0 | 21 | 9 | 30 | 0 | 0 | 1 | 1 | 2 | 15 | 1 | 18 | 64 |
| 07:15 AM | 15 | 0 | 5 | 20 | 1 | 15 | 8 | 24 | 0 | 0 | 2 | 2 | 7 | 11 | 0 | 18 | 64 |
| 07:30 AM | 16 | 1 | 4 | 21 | 0 | 13 | 5 | 18 | 0 | 0 | 2 | 2 | 0 | 8 | 0 | 8 | 49 |
| 07:45 AM | 12 | 0 | 1 | 13 | 0 | 3 | 4 | 7 | 0 | 0 | 1 | 1 | 2 | 22 | 0 | 24 | 45 |
| Total | 55 | 2 | 12 | 69 | 1 | 52 | 26 | 79 | 0 | 0 | 6 | 6 | 11 | 56 | 1 | 68 | 222 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 12 | 0 | 1 | 13 | 0 | 13 | 6 | 19 | 0 | 0 | 1 | 1 | 3 | 11 | 0 | 14 | 47 |
| 08:15 AM | 5 | 0 | 0 | 5 | 0 | 7 | 4 | 11 | 0 | 0 | 2 | 2 | 1 | 11 | 0 | 12 | 30 |
| 08:30 AM | 9 | 1 | 0 | 10 | 0 | 12 | 8 | 20 | 0 | 0 | 4 | 4 | 4 | 9 | 0 | 13 | 47 |
| 08:45 AM | 7 | 1 | 4 | 12 | 0 | 11 | 6 | 17 | 0 | 0 | 1 | 1 | 3 | 17 | 0 | 20 | 50 |
| Total | 33 | 2 | 5 | 40 | 0 | 43 | 24 | 67 | 0 | 0 | 8 | 8 | 11 | 48 | 0 | 59 | 174 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 88 | 4 | 17 | 109 | 1 | 95 | 50 | 146 | 0 | 0 | 14 | 14 | 22 | 104 | 1 | 127 | 396 |
| Apprch % | 80.7 | 3.7 | 15.6 | | 0.7 | 65.1 | 34.2 | | 0 | 0 | 100 | | 17.3 | 81.9 | 0.8 | | |
| Total % | 22.2 | 1 | 4.3 | 27.5 | 0.3 | 24 | 12.6 | 36.9 | 0 | 0 | 3.5 | 3.5 | 5.6 | 26.3 | 0.3 | 32.1 | |
| Passenger Vehicles | 72 | 1 | 16 | 89 | 0 | 74 | 45 | 119 | 0 | 0 | 4 | 4 | 21 | 92 | 0 | 113 | 325 |
| % Passenger Vehicles | 81.8 | 25 | 94.1 | 81.7 | 0 | 77.9 | 90 | 81.5 | 0 | 0 | 28.6 | 28.6 | 95.5 | 88.5 | 0 | 89 | 82.1 |
| Large 2 Axle Vehicles | 6 | 0 | 1 | 7 | 0 | 3 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 13 |
| % Large 2 Axle Vehicles | 6.8 | 0 | 5.9 | 6.4 | 0 | 3.2 | 2 | 2.7 | 0 | 0 | 7.1 | 7.1 | 0 | 1 | 0 | 0.8 | 3.3 |
| 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 24 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 15.8 | 0 | 10.3 | 0 | 0 | 0 | 0 | 0 | 7.7 | 100 | 7.1 | 6.1 |
| 4+ Axle Trucks | 10 | 3 | 0 | 13 | 1 | 3 | 4 | 8 | 0 | 0 | 9 | 9 | 1 | 3 | 0 | 4 | 34 |
| % 4+ Axle Trucks | 11.4 | 75 | 0 | 11.9 | 100 | 3.2 | 8 | 5.5 | 0 | 0 | 64.3 | 64.3 | 4.5 | 2.9 | 0 | 3.1 | 8.6 |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 12 | **1** | 2 | 15 | 0 | **21** | **9** | **30** | 0 | 0 | 1 | 1 | 2 | 15 | **1** | 18 | **64** |
| 07:15 AM | 15 | 0 | **5** | 20 | **1** | 15 | 8 | 24 | 0 | 0 | **2** | **2** | **7** | 11 | 0 | 18 | 64 |
| 07:30 AM | **16** | 1 | 4 | **21** | 0 | 13 | 5 | 18 | 0 | 0 | 2 | 2 | 0 | 8 | 0 | 8 | 49 |
| 07:45 AM | 12 | 0 | 1 | 13 | 0 | 3 | 4 | 7 | 0 | 0 | 1 | 1 | 2 | **22** | 0 | **24** | 45 |
| Total Volume | 55 | 2 | 12 | 69 | 1 | 52 | 26 | 79 | 0 | 0 | 6 | 6 | 11 | 56 | 1 | 68 | 222 |
| % App. Total | 79.7 | 2.9 | 17.4 | | 1.3 | 65.8 | 32.9 | | 0 | 0 | 100 | | 16.2 | 82.4 | 1.5 | | |
| PHF | .859 | .500 | .600 | .821 | .250 | .619 | .722 | .658 | .000 | .000 | .750 | .750 | .393 | .636 | .250 | .708 | .867 |

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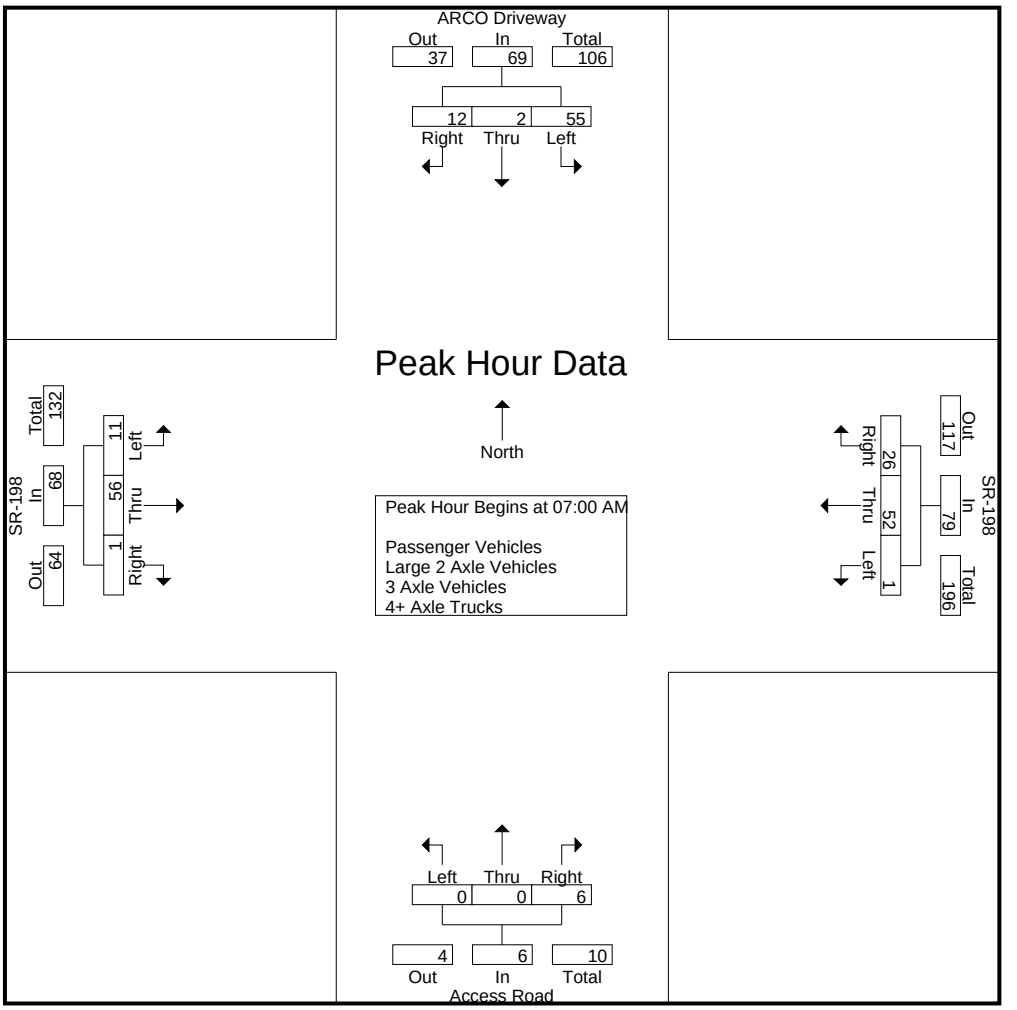
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 07:00 AM | | | | 07:00 AM | | | | 07:45 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 12 | **1** | 2 | 15 | 0 | **21** | **9** | **30** | 0 | 0 | 1 | 1 | 2 | 15 | **1** | 18 |
| +15 mins. | 15 | 0 | **5** | 20 | **1** | 15 | 8 | 24 | 0 | 0 | 1 | 1 | **7** | 11 | 0 | 18 |
| +30 mins. | **16** | 1 | 4 | **21** | 0 | 13 | 5 | 18 | 0 | 0 | 2 | 2 | 0 | 8 | 0 | 8 |
| +45 mins. | 12 | 0 | 1 | 13 | 0 | 3 | 4 | 7 | 0 | 0 | **4** | **4** | 2 | **22** | 0 | **24** |
| Total Volume | 55 | 2 | 12 | 69 | 1 | 52 | 26 | 79 | 0 | 0 | 8 | 8 | 11 | 56 | 1 | 68 |
| % App. Total | 79.7 | 2.9 | 17.4 | | 1.3 | 65.8 | 32.9 | | 0 | 0 | 100 | | 16.2 | 82.4 | 1.5 | |
| PHF | .859 | .500 | .600 | .821 | .250 | .619 | .722 | .658 | .000 | .000 | .500 | .500 | .393 | .636 | .250 | .708 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 6 | 0 | 2 | 8 | 0 | 17 | 9 | 26 | 0 | 0 | 1 | 1 | 2 | 11 | 0 | 13 | 48 |
| 07:15 AM | 12 | 0 | 5 | 17 | 0 | 13 | 6 | 19 | 0 | 0 | 0 | 0 | 6 | 8 | 0 | 14 | 50 |
| 07:30 AM | 13 | 0 | 3 | 16 | 0 | 11 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 38 |
| 07:45 AM | 11 | 0 | 1 | 12 | 0 | 2 | 4 | 6 | 0 | 0 | 1 | 1 | 2 | 20 | 0 | 22 | 41 |
| Total | 42 | 0 | 11 | 53 | 0 | 43 | 22 | 65 | 0 | 0 | 2 | 2 | 10 | 47 | 0 | 57 | 177 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 10 | 0 | 1 | 11 | 0 | 13 | 6 | 19 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 14 | 44 |
| 08:15 AM | 4 | 0 | 0 | 4 | 0 | 6 | 4 | 10 | 0 | 0 | 0 | 0 | 1 | 9 | 0 | 10 | 24 |
| 08:30 AM | 9 | 0 | 0 | 9 | 0 | 4 | 8 | 12 | 0 | 0 | 2 | 2 | 4 | 8 | 0 | 12 | 35 |
| 08:45 AM | 7 | 1 | 4 | 12 | 0 | 8 | 5 | 13 | 0 | 0 | 0 | 0 | 3 | 17 | 0 | 20 | 45 |
| Total | 30 | 1 | 5 | 36 | 0 | 31 | 23 | 54 | 0 | 0 | 2 | 2 | 11 | 45 | 0 | 56 | 148 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 72 | 1 | 16 | 89 | 0 | 74 | 45 | 119 | 0 | 0 | 4 | 4 | 21 | 92 | 0 | 113 | 325 |
| Apprch % | 80.9 | 1.1 | 18 | | 0 | 62.2 | 37.8 | | 0 | 0 | 100 | | 18.6 | 81.4 | 0 | | |
| Total % | 22.2 | 0.3 | 4.9 | 27.4 | 0 | 22.8 | 13.8 | 36.6 | 0 | 0 | 1.2 | 1.2 | 6.5 | 28.3 | 0 | 34.8 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 6 | 0 | 2 | 8 | 0 | **17** | **9** | **26** | 0 | 0 | **1** | **1** | 2 | 11 | 0 | 13 | 48 |
| 07:15 AM | 12 | 0 | **5** | **17** | 0 | 13 | 6 | 19 | 0 | 0 | 0 | 0 | **6** | 8 | 0 | 14 | **50** |
| 07:30 AM | **13** | 0 | 3 | 16 | 0 | 11 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 | 38 |
| 07:45 AM | 11 | 0 | 1 | 12 | 0 | 2 | 4 | 6 | 0 | 0 | 1 | 1 | 2 | **20** | 0 | **22** | 41 |
| Total Volume | 42 | 0 | 11 | 53 | 0 | 43 | 22 | 65 | 0 | 0 | 2 | 2 | 10 | 47 | 0 | 57 | 177 |
| % App. Total | 79.2 | 0 | 20.8 | | 0 | 66.2 | 33.8 | | 0 | 0 | 100 | | 17.5 | 82.5 | 0 | | |
| PHF | .808 | .000 | .550 | .779 | .000 | .632 | .611 | .625 | .000 | .000 | .500 | .500 | .417 | .588 | .000 | .648 | .885 |

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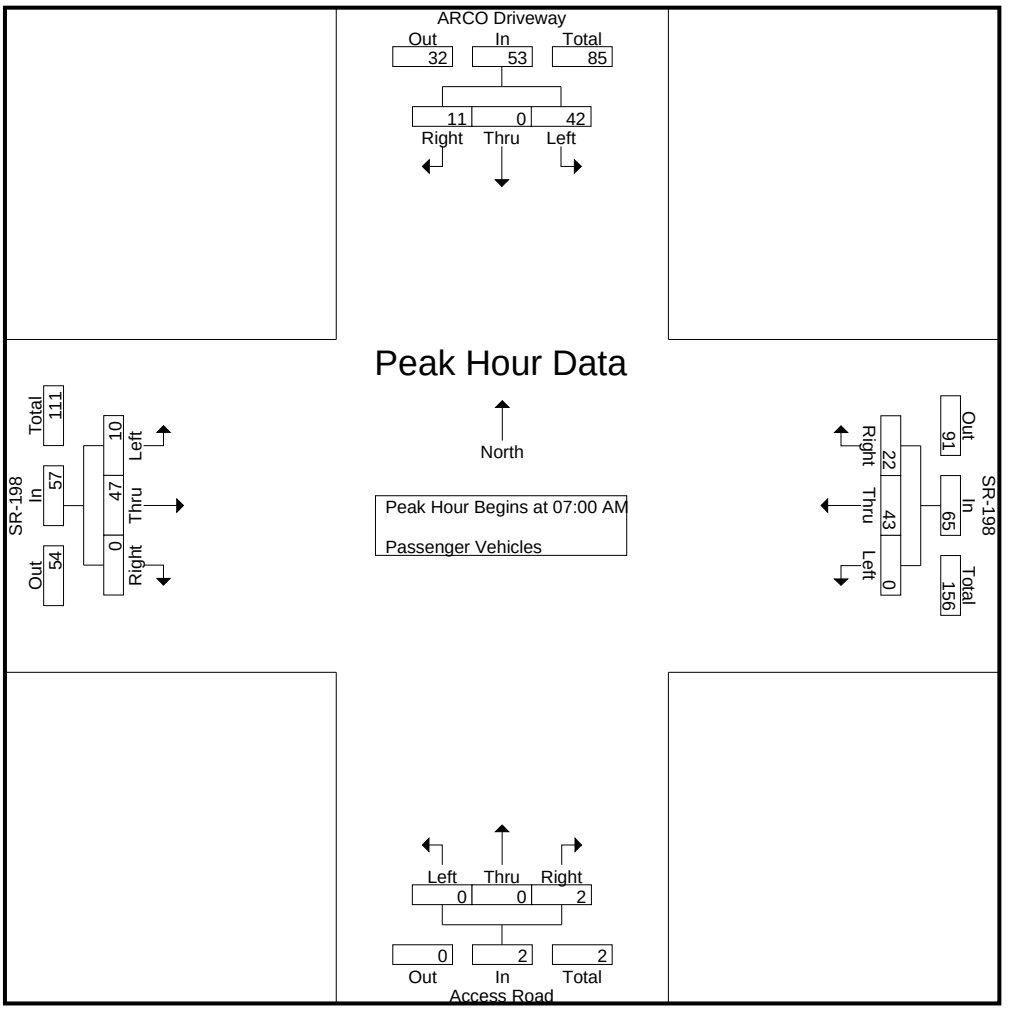
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 6 | 0 | 2 | 8 | 0 | **17** | **9** | **26** | 0 | 0 | **1** | **1** | 2 | 11 | 0 | 13 |
| +15 mins. | 12 | 0 | **5** | **17** | 0 | 13 | 6 | 19 | 0 | 0 | 0 | 0 | **6** | 8 | 0 | 14 |
| +30 mins. | **13** | 0 | 3 | 16 | 0 | 11 | 3 | 14 | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 8 |
| +45 mins. | 11 | 0 | 1 | 12 | 0 | 2 | 4 | 6 | 0 | 0 | 1 | 1 | 2 | **20** | 0 | **22** |
| Total Volume | 42 | 0 | 11 | 53 | 0 | 43 | 22 | 65 | 0 | 0 | 2 | 2 | 10 | 47 | 0 | 57 |
| % App. Total | 79.2 | 0 | 20.8 | | 0 | 66.2 | 33.8 | | 0 | 0 | 100 | | 17.5 | 82.5 | 0 | |
| PHF | .808 | .000 | .550 | .779 | .000 | .632 | .611 | .625 | .000 | .000 | .500 | .500 | .417 | .588 | .000 | .648 |

Counts Unlimited, Inc.
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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 AM | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 AM | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 6 | 0 | 1 | 7 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 11 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 6 | 0 | 1 | 7 | 0 | 3 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 13 |
| Apprch % | 85.7 | 0 | 14.3 | | 0 | 75 | 25 | | 0 | 0 | 100 | | 0 | 100 | 0 | | |
| Total % | 46.2 | 0 | 7.7 | 53.8 | 0 | 23.1 | 7.7 | 30.8 | 0 | 0 | 7.7 | 7.7 | 0 | 7.7 | 0 | 7.7 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | **3** | 0 | 0 | **3** | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **4** |
| 07:15 AM | 1 | 0 | 0 | 1 | 0 | 1 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 AM | 2 | 0 | **1** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 1 |
| Total Volume | 6 | 0 | 1 | 7 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 11 |
| % App. Total | 85.7 | 0 | 14.3 | | 0 | 66.7 | 33.3 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .500 | .000 | .250 | .583 | .000 | .500 | .250 | .375 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .688 |

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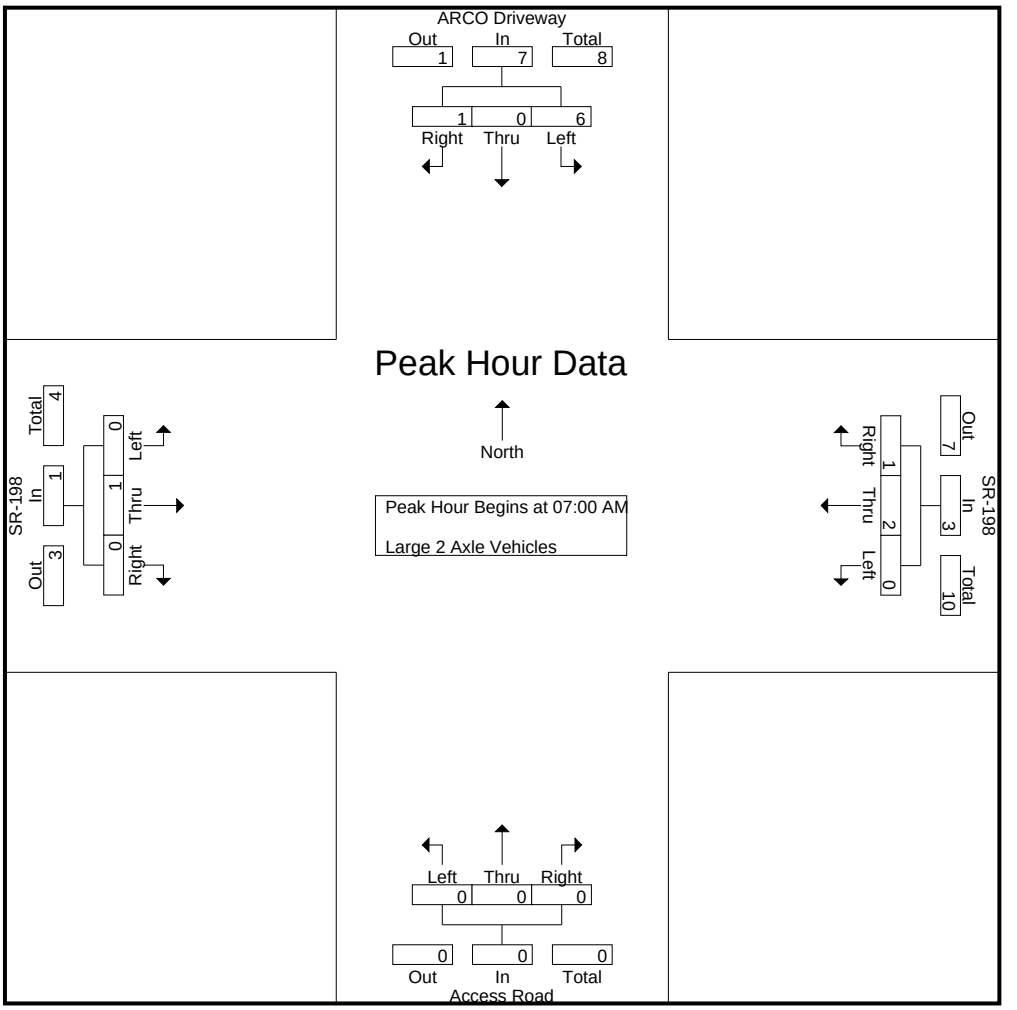
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **3** | 0 | 0 | **3** | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 0 | 1 | 0 | 1 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 2 | 0 | **1** | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| Total Volume | 6 | 0 | 1 | 7 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 85.7 | 0 | 14.3 | | 0 | 66.7 | 33.3 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .500 | .000 | .250 | .583 | .000 | .500 | .250 | .375 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 |

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County of Fresno
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E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 1 | 5 | 7 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 12 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 7 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 8 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 12 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 9 | 24 |
| Apprch % | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 88.9 | 11.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 62.5 | 0 | 62.5 | 0 | 0 | 0 | 0 | 0 | 33.3 | 4.2 | 37.5 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | **4** | **1** | **5** | **7** |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 12 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 87.5 | 12.5 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .438 | .250 | .400 | .429 |

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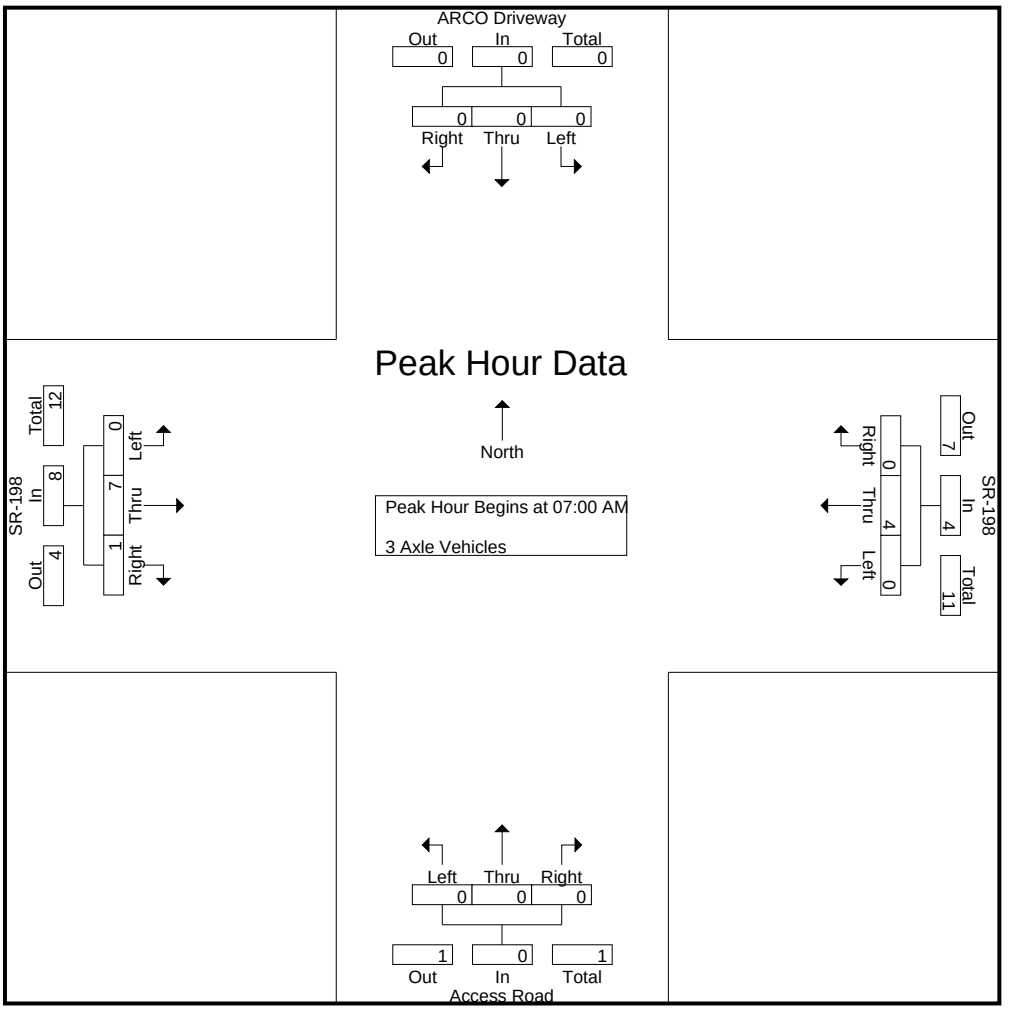
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 0 | 0 | 0 | 0 | 0 | **4** | **1** | **5** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 |
| % App. Total | 0 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 87.5 | 12.5 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .000 | .000 | .000 | .000 | .000 | .438 | .250 | .400 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 1 | 0 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:15 AM | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 7 |
| 07:30 AM | 1 | 1 | 0 | 2 | 0 | 1 | 2 | 3 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 |
| 07:45 AM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total | 7 | 2 | 0 | 9 | 1 | 3 | 3 | 7 | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 2 | 22 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:15 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 2 | 5 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Total | 3 | 1 | 0 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 5 | 5 | 0 | 2 | 0 | 2 | 12 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 10 | 3 | 0 | 13 | 1 | 3 | 4 | 8 | 0 | 0 | 9 | 9 | 1 | 3 | 0 | 4 | 34 |
| Apprch % | 76.9 | 23.1 | 0 | | 12.5 | 37.5 | 50 | | 0 | 0 | 100 | | 25 | 75 | 0 | | |
| Total % | 29.4 | 8.8 | 0 | 38.2 | 2.9 | 8.8 | 11.8 | 23.5 | 0 | 0 | 26.5 | 26.5 | 2.9 | 8.8 | 0 | 11.8 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 07:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:00 AM | | | | | | | | | | | | | | | | | |
| 07:00 AM | **3** | **1** | 0 | **4** | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:15 AM | 2 | 0 | 0 | 2 | **1** | 0 | 1 | 2 | 0 | 0 | **2** | **2** | **1** | 0 | 0 | **1** | **7** |
| 07:30 AM | 1 | 1 | 0 | 2 | 0 | 1 | **2** | **3** | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 7 |
| 07:45 AM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 3 |
| Total Volume | 7 | 2 | 0 | 9 | 1 | 3 | 3 | 7 | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 2 | 22 |
| % App. Total | 77.8 | 22.2 | 0 | | 14.3 | 42.9 | 42.9 | | 0 | 0 | 100 | | 50 | 50 | 0 | | |
| PHF | .583 | .500 | .000 | .563 | .250 | .750 | .375 | .583 | .000 | .000 | .500 | .500 | .250 | .250 | .000 | .500 | .786 |

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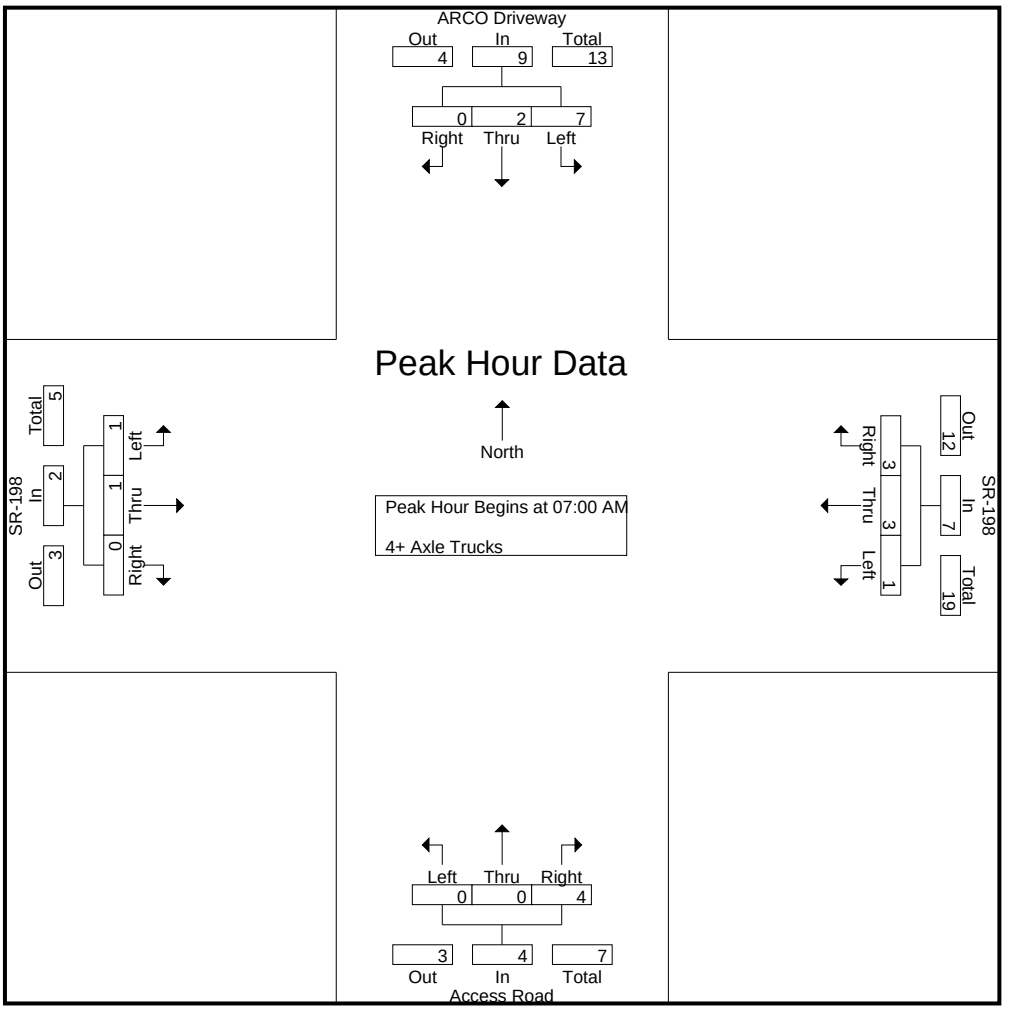
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **3** | **1** | 0 | **4** | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 2 | 0 | 0 | 2 | **1** | 0 | 1 | 2 | 0 | 0 | **2** | **2** | **1** | 0 | 0 | **1** |
| +30 mins. | 1 | 1 | 0 | 2 | 0 | 1 | **2** | **3** | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 |
| Total Volume | 7 | 2 | 0 | 9 | 1 | 3 | 3 | 7 | 0 | 0 | 4 | 4 | 1 | 1 | 0 | 2 |
| % App. Total | 77.8 | 22.2 | 0 | | 14.3 | 42.9 | 42.9 | | 0 | 0 | 100 | | 50 | 50 | 0 | |
| PHF | .583 | .500 | .000 | .563 | .250 | .750 | .375 | .583 | .000 | .000 | .500 | .500 | .250 | .250 | .000 | .500 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

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

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 10 | 1 | 2 | 13 | 1 | 13 | 3 | 17 | 0 | 0 | 3 | 3 | 2 | 16 | 2 | 20 | 53 |
| 04:15 PM | 11 | 0 | 0 | 11 | 0 | 10 | 8 | 18 | 0 | 0 | 1 | 1 | 2 | 23 | 0 | 25 | 55 |
| 04:30 PM | 12 | 0 | 0 | 12 | 1 | 9 | 7 | 17 | 1 | 0 | 1 | 2 | 4 | 10 | 0 | 14 | 45 |
| 04:45 PM | 12 | 0 | 6 | 18 | 0 | 18 | 6 | 24 | 0 | 1 | 1 | 2 | 2 | 19 | 0 | 21 | 65 |
| Total | 45 | 1 | 8 | 54 | 2 | 50 | 24 | 76 | 1 | 1 | 6 | 8 | 10 | 68 | 2 | 80 | 218 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 16 | 4 | 2 | 22 | 3 | 22 | 4 | 29 | 1 | 0 | 2 | 3 | 1 | 16 | 0 | 17 | 71 |
| 05:15 PM | 6 | 2 | 3 | 11 | 0 | 14 | 4 | 18 | 0 | 1 | 1 | 2 | 2 | 14 | 0 | 16 | 47 |
| 05:30 PM | 12 | 0 | 2 | 14 | 0 | 19 | 7 | 26 | 0 | 0 | 1 | 1 | 1 | 13 | 0 | 14 | 55 |
| 05:45 PM | 5 | 1 | 3 | 9 | 0 | 11 | 7 | 18 | 0 | 1 | 0 | 1 | 2 | 7 | 0 | 9 | 37 |
| Total | 39 | 7 | 10 | 56 | 3 | 66 | 22 | 91 | 1 | 2 | 4 | 7 | 6 | 50 | 0 | 56 | 210 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 84 | 8 | 18 | 110 | 5 | 116 | 46 | 167 | 2 | 3 | 10 | 15 | 16 | 118 | 2 | 136 | 428 |
| Apprch % | 76.4 | 7.3 | 16.4 | | 3 | 69.5 | 27.5 | | 13.3 | 20 | 66.7 | | 11.8 | 86.8 | 1.5 | | |
| Total % | 19.6 | 1.9 | 4.2 | 25.7 | 1.2 | 27.1 | 10.7 | 39 | 0.5 | 0.7 | 2.3 | 3.5 | 3.7 | 27.6 | 0.5 | 31.8 | |
| Passenger Vehicles | 63 | 3 | 17 | 83 | 2 | 110 | 39 | 151 | 2 | 3 | 2 | 7 | 15 | 114 | 1 | 130 | 371 |
| % Passenger Vehicles | 75 | 37.5 | 94.4 | 75.5 | 40 | 94.8 | 84.8 | 90.4 | 100 | 100 | 20 | 46.7 | 93.8 | 96.6 | 50 | 95.6 | 86.7 |
| Large 2 Axle Vehicles | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 6 |
| % Large 2 Axle Vehicles | 1.2 | 0 | 5.6 | 1.8 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 6.7 | 6.2 | 1.7 | 0 | 2.2 | 1.4 |
| 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 1.7 | 2.2 | 1.8 | 0 | 0 | 0 | 0 | 0 | 0 | 50 | 0.7 | 0.9 |
| 4+ Axle Trucks | 20 | 5 | 0 | 25 | 3 | 4 | 6 | 13 | 0 | 0 | 7 | 7 | 0 | 2 | 0 | 2 | 47 |
| % 4+ Axle Trucks | 23.8 | 62.5 | 0 | 22.7 | 60 | 3.4 | 13 | 7.8 | 0 | 0 | 70 | 46.7 | 0 | 1.7 | 0 | 1.5 | 11 |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 12 | 0 | **6** | 18 | 0 | 18 | 6 | 24 | 0 | **1** | 1 | 2 | **2** | **19** | 0 | **21** | 65 |
| 05:00 PM | **16** | **4** | 2 | **22** | **3** | **22** | 4 | **29** | **1** | 0 | **2** | **3** | 1 | 16 | 0 | 17 | **71** |
| 05:15 PM | 6 | 2 | 3 | 11 | 0 | 14 | 4 | 18 | 0 | 1 | 1 | 2 | 2 | 14 | 0 | 16 | 47 |
| 05:30 PM | 12 | 0 | 2 | 14 | 0 | 19 | **7** | 26 | 0 | 0 | 1 | 1 | 1 | 13 | 0 | 14 | 55 |
| Total Volume | 46 | 6 | 13 | 65 | 3 | 73 | 21 | 97 | 1 | 2 | 5 | 8 | 6 | 62 | 0 | 68 | 238 |
| % App. Total | 70.8 | 9.2 | 20 | | 3.1 | 75.3 | 21.6 | | 12.5 | 25 | 62.5 | | 8.8 | 91.2 | 0 | | |
| PHF | .719 | .375 | .542 | .739 | .250 | .830 | .750 | .836 | .250 | .500 | .625 | .667 | .750 | .816 | .000 | .810 | .838 |

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County of Fresno
N/S: ARCO Driveway
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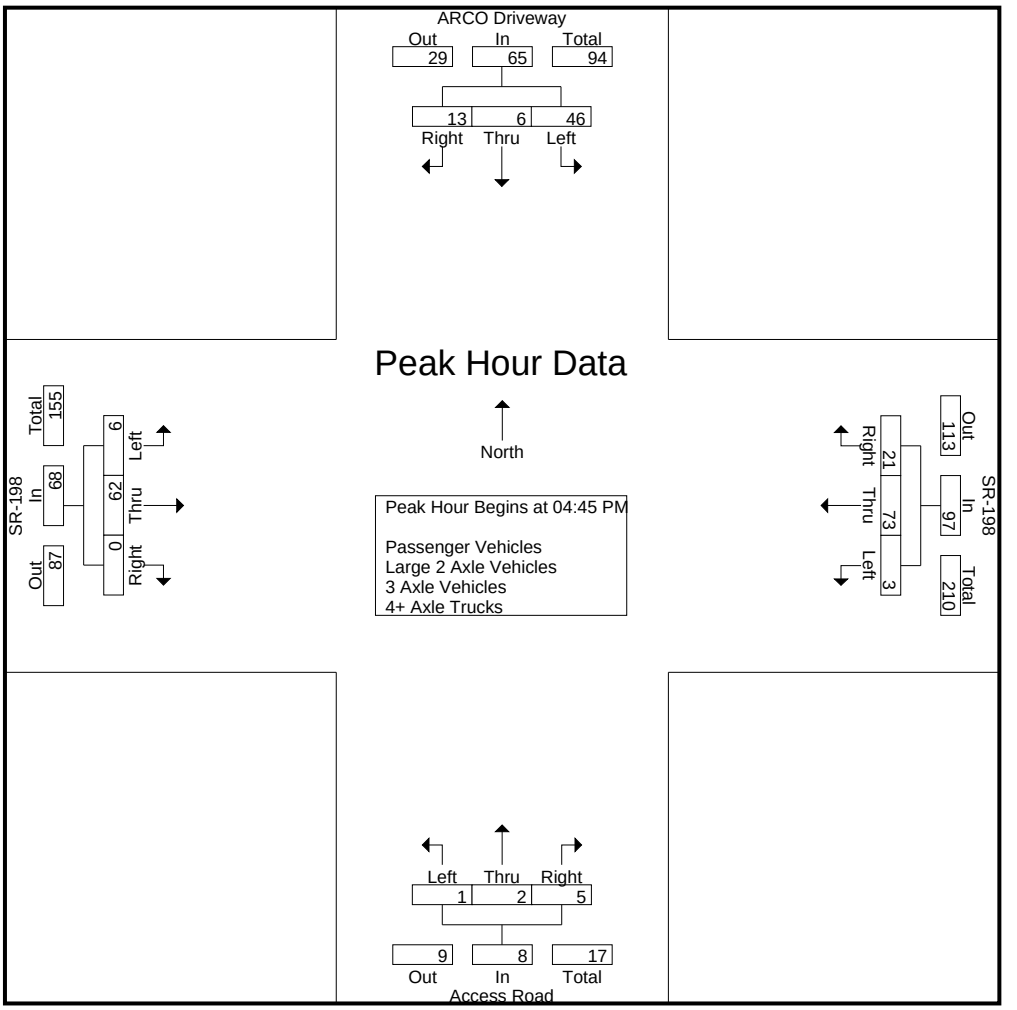
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:45 PM | | | | 04:45 PM | | | | 04:30 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 12 | 0 | **6** | 18 | 0 | 18 | 6 | 24 | **1** | 0 | 1 | 2 | 2 | 16 | **2** | 20 |
| +15 mins. | **16** | **4** | 2 | **22** | **3** | **22** | 4 | **29** | 0 | **1** | 1 | 2 | 2 | **23** | 0 | **25** |
| +30 mins. | 6 | 2 | 3 | 11 | 0 | 14 | 4 | 18 | 1 | 0 | **2** | **3** | **4** | 10 | 0 | 14 |
| +45 mins. | 12 | 0 | 2 | 14 | 0 | 19 | **7** | 26 | 0 | 1 | 1 | 2 | 2 | 19 | 0 | 21 |
| Total Volume | 46 | 6 | 13 | 65 | 3 | 73 | 21 | 97 | 2 | 2 | 5 | 9 | 10 | 68 | 2 | 80 |
| % App. Total | 70.8 | 9.2 | 20 | | 3.1 | 75.3 | 21.6 | | 22.2 | 22.2 | 55.6 | | 12.5 | 85 | 2.5 | |
| PHF | .719 | .375 | .542 | .739 | .250 | .830 | .750 | .836 | .500 | .500 | .625 | .750 | .625 | .739 | .250 | .800 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 5 | 0 | 1 | 6 | 0 | 13 | 2 | 15 | 0 | 0 | 1 | 1 | 2 | 15 | 1 | 18 | 40 |
| 04:15 PM | 7 | 0 | 0 | 7 | 0 | 8 | 7 | 15 | 0 | 0 | 0 | 0 | 2 | 22 | 0 | 24 | 46 |
| 04:30 PM | 11 | 0 | 0 | 11 | 1 | 9 | 6 | 16 | 1 | 0 | 1 | 2 | 3 | 10 | 0 | 13 | 42 |
| 04:45 PM | 11 | 0 | 6 | 17 | 0 | 17 | 4 | 21 | 0 | 1 | 0 | 1 | 2 | 19 | 0 | 21 | 60 |
| Total | 34 | 0 | 7 | 41 | 1 | 47 | 19 | 67 | 1 | 1 | 2 | 4 | 9 | 66 | 1 | 76 | 188 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 12 | 1 | 2 | 15 | 1 | 21 | 4 | 26 | 1 | 0 | 0 | 1 | 1 | 15 | 0 | 16 | 58 |
| 05:15 PM | 5 | 1 | 3 | 9 | 0 | 14 | 4 | 18 | 0 | 1 | 0 | 1 | 2 | 14 | 0 | 16 | 44 |
| 05:30 PM | 7 | 0 | 2 | 9 | 0 | 18 | 6 | 24 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 14 | 47 |
| 05:45 PM | 5 | 1 | 3 | 9 | 0 | 10 | 6 | 16 | 0 | 1 | 0 | 1 | 2 | 6 | 0 | 8 | 34 |
| Total | 29 | 3 | 10 | 42 | 1 | 63 | 20 | 84 | 1 | 2 | 0 | 3 | 6 | 48 | 0 | 54 | 183 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 63 | 3 | 17 | 83 | 2 | 110 | 39 | 151 | 2 | 3 | 2 | 7 | 15 | 114 | 1 | 130 | 371 |
| Apprch % | 75.9 | 3.6 | 20.5 | | 1.3 | 72.8 | 25.8 | | 28.6 | 42.9 | 28.6 | | 11.5 | 87.7 | 0.8 | | |
| Total % | 17 | 0.8 | 4.6 | 22.4 | 0.5 | 29.6 | 10.5 | 40.7 | 0.5 | 0.8 | 0.5 | 1.9 | 4 | 30.7 | 0.3 | 35 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 11 | 0 | **6** | **17** | 0 | 17 | 4 | 21 | 0 | **1** | 0 | **1** | **2** | **19** | 0 | **21** | **60** |
| 05:00 PM | **12** | **1** | 2 | 15 | **1** | **21** | 4 | **26** | **1** | 0 | 0 | 1 | 1 | 15 | 0 | 16 | 58 |
| 05:15 PM | 5 | 1 | 3 | 9 | 0 | 14 | 4 | 18 | 0 | 1 | 0 | 1 | 2 | 14 | 0 | 16 | 44 |
| 05:30 PM | 7 | 0 | 2 | 9 | 0 | 18 | **6** | 24 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 14 | 47 |
| Total Volume | 35 | 2 | 13 | 50 | 1 | 70 | 18 | 89 | 1 | 2 | 0 | 3 | 6 | 61 | 0 | 67 | 209 |
| % App. Total | 70 | 4 | 26 | | 1.1 | 78.7 | 20.2 | | 33.3 | 66.7 | 0 | | 9 | 91 | 0 | | |
| PHF | .729 | .500 | .542 | .735 | .250 | .833 | .750 | .856 | .250 | .500 | .000 | .750 | .750 | .803 | .000 | .798 | .871 |

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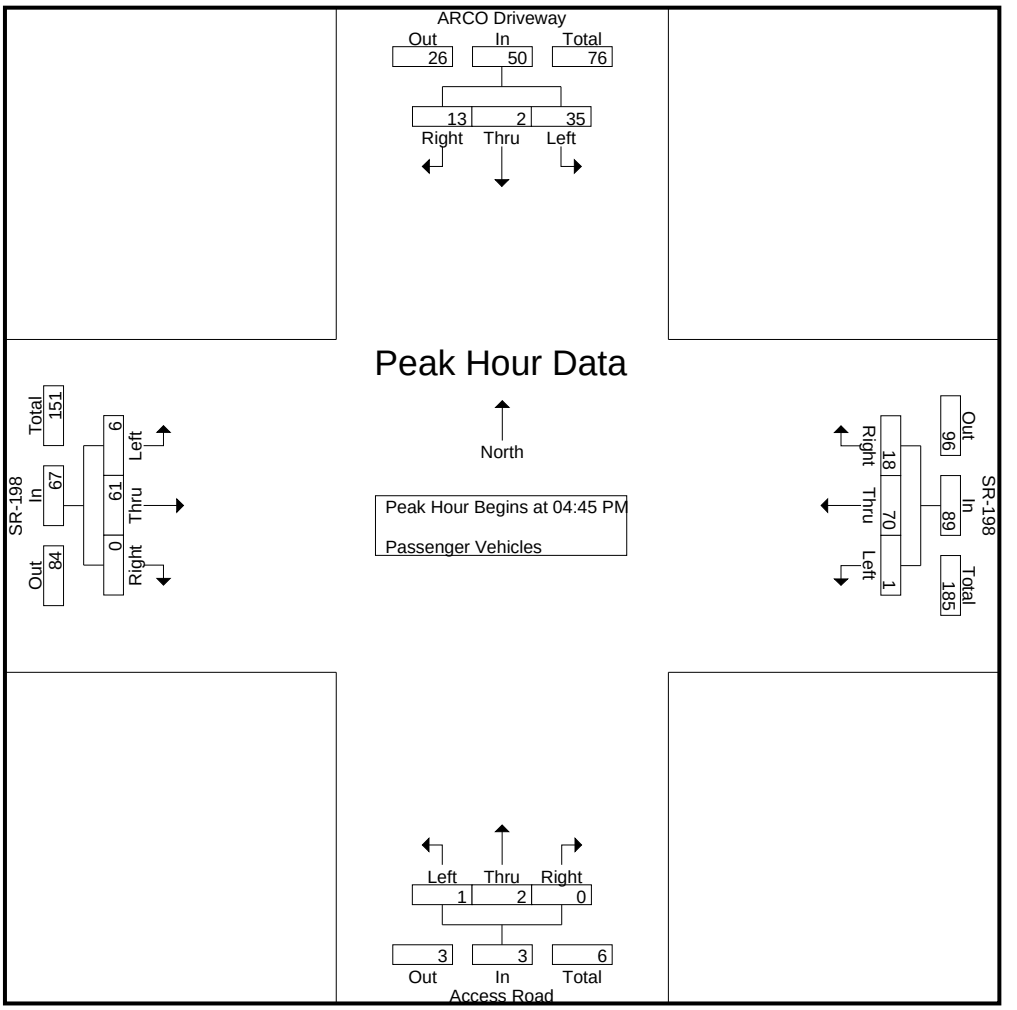
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 11 | 0 | **6** | **17** | 0 | 17 | 4 | 21 | 0 | **1** | 0 | **1** | **2** | **19** | 0 | **21** |
| +15 mins. | **12** | **1** | 2 | 15 | **1** | **21** | 4 | **26** | **1** | 0 | 0 | 1 | 1 | 15 | 0 | 16 |
| +30 mins. | 5 | 1 | 3 | 9 | 0 | 14 | 4 | 18 | 0 | 1 | 0 | 1 | 2 | 14 | 0 | 16 |
| +45 mins. | 7 | 0 | 2 | 9 | 0 | 18 | **6** | 24 | 0 | 0 | 0 | 0 | 1 | 13 | 0 | 14 |
| Total Volume | 35 | 2 | 13 | 50 | 1 | 70 | 18 | 89 | 1 | 2 | 0 | 3 | 6 | 61 | 0 | 67 |
| % App. Total | 70 | 4 | 26 | | 1.1 | 78.7 | 20.2 | | 33.3 | 66.7 | 0 | | 9 | 91 | 0 | |
| PHF | .729 | .500 | .542 | .735 | .250 | .833 | .750 | .856 | .250 | .500 | .000 | .750 | .750 | .803 | .000 | .798 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 0 | 2 | 4 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 2 | 0 | 3 | 6 |
| Apprch % | 50 | 0 | 50 | | 0 | 0 | 0 | | 0 | 0 | 100 | | 33.3 | 66.7 | 0 | | |
| Total % | 16.7 | 0 | 16.7 | 33.3 | 0 | 0 | 0 | 0 | 0 | 0 | 16.7 | 16.7 | 16.7 | 33.3 | 0 | 50 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | **1** |
| 05:00 PM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .500 |

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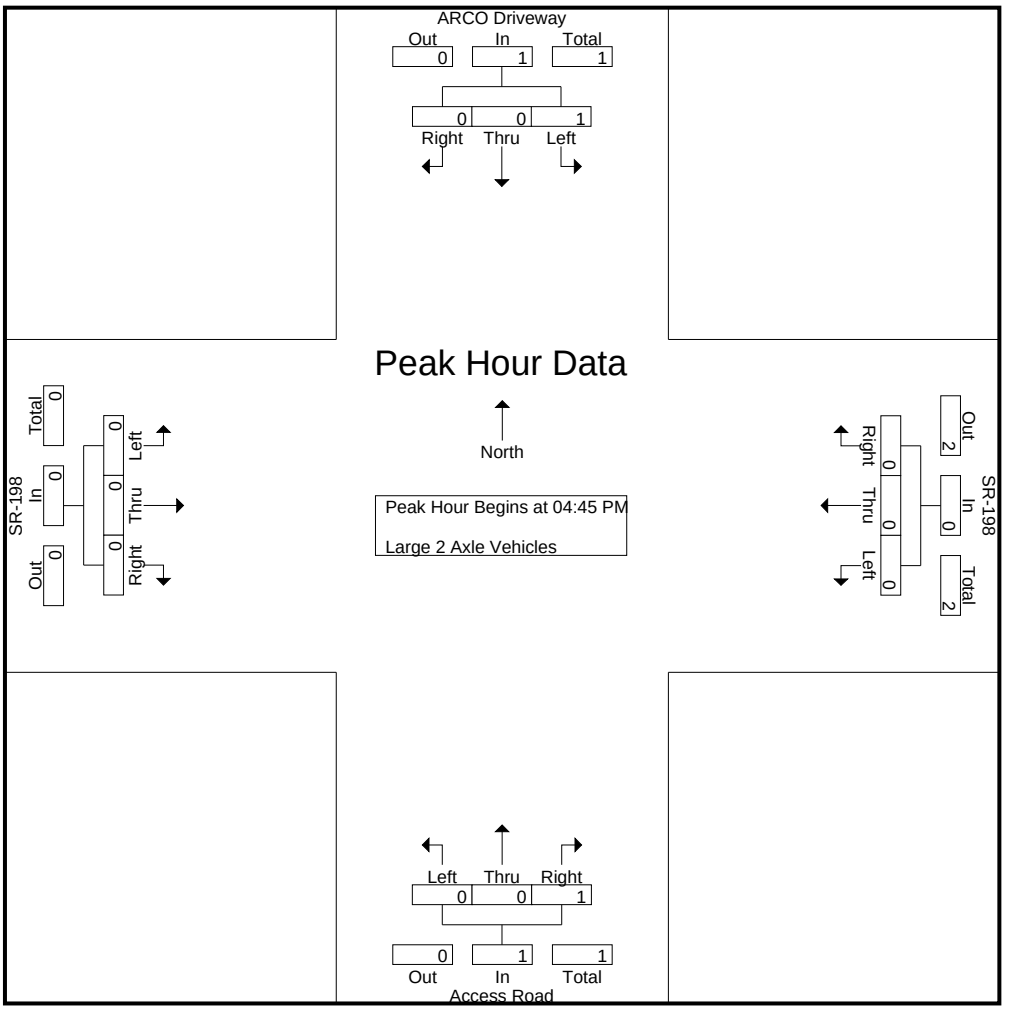
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| Apprch % | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | 0 | 0 | 0 | | 0 | 0 | 100 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 50 | 25 | 75 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 25 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | **1** | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 0 | 0 | 0 | | 0 | 50 | 50 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 |

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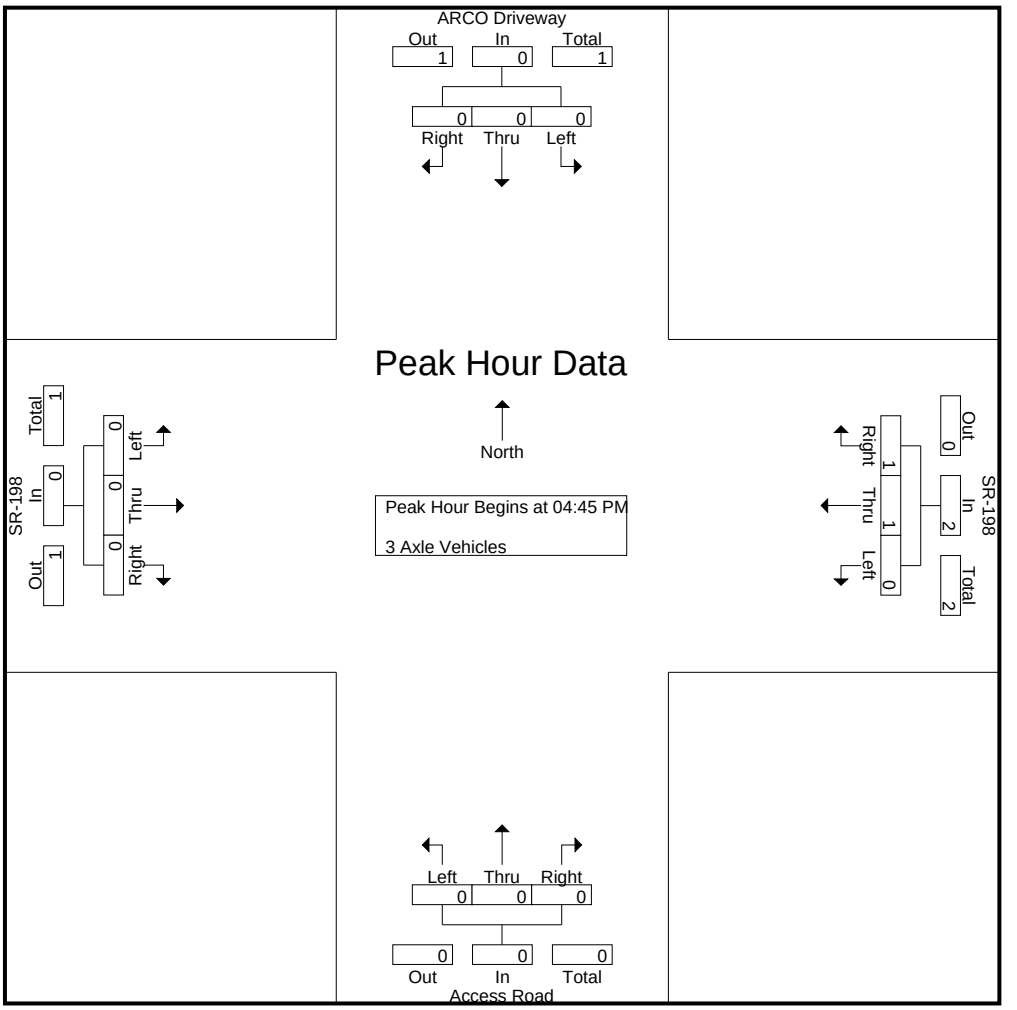
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

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

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 5 | 1 | 0 | 6 | 1 | 0 | 1 | 2 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 11 |
| 04:15 PM | 4 | 0 | 0 | 4 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 8 |
| 04:30 PM | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 1 | 0 | 0 | 1 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 11 | 1 | 0 | 12 | 1 | 3 | 5 | 9 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 1 | 25 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 3 | 3 | 0 | 6 | 2 | 1 | 0 | 3 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 12 |
| 05:15 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 9 | 4 | 0 | 13 | 2 | 1 | 1 | 4 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 1 | 22 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 20 | 5 | 0 | 25 | 3 | 4 | 6 | 13 | 0 | 0 | 7 | 7 | 0 | 2 | 0 | 2 | 47 |
| Apprch % | 80 | 20 | 0 | | 23.1 | 30.8 | 46.2 | | 0 | 0 | 100 | | 0 | 100 | 0 | | |
| Total % | 42.6 | 10.6 | 0 | 53.2 | 6.4 | 8.5 | 12.8 | 27.7 | 0 | 0 | 14.9 | 14.9 | 0 | 4.3 | 0 | 4.3 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 1 | 0 | 0 | 1 | 0 | **1** | **2** | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:00 PM | 3 | **3** | 0 | **6** | **2** | 1 | 0 | 3 | 0 | 0 | **2** | **2** | 0 | **1** | 0 | **1** | **12** |
| 05:15 PM | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | **5** | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| Total Volume | 10 | 4 | 0 | 14 | 2 | 2 | 2 | 6 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 1 | 25 |
| % App. Total | 71.4 | 28.6 | 0 | | 33.3 | 33.3 | 33.3 | | 0 | 0 | 100 | | 0 | 100 | 0 | | |
| PHF | .500 | .333 | .000 | .583 | .250 | .500 | .250 | .500 | .000 | .000 | .500 | .500 | .000 | .250 | .000 | .250 | .521 |

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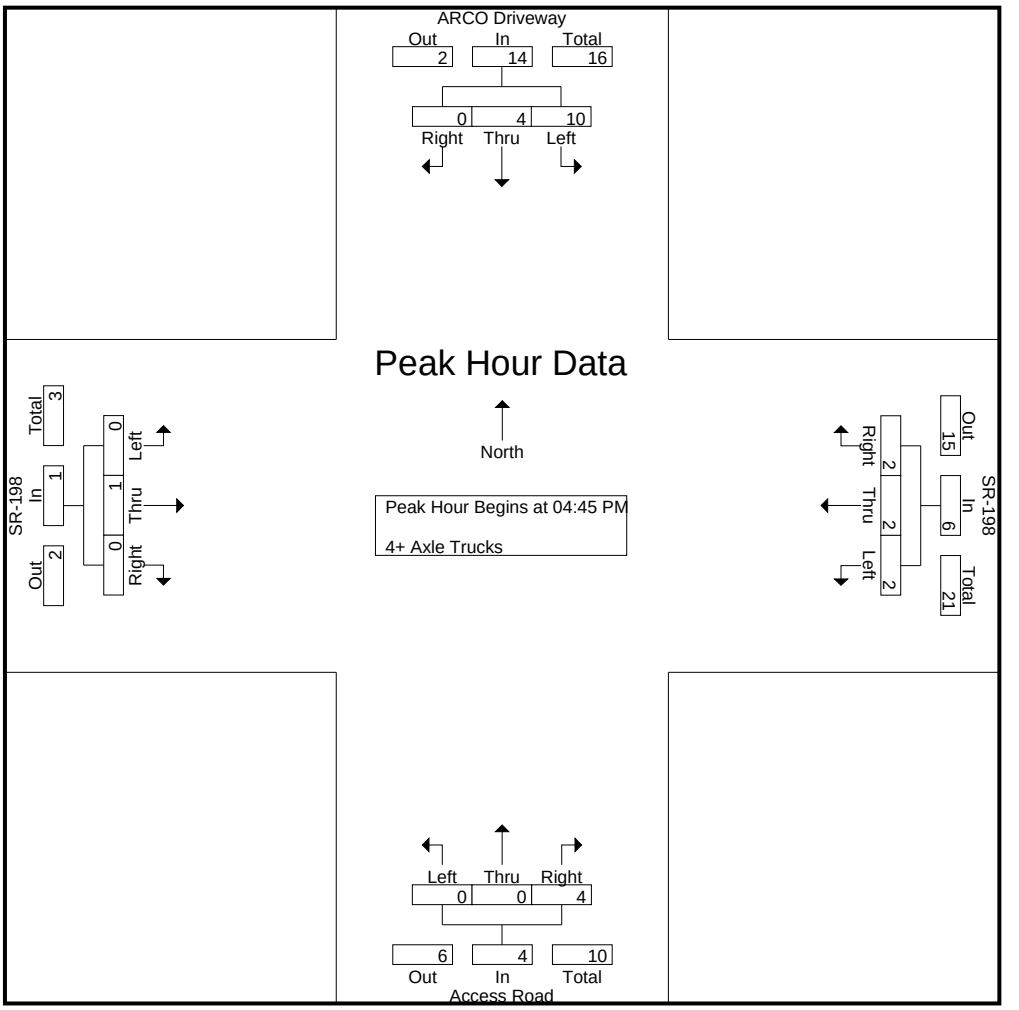
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




Peak Hour Analysis From 04:45 PM to 05:30 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | | 04:45 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 0 | 0 | 1 | 0 | **1** | **2** | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 3 | **3** | 0 | **6** | **2** | 1 | 0 | 3 | 0 | 0 | **2** | **2** | 0 | **1** | 0 | **1** |
| +30 mins. | 1 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | **5** | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 10 | 4 | 0 | 14 | 2 | 2 | 2 | 6 | 0 | 0 | 4 | 4 | 0 | 1 | 0 | 1 |
| % App. Total | 71.4 | 28.6 | 0 | | 33.3 | 33.3 | 33.3 | | 0 | 0 | 100 | | 0 | 100 | 0 | |
| PHF | .500 | .333 | .000 | .583 | .250 | .500 | .250 | .500 | .000 | .000 | .500 | .500 | .000 | .250 | .000 | .250 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

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

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 14 | 2 | 1 | 17 | 0 | 9 | 11 | 20 | 0 | 2 | 2 | 4 | 1 | 5 | 0 | 6 | 47 |
| 11:15 AM | 20 | 0 | 5 | 25 | 0 | 7 | 10 | 17 | 0 | 0 | 1 | 1 | 1 | 10 | 0 | 11 | 54 |
| 11:30 AM | 20 | 0 | 2 | 22 | 0 | 8 | 16 | 24 | 3 | 0 | 1 | 4 | 0 | 14 | 2 | 16 | 66 |
| 11:45 AM | 21 | 1 | 3 | 25 | 0 | 7 | 10 | 17 | 0 | 1 | 1 | 2 | 2 | 12 | 0 | 14 | 58 |
| Total | 75 | 3 | 11 | 89 | 0 | 31 | 47 | 78 | 3 | 3 | 5 | 11 | 4 | 41 | 2 | 47 | 225 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 23 | 2 | 1 | 26 | 2 | 11 | 12 | 25 | 0 | 1 | 1 | 2 | 1 | 16 | 0 | 17 | 70 |
| 12:15 PM | 16 | 2 | 4 | 22 | 1 | 7 | 9 | 17 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 10 | 49 |
| 12:30 PM | 21 | 0 | 4 | 25 | 0 | 12 | 12 | 24 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 8 | 58 |
| 12:45 PM | 17 | 0 | 4 | 21 | 0 | 7 | 12 | 19 | 1 | 0 | 1 | 2 | 2 | 13 | 0 | 15 | 57 |
| Total | 77 | 4 | 13 | 94 | 3 | 37 | 45 | 85 | 2 | 1 | 2 | 5 | 6 | 44 | 0 | 50 | 234 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 152 | 7 | 24 | 183 | 3 | 68 | 92 | 163 | 5 | 4 | 7 | 16 | 10 | 85 | 2 | 97 | 459 |
| Apprch % | 83.1 | 3.8 | 13.1 | | 1.8 | 41.7 | 56.4 | | 31.2 | 25 | 43.8 | | 10.3 | 87.6 | 2.1 | | |
| Total % | 33.1 | 1.5 | 5.2 | 39.9 | 0.7 | 14.8 | 20 | 35.5 | 1.1 | 0.9 | 1.5 | 3.5 | 2.2 | 18.5 | 0.4 | 21.1 | |
| Passenger Vehicles | 139 | 7 | 22 | 168 | 2 | 66 | 87 | 155 | 5 | 4 | 6 | 15 | 10 | 81 | 2 | 93 | 431 |
| % Passenger Vehicles | 91.4 | 100 | 91.7 | 91.8 | 66.7 | 97.1 | 94.6 | 95.1 | 100 | 100 | 85.7 | 93.8 | 100 | 95.3 | 100 | 95.9 | 93.9 |
| Large 2 Axle Vehicles | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 6 |
| % Large 2 Axle Vehicles | 2 | 0 | 0 | 1.6 | 0 | 0 | 1.1 | 0.6 | 0 | 0 | 14.3 | 6.2 | 0 | 1.2 | 0 | 1 | 1.3 |
| 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0 | 1 | 0.2 |
| 4+ Axle Trucks | 10 | 0 | 2 | 12 | 1 | 2 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 21 |
| % 4+ Axle Trucks | 6.6 | 0 | 8.3 | 6.6 | 33.3 | 2.9 | 4.3 | 4.3 | 0 | 0 | 0 | 0 | 0 | 2.4 | 0 | 2.1 | 4.6 |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | |
| 11:15 AM | 20 | 0 | **5** | 25 | 0 | 7 | 10 | 17 | 0 | 0 | **1** | 1 | 1 | 10 | 0 | 11 | 54 |
| 11:30 AM | 20 | 0 | 2 | 22 | 0 | 8 | **16** | 24 | **3** | 0 | 1 | **4** | 0 | 14 | **2** | 16 | 66 |
| 11:45 AM | 21 | 1 | 3 | 25 | 0 | 7 | 10 | 17 | 0 | **1** | 1 | 2 | **2** | 12 | 0 | 14 | 58 |
| 12:00 PM | **23** | **2** | 1 | **26** | **2** | **11** | 12 | **25** | 0 | 1 | 1 | 2 | 1 | **16** | 0 | **17** | **70** |
| Total Volume | 84 | 3 | 11 | 98 | 2 | 33 | 48 | 83 | 3 | 2 | 4 | 9 | 4 | 52 | 2 | 58 | 248 |
| % App. Total | 85.7 | 3.1 | 11.2 | | 2.4 | 39.8 | 57.8 | | 33.3 | 22.2 | 44.4 | | 6.9 | 89.7 | 3.4 | | |
| PHF | .913 | .375 | .550 | .942 | .250 | .750 | .750 | .830 | .250 | .500 | 1.00 | .563 | .500 | .813 | .250 | .853 | .886 |

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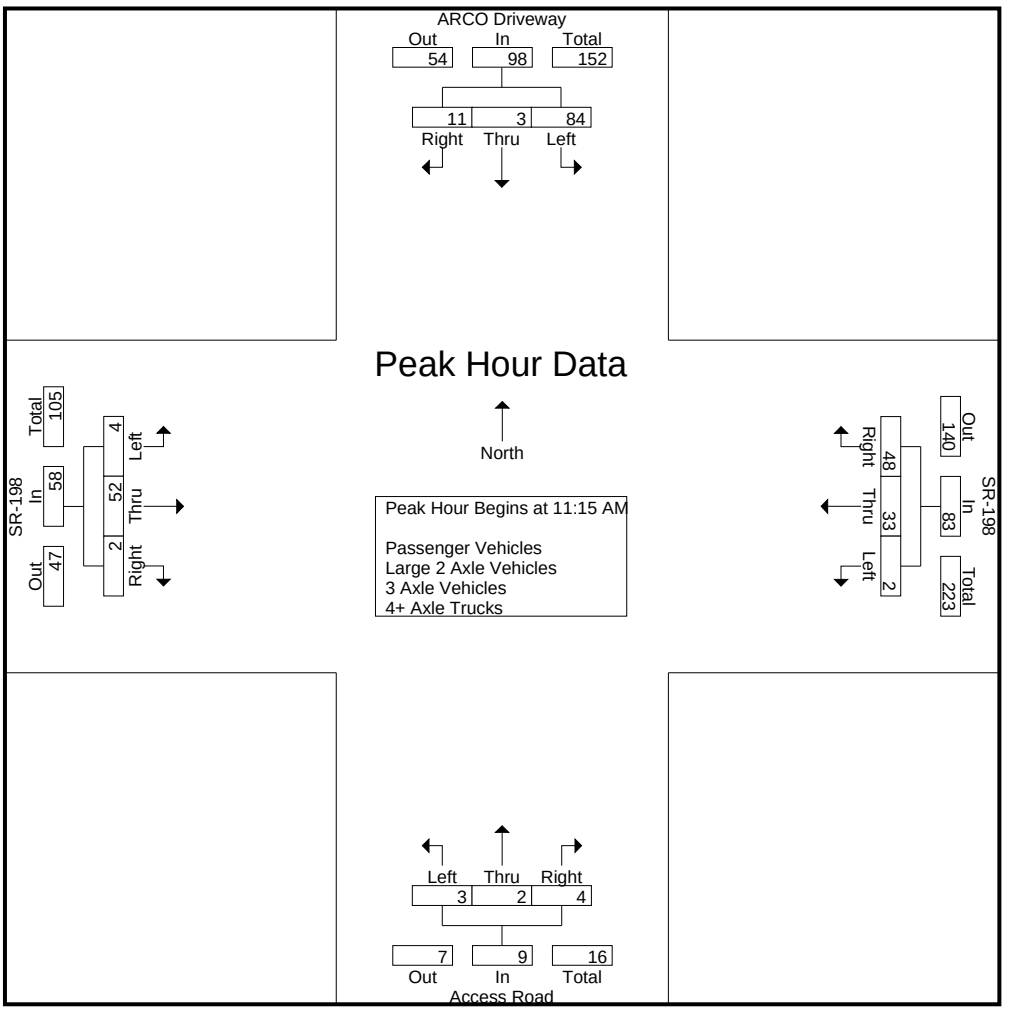
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022


Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:15 AM | | | | 12:00 PM | | | | 11:00 AM | | | | 11:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 20 | 0 | **5** | 25 | **2** | 11 | **12** | **25** | 0 | **2** | **2** | **4** | 1 | 10 | 0 | 11 |
| +15 mins. | 20 | 0 | 2 | 22 | 1 | 7 | 9 | 17 | 0 | 0 | 1 | 1 | 0 | 14 | **2** | 16 |
| +30 mins. | 21 | 1 | 3 | 25 | 0 | **12** | 12 | 24 | **3** | 0 | 1 | 4 | **2** | 12 | 0 | 14 |
| +45 mins. | **23** | **2** | 1 | **26** | 0 | 7 | 12 | 19 | 0 | 1 | 1 | 2 | 1 | **16** | 0 | **17** |
| Total Volume | 84 | 3 | 11 | 98 | 3 | 37 | 45 | 85 | 3 | 3 | 5 | 11 | 4 | 52 | 2 | 58 |
| % App. Total | 85.7 | 3.1 | 11.2 | | 3.5 | 43.5 | 52.9 | | 27.3 | 27.3 | 45.5 | | 6.9 | 89.7 | 3.4 | |
| PHF | .913 | .375 | .550 | .942 | .375 | .771 | .938 | .850 | .250 | .375 | .625 | .688 | .500 | .813 | .250 | .853 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 13 | 2 | 1 | 16 | 0 | 9 | 10 | 19 | 0 | 2 | 2 | 4 | 1 | 5 | 0 | 6 | 45 |
| 11:15 AM | 19 | 0 | 4 | 23 | 0 | 7 | 10 | 17 | 0 | 0 | 1 | 1 | 1 | 10 | 0 | 11 | 52 |
| 11:30 AM | 19 | 0 | 2 | 21 | 0 | 8 | 14 | 22 | 3 | 0 | 1 | 4 | 0 | 13 | 2 | 15 | 62 |
| 11:45 AM | 19 | 1 | 3 | 23 | 0 | 7 | 9 | 16 | 0 | 1 | 1 | 2 | 2 | 11 | 0 | 13 | 54 |
| Total | 70 | 3 | 10 | 83 | 0 | 31 | 43 | 74 | 3 | 3 | 5 | 11 | 4 | 39 | 2 | 45 | 213 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 22 | 2 | 1 | 25 | 2 | 10 | 11 | 23 | 0 | 1 | 1 | 2 | 1 | 14 | 0 | 15 | 65 |
| 12:15 PM | 12 | 2 | 3 | 17 | 0 | 7 | 9 | 16 | 0 | 0 | 0 | 0 | 3 | 7 | 0 | 10 | 43 |
| 12:30 PM | 19 | 0 | 4 | 23 | 0 | 12 | 12 | 24 | 1 | 0 | 0 | 1 | 0 | 8 | 0 | 8 | 56 |
| 12:45 PM | 16 | 0 | 4 | 20 | 0 | 6 | 12 | 18 | 1 | 0 | 0 | 1 | 2 | 13 | 0 | 15 | 54 |
| Total | 69 | 4 | 12 | 85 | 2 | 35 | 44 | 81 | 2 | 1 | 1 | 4 | 6 | 42 | 0 | 48 | 218 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 139 | 7 | 22 | 168 | 2 | 66 | 87 | 155 | 5 | 4 | 6 | 15 | 10 | 81 | 2 | 93 | 431 |
| Apprch % | 82.7 | 4.2 | 13.1 | | 1.3 | 42.6 | 56.1 | | 33.3 | 26.7 | 40 | | 10.8 | 87.1 | 2.2 | | |
| Total % | 32.3 | 1.6 | 5.1 | 39 | 0.5 | 15.3 | 20.2 | 36 | 1.2 | 0.9 | 1.4 | 3.5 | 2.3 | 18.8 | 0.5 | 21.6 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | |
| 11:15 AM | 19 | 0 | **4** | 23 | 0 | 7 | 10 | 17 | 0 | 0 | **1** | 1 | 1 | 10 | 0 | 11 | 52 |
| 11:30 AM | 19 | 0 | 2 | 21 | 0 | 8 | **14** | 22 | **3** | 0 | 1 | **4** | 0 | 13 | **2** | **15** | 62 |
| 11:45 AM | 19 | 1 | 3 | 23 | 0 | 7 | 9 | 16 | 0 | **1** | 1 | 2 | **2** | 11 | 0 | 13 | 54 |
| 12:00 PM | **22** | **2** | 1 | **25** | **2** | **10** | 11 | **23** | 0 | 1 | 1 | 2 | 1 | **14** | 0 | 15 | **65** |
| Total Volume | 79 | 3 | 10 | 92 | 2 | 32 | 44 | 78 | 3 | 2 | 4 | 9 | 4 | 48 | 2 | 54 | 233 |
| % App. Total | 85.9 | 3.3 | 10.9 | | 2.6 | 41 | 56.4 | | 33.3 | 22.2 | 44.4 | | 7.4 | 88.9 | 3.7 | | |
| PHF | .898 | .375 | .625 | .920 | .250 | .800 | .786 | .848 | .250 | .500 | 1.00 | .563 | .500 | .857 | .250 | .900 | .896 |

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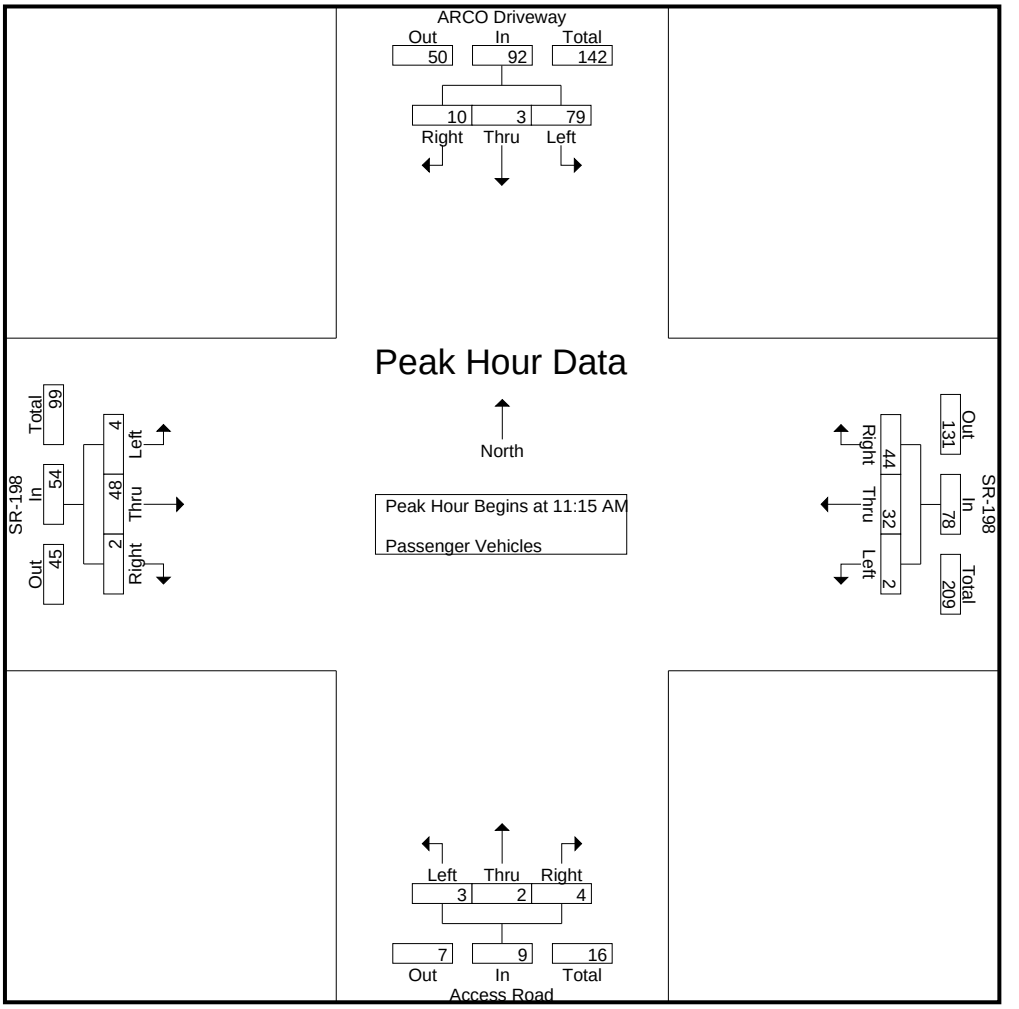
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:15 AM | | | | 11:15 AM | | | | 11:15 AM | | | | 11:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 19 | 0 | **4** | 23 | 0 | 7 | 10 | 17 | 0 | 0 | **1** | 1 | 1 | 10 | 0 | 11 |
| +15 mins. | 19 | 0 | 2 | 21 | 0 | 8 | **14** | 22 | **3** | 0 | 1 | **4** | 0 | 13 | **2** | **15** |
| +30 mins. | 19 | 1 | 3 | 23 | 0 | 7 | 9 | 16 | 0 | **1** | 1 | 2 | **2** | 11 | 0 | 13 |
| +45 mins. | **22** | **2** | 1 | **25** | **2** | **10** | 11 | **23** | 0 | 1 | 1 | 2 | 1 | **14** | 0 | 15 |
| Total Volume | 79 | 3 | 10 | 92 | 2 | 32 | 44 | 78 | 3 | 2 | 4 | 9 | 4 | 48 | 2 | 54 |
| % App. Total | 85.9 | 3.3 | 10.9 | | 2.6 | 41 | 56.4 | | 33.3 | 22.2 | 44.4 | | 7.4 | 88.9 | 3.7 | |
| PHF | .898 | .375 | .625 | .920 | .250 | .800 | .786 | .848 | .250 | .500 | 1.000 | .563 | .500 | .857 | .250 | .900 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| Total | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 4 |
| Grand Total | 3 | 0 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 6 |
| Apprch % | 100 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 100 | | 0 | 100 | 0 | | |
| Total % | 50 | 0 | 0 | 50 | 0 | 0 | 16.7 | 16.7 | 0 | 0 | 16.7 | 16.7 | 0 | 16.7 | 0 | 16.7 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .500 |

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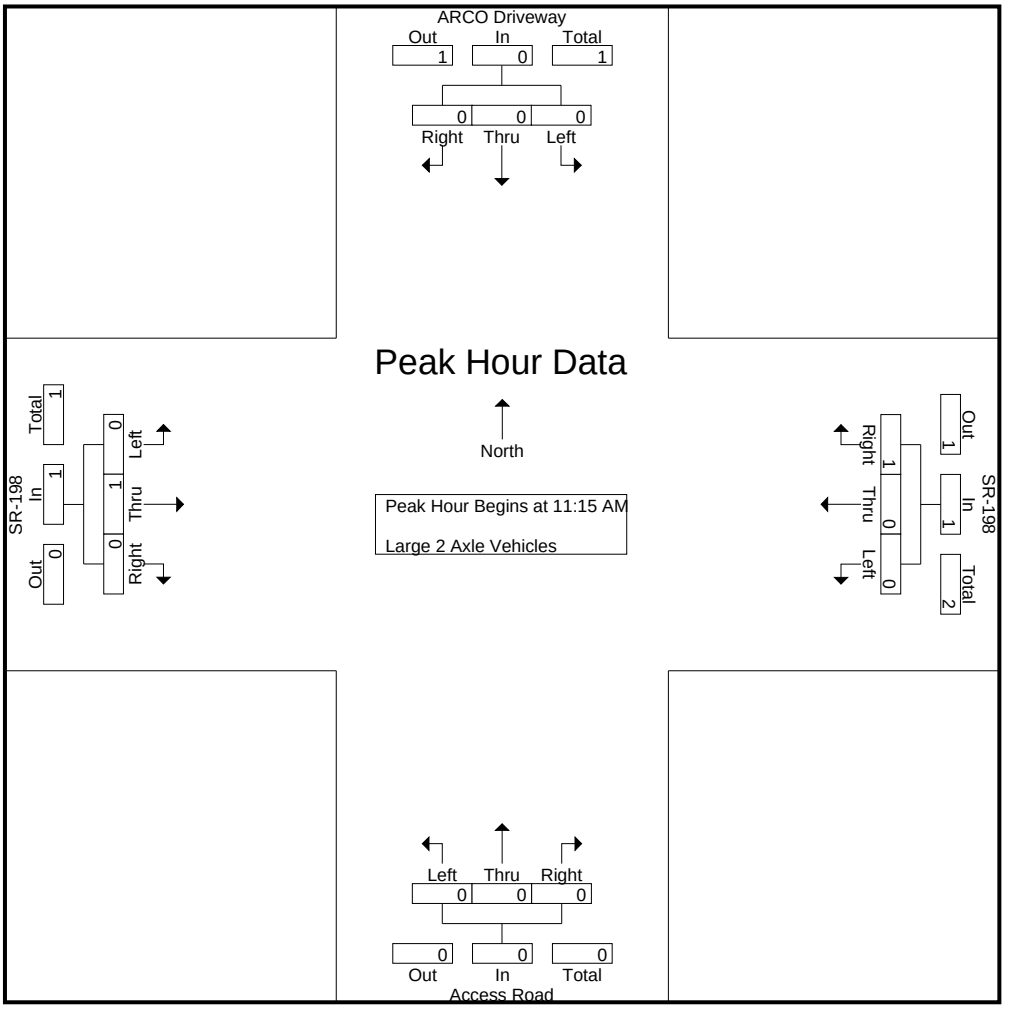
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:15 AM | | | | 11:15 AM | | | | 11:15 AM | | | | 11:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 100 | 0 | 100 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **1** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .250 |

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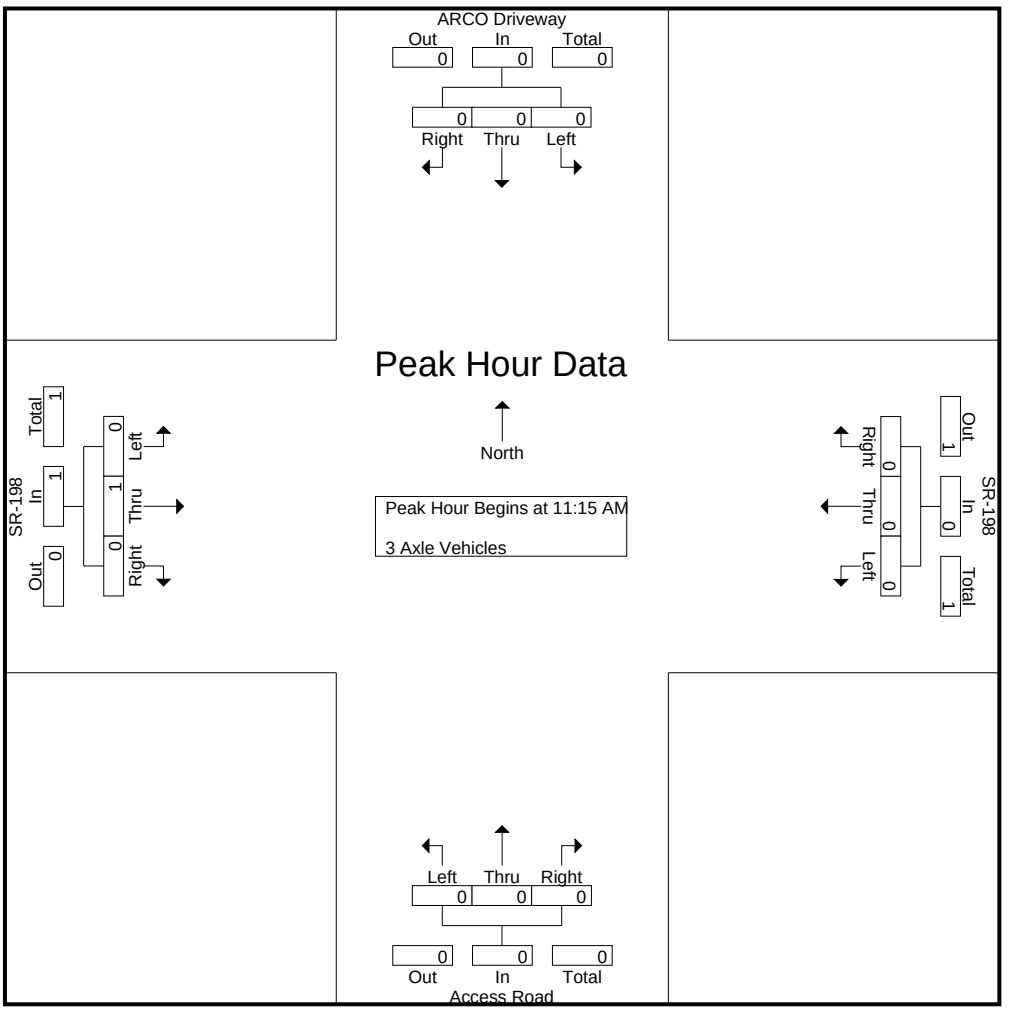
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:15 AM | | | | 11:15 AM | | | | 11:15 AM | | | | 11:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 |

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County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 11:15 AM | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 11:45 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total | 4 | 0 | 1 | 5 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 10 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 12:15 PM | 4 | 0 | 1 | 5 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 6 | 0 | 1 | 7 | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 10 | 0 | 2 | 12 | 1 | 2 | 4 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 21 |
| Apprch % | 83.3 | 0 | 16.7 | | 14.3 | 28.6 | 57.1 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 47.6 | 0 | 9.5 | 57.1 | 4.8 | 9.5 | 19 | 33.3 | 0 | 0 | 0 | 0 | 0 | 9.5 | 0 | 9.5 | |

| | ARCO Driveway Southbound | | | | SR-198 Westbound | | | | Access Road Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:15 AM | | | | | | | | | | | | | | | | | |
| 11:15 AM | 1 | 0 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **4** |
| 11:45 AM | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 12:00 PM | 1 | 0 | 0 | 1 | 0 | **1** | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 5 | 0 | 1 | 6 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 12 |
| % App. Total | 83.3 | 0 | 16.7 | | 0 | 25 | 75 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .625 | .000 | .250 | .750 | .000 | .250 | .375 | .500 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .750 |

Counts Unlimited, Inc.
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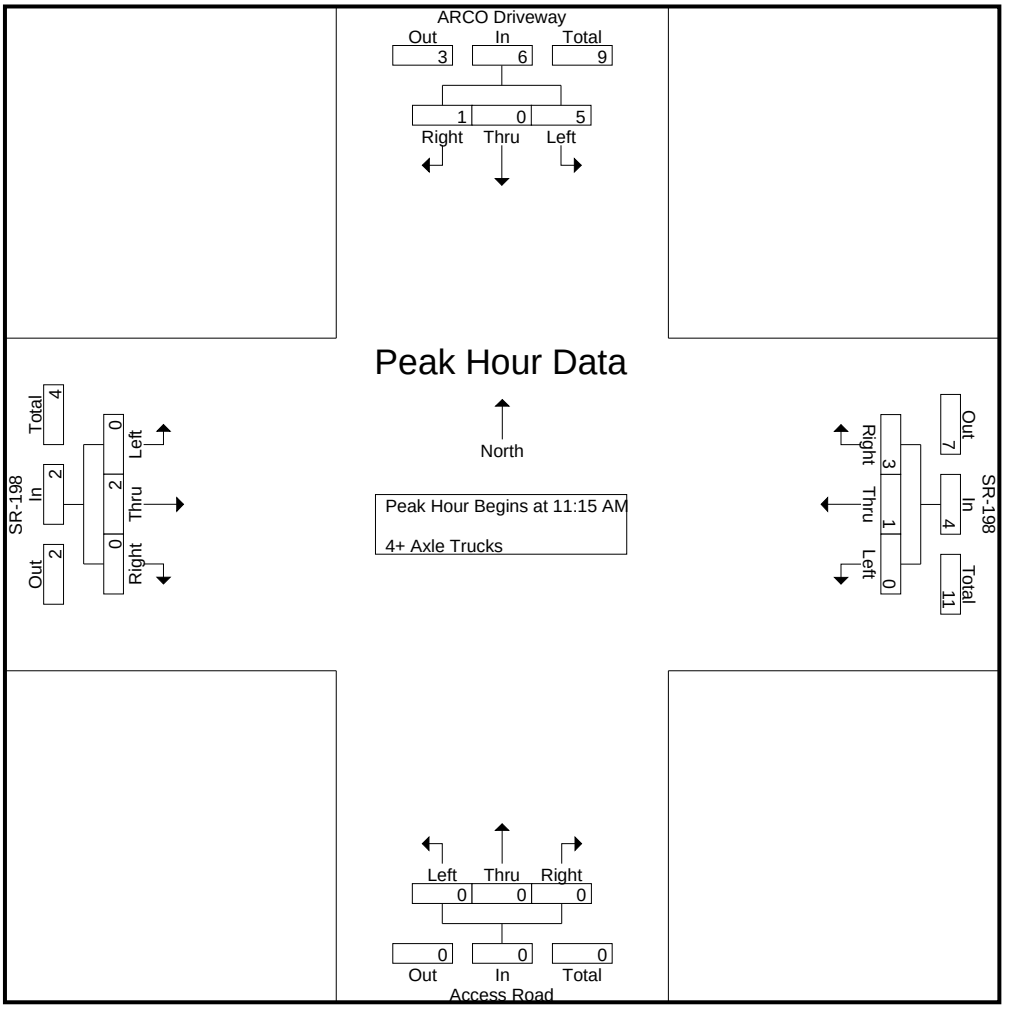
County of Fresno
N/S: ARCO Driveway
E/W: SR-198
Weather: Clear

File Name : 01_CFO_Arco_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022


Peak Hour Analysis From 11:15 AM to 12:00 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:15 AM | | | | 11:15 AM | | | | 11:15 AM | | | | 11:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | 0 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 0 | 1 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| +30 mins. | **2** | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +45 mins. | 1 | 0 | 0 | 1 | 0 | **1** | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 5 | 0 | 1 | 6 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| % App. Total | 83.3 | 0 | 16.7 | | 0 | 25 | 75 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .625 | .000 | .250 | .750 | .000 | .250 | .375 | .500 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

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

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 12 | 3 | 5 | 20 | 6 | 20 | 20 | 46 | 2 | 2 | 6 | 10 | 2 | 26 | 0 | 28 | 104 |
| 07:15 AM | 9 | 1 | 2 | 12 | 9 | 23 | 10 | 42 | 0 | 0 | 10 | 10 | 1 | 24 | 3 | 28 | 92 |
| 07:30 AM | 10 | 1 | 1 | 12 | 13 | 17 | 19 | 49 | 0 | 2 | 16 | 18 | 1 | 24 | 1 | 26 | 105 |
| 07:45 AM | 12 | 2 | 1 | 15 | 8 | 4 | 19 | 31 | 2 | 0 | 11 | 13 | 1 | 32 | 1 | 34 | 93 |
| Total | 43 | 7 | 9 | 59 | 36 | 64 | 68 | 168 | 4 | 4 | 43 | 51 | 5 | 106 | 5 | 116 | 394 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 20 | 7 | 1 | 28 | 15 | 13 | 25 | 53 | 4 | 0 | 11 | 15 | 1 | 22 | 2 | 25 | 121 |
| 08:15 AM | 17 | 2 | 1 | 20 | 6 | 8 | 20 | 34 | 2 | 0 | 12 | 14 | 1 | 16 | 0 | 17 | 85 |
| 08:30 AM | 17 | 4 | 2 | 23 | 8 | 19 | 28 | 55 | 0 | 0 | 9 | 9 | 1 | 18 | 2 | 21 | 108 |
| 08:45 AM | 25 | 3 | 1 | 29 | 6 | 7 | 25 | 38 | 2 | 1 | 8 | 11 | 1 | 22 | 1 | 24 | 102 |
| Total | 79 | 16 | 5 | 100 | 35 | 47 | 98 | 180 | 8 | 1 | 40 | 49 | 4 | 78 | 5 | 87 | 416 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 122 | 23 | 14 | 159 | 71 | 111 | 166 | 348 | 12 | 5 | 83 | 100 | 9 | 184 | 10 | 203 | 810 |
| Apprch % | 76.7 | 14.5 | 8.8 | | 20.4 | 31.9 | 47.7 | | 12 | 5 | 83 | | 4.4 | 90.6 | 4.9 | | |
| Total % | 15.1 | 2.8 | 1.7 | 19.6 | 8.8 | 13.7 | 20.5 | 43 | 1.5 | 0.6 | 10.2 | 12.3 | 1.1 | 22.7 | 1.2 | 25.1 | |
| Passenger Vehicles | 99 | 19 | 14 | 132 | 55 | 85 | 136 | 276 | 12 | 3 | 64 | 79 | 8 | 148 | 8 | 164 | 651 |
| % Passenger Vehicles | 81.1 | 82.6 | 100 | 83 | 77.5 | 76.6 | 81.9 | 79.3 | 100 | 60 | 77.1 | 79 | 88.9 | 80.4 | 80 | 80.8 | 80.4 |
| Large 2 Axle Vehicles | 6 | 3 | 0 | 9 | 3 | 4 | 11 | 18 | 0 | 0 | 6 | 6 | 1 | 5 | 2 | 8 | 41 |
| % Large 2 Axle Vehicles | 4.9 | 13 | 0 | 5.7 | 4.2 | 3.6 | 6.6 | 5.2 | 0 | 0 | 7.2 | 6 | 11.1 | 2.7 | 20 | 3.9 | 5.1 |
| 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 15 | 0 | 0 | 1 | 1 | 0 | 9 | 0 | 9 | 25 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 12.6 | 0.6 | 4.3 | 0 | 0 | 1.2 | 1 | 0 | 4.9 | 0 | 4.4 | 3.1 |
| 4+ Axle Trucks | 17 | 1 | 0 | 18 | 13 | 8 | 18 | 39 | 0 | 2 | 12 | 14 | 0 | 22 | 0 | 22 | 93 |
| % 4+ Axle Trucks | 13.9 | 4.3 | 0 | 11.3 | 18.3 | 7.2 | 10.8 | 11.2 | 0 | 40 | 14.5 | 14 | 0 | 12 | 0 | 10.8 | 11.5 |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 20 | **7** | 1 | 28 | **15** | 13 | 25 | 53 | **4** | 0 | 11 | **15** | **1** | **22** | **2** | **25** | **121** |
| 08:15 AM | 17 | 2 | 1 | 20 | 6 | 8 | 20 | 34 | 2 | 0 | **12** | 14 | 1 | 16 | 0 | 17 | 85 |
| 08:30 AM | 17 | 4 | **2** | 23 | 8 | **19** | **28** | **55** | 0 | 0 | 9 | 9 | 1 | 18 | 2 | 21 | 108 |
| 08:45 AM | **25** | 3 | 1 | **29** | 6 | 7 | 25 | 38 | 2 | **1** | 8 | 11 | 1 | 22 | 1 | 24 | 102 |
| Total Volume | 79 | 16 | 5 | 100 | 35 | 47 | 98 | 180 | 8 | 1 | 40 | 49 | 4 | 78 | 5 | 87 | 416 |
| % App. Total | 79 | 16 | 5 | | 19.4 | 26.1 | 54.4 | | 16.3 | 2 | 81.6 | | 4.6 | 89.7 | 5.7 | | |
| PHF | .790 | .571 | .625 | .862 | .583 | .618 | .875 | .818 | .500 | .250 | .833 | .817 | 1.00 | .886 | .625 | .870 | .860 |

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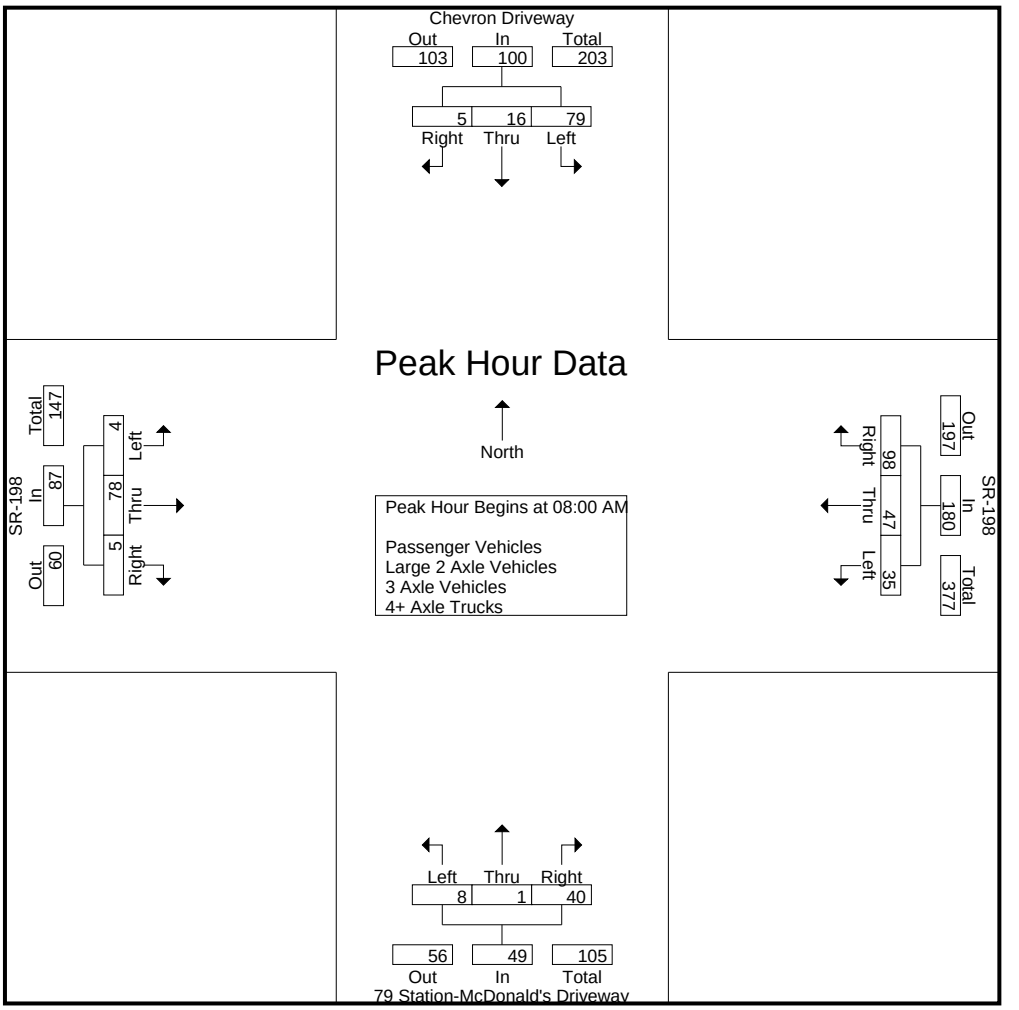
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 07:30 AM | | | | 07:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 20 | **7** | 1 | 28 | **15** | 13 | 25 | 53 | 0 | **2** | **16** | **18** | **2** | 26 | 0 | 28 |
| +15 mins. | 17 | 2 | 1 | 20 | 6 | 8 | 20 | 34 | 2 | 0 | 11 | 13 | 1 | 24 | **3** | 28 |
| +30 mins. | 17 | 4 | **2** | 23 | 8 | **19** | **28** | **55** | **4** | 0 | 11 | 15 | 1 | 24 | 1 | 26 |
| +45 mins. | **25** | 3 | 1 | **29** | 6 | 7 | 25 | 38 | 2 | 0 | 12 | 14 | 1 | **32** | 1 | **34** |
| Total Volume | 79 | 16 | 5 | 100 | 35 | 47 | 98 | 180 | 8 | 2 | 50 | 60 | 5 | 106 | 5 | 116 |
| % App. Total | 79 | 16 | 5 | | 19.4 | 26.1 | 54.4 | | 13.3 | 3.3 | 83.3 | | 4.3 | 91.4 | 4.3 | |
| PHF | .790 | .571 | .625 | .862 | .583 | .618 | .875 | .818 | .500 | .250 | .781 | .833 | .625 | .828 | .417 | .853 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 12 | 2 | 5 | 19 | 4 | 17 | 14 | 35 | 2 | 0 | 5 | 7 | 1 | 17 | 0 | 18 | 79 |
| 07:15 AM | 6 | 0 | 2 | 8 | 6 | 18 | 7 | 31 | 0 | 0 | 5 | 5 | 1 | 16 | 2 | 19 | 63 |
| 07:30 AM | 7 | 1 | 1 | 9 | 10 | 13 | 15 | 38 | 0 | 2 | 12 | 14 | 1 | 19 | 1 | 21 | 82 |
| 07:45 AM | 7 | 2 | 1 | 10 | 5 | 3 | 16 | 24 | 2 | 0 | 8 | 10 | 1 | 29 | 1 | 31 | 75 |
| Total | 32 | 5 | 9 | 46 | 25 | 51 | 52 | 128 | 4 | 2 | 30 | 36 | 4 | 81 | 4 | 89 | 299 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 15 | 6 | 1 | 22 | 13 | 13 | 21 | 47 | 4 | 0 | 7 | 11 | 1 | 20 | 1 | 22 | 102 |
| 08:15 AM | 14 | 2 | 1 | 17 | 4 | 7 | 17 | 28 | 2 | 0 | 12 | 14 | 1 | 12 | 0 | 13 | 72 |
| 08:30 AM | 17 | 3 | 2 | 22 | 8 | 11 | 24 | 43 | 0 | 0 | 7 | 7 | 1 | 14 | 2 | 17 | 89 |
| 08:45 AM | 21 | 3 | 1 | 25 | 5 | 3 | 22 | 30 | 2 | 1 | 8 | 11 | 1 | 21 | 1 | 23 | 89 |
| Total | 67 | 14 | 5 | 86 | 30 | 34 | 84 | 148 | 8 | 1 | 34 | 43 | 4 | 67 | 4 | 75 | 352 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 99 | 19 | 14 | 132 | 55 | 85 | 136 | 276 | 12 | 3 | 64 | 79 | 8 | 148 | 8 | 164 | 651 |
| Apprch % | 75 | 14.4 | 10.6 | | 19.9 | 30.8 | 49.3 | | 15.2 | 3.8 | 81 | | 4.9 | 90.2 | 4.9 | | |
| Total % | 15.2 | 2.9 | 2.2 | 20.3 | 8.4 | 13.1 | 20.9 | 42.4 | 1.8 | 0.5 | 9.8 | 12.1 | 1.2 | 22.7 | 1.2 | 25.2 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 15 | **6** | 1 | 22 | **13** | **13** | 21 | **47** | **4** | 0 | 7 | 11 | **1** | 20 | 1 | 22 | **102** |
| 08:15 AM | 14 | 2 | 1 | 17 | 4 | 7 | 17 | 28 | 2 | 0 | **12** | **14** | 1 | 12 | 0 | 13 | 72 |
| 08:30 AM | 17 | 3 | **2** | 22 | 8 | 11 | **24** | 43 | 0 | 0 | 7 | 7 | 1 | 14 | **2** | 17 | 89 |
| 08:45 AM | **21** | 3 | 1 | **25** | 5 | 3 | 22 | 30 | 2 | **1** | 8 | 11 | 1 | **21** | 1 | **23** | 89 |
| Total Volume | 67 | 14 | 5 | 86 | 30 | 34 | 84 | 148 | 8 | 1 | 34 | 43 | 4 | 67 | 4 | 75 | 352 |
| % App. Total | 77.9 | 16.3 | 5.8 | | 20.3 | 23 | 56.8 | | 18.6 | 2.3 | 79.1 | | 5.3 | 89.3 | 5.3 | | |
| PHF | .798 | .583 | .625 | .860 | .577 | .654 | .875 | .787 | .500 | .250 | .708 | .768 | 1.00 | .798 | .500 | .815 | .863 |

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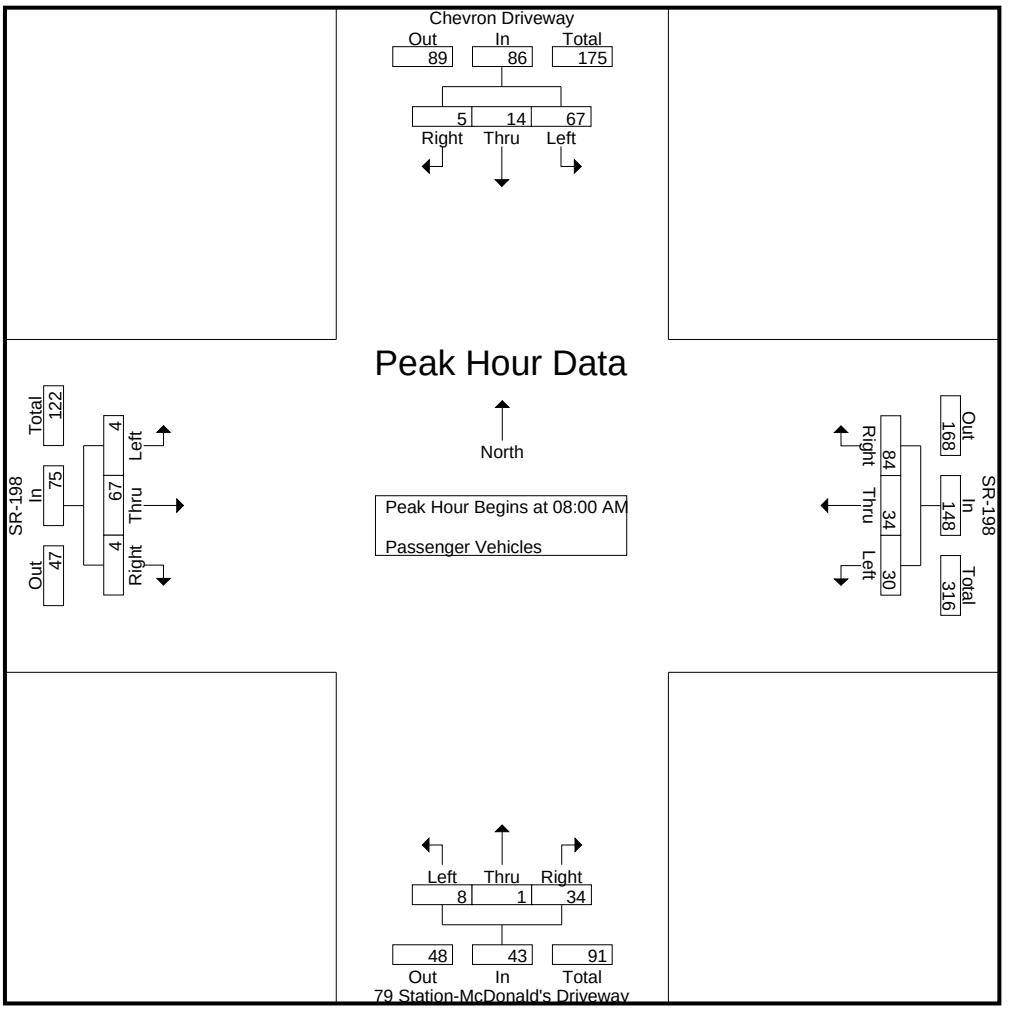
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 15 | **6** | 1 | 22 | **13** | **13** | 21 | **47** | **4** | 0 | 7 | 11 | **1** | 20 | 1 | 22 |
| +15 mins. | 14 | 2 | 1 | 17 | 4 | 7 | 17 | 28 | 2 | 0 | **12** | **14** | 1 | 12 | 0 | 13 |
| +30 mins. | 17 | 3 | **2** | 22 | 8 | 11 | **24** | 43 | 0 | 0 | 7 | 7 | 1 | 14 | **2** | 17 |
| +45 mins. | **21** | 3 | 1 | **25** | 5 | 3 | 22 | 30 | 2 | **1** | 8 | 11 | 1 | **21** | 1 | **23** |
| Total Volume | 67 | 14 | 5 | 86 | 30 | 34 | 84 | 148 | 8 | 1 | 34 | 43 | 4 | 67 | 4 | 75 |
| % App. Total | 77.9 | 16.3 | 5.8 | | 20.3 | 23 | 56.8 | | 18.6 | 2.3 | 79.1 | | 5.3 | 89.3 | 5.3 | |
| PHF | .798 | .583 | .625 | .860 | .577 | .654 | .875 | .787 | .500 | .250 | .708 | .768 | 1.000 | .798 | .500 | .815 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | 3 | 5 |
| 07:15 AM | 0 | 1 | 0 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 7 |
| 07:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 4 |
| 07:45 AM | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 3 | 0 | 0 | 2 | 2 | 0 | 1 | 0 | 1 | 6 |
| Total | 0 | 1 | 0 | 1 | 2 | 3 | 5 | 10 | 0 | 0 | 4 | 4 | 1 | 5 | 1 | 7 | 22 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | 1 | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 6 |
| 08:15 AM | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | 1 | 3 | 4 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 08:45 AM | 2 | 0 | 0 | 2 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total | 6 | 2 | 0 | 8 | 1 | 1 | 6 | 8 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 19 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 6 | 3 | 0 | 9 | 3 | 4 | 11 | 18 | 0 | 0 | 6 | 6 | 1 | 5 | 2 | 8 | 41 |
| Apprch % | 66.7 | 33.3 | 0 | | 16.7 | 22.2 | 61.1 | | 0 | 0 | 100 | | 12.5 | 62.5 | 25 | | |
| Total % | 14.6 | 7.3 | 0 | 22 | 7.3 | 9.8 | 26.8 | 43.9 | 0 | 0 | 14.6 | 14.6 | 2.4 | 12.2 | 4.9 | 19.5 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 1 | **1** | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | **1** | **1** | 0 | 0 | **1** | **1** | **6** |
| 08:15 AM | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:30 AM | 0 | 1 | 0 | 1 | 0 | **1** | **3** | **4** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 6 |
| 08:45 AM | 2 | 0 | 0 | 2 | **1** | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 6 | 2 | 0 | 8 | 1 | 1 | 6 | 8 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 19 |
| % App. Total | 75 | 25 | 0 | | 12.5 | 12.5 | 75 | | 0 | 0 | 100 | | 0 | 0 | 100 | | |
| PHF | .500 | .500 | .000 | .667 | .250 | .250 | .500 | .500 | .000 | .000 | .500 | .500 | .000 | .000 | .250 | .250 | .792 |

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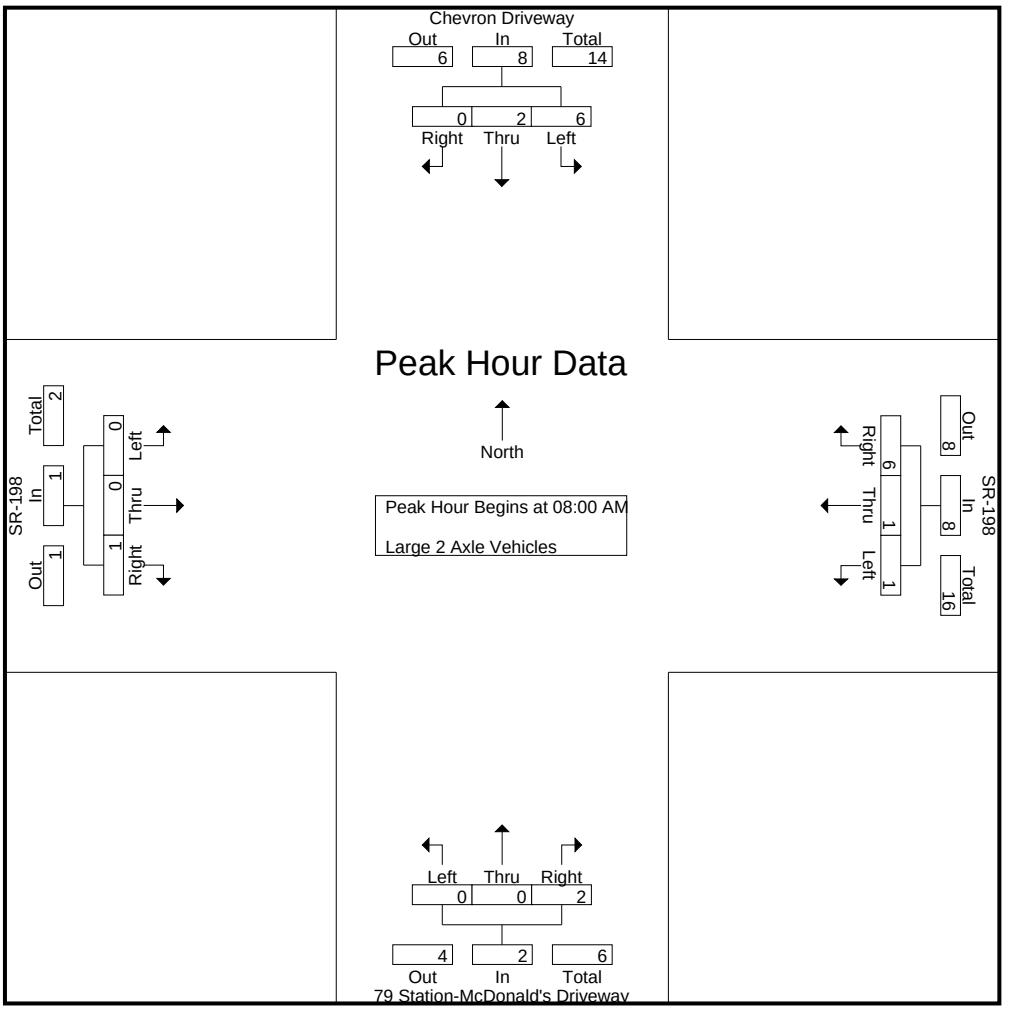
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 1 | **1** | 0 | 2 | 0 | 0 | 2 | 2 | 0 | 0 | **1** | **1** | 0 | 0 | **1** | **1** |
| +15 mins. | **3** | 0 | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 1 | 0 | 1 | 0 | **1** | **3** | **4** | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 2 | 0 | 0 | 2 | **1** | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 6 | 2 | 0 | 8 | 1 | 1 | 6 | 8 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 |
| % App. Total | 75 | 25 | 0 | | 12.5 | 12.5 | 75 | | 0 | 0 | 100 | | 0 | 0 | 100 | |
| PHF | .500 | .500 | .000 | .667 | .250 | .250 | .500 | .500 | .000 | .000 | .500 | .500 | .000 | .000 | .250 | .250 |

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 6 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 8 | 0 | 8 | 12 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 9 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 13 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 14 | 1 | 15 | 0 | 0 | 1 | 1 | 0 | 9 | 0 | 9 | 25 |
| Apprch % | 0 | 0 | 0 | | 0 | 93.3 | 6.7 | | 0 | 0 | 100 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 56 | 4 | 60 | 0 | 0 | 4 | 4 | 0 | 36 | 0 | 36 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | **7** | **1** | **8** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **9** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 13 |
| % App. Total | 0 | 0 | 0 | | 0 | 91.7 | 8.3 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .393 | .250 | .375 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .361 |

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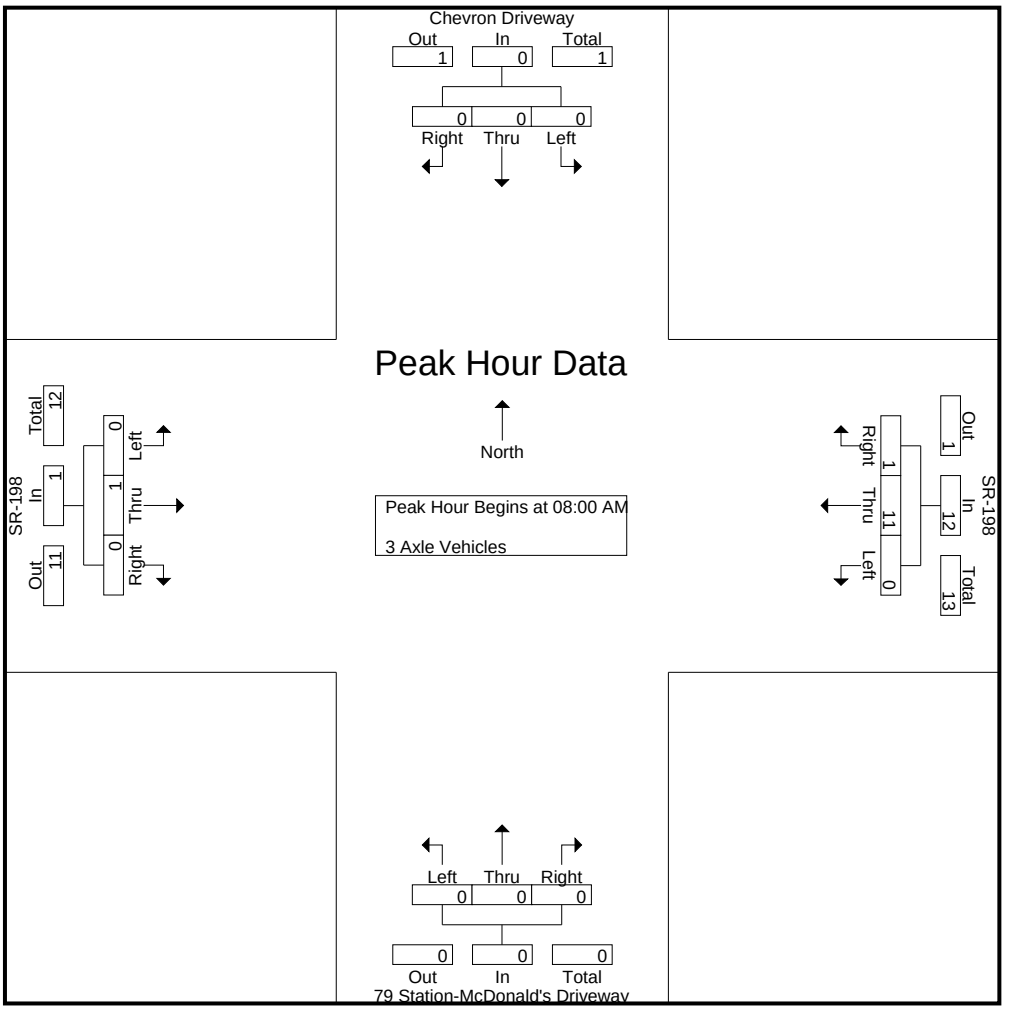
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022


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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | **7** | **1** | **8** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 11 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | | 0 | 91.7 | 8.3 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .393 | .250 | .375 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 1 | 0 | 1 | 2 | 1 | 5 | 8 | 0 | 2 | 1 | 3 | 0 | 2 | 0 | 2 | 14 |
| 07:15 AM | 3 | 0 | 0 | 3 | 3 | 2 | 1 | 6 | 0 | 0 | 3 | 3 | 0 | 5 | 0 | 5 | 17 |
| 07:30 AM | 3 | 0 | 0 | 3 | 2 | 3 | 4 | 9 | 0 | 0 | 3 | 3 | 0 | 3 | 0 | 3 | 18 |
| 07:45 AM | 5 | 0 | 0 | 5 | 2 | 1 | 1 | 4 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 12 |
| Total | 11 | 1 | 0 | 12 | 9 | 7 | 11 | 27 | 0 | 2 | 8 | 10 | 0 | 12 | 0 | 12 | 61 |
| 08:00 AM | 4 | 0 | 0 | 4 | 2 | 0 | 2 | 4 | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 2 | 13 |
| 08:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 9 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 4 |
| 08:45 AM | 2 | 0 | 0 | 2 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| Total | 6 | 0 | 0 | 6 | 4 | 1 | 7 | 12 | 0 | 0 | 4 | 4 | 0 | 10 | 0 | 10 | 32 |
| Grand Total | 17 | 1 | 0 | 18 | 13 | 8 | 18 | 39 | 0 | 2 | 12 | 14 | 0 | 22 | 0 | 22 | 93 |
| Apprch % | 94.4 | 5.6 | 0 | | 33.3 | 20.5 | 46.2 | | 0 | 14.3 | 85.7 | | 0 | 100 | 0 | | |
| Total % | 18.3 | 1.1 | 0 | 19.4 | 14 | 8.6 | 19.4 | 41.9 | 0 | 2.2 | 12.9 | 15.1 | 0 | 23.7 | 0 | 23.7 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | **4** | 0 | 0 | **4** | **2** | 0 | 2 | 4 | 0 | 0 | **3** | **3** | 0 | 2 | 0 | 2 | **13** |
| 08:15 AM | 0 | 0 | 0 | 0 | 2 | 0 | **3** | **5** | 0 | 0 | 0 | 0 | 0 | **4** | 0 | **4** | 9 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 4 |
| 08:45 AM | 2 | 0 | 0 | 2 | 0 | **1** | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 6 |
| Total Volume | 6 | 0 | 0 | 6 | 4 | 1 | 7 | 12 | 0 | 0 | 4 | 4 | 0 | 10 | 0 | 10 | 32 |
| % App. Total | 100 | 0 | 0 | | 33.3 | 8.3 | 58.3 | | 0 | 0 | 100 | | 0 | 100 | 0 | | |
| PHF | .375 | .000 | .000 | .375 | .500 | .250 | .583 | .600 | .000 | .000 | .333 | .333 | .000 | .625 | .000 | .625 | .615 |

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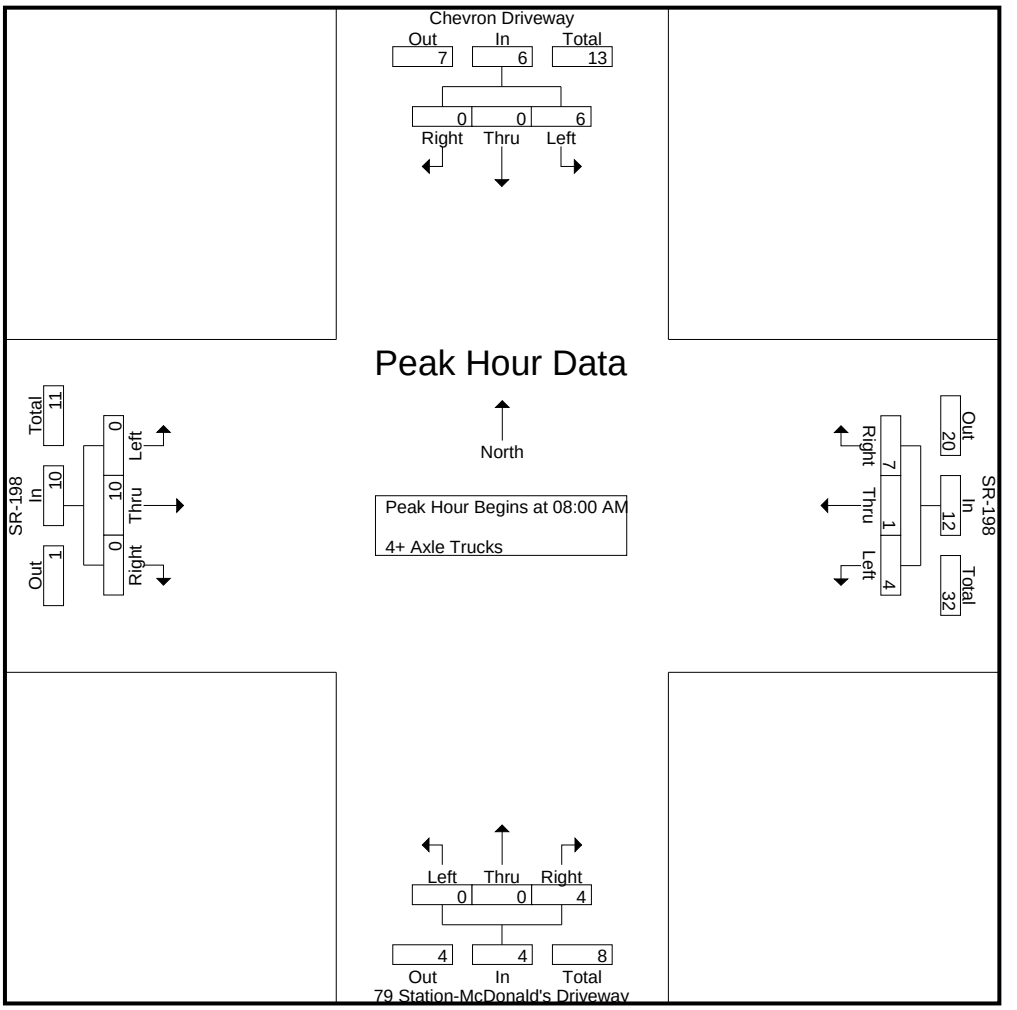
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **4** | 0 | 0 | **4** | **2** | 0 | 2 | 4 | 0 | 0 | **3** | **3** | 0 | 2 | 0 | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 2 | 0 | **3** | **5** | 0 | 0 | 0 | 0 | 0 | **4** | 0 | **4** |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 |
| +45 mins. | 2 | 0 | 0 | 2 | 0 | **1** | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 6 | 0 | 0 | 6 | 4 | 1 | 7 | 12 | 0 | 0 | 4 | 4 | 0 | 10 | 0 | 10 |
| % App. Total | 100 | 0 | 0 | | 33.3 | 8.3 | 58.3 | | 0 | 0 | 100 | | 0 | 100 | 0 | |
| PHF | .375 | .000 | .000 | .375 | .500 | .250 | .583 | .600 | .000 | .000 | .333 | .333 | .000 | .625 | .000 | .625 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

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

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 28 | 1 | 4 | 33 | 13 | 14 | 35 | 62 | 0 | 1 | 16 | 17 | 1 | 24 | 2 | 27 | 139 |
| 04:15 PM | 15 | 2 | 2 | 19 | 9 | 15 | 31 | 55 | 1 | 1 | 10 | 12 | 2 | 30 | 1 | 33 | 119 |
| 04:30 PM | 20 | 2 | 1 | 23 | 9 | 15 | 29 | 53 | 1 | 0 | 17 | 18 | 3 | 18 | 3 | 24 | 118 |
| 04:45 PM | 20 | 4 | 4 | 28 | 9 | 19 | 30 | 58 | 2 | 2 | 7 | 11 | 3 | 24 | 3 | 30 | 127 |
| Total | 83 | 9 | 11 | 103 | 40 | 63 | 125 | 228 | 4 | 4 | 50 | 58 | 9 | 96 | 9 | 114 | 503 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 19 | 2 | 3 | 24 | 6 | 26 | 29 | 61 | 1 | 1 | 11 | 13 | 3 | 28 | 1 | 32 | 130 |
| 05:15 PM | 17 | 3 | 1 | 21 | 7 | 16 | 29 | 52 | 1 | 0 | 14 | 15 | 3 | 21 | 0 | 24 | 112 |
| 05:30 PM | 18 | 3 | 2 | 23 | 10 | 23 | 17 | 50 | 2 | 1 | 14 | 17 | 3 | 21 | 1 | 25 | 115 |
| 05:45 PM | 14 | 4 | 3 | 21 | 12 | 12 | 25 | 49 | 2 | 1 | 9 | 12 | 0 | 7 | 5 | 12 | 94 |
| Total | 68 | 12 | 9 | 89 | 35 | 77 | 100 | 212 | 6 | 3 | 48 | 57 | 9 | 77 | 7 | 93 | 451 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 151 | 21 | 20 | 192 | 75 | 140 | 225 | 440 | 10 | 7 | 98 | 115 | 18 | 173 | 16 | 207 | 954 |
| Apprch % | 78.6 | 10.9 | 10.4 | | 17 | 31.8 | 51.1 | | 8.7 | 6.1 | 85.2 | | 8.7 | 83.6 | 7.7 | | |
| Total % | 15.8 | 2.2 | 2.1 | 20.1 | 7.9 | 14.7 | 23.6 | 46.1 | 1 | 0.7 | 10.3 | 12.1 | 1.9 | 18.1 | 1.7 | 21.7 | |
| Passenger Vehicles | 95 | 21 | 19 | 135 | 54 | 124 | 156 | 334 | 10 | 6 | 70 | 86 | 18 | 141 | 15 | 174 | 729 |
| % Passenger Vehicles | 62.9 | 100 | 95 | 70.3 | 72 | 88.6 | 69.3 | 75.9 | 100 | 85.7 | 71.4 | 74.8 | 100 | 81.5 | 93.8 | 84.1 | 76.4 |
| Large 2 Axle Vehicles | 10 | 0 | 1 | 11 | 2 | 2 | 7 | 11 | 0 | 1 | 2 | 3 | 0 | 4 | 0 | 4 | 29 |
| % Large 2 Axle Vehicles | 6.6 | 0 | 5 | 5.7 | 2.7 | 1.4 | 3.1 | 2.5 | 0 | 14.3 | 2 | 2.6 | 0 | 2.3 | 0 | 1.9 | 3 |
| 3 Axle Vehicles | 1 | 0 | 0 | 1 | 1 | 3 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| % 3 Axle Vehicles | 0.7 | 0 | 0 | 0.5 | 1.3 | 2.1 | 0.4 | 1.1 | 0 | 0 | 1 | 0.9 | 0 | 0 | 0 | 0 | 0.7 |
| 4+ Axle Trucks | 45 | 0 | 0 | 45 | 18 | 11 | 61 | 90 | 0 | 0 | 25 | 25 | 0 | 28 | 1 | 29 | 189 |
| % 4+ Axle Trucks | 29.8 | 0 | 0 | 23.4 | 24 | 7.9 | 27.1 | 20.5 | 0 | 0 | 25.5 | 21.7 | 0 | 16.2 | 6.2 | 14 | 19.8 |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **28** | 1 | **4** | **33** | **13** | 14 | **35** | **62** | 0 | 1 | 16 | 17 | 1 | 24 | 2 | 27 | **139** |
| 04:15 PM | 15 | 2 | 2 | 19 | 9 | 15 | 31 | 55 | 1 | 1 | 10 | 12 | 2 | **30** | 1 | **33** | 119 |
| 04:30 PM | 20 | 2 | 1 | 23 | 9 | 15 | 29 | 53 | 1 | 0 | **17** | **18** | **3** | 18 | **3** | 24 | 118 |
| 04:45 PM | 20 | **4** | 4 | 28 | 9 | **19** | 30 | 58 | **2** | **2** | 7 | 11 | 3 | 24 | 3 | 30 | 127 |
| Total Volume | 83 | 9 | 11 | 103 | 40 | 63 | 125 | 228 | 4 | 4 | 50 | 58 | 9 | 96 | 9 | 114 | 503 |
| % App. Total | 80.6 | 8.7 | 10.7 | | 17.5 | 27.6 | 54.8 | | 6.9 | 6.9 | 86.2 | | 7.9 | 84.2 | 7.9 | | |
| PHF | .741 | .563 | .688 | .780 | .769 | .829 | .893 | .919 | .500 | .500 | .735 | .806 | .750 | .800 | .750 | .864 | .905 |

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County of Fresno
N/S: Chevron Driveway
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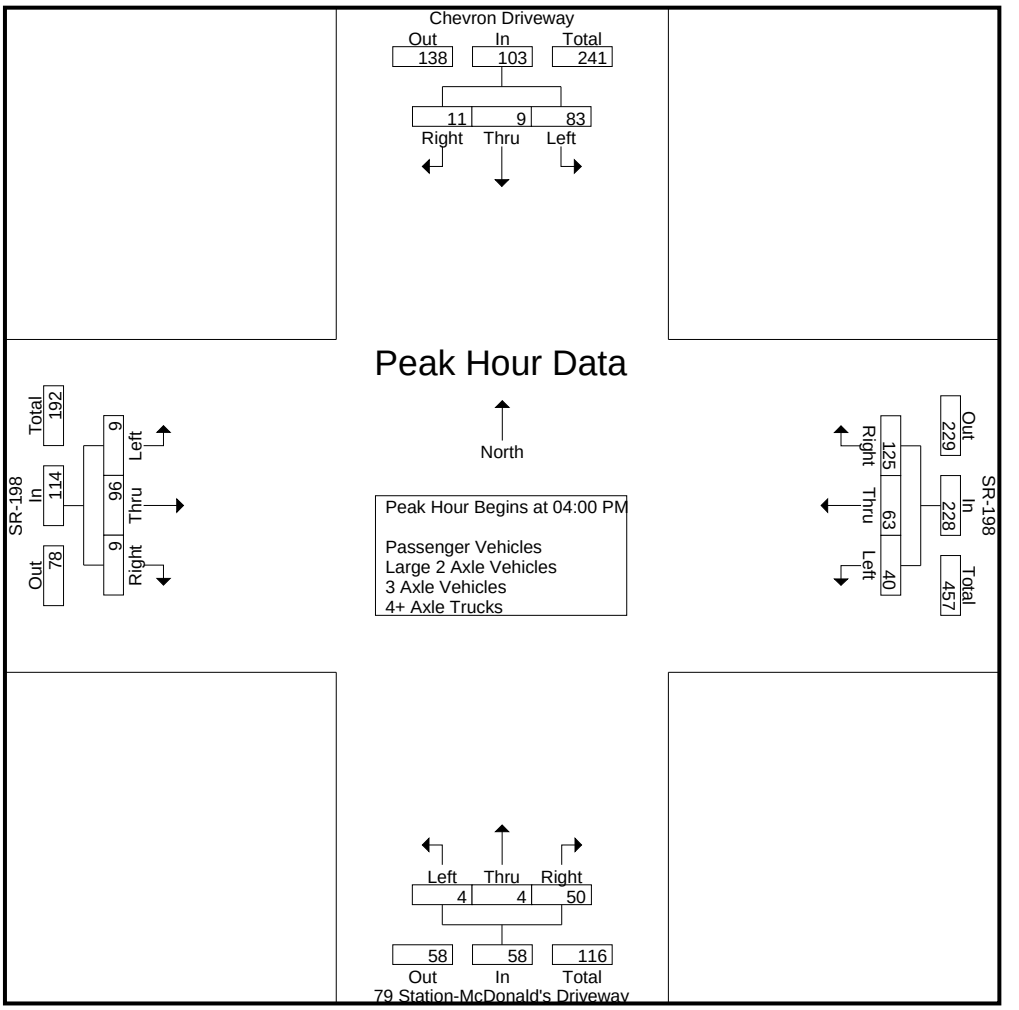
File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022


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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:15 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **28** | 1 | **4** | **33** | **13** | 14 | **35** | **62** | 0 | 1 | 16 | 17 | 2 | **30** | 1 | **33** |
| +15 mins. | 15 | 2 | 2 | 19 | 9 | 15 | 31 | 55 | 1 | 1 | 10 | 12 | **3** | 18 | **3** | 24 |
| +30 mins. | 20 | 2 | 1 | 23 | 9 | 15 | 29 | 53 | 1 | 0 | **17** | **18** | 3 | 24 | 3 | 30 |
| +45 mins. | 20 | **4** | 4 | 28 | 9 | **19** | 30 | 58 | **2** | **2** | 7 | 11 | 3 | 28 | 1 | 32 |
| Total Volume | 83 | 9 | 11 | 103 | 40 | 63 | 125 | 228 | 4 | 4 | 50 | 58 | 11 | 100 | 8 | 119 |
| % App. Total | 80.6 | 8.7 | 10.7 | | 17.5 | 27.6 | 54.8 | | 6.9 | 6.9 | 86.2 | | 9.2 | 84 | 6.7 | |
| PHF | .741 | .563 | .688 | .780 | .769 | .829 | .893 | .919 | .500 | .500 | .735 | .806 | .917 | .833 | .667 | .902 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

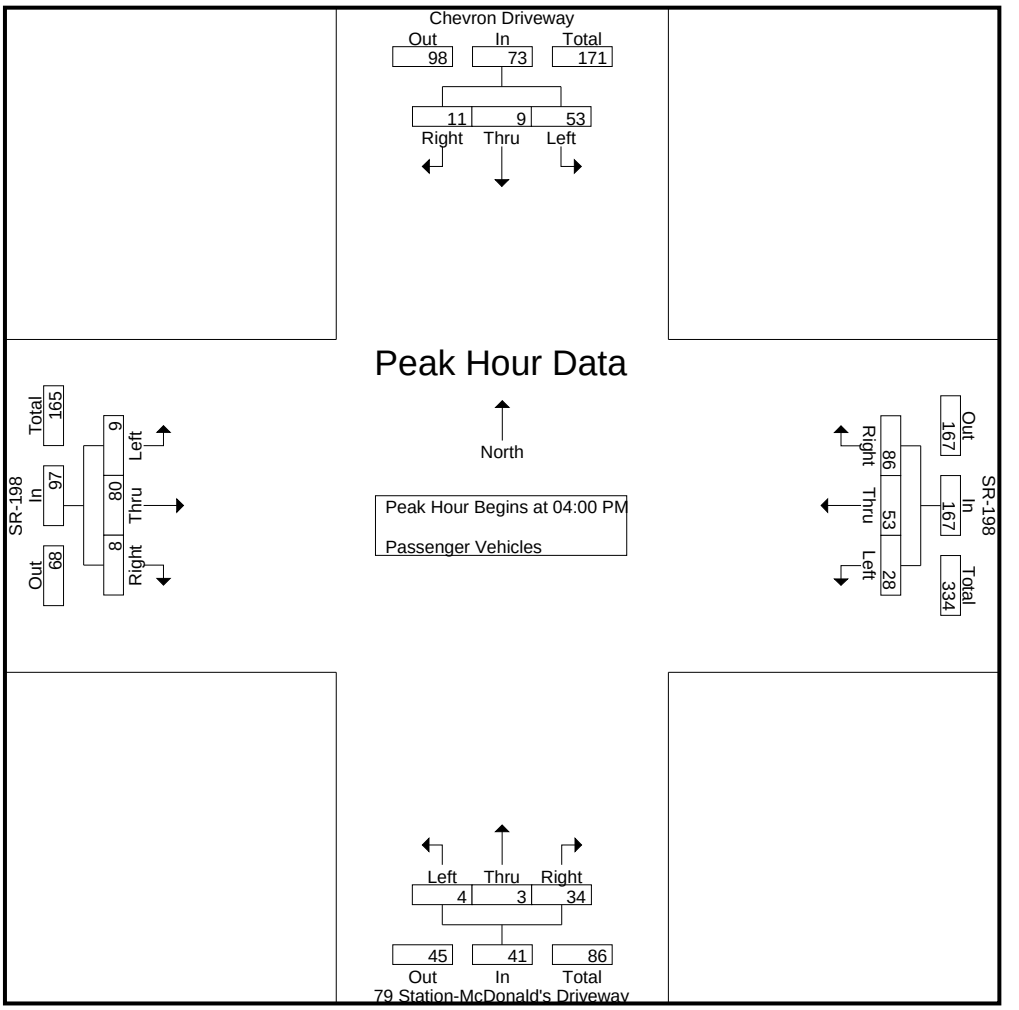
| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 17 | 1 | 4 | 22 | 8 | 12 | 20 | 40 | 0 | 1 | 12 | 13 | 1 | 17 | 1 | 19 | 94 |
| 04:15 PM | 10 | 2 | 2 | 14 | 7 | 12 | 23 | 42 | 1 | 1 | 6 | 8 | 2 | 24 | 1 | 27 | 91 |
| 04:30 PM | 11 | 2 | 1 | 14 | 7 | 14 | 21 | 42 | 1 | 0 | 12 | 13 | 3 | 17 | 3 | 23 | 92 |
| 04:45 PM | 15 | 4 | 4 | 23 | 6 | 15 | 22 | 43 | 2 | 1 | 4 | 7 | 3 | 22 | 3 | 28 | 101 |
| Total | 53 | 9 | 11 | 73 | 28 | 53 | 86 | 167 | 4 | 3 | 34 | 41 | 9 | 80 | 8 | 97 | 378 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 12 | 2 | 3 | 17 | 4 | 23 | 21 | 48 | 1 | 1 | 9 | 11 | 3 | 21 | 1 | 25 | 101 |
| 05:15 PM | 13 | 3 | 1 | 17 | 4 | 16 | 20 | 40 | 1 | 0 | 9 | 10 | 3 | 19 | 0 | 22 | 89 |
| 05:30 PM | 12 | 3 | 2 | 17 | 6 | 21 | 9 | 36 | 2 | 1 | 10 | 13 | 3 | 15 | 1 | 19 | 85 |
| 05:45 PM | 5 | 4 | 2 | 11 | 12 | 11 | 20 | 43 | 2 | 1 | 8 | 11 | 0 | 6 | 5 | 11 | 76 |
| Total | 42 | 12 | 8 | 62 | 26 | 71 | 70 | 167 | 6 | 3 | 36 | 45 | 9 | 61 | 7 | 77 | 351 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 95 | 21 | 19 | 135 | 54 | 124 | 156 | 334 | 10 | 6 | 70 | 86 | 18 | 141 | 15 | 174 | 729 |
| Apprch % | 70.4 | 15.6 | 14.1 | | 16.2 | 37.1 | 46.7 | | 11.6 | 7 | 81.4 | | 10.3 | 81 | 8.6 | | |
| Total % | 13 | 2.9 | 2.6 | 18.5 | 7.4 | 17 | 21.4 | 45.8 | 1.4 | 0.8 | 9.6 | 11.8 | 2.5 | 19.3 | 2.1 | 23.9 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **17** | 1 | **4** | 22 | **8** | 12 | 20 | 40 | 0 | **1** | **12** | **13** | 1 | 17 | 1 | 19 | 94 |
| 04:15 PM | 10 | 2 | 2 | 14 | 7 | 12 | **23** | 42 | 1 | 1 | 6 | 8 | 2 | **24** | 1 | 27 | 91 |
| 04:30 PM | 11 | 2 | 1 | 14 | 7 | 14 | 21 | 42 | 1 | 0 | 12 | 13 | **3** | 17 | **3** | 23 | 92 |
| 04:45 PM | 15 | **4** | 4 | **23** | 6 | **15** | 22 | **43** | **2** | 1 | 4 | 7 | 3 | 22 | 3 | **28** | **101** |
| Total Volume | 53 | 9 | 11 | 73 | 28 | 53 | 86 | 167 | 4 | 3 | 34 | 41 | 9 | 80 | 8 | 97 | 378 |
| % App. Total | 72.6 | 12.3 | 15.1 | | 16.8 | 31.7 | 51.5 | | 9.8 | 7.3 | 82.9 | | 9.3 | 82.5 | 8.2 | | |
| PHF | .779 | .563 | .688 | .793 | .875 | .883 | .935 | .971 | .500 | .750 | .708 | .788 | .750 | .833 | .667 | .866 | .936 |

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022


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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **17** | 1 | **4** | 22 | **8** | 12 | 20 | 40 | 0 | **1** | **12** | **13** | 1 | 17 | 1 | 19 |
| +15 mins. | 10 | 2 | 2 | 14 | 7 | 12 | **23** | 42 | 1 | 1 | 6 | 8 | 2 | **24** | 1 | 27 |
| +30 mins. | 11 | 2 | 1 | 14 | 7 | 14 | 21 | 42 | 1 | 0 | 12 | 13 | **3** | 17 | **3** | 23 |
| +45 mins. | 15 | **4** | 4 | **23** | 6 | **15** | 22 | **43** | **2** | 1 | 4 | 7 | 3 | 22 | 3 | **28** |
| Total Volume | 53 | 9 | 11 | 73 | 28 | 53 | 86 | 167 | 4 | 3 | 34 | 41 | 9 | 80 | 8 | 97 |
| % App. Total | 72.6 | 12.3 | 15.1 | | 16.8 | 31.7 | 51.5 | | 9.8 | 7.3 | 82.9 | | 9.3 | 82.5 | 8.2 | |
| PHF | .779 | .563 | .688 | .793 | .875 | .883 | .935 | .971 | .500 | .750 | .708 | .788 | .750 | .833 | .667 | .866 |

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(951)268-6268

County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 3 |
| 04:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 1 | 6 |
| Total | 5 | 0 | 0 | 5 | 2 | 0 | 3 | 5 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 2 | 15 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 1 | 0 | 0 | 1 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 05:45 PM | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| Total | 5 | 0 | 1 | 6 | 0 | 2 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 14 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 10 | 0 | 1 | 11 | 2 | 2 | 7 | 11 | 0 | 1 | 2 | 3 | 0 | 4 | 0 | 4 | 29 |
| Apprch % | 90.9 | 0 | 9.1 | | 18.2 | 18.2 | 63.6 | | 0 | 33.3 | 66.7 | | 0 | 100 | 0 | | |
| Total % | 34.5 | 0 | 3.4 | 37.9 | 6.9 | 6.9 | 24.1 | 37.9 | 0 | 3.4 | 6.9 | 10.3 | 0 | 13.8 | 0 | 13.8 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **2** | 0 | 0 | **2** | 0 | 0 | 1 | 1 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 4 |
| 04:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | **1** | 0 | **1** | 3 |
| 04:30 PM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 04:45 PM | 0 | 0 | 0 | 0 | **2** | 0 | **2** | **4** | 0 | **1** | 0 | 1 | 0 | 1 | 0 | 1 | **6** |
| Total Volume | 5 | 0 | 0 | 5 | 2 | 0 | 3 | 5 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 2 | 15 |
| % App. Total | 100 | 0 | 0 | | 40 | 0 | 60 | | 0 | 33.3 | 66.7 | | 0 | 100 | 0 | | |
| PHF | .625 | .000 | .000 | .625 | .250 | .000 | .375 | .313 | .000 | .250 | .500 | .750 | .000 | .500 | .000 | .500 | .625 |

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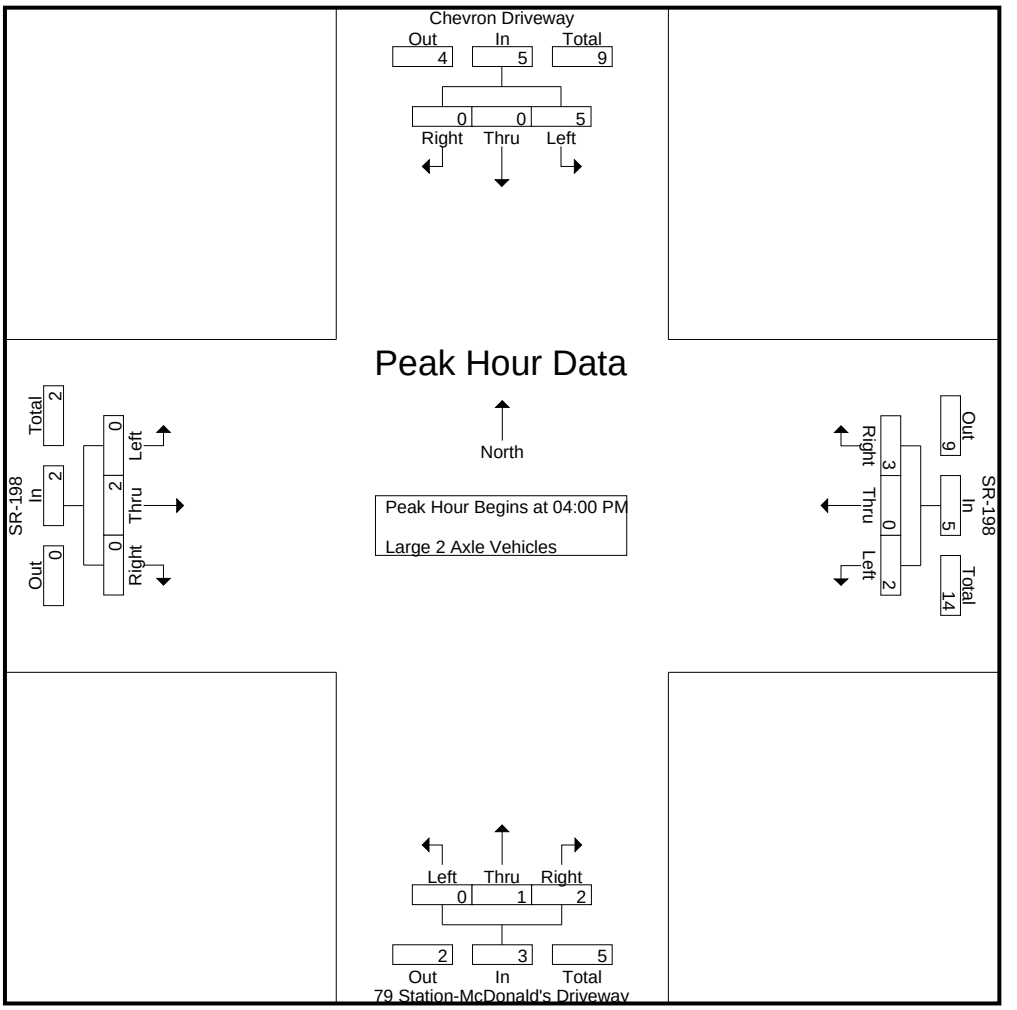
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022


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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | 0 | 0 | **2** | 0 | 0 | 1 | 1 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 |
| +15 mins. | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | **1** | 0 | **1** |
| +30 mins. | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | **2** | 0 | **2** | **4** | 0 | **1** | 0 | 1 | 0 | 1 | 0 | 1 |
| Total Volume | 5 | 0 | 0 | 5 | 2 | 0 | 3 | 5 | 0 | 1 | 2 | 3 | 0 | 2 | 0 | 2 |
| % App. Total | 100 | 0 | 0 | | 40 | 0 | 60 | | 0 | 33.3 | 66.7 | | 0 | 100 | 0 | |
| PHF | .625 | .000 | .000 | .625 | .250 | .000 | .375 | .313 | .000 | .250 | .500 | .750 | .000 | .500 | .000 | .500 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 05:15 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| Grand Total | 1 | 0 | 0 | 1 | 1 | 3 | 1 | 5 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 7 |
| Apprch % | 100 | 0 | 0 | | 20 | 60 | 20 | | 0 | 0 | 100 | | 0 | 0 | 0 | | |
| Total % | 14.3 | 0 | 0 | 14.3 | 14.3 | 42.9 | 14.3 | 71.4 | 0 | 0 | 14.3 | 14.3 | 0 | 0 | 0 | 0 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| % App. Total | 100 | 0 | 0 | | 0 | 75 | 25 | | 0 | 0 | 0 | | 0 | 0 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .250 | .250 | .333 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .417 |

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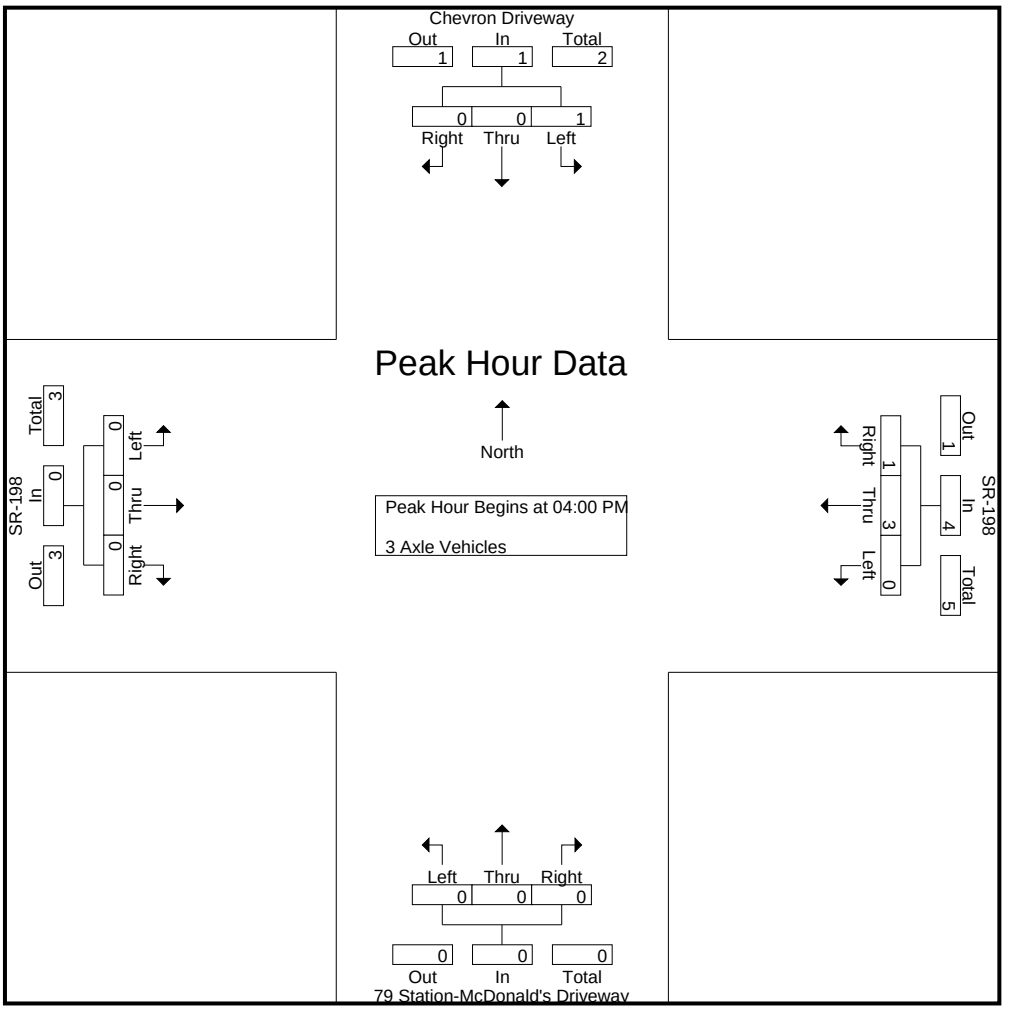
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | 0 | | 0 | 75 | 25 | | 0 | 0 | 0 | | 0 | 0 | 0 | |
| PHF | .250 | .000 | .000 | .250 | .000 | .250 | .250 | .333 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 8 | 0 | 0 | 8 | 5 | 2 | 14 | 21 | 0 | 0 | 3 | 3 | 0 | 7 | 1 | 8 | 40 |
| 04:15 PM | 4 | 0 | 0 | 4 | 2 | 0 | 8 | 10 | 0 | 0 | 3 | 3 | 0 | 5 | 0 | 5 | 22 |
| 04:30 PM | 7 | 0 | 0 | 7 | 2 | 1 | 7 | 10 | 0 | 0 | 5 | 5 | 0 | 1 | 0 | 1 | 23 |
| 04:45 PM | 5 | 0 | 0 | 5 | 1 | 4 | 6 | 11 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 1 | 20 |
| Total | 24 | 0 | 0 | 24 | 10 | 7 | 35 | 52 | 0 | 0 | 14 | 14 | 0 | 14 | 1 | 15 | 105 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 6 | 0 | 0 | 6 | 2 | 3 | 6 | 11 | 0 | 0 | 1 | 1 | 0 | 6 | 0 | 6 | 24 |
| 05:15 PM | 4 | 0 | 0 | 4 | 2 | 0 | 8 | 10 | 0 | 0 | 5 | 5 | 0 | 2 | 0 | 2 | 21 |
| 05:30 PM | 5 | 0 | 0 | 5 | 4 | 0 | 7 | 11 | 0 | 0 | 4 | 4 | 0 | 6 | 0 | 6 | 26 |
| 05:45 PM | 6 | 0 | 0 | 6 | 0 | 1 | 5 | 6 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| Total | 21 | 0 | 0 | 21 | 8 | 4 | 26 | 38 | 0 | 0 | 11 | 11 | 0 | 14 | 0 | 14 | 84 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 45 | 0 | 0 | 45 | 18 | 11 | 61 | 90 | 0 | 0 | 25 | 25 | 0 | 28 | 1 | 29 | 189 |
| Apprch % | 100 | 0 | 0 | | 20 | 12.2 | 67.8 | | 0 | 0 | 100 | | 0 | 96.6 | 3.4 | | |
| Total % | 23.8 | 0 | 0 | 23.8 | 9.5 | 5.8 | 32.3 | 47.6 | 0 | 0 | 13.2 | 13.2 | 0 | 14.8 | 0.5 | 15.3 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **8** | 0 | 0 | **8** | **5** | 2 | **14** | **21** | 0 | 0 | 3 | 3 | 0 | **7** | **1** | **8** | **40** |
| 04:15 PM | 4 | 0 | 0 | 4 | 2 | 0 | 8 | 10 | 0 | 0 | 3 | 3 | 0 | 5 | 0 | 5 | 22 |
| 04:30 PM | 7 | 0 | 0 | 7 | 2 | 1 | 7 | 10 | 0 | 0 | **5** | **5** | 0 | 1 | 0 | 1 | 23 |
| 04:45 PM | 5 | 0 | 0 | 5 | 1 | **4** | 6 | 11 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 1 | 20 |
| Total Volume | 24 | 0 | 0 | 24 | 10 | 7 | 35 | 52 | 0 | 0 | 14 | 14 | 0 | 14 | 1 | 15 | 105 |
| % App. Total | 100 | 0 | 0 | | 19.2 | 13.5 | 67.3 | | 0 | 0 | 100 | | 0 | 93.3 | 6.7 | | |
| PHF | .750 | .000 | .000 | .750 | .500 | .438 | .625 | .619 | .000 | .000 | .700 | .700 | .000 | .500 | .250 | .469 | .656 |

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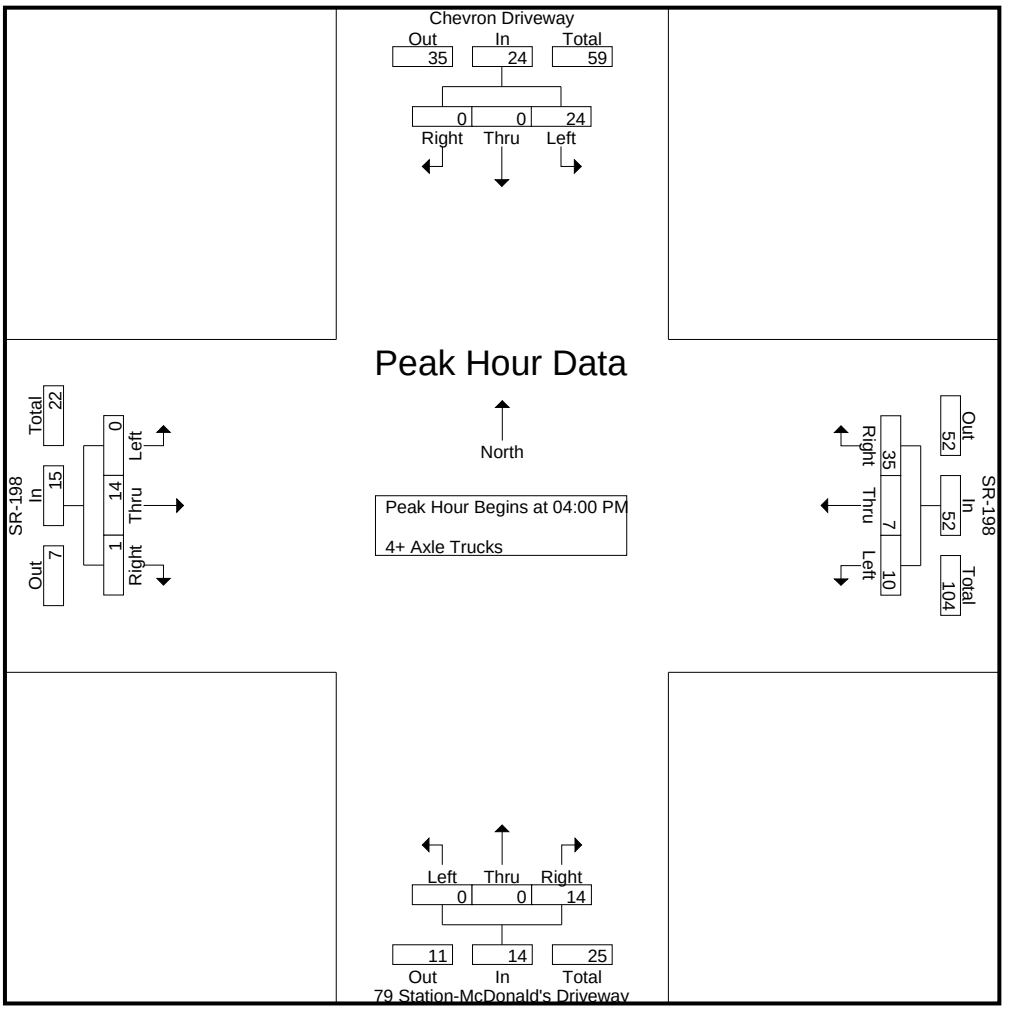
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **8** | 0 | 0 | **8** | **5** | 2 | **14** | **21** | 0 | 0 | 3 | 3 | 0 | **7** | **1** | **8** |
| +15 mins. | 4 | 0 | 0 | 4 | 2 | 0 | 8 | 10 | 0 | 0 | 3 | 3 | 0 | 5 | 0 | 5 |
| +30 mins. | 7 | 0 | 0 | 7 | 2 | 1 | 7 | 10 | 0 | 0 | **5** | **5** | 0 | 1 | 0 | 1 |
| +45 mins. | 5 | 0 | 0 | 5 | 1 | **4** | 6 | 11 | 0 | 0 | 3 | 3 | 0 | 1 | 0 | 1 |
| Total Volume | 24 | 0 | 0 | 24 | 10 | 7 | 35 | 52 | 0 | 0 | 14 | 14 | 0 | 14 | 1 | 15 |
| % App. Total | 100 | 0 | 0 | | 19.2 | 13.5 | 67.3 | | 0 | 0 | 100 | | 0 | 93.3 | 6.7 | |
| PHF | .750 | .000 | .000 | .750 | .500 | .438 | .625 | .619 | .000 | .000 | .700 | .700 | .000 | .500 | .250 | .469 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

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

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 35 | 12 | 0 | 47 | 25 | 16 | 61 | 102 | 3 | 2 | 29 | 34 | 0 | 16 | 3 | 19 | 202 |
| 11:15 AM | 26 | 9 | 0 | 35 | 23 | 17 | 41 | 81 | 4 | 3 | 33 | 40 | 1 | 27 | 2 | 30 | 186 |
| 11:30 AM | 33 | 9 | 0 | 42 | 31 | 23 | 46 | 100 | 0 | 2 | 30 | 32 | 2 | 29 | 2 | 33 | 207 |
| 11:45 AM | 32 | 8 | 1 | 41 | 38 | 11 | 51 | 100 | 1 | 5 | 32 | 38 | 0 | 32 | 5 | 37 | 216 |
| Total | 126 | 38 | 1 | 165 | 117 | 67 | 199 | 383 | 8 | 12 | 124 | 144 | 3 | 104 | 12 | 119 | 811 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 28 | 8 | 4 | 40 | 18 | 18 | 42 | 78 | 4 | 0 | 33 | 37 | 2 | 35 | 7 | 44 | 199 |
| 12:15 PM | 31 | 6 | 0 | 37 | 29 | 15 | 40 | 84 | 2 | 3 | 36 | 41 | 1 | 18 | 3 | 22 | 184 |
| 12:30 PM | 29 | 11 | 1 | 41 | 22 | 20 | 43 | 85 | 2 | 1 | 41 | 44 | 2 | 23 | 0 | 25 | 195 |
| 12:45 PM | 32 | 8 | 3 | 43 | 30 | 14 | 44 | 88 | 2 | 4 | 23 | 29 | 2 | 30 | 3 | 35 | 195 |
| Total | 120 | 33 | 8 | 161 | 99 | 67 | 169 | 335 | 10 | 8 | 133 | 151 | 7 | 106 | 13 | 126 | 773 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 246 | 71 | 9 | 326 | 216 | 134 | 368 | 718 | 18 | 20 | 257 | 295 | 10 | 210 | 25 | 245 | 1584 |
| Apprch % | 75.5 | 21.8 | 2.8 | | 30.1 | 18.7 | 51.3 | | 6.1 | 6.8 | 87.1 | | 4.1 | 85.7 | 10.2 | | |
| Total % | 15.5 | 4.5 | 0.6 | 20.6 | 13.6 | 8.5 | 23.2 | 45.3 | 1.1 | 1.3 | 16.2 | 18.6 | 0.6 | 13.3 | 1.6 | 15.5 | |
| Passenger Vehicles | 231 | 71 | 9 | 311 | 207 | 125 | 346 | 678 | 18 | 20 | 247 | 285 | 10 | 191 | 25 | 226 | 1500 |
| % Passenger Vehicles | 93.9 | 100 | 100 | 95.4 | 95.8 | 93.3 | 94 | 94.4 | 100 | 100 | 96.1 | 96.6 | 100 | 91 | 100 | 92.2 | 94.7 |
| Large 2 Axle Vehicles | 4 | 0 | 0 | 4 | 1 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 15 |
| % Large 2 Axle Vehicles | 1.6 | 0 | 0 | 1.2 | 0.5 | 0.7 | 1.1 | 0.8 | 0 | 0 | 0 | 0 | 0 | 2.4 | 0 | 2 | 0.9 |
| 3 Axle Vehicles | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 4 |
| % 3 Axle Vehicles | 0.4 | 0 | 0 | 0.3 | 0 | 0 | 0.3 | 0.1 | 0 | 0 | 0.4 | 0.3 | 0 | 0.5 | 0 | 0.4 | 0.3 |
| 4+ Axle Trucks | 10 | 0 | 0 | 10 | 8 | 8 | 17 | 33 | 0 | 0 | 9 | 9 | 0 | 13 | 0 | 13 | 65 |
| % 4+ Axle Trucks | 4.1 | 0 | 0 | 3.1 | 3.7 | 6 | 4.6 | 4.6 | 0 | 0 | 3.5 | 3.1 | 0 | 6.2 | 0 | 5.3 | 4.1 |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | **35** | **12** | 0 | **47** | 25 | 16 | **61** | **102** | 3 | 2 | 29 | 34 | 0 | 16 | 3 | 19 | 202 |
| 11:15 AM | 26 | 9 | 0 | 35 | 23 | 17 | 41 | 81 | **4** | 3 | **33** | **40** | 1 | 27 | 2 | 30 | 186 |
| 11:30 AM | 33 | 9 | 0 | 42 | 31 | **23** | 46 | 100 | 0 | 2 | 30 | 32 | **2** | 29 | 2 | 33 | 207 |
| 11:45 AM | 32 | 8 | **1** | 41 | **38** | 11 | 51 | 100 | 1 | **5** | 32 | 38 | 0 | **32** | **5** | **37** | **216** |
| Total Volume | 126 | 38 | 1 | 165 | 117 | 67 | 199 | 383 | 8 | 12 | 124 | 144 | 3 | 104 | 12 | 119 | 811 |
| % App. Total | 76.4 | 23 | 0.6 | | 30.5 | 17.5 | 52 | | 5.6 | 8.3 | 86.1 | | 2.5 | 87.4 | 10.1 | | |
| PHF | .900 | .792 | .250 | .878 | .770 | .728 | .816 | .939 | .500 | .600 | .939 | .900 | .375 | .813 | .600 | .804 | .939 |

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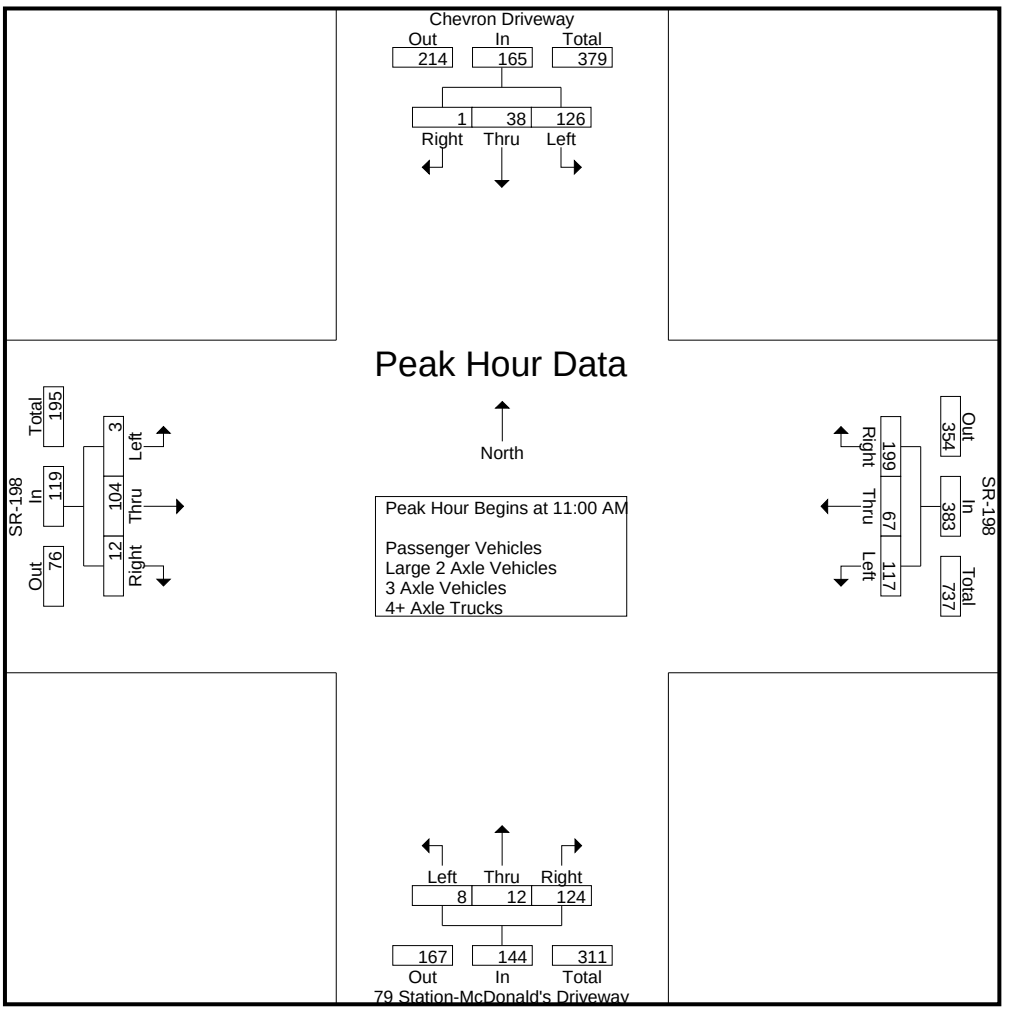
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:45 AM | | | | 11:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **35** | **12** | 0 | **47** | 25 | 16 | **61** | **102** | 1 | **5** | 32 | 38 | 1 | 27 | 2 | 30 |
| +15 mins. | 26 | 9 | 0 | 35 | 23 | 17 | 41 | 81 | **4** | 0 | 33 | 37 | **2** | 29 | 2 | 33 |
| +30 mins. | 33 | 9 | 0 | 42 | 31 | **23** | 46 | 100 | 2 | 3 | 36 | 41 | 0 | 32 | 5 | 37 |
| +45 mins. | 32 | 8 | **1** | 41 | **38** | 11 | 51 | 100 | 2 | 1 | **41** | **44** | 2 | **35** | **7** | **44** |
| Total Volume | 126 | 38 | 1 | 165 | 117 | 67 | 199 | 383 | 9 | 9 | 142 | 160 | 5 | 123 | 16 | 144 |
| % App. Total | 76.4 | 23 | 0.6 | | 30.5 | 17.5 | 52 | | 5.6 | 5.6 | 88.8 | | 3.5 | 85.4 | 11.1 | |
| PHF | .900 | .792 | .250 | .878 | .770 | .728 | .816 | .939 | .563 | .450 | .866 | .909 | .625 | .879 | .571 | .818 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 34 | 12 | 0 | 46 | 25 | 14 | 60 | 99 | 3 | 2 | 27 | 32 | 0 | 15 | 3 | 18 | 195 |
| 11:15 AM | 26 | 9 | 0 | 35 | 22 | 17 | 36 | 75 | 4 | 3 | 32 | 39 | 1 | 26 | 2 | 29 | 178 |
| 11:30 AM | 29 | 9 | 0 | 38 | 30 | 21 | 41 | 92 | 0 | 2 | 28 | 30 | 2 | 27 | 2 | 31 | 191 |
| 11:45 AM | 31 | 8 | 1 | 40 | 36 | 10 | 49 | 95 | 1 | 5 | 32 | 38 | 0 | 29 | 5 | 34 | 207 |
| Total | 120 | 38 | 1 | 159 | 113 | 62 | 186 | 361 | 8 | 12 | 119 | 139 | 3 | 97 | 12 | 112 | 771 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 25 | 8 | 4 | 37 | 16 | 16 | 41 | 73 | 4 | 0 | 31 | 35 | 2 | 31 | 7 | 40 | 185 |
| 12:15 PM | 30 | 6 | 0 | 36 | 29 | 14 | 38 | 81 | 2 | 3 | 36 | 41 | 1 | 14 | 3 | 18 | 176 |
| 12:30 PM | 29 | 11 | 1 | 41 | 22 | 20 | 37 | 79 | 2 | 1 | 38 | 41 | 2 | 21 | 0 | 23 | 184 |
| 12:45 PM | 27 | 8 | 3 | 38 | 27 | 13 | 44 | 84 | 2 | 4 | 23 | 29 | 2 | 28 | 3 | 33 | 184 |
| Total | 111 | 33 | 8 | 152 | 94 | 63 | 160 | 317 | 10 | 8 | 128 | 146 | 7 | 94 | 13 | 114 | 729 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 231 | 71 | 9 | 311 | 207 | 125 | 346 | 678 | 18 | 20 | 247 | 285 | 10 | 191 | 25 | 226 | 1500 |
| Apprch % | 74.3 | 22.8 | 2.9 | | 30.5 | 18.4 | 51 | | 6.3 | 7 | 86.7 | | 4.4 | 84.5 | 11.1 | | |
| Total % | 15.4 | 4.7 | 0.6 | 20.7 | 13.8 | 8.3 | 23.1 | 45.2 | 1.2 | 1.3 | 16.5 | 19 | 0.7 | 12.7 | 1.7 | 15.1 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | **34** | **12** | 0 | **46** | 25 | 14 | **60** | **99** | 3 | 2 | 27 | 32 | 0 | 15 | 3 | 18 | 195 |
| 11:15 AM | 26 | 9 | 0 | 35 | 22 | 17 | 36 | 75 | **4** | 3 | **32** | **39** | 1 | 26 | 2 | 29 | 178 |
| 11:30 AM | 29 | 9 | 0 | 38 | 30 | **21** | 41 | 92 | 0 | 2 | 28 | 30 | **2** | 27 | 2 | 31 | 191 |
| 11:45 AM | 31 | 8 | **1** | 40 | **36** | 10 | 49 | 95 | 1 | **5** | 32 | 38 | 0 | **29** | **5** | **34** | **207** |
| Total Volume | 120 | 38 | 1 | 159 | 113 | 62 | 186 | 361 | 8 | 12 | 119 | 139 | 3 | 97 | 12 | 112 | 771 |
| % App. Total | 75.5 | 23.9 | 0.6 | | 31.3 | 17.2 | 51.5 | | 5.8 | 8.6 | 85.6 | | 2.7 | 86.6 | 10.7 | | |
| PHF | .882 | .792 | .250 | .864 | .785 | .738 | .775 | .912 | .500 | .600 | .930 | .891 | .375 | .836 | .600 | .824 | .931 |

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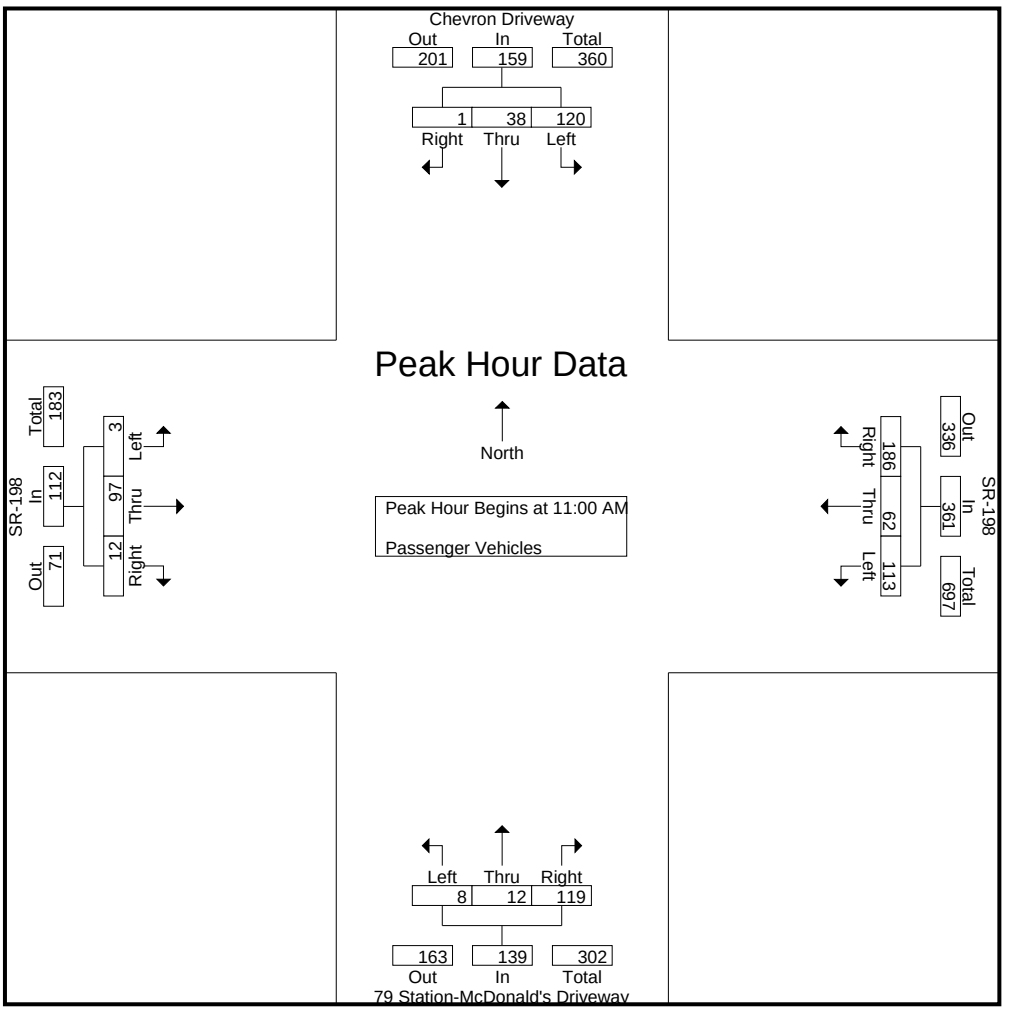
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **34** | **12** | 0 | **46** | 25 | 14 | **60** | **99** | 3 | 2 | 27 | 32 | 0 | 15 | 3 | 18 |
| +15 mins. | 26 | 9 | 0 | 35 | 22 | 17 | 36 | 75 | **4** | 3 | **32** | **39** | 1 | 26 | 2 | 29 |
| +30 mins. | 29 | 9 | 0 | 38 | 30 | **21** | 41 | 92 | 0 | 2 | 28 | 30 | **2** | 27 | 2 | 31 |
| +45 mins. | 31 | 8 | **1** | 40 | **36** | 10 | 49 | 95 | 1 | **5** | 32 | 38 | 0 | **29** | **5** | **34** |
| Total Volume | 120 | 38 | 1 | 159 | 113 | 62 | 186 | 361 | 8 | 12 | 119 | 139 | 3 | 97 | 12 | 112 |
| % App. Total | 75.5 | 23.9 | 0.6 | | 31.3 | 17.2 | 51.5 | | 5.8 | 8.6 | 85.6 | | 2.7 | 86.6 | 10.7 | |
| PHF | .882 | .792 | .250 | .864 | .785 | .738 | .775 | .912 | .500 | .600 | .930 | .891 | .375 | .836 | .600 | .824 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 AM | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 AM | 1 | 0 | 0 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| Total | 3 | 0 | 0 | 3 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 8 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 12:15 PM | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 12:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 7 |
| Grand Total | 4 | 0 | 0 | 4 | 1 | 1 | 4 | 6 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 15 |
| Apprch % | 100 | 0 | 0 | | 16.7 | 16.7 | 66.7 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 26.7 | 0 | 0 | 26.7 | 6.7 | 6.7 | 26.7 | 40 | 0 | 0 | 0 | 0 | 0 | 33.3 | 0 | 33.3 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 AM | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:45 AM | 1 | 0 | 0 | 1 | 0 | **1** | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** |
| Total Volume | 3 | 0 | 0 | 3 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 8 |
| % App. Total | 100 | 0 | 0 | | 0 | 25 | 75 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .375 | .000 | .000 | .375 | .000 | .250 | .375 | .500 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .667 |

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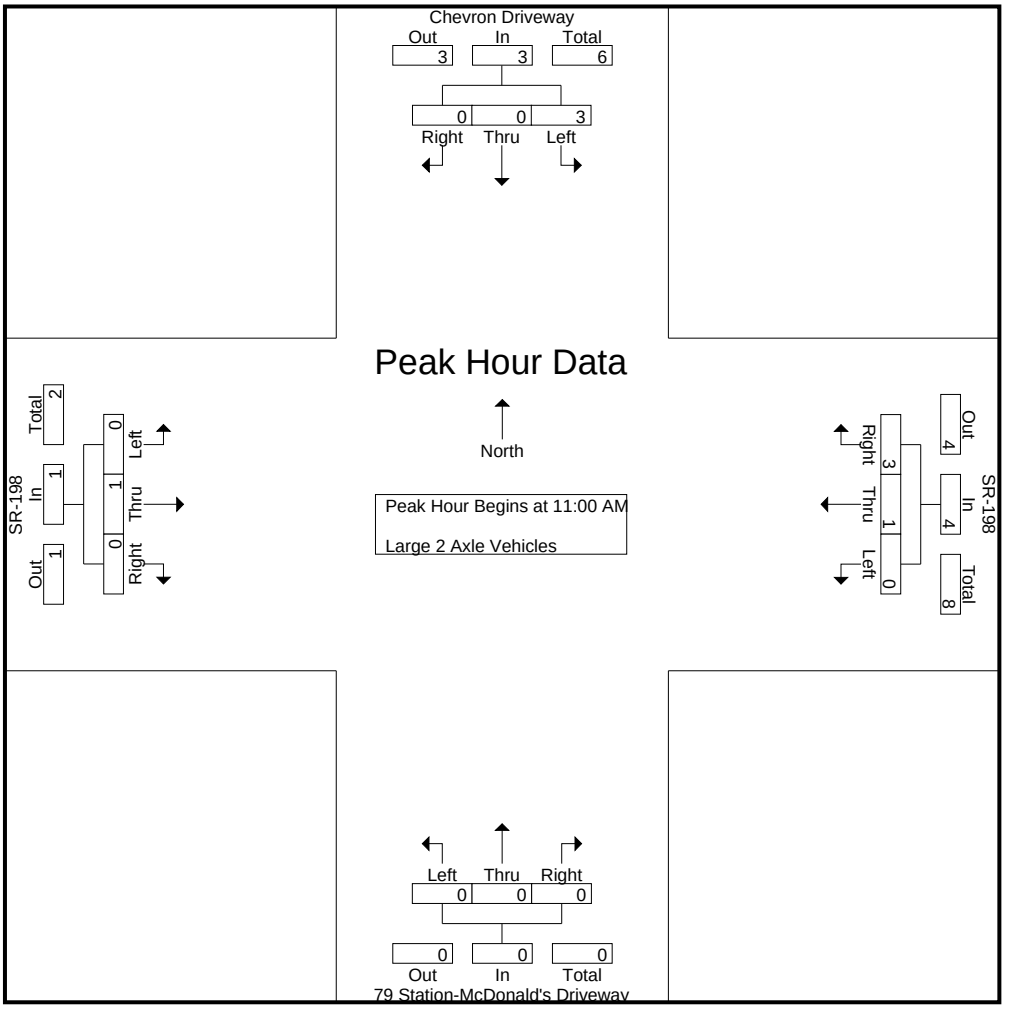
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 1 | 0 | 0 | 1 | 0 | **1** | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 3 | 0 | 0 | 3 | 0 | 1 | 3 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 100 | 0 | 0 | | 0 | 25 | 75 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .375 | .000 | .000 | .375 | .000 | .250 | .375 | .500 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Grand Total | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 4 |
| Apprch % | 100 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 100 | | 0 | 100 | 0 | | |
| Total % | 25 | 0 | 0 | 25 | 0 | 0 | 25 | 25 | 0 | 0 | 25 | 25 | 0 | 25 | 0 | 25 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | **2** |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .250 |

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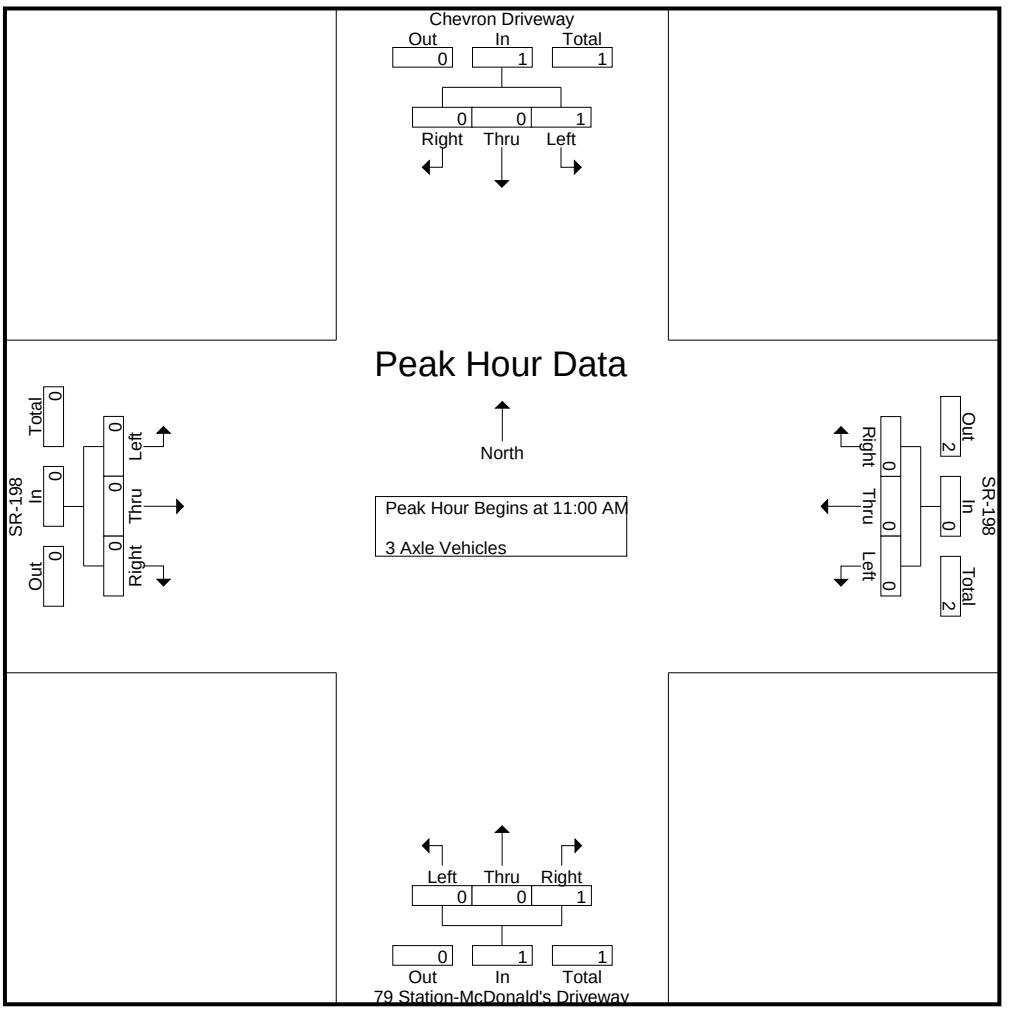
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| % App. Total | 100 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | |
| PHF | .250 | .000 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 |

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County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 11:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 6 |
| 11:30 AM | 2 | 0 | 0 | 2 | 1 | 2 | 5 | 8 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 2 | 14 |
| 11:45 AM | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| Total | 2 | 0 | 0 | 2 | 4 | 4 | 10 | 18 | 0 | 0 | 4 | 4 | 0 | 6 | 0 | 6 | 30 |
| 12:00 PM | 3 | 0 | 0 | 3 | 2 | 2 | 1 | 5 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 2 | 12 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 6 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 8 |
| 12:45 PM | 5 | 0 | 0 | 5 | 2 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 9 |
| Total | 8 | 0 | 0 | 8 | 4 | 4 | 7 | 15 | 0 | 0 | 5 | 5 | 0 | 7 | 0 | 7 | 35 |
| Grand Total | 10 | 0 | 0 | 10 | 8 | 8 | 17 | 33 | 0 | 0 | 9 | 9 | 0 | 13 | 0 | 13 | 65 |
| Apprch % | 100 | 0 | 0 | | 24.2 | 24.2 | 51.5 | | 0 | 0 | 100 | | 0 | 100 | 0 | | |
| Total % | 15.4 | 0 | 0 | 15.4 | 12.3 | 12.3 | 26.2 | 50.8 | 0 | 0 | 13.8 | 13.8 | 0 | 20 | 0 | 20 | |

| | Chevron Driveway Southbound | | | | SR-198 Westbound | | | | 79 Station-McDonald's Driveway Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | **2** | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| 11:15 AM | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 6 |
| 11:30 AM | **2** | 0 | 0 | **2** | 1 | 2 | **5** | **8** | 0 | 0 | **2** | **2** | 0 | 2 | 0 | 2 | **14** |
| 11:45 AM | 0 | 0 | 0 | 0 | **2** | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 6 |
| Total Volume | 2 | 0 | 0 | 2 | 4 | 4 | 10 | 18 | 0 | 0 | 4 | 4 | 0 | 6 | 0 | 6 | 30 |
| % App. Total | 100 | 0 | 0 | | 22.2 | 22.2 | 55.6 | | 0 | 0 | 100 | | 0 | 100 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .500 | .500 | .500 | .563 | .000 | .000 | .500 | .500 | .000 | .500 | .000 | .500 | .536 |

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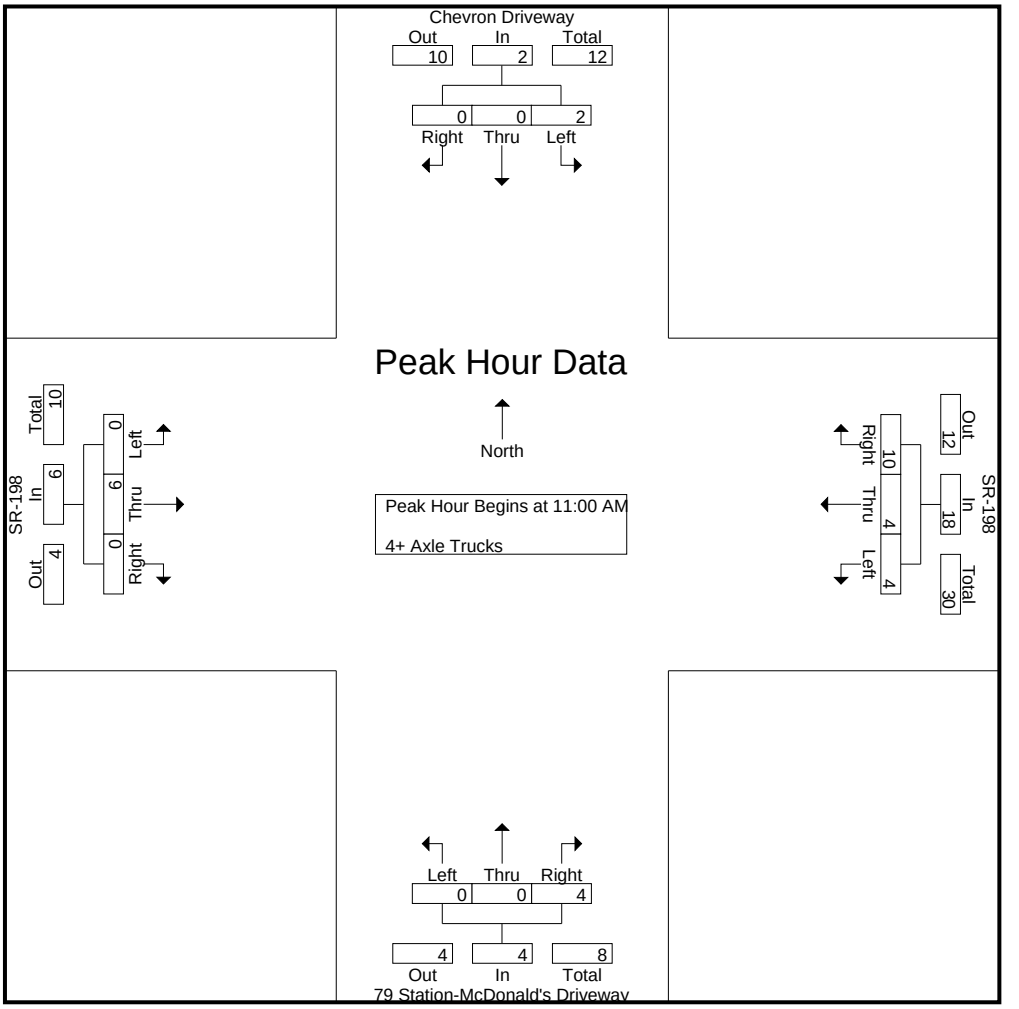
County of Fresno
N/S: Chevron Driveway
E/W: SR-198
Weather: Clear

File Name : 02_CFO_Chev_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | **2** | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 1 | 0 | 3 | 4 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 |
| +30 mins. | **2** | 0 | 0 | **2** | 1 | 2 | **5** | **8** | 0 | 0 | **2** | **2** | 0 | 2 | 0 | 2 |
| +45 mins. | 0 | 0 | 0 | 0 | **2** | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** |
| Total Volume | 2 | 0 | 0 | 2 | 4 | 4 | 10 | 18 | 0 | 0 | 4 | 4 | 0 | 6 | 0 | 6 |
| % App. Total | 100 | 0 | 0 | | 22.2 | 22.2 | 55.6 | | 0 | 0 | 100 | | 0 | 100 | 0 | |
| PHF | .250 | .000 | .000 | .250 | .500 | .500 | .500 | .563 | .000 | .000 | .500 | .500 | .000 | .500 | .000 | .500 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

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

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 7 | 0 | 21 | 28 | 0 | 39 | 6 | 45 | 0 | 0 | 0 | 0 | 0 | 27 | 15 | 42 | 115 |
| 07:15 AM | 10 | 0 | 15 | 25 | 0 | 32 | 5 | 37 | 0 | 0 | 0 | 0 | 0 | 26 | 18 | 44 | 106 |
| 07:30 AM | 13 | 0 | 14 | 27 | 0 | 32 | 9 | 41 | 0 | 0 | 0 | 0 | 0 | 26 | 23 | 49 | 117 |
| 07:45 AM | 14 | 0 | 17 | 31 | 0 | 15 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 40 | 11 | 51 | 101 |
| Total | 44 | 0 | 67 | 111 | 0 | 118 | 24 | 142 | 0 | 0 | 0 | 0 | 0 | 119 | 67 | 186 | 439 |
| 08:00 AM | 21 | 0 | 25 | 46 | 0 | 28 | 9 | 37 | 0 | 0 | 0 | 0 | 0 | 33 | 22 | 55 | 138 |
| 08:15 AM | 18 | 0 | 18 | 36 | 0 | 16 | 9 | 25 | 0 | 0 | 0 | 0 | 0 | 24 | 20 | 44 | 105 |
| 08:30 AM | 13 | 0 | 22 | 35 | 0 | 33 | 13 | 46 | 0 | 0 | 0 | 0 | 0 | 16 | 26 | 42 | 123 |
| 08:45 AM | 19 | 0 | 20 | 39 | 0 | 25 | 8 | 33 | 0 | 0 | 0 | 0 | 0 | 31 | 23 | 54 | 126 |
| Total | 71 | 0 | 85 | 156 | 0 | 102 | 39 | 141 | 0 | 0 | 0 | 0 | 0 | 104 | 91 | 195 | 492 |
| Grand Total | 115 | 0 | 152 | 267 | 0 | 220 | 63 | 283 | 0 | 0 | 0 | 0 | 0 | 223 | 158 | 381 | 931 |
| Apprch % | 43.1 | 0 | 56.9 | | 0 | 77.7 | 22.3 | | 0 | 0 | 0 | | 0 | 58.5 | 41.5 | | |
| Total % | 12.4 | 0 | 16.3 | 28.7 | 0 | 23.6 | 6.8 | 30.4 | 0 | 0 | 0 | 0 | 0 | 24 | 17 | 40.9 | |
| Passenger Vehicles | 71 | 0 | 124 | 195 | 0 | 172 | 51 | 223 | 0 | 0 | 0 | 0 | 0 | 174 | 127 | 301 | 719 |
| % Passenger Vehicles | 61.7 | 0 | 81.6 | 73 | 0 | 78.2 | 81 | 78.8 | 0 | 0 | 0 | 0 | 0 | 78 | 80.4 | 79 | 77.2 |
| Large 2 Axle Vehicles | 2 | 0 | 7 | 9 | 0 | 12 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 14 | 39 |
| % Large 2 Axle Vehicles | 1.7 | 0 | 4.6 | 3.4 | 0 | 5.5 | 6.3 | 5.7 | 0 | 0 | 0 | 0 | 0 | 1.8 | 6.3 | 3.7 | 4.2 |
| 3 Axle Vehicles | 3 | 0 | 0 | 3 | 0 | 15 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 31 |
| % 3 Axle Vehicles | 2.6 | 0 | 0 | 1.1 | 0 | 6.8 | 1.6 | 5.7 | 0 | 0 | 0 | 0 | 0 | 5.4 | 0 | 3.1 | 3.3 |
| 4+ Axle Trucks | 39 | 0 | 21 | 60 | 0 | 21 | 7 | 28 | 0 | 0 | 0 | 0 | 0 | 33 | 21 | 54 | 142 |
| % 4+ Axle Trucks | 33.9 | 0 | 13.8 | 22.5 | 0 | 9.5 | 11.1 | 9.9 | 0 | 0 | 0 | 0 | 0 | 14.8 | 13.3 | 14.2 | 15.3 |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | **21** | 0 | **25** | **46** | 0 | 28 | 9 | 37 | 0 | 0 | 0 | 0 | 0 | **33** | 22 | **55** | **138** |
| 08:15 AM | 18 | 0 | 18 | 36 | 0 | 16 | 9 | 25 | 0 | 0 | 0 | 0 | 0 | 24 | 20 | 44 | 105 |
| 08:30 AM | 13 | 0 | 22 | 35 | 0 | **33** | **13** | **46** | 0 | 0 | 0 | 0 | 0 | 16 | **26** | 42 | 123 |
| 08:45 AM | 19 | 0 | 20 | 39 | 0 | 25 | 8 | 33 | 0 | 0 | 0 | 0 | 0 | 31 | 23 | 54 | 126 |
| Total Volume | 71 | 0 | 85 | 156 | 0 | 102 | 39 | 141 | 0 | 0 | 0 | 0 | 0 | 104 | 91 | 195 | 492 |
| % App. Total | 45.5 | 0 | 54.5 | | 0 | 72.3 | 27.7 | | 0 | 0 | 0 | | 0 | 53.3 | 46.7 | | |
| PHF | .845 | .000 | .850 | .848 | .000 | .773 | .750 | .766 | .000 | .000 | .000 | .000 | .000 | .788 | .875 | .886 | .891 |

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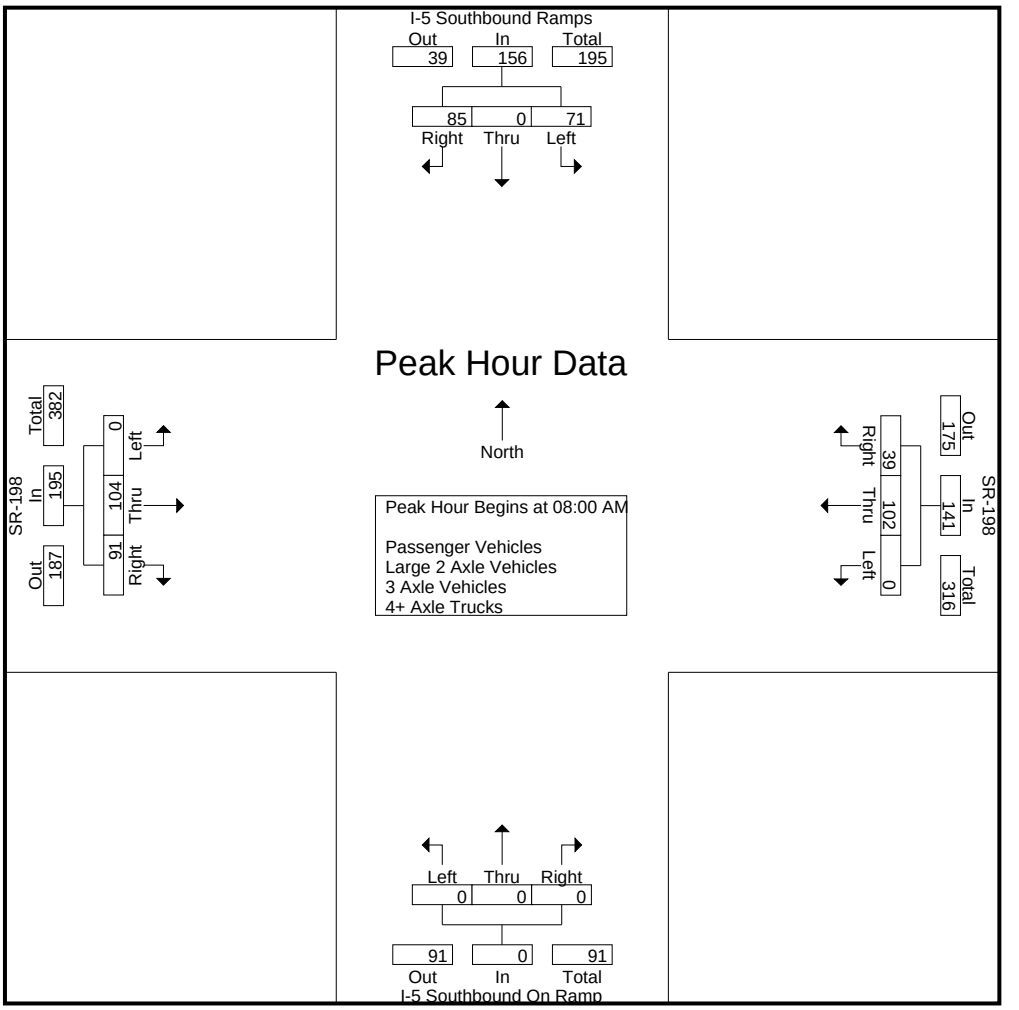
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 07:00 AM | | | | 07:00 AM | | | | 07:15 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **21** | 0 | **25** | **46** | 0 | **39** | 6 | **45** | 0 | 0 | 0 | 0 | 0 | 26 | 18 | 44 |
| +15 mins. | 18 | 0 | 18 | 36 | 0 | 32 | 5 | 37 | 0 | 0 | 0 | 0 | 0 | 26 | **23** | 49 |
| +30 mins. | 13 | 0 | 22 | 35 | 0 | 32 | **9** | 41 | 0 | 0 | 0 | 0 | 0 | **40** | 11 | 51 |
| +45 mins. | 19 | 0 | 20 | 39 | 0 | 15 | 4 | 19 | 0 | 0 | 0 | 0 | 0 | 33 | 22 | **55** |
| Total Volume | 71 | 0 | 85 | 156 | 0 | 118 | 24 | 142 | 0 | 0 | 0 | 0 | 0 | 125 | 74 | 199 |
| % App. Total | 45.5 | 0 | 54.5 | | 0 | 83.1 | 16.9 | | 0 | 0 | 0 | | 0 | 62.8 | 37.2 | |
| PHF | .845 | .000 | .850 | .848 | .000 | .756 | .667 | .789 | .000 | .000 | .000 | .000 | .000 | .781 | .804 | .905 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 4 | 0 | 16 | 20 | 0 | 30 | 2 | 32 | 0 | 0 | 0 | 0 | 0 | 19 | 13 | 32 | 84 |
| 07:15 AM | 5 | 0 | 11 | 16 | 0 | 24 | 5 | 29 | 0 | 0 | 0 | 0 | 0 | 16 | 12 | 28 | 73 |
| 07:30 AM | 9 | 0 | 11 | 20 | 0 | 26 | 7 | 33 | 0 | 0 | 0 | 0 | 0 | 20 | 18 | 38 | 91 |
| 07:45 AM | 6 | 0 | 11 | 17 | 0 | 13 | 4 | 17 | 0 | 0 | 0 | 0 | 0 | 31 | 8 | 39 | 73 |
| Total | 24 | 0 | 49 | 73 | 0 | 93 | 18 | 111 | 0 | 0 | 0 | 0 | 0 | 86 | 51 | 137 | 321 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 11 | 0 | 22 | 33 | 0 | 25 | 6 | 31 | 0 | 0 | 0 | 0 | 0 | 25 | 18 | 43 | 107 |
| 08:15 AM | 14 | 0 | 13 | 27 | 0 | 14 | 9 | 23 | 0 | 0 | 0 | 0 | 0 | 19 | 18 | 37 | 87 |
| 08:30 AM | 9 | 0 | 21 | 30 | 0 | 23 | 11 | 34 | 0 | 0 | 0 | 0 | 0 | 15 | 21 | 36 | 100 |
| 08:45 AM | 13 | 0 | 19 | 32 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 0 | 29 | 19 | 48 | 104 |
| Total | 47 | 0 | 75 | 122 | 0 | 79 | 33 | 112 | 0 | 0 | 0 | 0 | 0 | 88 | 76 | 164 | 398 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 71 | 0 | 124 | 195 | 0 | 172 | 51 | 223 | 0 | 0 | 0 | 0 | 0 | 174 | 127 | 301 | 719 |
| Apprch % | 36.4 | 0 | 63.6 | | 0 | 77.1 | 22.9 | | 0 | 0 | 0 | | 0 | 57.8 | 42.2 | | |
| Total % | 9.9 | 0 | 17.2 | 27.1 | 0 | 23.9 | 7.1 | 31 | 0 | 0 | 0 | 0 | 0 | 24.2 | 17.7 | 41.9 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 11 | 0 | **22** | **33** | 0 | **25** | 6 | 31 | 0 | 0 | 0 | 0 | 0 | 25 | 18 | 43 | **107** |
| 08:15 AM | **14** | 0 | 13 | 27 | 0 | 14 | 9 | 23 | 0 | 0 | 0 | 0 | 0 | 19 | 18 | 37 | 87 |
| 08:30 AM | 9 | 0 | 21 | 30 | 0 | 23 | **11** | **34** | 0 | 0 | 0 | 0 | 0 | 15 | **21** | 36 | 100 |
| 08:45 AM | 13 | 0 | 19 | 32 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 0 | **29** | 19 | **48** | 104 |
| Total Volume | 47 | 0 | 75 | 122 | 0 | 79 | 33 | 112 | 0 | 0 | 0 | 0 | 0 | 88 | 76 | 164 | 398 |
| % App. Total | 38.5 | 0 | 61.5 | | 0 | 70.5 | 29.5 | | 0 | 0 | 0 | | 0 | 53.7 | 46.3 | | |
| PHF | .839 | .000 | .852 | .924 | .000 | .790 | .750 | .824 | .000 | .000 | .000 | .000 | .000 | .759 | .905 | .854 | .930 |

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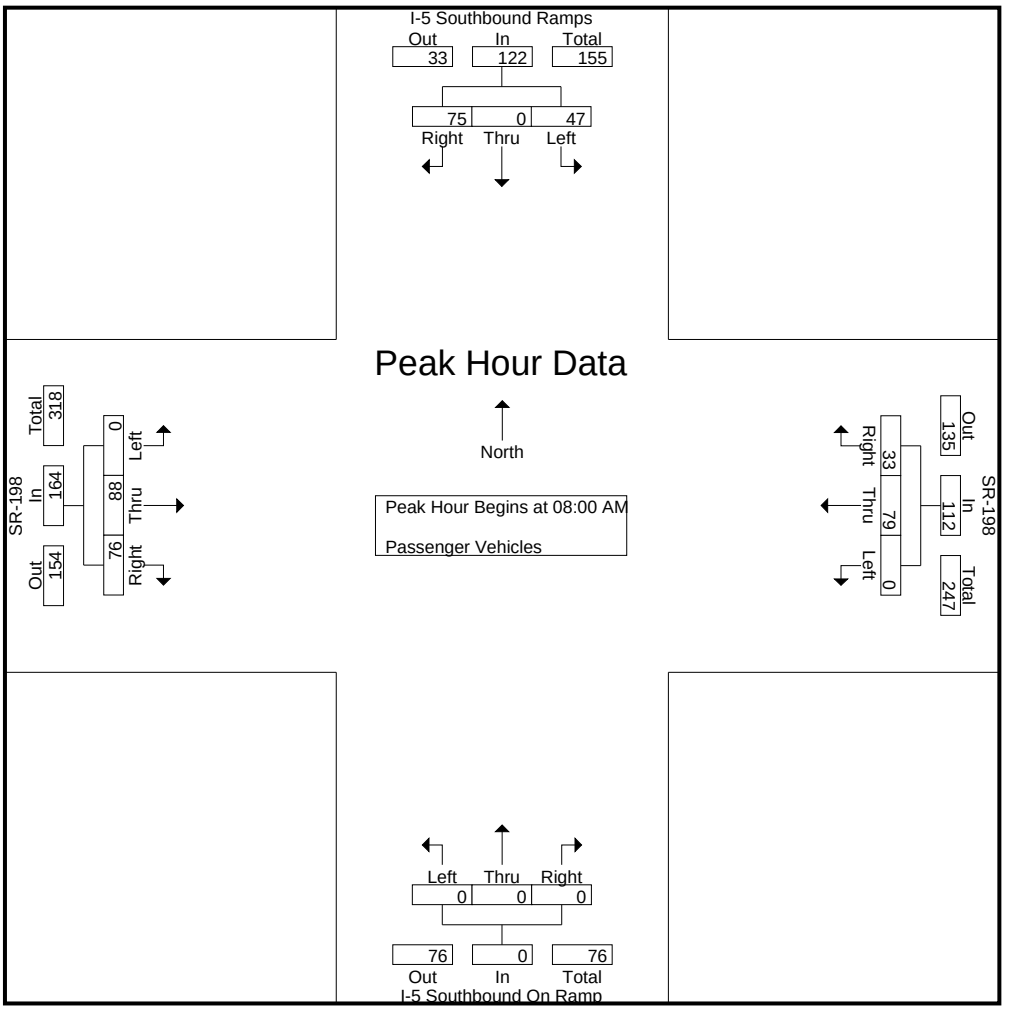
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 11 | 0 | **22** | **33** | 0 | **25** | 6 | 31 | 0 | 0 | 0 | 0 | 0 | 25 | 18 | 43 |
| +15 mins. | **14** | 0 | 13 | 27 | 0 | 14 | 9 | 23 | 0 | 0 | 0 | 0 | 0 | 19 | 18 | 37 |
| +30 mins. | 9 | 0 | 21 | 30 | 0 | 23 | **11** | **34** | 0 | 0 | 0 | 0 | 0 | 15 | **21** | 36 |
| +45 mins. | 13 | 0 | 19 | 32 | 0 | 17 | 7 | 24 | 0 | 0 | 0 | 0 | 0 | **29** | 19 | **48** |
| Total Volume | 47 | 0 | 75 | 122 | 0 | 79 | 33 | 112 | 0 | 0 | 0 | 0 | 0 | 88 | 76 | 164 |
| % App. Total | 38.5 | 0 | 61.5 | | 0 | 70.5 | 29.5 | | 0 | 0 | 0 | | 0 | 53.7 | 46.3 | |
| PHF | .839 | .000 | .852 | .924 | .000 | .790 | .750 | .824 | .000 | .000 | .000 | .000 | .000 | .759 | .905 | .854 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| 07:15 AM | 2 | 0 | 1 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 |
| 07:45 AM | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 5 |
| Total | 2 | 0 | 4 | 6 | 0 | 6 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 19 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 1 | 1 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 7 |
| 08:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 4 |
| 08:30 AM | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 |
| Total | 0 | 0 | 3 | 3 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 20 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 2 | 0 | 7 | 9 | 0 | 12 | 4 | 16 | 0 | 0 | 0 | 0 | 0 | 4 | 10 | 14 | 39 |
| Apprch % | 22.2 | 0 | 77.8 | | 0 | 75 | 25 | | 0 | 0 | 0 | | 0 | 28.6 | 71.4 | | |
| Total % | 5.1 | 0 | 17.9 | 23.1 | 0 | 30.8 | 10.3 | 41 | 0 | 0 | 0 | 0 | 0 | 10.3 | 25.6 | 35.9 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | **1** | **1** | 0 | 2 | **2** | **4** | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 2 | **7** |
| 08:15 AM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** | 4 |
| 08:30 AM | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 5 |
| Total Volume | 0 | 0 | 3 | 3 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 | 20 |
| % App. Total | 0 | 0 | 100 | | 0 | 66.7 | 33.3 | | 0 | 0 | 0 | | 0 | 25 | 75 | | |
| PHF | .000 | .000 | .750 | .750 | .000 | .500 | .375 | .563 | .000 | .000 | .000 | .000 | .000 | .500 | .750 | .667 | .714 |

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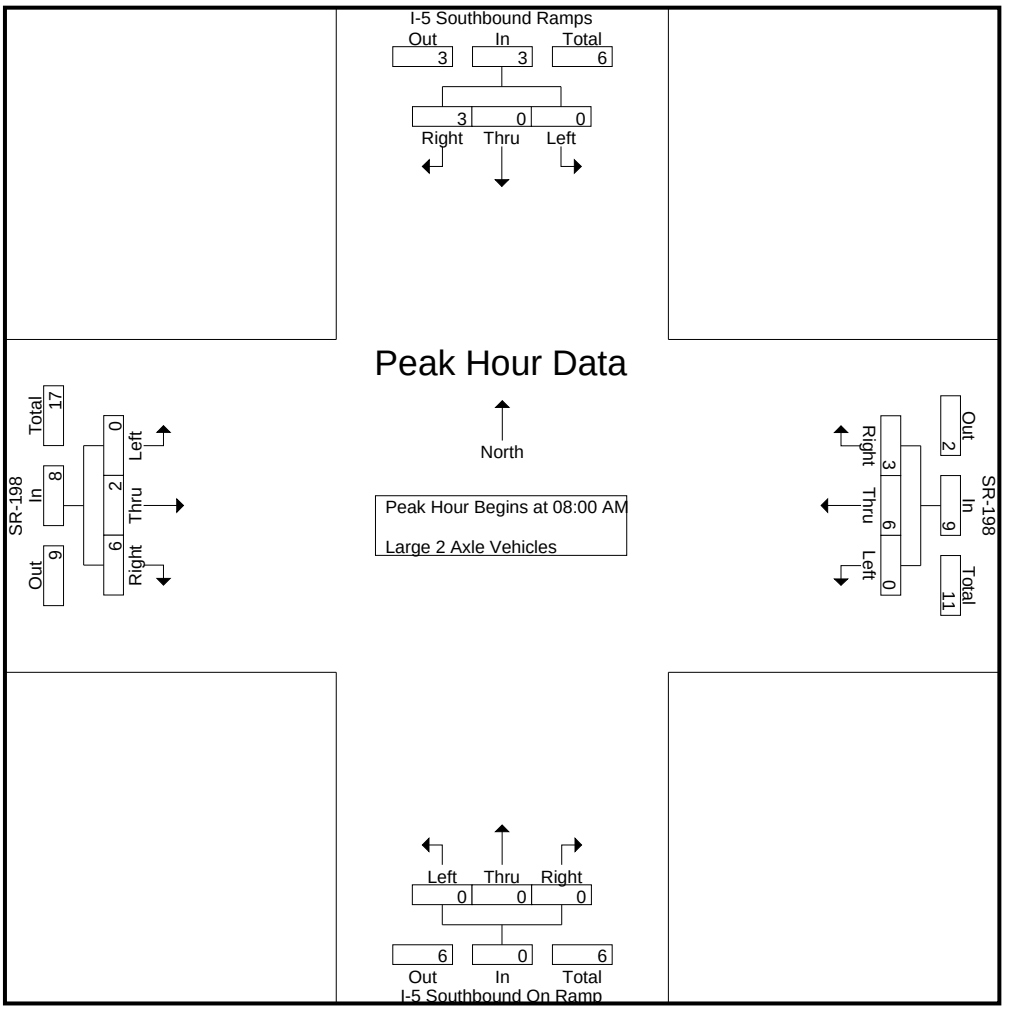
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | **1** | **1** | 0 | 2 | **2** | **4** | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 2 |
| +15 mins. | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | **2** | **3** |
| +30 mins. | 0 | 0 | 1 | 1 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | **3** | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Total Volume | 0 | 0 | 3 | 3 | 0 | 6 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 2 | 6 | 8 |
| % App. Total | 0 | 0 | 100 | | 0 | 66.7 | 33.3 | | 0 | 0 | 0 | | 0 | 25 | 75 | |
| PHF | .000 | .000 | .750 | .750 | .000 | .500 | .375 | .563 | .000 | .000 | .000 | .000 | .000 | .500 | .750 | .667 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 7 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 4 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 10 | 14 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | 1 | 0 | 0 | 1 | 0 | 8 | 1 | 9 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 11 |
| 08:45 AM | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| Total | 2 | 0 | 0 | 2 | 0 | 12 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 17 |
| Grand Total | 3 | 0 | 0 | 3 | 0 | 15 | 1 | 16 | 0 | 0 | 0 | 0 | 0 | 12 | 0 | 12 | 31 |
| Apprch % | 100 | 0 | 0 | | 0 | 93.8 | 6.2 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 9.7 | 0 | 0 | 9.7 | 0 | 48.4 | 3.2 | 51.6 | 0 | 0 | 0 | 0 | 0 | 38.7 | 0 | 38.7 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 AM | **1** | 0 | 0 | **1** | 0 | **8** | **1** | **9** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **11** |
| 08:45 AM | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| Total Volume | 2 | 0 | 0 | 2 | 0 | 12 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 17 |
| % App. Total | 100 | 0 | 0 | | 0 | 92.3 | 7.7 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .500 | .000 | .000 | .500 | .000 | .375 | .250 | .361 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .386 |

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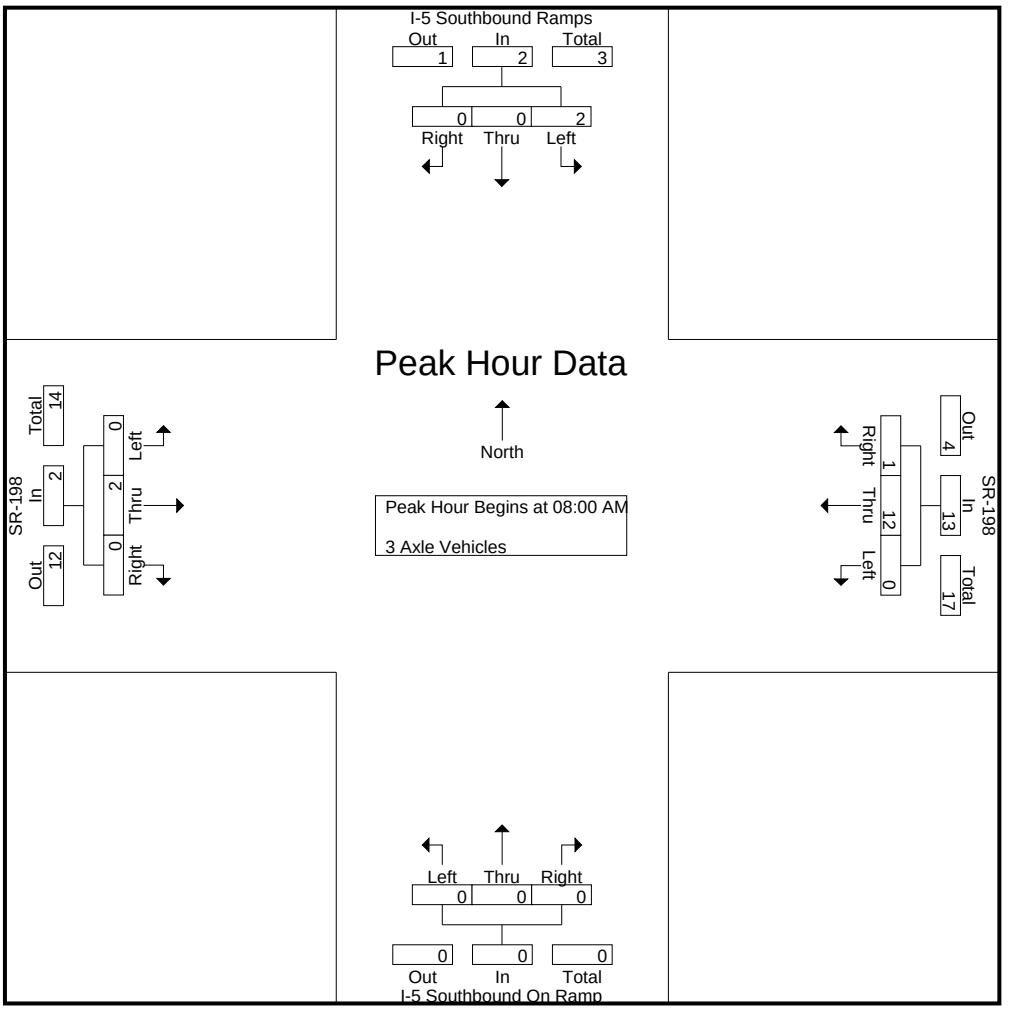
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | **1** | 0 | 0 | **1** | 0 | **8** | **1** | **9** | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| +45 mins. | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 2 | 0 | 0 | 2 | 0 | 12 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| % App. Total | 100 | 0 | 0 | | 0 | 92.3 | 7.7 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .500 | .000 | .000 | .500 | .000 | .375 | .250 | .361 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 |

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File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 3 | 0 | 5 | 8 | 0 | 5 | 3 | 8 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 20 |
| 07:15 AM | 3 | 0 | 3 | 6 | 0 | 5 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 12 | 23 |
| 07:30 AM | 4 | 0 | 3 | 7 | 0 | 4 | 2 | 6 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 21 |
| 07:45 AM | 7 | 0 | 3 | 10 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 3 | 9 | 21 |
| Total | 17 | 0 | 14 | 31 | 0 | 16 | 5 | 21 | 0 | 0 | 0 | 0 | 0 | 21 | 12 | 33 | 85 |
| 08:00 AM | 10 | 0 | 2 | 12 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 7 | 3 | 10 | 24 |
| 08:15 AM | 4 | 0 | 4 | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 13 |
| 08:30 AM | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 8 |
| 08:45 AM | 5 | 0 | 1 | 6 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 12 |
| Total | 22 | 0 | 7 | 29 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 21 | 57 |
| Grand Total | 39 | 0 | 21 | 60 | 0 | 21 | 7 | 28 | 0 | 0 | 0 | 0 | 0 | 33 | 21 | 54 | 142 |
| Apprch % | 65 | 0 | 35 | | 0 | 75 | 25 | | 0 | 0 | 0 | | 0 | 61.1 | 38.9 | | |
| Total % | 27.5 | 0 | 14.8 | 42.3 | 0 | 14.8 | 4.9 | 19.7 | 0 | 0 | 0 | 0 | 0 | 23.2 | 14.8 | 38 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | **10** | 0 | 2 | **12** | 0 | 1 | **1** | 2 | 0 | 0 | 0 | 0 | 0 | **7** | 3 | **10** | **24** |
| 08:15 AM | 4 | 0 | **4** | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 13 |
| 08:30 AM | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 4 | 8 |
| 08:45 AM | 5 | 0 | 1 | 6 | 0 | **2** | 1 | **3** | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 12 |
| Total Volume | 22 | 0 | 7 | 29 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 21 | 57 |
| % App. Total | 75.9 | 0 | 24.1 | | 0 | 71.4 | 28.6 | | 0 | 0 | 0 | | 0 | 57.1 | 42.9 | | |
| PHF | .550 | .000 | .438 | .604 | .000 | .625 | .500 | .583 | .000 | .000 | .000 | .000 | .000 | .429 | .563 | .525 | .594 |

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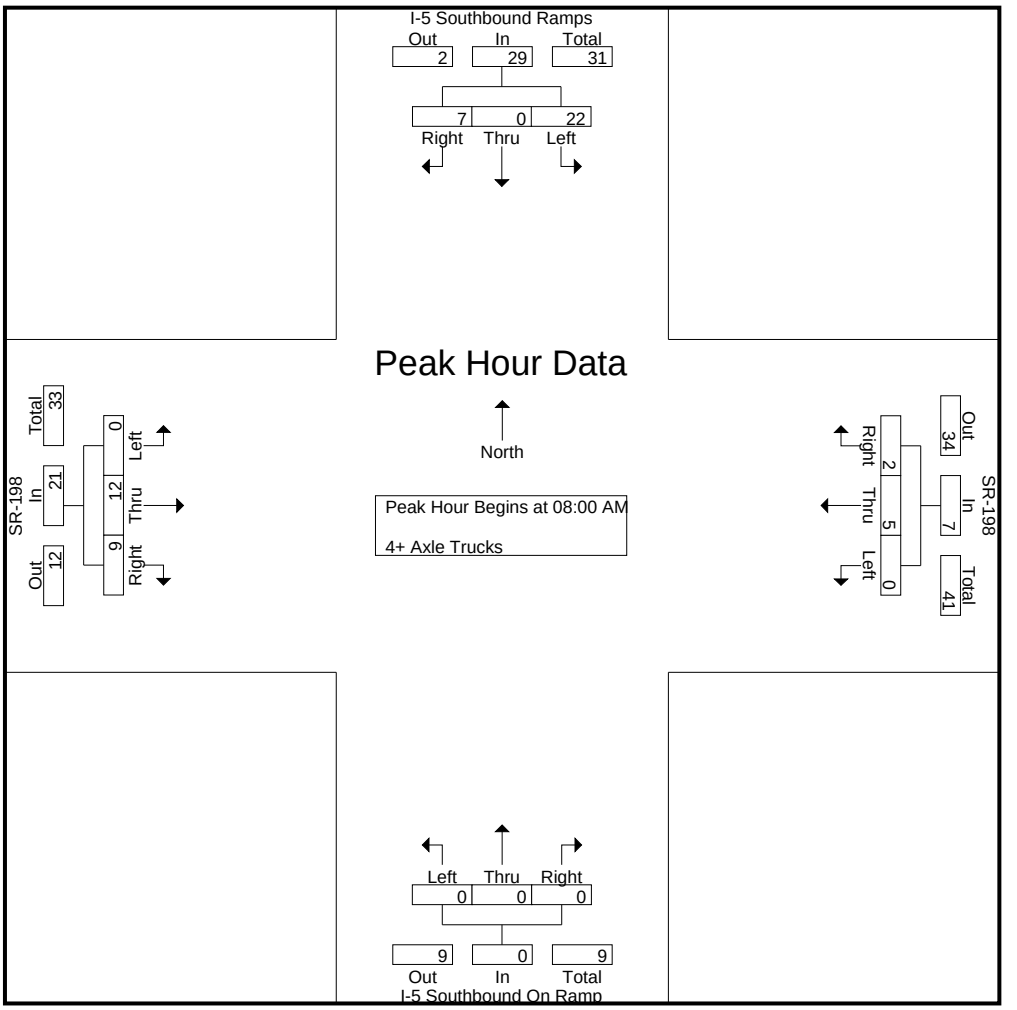
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **10** | 0 | 2 | **12** | 0 | 1 | **1** | 2 | 0 | 0 | 0 | 0 | 0 | **7** | 3 | **10** |
| +15 mins. | 4 | 0 | **4** | 8 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 |
| +30 mins. | 3 | 0 | 0 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 4 |
| +45 mins. | 5 | 0 | 1 | 6 | 0 | **2** | 1 | **3** | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| Total Volume | 22 | 0 | 7 | 29 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 12 | 9 | 21 |
| % App. Total | 75.9 | 0 | 24.1 | | 0 | 71.4 | 28.6 | | 0 | 0 | 0 | | 0 | 57.1 | 42.9 | |
| PHF | .550 | .000 | .438 | .604 | .000 | .625 | .500 | .583 | .000 | .000 | .000 | .000 | .000 | .429 | .563 | .525 |

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County of Fresno
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File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

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

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 32 | 0 | 24 | 56 | 0 | 30 | 10 | 40 | 0 | 0 | 0 | 0 | 0 | 35 | 36 | 71 | 167 |
| 04:15 PM | 17 | 0 | 28 | 45 | 0 | 29 | 6 | 35 | 0 | 0 | 0 | 0 | 0 | 33 | 23 | 56 | 136 |
| 04:30 PM | 24 | 0 | 27 | 51 | 0 | 27 | 9 | 36 | 0 | 0 | 0 | 0 | 0 | 29 | 31 | 60 | 147 |
| 04:45 PM | 25 | 0 | 19 | 44 | 0 | 42 | 7 | 49 | 0 | 0 | 0 | 0 | 0 | 32 | 18 | 50 | 143 |
| Total | 98 | 0 | 98 | 196 | 0 | 128 | 32 | 160 | 0 | 0 | 0 | 0 | 0 | 129 | 108 | 237 | 593 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 25 | 0 | 24 | 49 | 0 | 38 | 8 | 46 | 0 | 0 | 0 | 0 | 0 | 35 | 24 | 59 | 154 |
| 05:15 PM | 21 | 0 | 19 | 40 | 0 | 33 | 4 | 37 | 0 | 0 | 0 | 0 | 0 | 29 | 23 | 52 | 129 |
| 05:30 PM | 25 | 0 | 18 | 43 | 0 | 32 | 5 | 37 | 0 | 0 | 0 | 0 | 0 | 30 | 22 | 52 | 132 |
| 05:45 PM | 22 | 0 | 13 | 35 | 0 | 36 | 5 | 41 | 0 | 0 | 0 | 0 | 0 | 18 | 12 | 30 | 106 |
| Total | 93 | 0 | 74 | 167 | 0 | 139 | 22 | 161 | 0 | 0 | 0 | 0 | 0 | 112 | 81 | 193 | 521 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 191 | 0 | 172 | 363 | 0 | 267 | 54 | 321 | 0 | 0 | 0 | 0 | 0 | 241 | 189 | 430 | 1114 |
| Apprch % | 52.6 | 0 | 47.4 | | 0 | 83.2 | 16.8 | | 0 | 0 | 0 | | 0 | 56 | 44 | | |
| Total % | 17.1 | 0 | 15.4 | 32.6 | 0 | 24 | 4.8 | 28.8 | 0 | 0 | 0 | 0 | 0 | 21.6 | 17 | 38.6 | |
| Passenger Vehicles | 146 | 0 | 109 | 255 | 0 | 222 | 41 | 263 | 0 | 0 | 0 | 0 | 0 | 191 | 117 | 308 | 826 |
| % Passenger Vehicles | 76.4 | 0 | 63.4 | 70.2 | 0 | 83.1 | 75.9 | 81.9 | 0 | 0 | 0 | 0 | 0 | 79.3 | 61.9 | 71.6 | 74.1 |
| Large 2 Axle Vehicles | 4 | 0 | 6 | 10 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 18 | 35 |
| % Large 2 Axle Vehicles | 2.1 | 0 | 3.5 | 2.8 | 0 | 1.9 | 3.7 | 2.2 | 0 | 0 | 0 | 0 | 0 | 4.6 | 3.7 | 4.2 | 3.1 |
| 3 Axle Vehicles | 2 | 0 | 0 | 2 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| % 3 Axle Vehicles | 1 | 0 | 0 | 0.6 | 0 | 1.5 | 1.9 | 1.6 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0 | 0.7 | 0.9 |
| 4+ Axle Trucks | 39 | 0 | 57 | 96 | 0 | 36 | 10 | 46 | 0 | 0 | 0 | 0 | 0 | 36 | 65 | 101 | 243 |
| % 4+ Axle Trucks | 20.4 | 0 | 33.1 | 26.4 | 0 | 13.5 | 18.5 | 14.3 | 0 | 0 | 0 | 0 | 0 | 14.9 | 34.4 | 23.5 | 21.8 |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **32** | 0 | 24 | **56** | 0 | 30 | **10** | 40 | 0 | 0 | 0 | 0 | 0 | **35** | **36** | **71** | **167** |
| 04:15 PM | 17 | 0 | **28** | 45 | 0 | 29 | 6 | 35 | 0 | 0 | 0 | 0 | 0 | 33 | 23 | 56 | 136 |
| 04:30 PM | 24 | 0 | 27 | 51 | 0 | 27 | 9 | 36 | 0 | 0 | 0 | 0 | 0 | 29 | 31 | 60 | 147 |
| 04:45 PM | 25 | 0 | 19 | 44 | 0 | **42** | 7 | **49** | 0 | 0 | 0 | 0 | 0 | 32 | 18 | 50 | 143 |
| Total Volume | 98 | 0 | 98 | 196 | 0 | 128 | 32 | 160 | 0 | 0 | 0 | 0 | 0 | 129 | 108 | 237 | 593 |
| % App. Total | 50 | 0 | 50 | | 0 | 80 | 20 | | 0 | 0 | 0 | | 0 | 54.4 | 45.6 | | |
| PHF | .766 | .000 | .875 | .875 | .000 | .762 | .800 | .816 | .000 | .000 | .000 | .000 | .000 | .921 | .750 | .835 | .888 |

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File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
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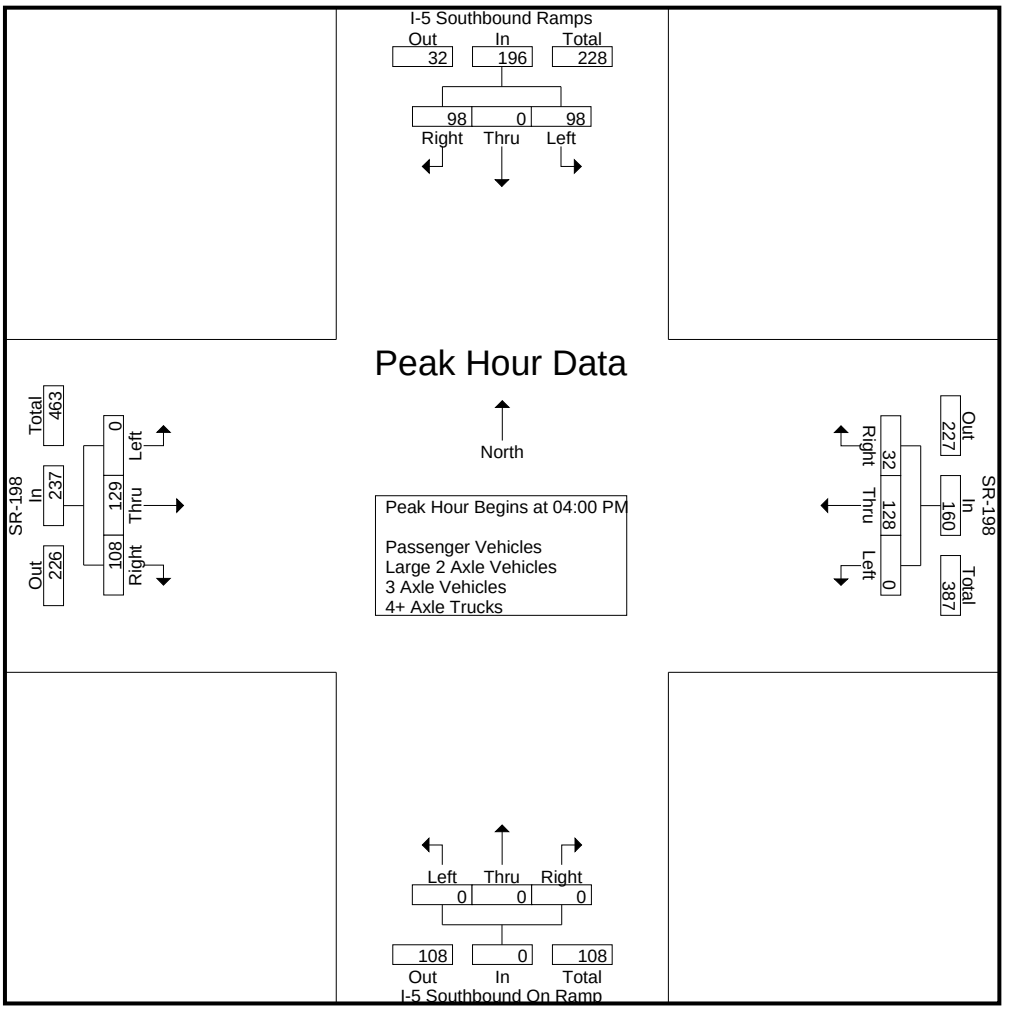


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:45 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **32** | 0 | 24 | **56** | 0 | **42** | 7 | **49** | 0 | 0 | 0 | 0 | 0 | **35** | **36** | **71** |
| +15 mins. | 17 | 0 | **28** | 45 | 0 | 38 | **8** | 46 | 0 | 0 | 0 | 0 | 0 | 33 | 23 | 56 |
| +30 mins. | 24 | 0 | 27 | 51 | 0 | 33 | 4 | 37 | 0 | 0 | 0 | 0 | 0 | 29 | 31 | 60 |
| +45 mins. | 25 | 0 | 19 | 44 | 0 | 32 | 5 | 37 | 0 | 0 | 0 | 0 | 0 | 32 | 18 | 50 |
| Total Volume | 98 | 0 | 98 | 196 | 0 | 145 | 24 | 169 | 0 | 0 | 0 | 0 | 0 | 129 | 108 | 237 |
| % App. Total | 50 | 0 | 50 | | 0 | 85.8 | 14.2 | | 0 | 0 | 0 | | 0 | 54.4 | 45.6 | |
| PHF | .766 | .000 | .875 | .875 | .000 | .863 | .750 | .862 | .000 | .000 | .000 | .000 | .000 | .921 | .750 | .835 |

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File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 24 | 0 | 10 | 34 | 0 | 23 | 7 | 30 | 0 | 0 | 0 | 0 | 0 | 29 | 20 | 49 | 113 |
| 04:15 PM | 11 | 0 | 22 | 33 | 0 | 21 | 3 | 24 | 0 | 0 | 0 | 0 | 0 | 28 | 12 | 40 | 97 |
| 04:30 PM | 18 | 0 | 19 | 37 | 0 | 21 | 9 | 30 | 0 | 0 | 0 | 0 | 0 | 20 | 22 | 42 | 109 |
| 04:45 PM | 18 | 0 | 13 | 31 | 0 | 32 | 6 | 38 | 0 | 0 | 0 | 0 | 0 | 27 | 14 | 41 | 110 |
| Total | 71 | 0 | 64 | 135 | 0 | 97 | 25 | 122 | 0 | 0 | 0 | 0 | 0 | 104 | 68 | 172 | 429 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 21 | 0 | 14 | 35 | 0 | 36 | 8 | 44 | 0 | 0 | 0 | 0 | 0 | 26 | 15 | 41 | 120 |
| 05:15 PM | 17 | 0 | 13 | 30 | 0 | 28 | 3 | 31 | 0 | 0 | 0 | 0 | 0 | 26 | 15 | 41 | 102 |
| 05:30 PM | 19 | 0 | 7 | 26 | 0 | 28 | 2 | 30 | 0 | 0 | 0 | 0 | 0 | 27 | 10 | 37 | 93 |
| 05:45 PM | 18 | 0 | 11 | 29 | 0 | 33 | 3 | 36 | 0 | 0 | 0 | 0 | 0 | 8 | 9 | 17 | 82 |
| Total | 75 | 0 | 45 | 120 | 0 | 125 | 16 | 141 | 0 | 0 | 0 | 0 | 0 | 87 | 49 | 136 | 397 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 146 | 0 | 109 | 255 | 0 | 222 | 41 | 263 | 0 | 0 | 0 | 0 | 0 | 191 | 117 | 308 | 826 |
| Apprch % | 57.3 | 0 | 42.7 | | 0 | 84.4 | 15.6 | | 0 | 0 | 0 | | 0 | 62 | 38 | | |
| Total % | 17.7 | 0 | 13.2 | 30.9 | 0 | 26.9 | 5 | 31.8 | 0 | 0 | 0 | 0 | 0 | 23.1 | 14.2 | 37.3 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **24** | 0 | 10 | 34 | 0 | 23 | 7 | 30 | 0 | 0 | 0 | 0 | 0 | **29** | 20 | **49** | **113** |
| 04:15 PM | 11 | 0 | **22** | 33 | 0 | 21 | 3 | 24 | 0 | 0 | 0 | 0 | 0 | 28 | 12 | 40 | 97 |
| 04:30 PM | 18 | 0 | 19 | **37** | 0 | 21 | **9** | 30 | 0 | 0 | 0 | 0 | 0 | 20 | **22** | 42 | 109 |
| 04:45 PM | 18 | 0 | 13 | 31 | 0 | **32** | 6 | **38** | 0 | 0 | 0 | 0 | 0 | 27 | 14 | 41 | 110 |
| Total Volume | 71 | 0 | 64 | 135 | 0 | 97 | 25 | 122 | 0 | 0 | 0 | 0 | 0 | 104 | 68 | 172 | 429 |
| % App. Total | 52.6 | 0 | 47.4 | | 0 | 79.5 | 20.5 | | 0 | 0 | 0 | | 0 | 60.5 | 39.5 | | |
| PHF | .740 | .000 | .727 | .912 | .000 | .758 | .694 | .803 | .000 | .000 | .000 | .000 | .000 | .897 | .773 | .878 | .949 |

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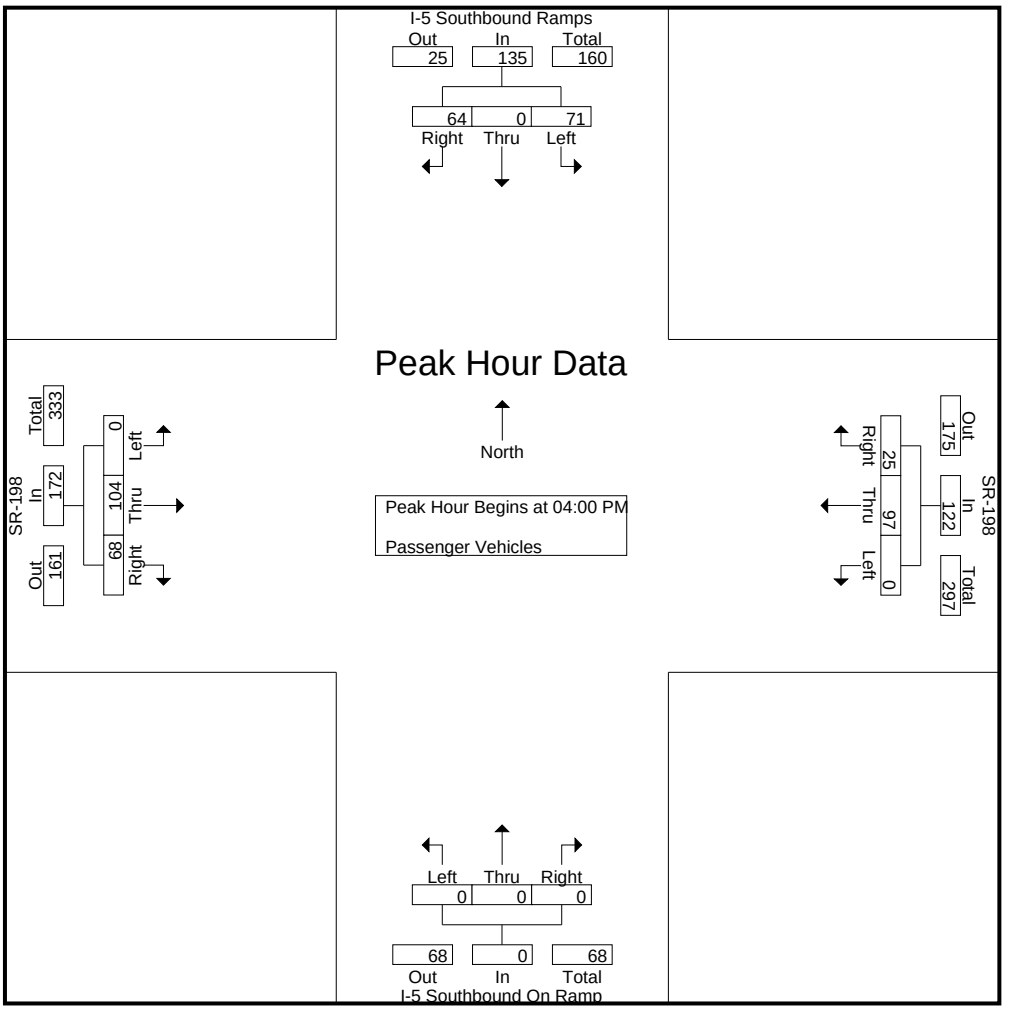
File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **24** | 0 | 10 | 34 | 0 | 23 | 7 | 30 | 0 | 0 | 0 | 0 | 0 | **29** | 20 | **49** |
| +15 mins. | 11 | 0 | **22** | 33 | 0 | 21 | 3 | 24 | 0 | 0 | 0 | 0 | 0 | 28 | 12 | 40 |
| +30 mins. | 18 | 0 | 19 | **37** | 0 | 21 | **9** | 30 | 0 | 0 | 0 | 0 | 0 | 20 | **22** | 42 |
| +45 mins. | 18 | 0 | 13 | 31 | 0 | **32** | 6 | **38** | 0 | 0 | 0 | 0 | 0 | 27 | 14 | 41 |
| Total Volume | 71 | 0 | 64 | 135 | 0 | 97 | 25 | 122 | 0 | 0 | 0 | 0 | 0 | 104 | 68 | 172 |
| % App. Total | 52.6 | 0 | 47.4 | | 0 | 79.5 | 20.5 | | 0 | 0 | 0 | | 0 | 60.5 | 39.5 | |
| PHF | .740 | .000 | .727 | .912 | .000 | .758 | .694 | .803 | .000 | .000 | .000 | .000 | .000 | .897 | .773 | .878 |

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E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 5 |
| 04:30 PM | 2 | 0 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 7 |
| 04:45 PM | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| Total | 2 | 0 | 4 | 6 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 20 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 05:15 PM | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| 05:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 4 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 4 |
| Total | 2 | 0 | 2 | 4 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 15 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 4 | 0 | 6 | 10 | 0 | 5 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 11 | 7 | 18 | 35 |
| Apprch % | 40 | 0 | 60 | | 0 | 71.4 | 28.6 | | 0 | 0 | 0 | | 0 | 61.1 | 38.9 | | |
| Total % | 11.4 | 0 | 17.1 | 28.6 | 0 | 14.3 | 5.7 | 20 | 0 | 0 | 0 | 0 | 0 | 31.4 | 20 | 51.4 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | 4 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 1 | **2** | 3 | 5 |
| 04:30 PM | **2** | 0 | **2** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | **7** |
| 04:45 PM | 0 | 0 | 1 | 1 | 0 | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| Total Volume | 2 | 0 | 4 | 6 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 20 |
| % App. Total | 33.3 | 0 | 66.7 | | 0 | 75 | 25 | | 0 | 0 | 0 | | 0 | 50 | 50 | | |
| PHF | .250 | .000 | .500 | .375 | .000 | .375 | .250 | .500 | .000 | .000 | .000 | .000 | .000 | .417 | .625 | .833 | .714 |

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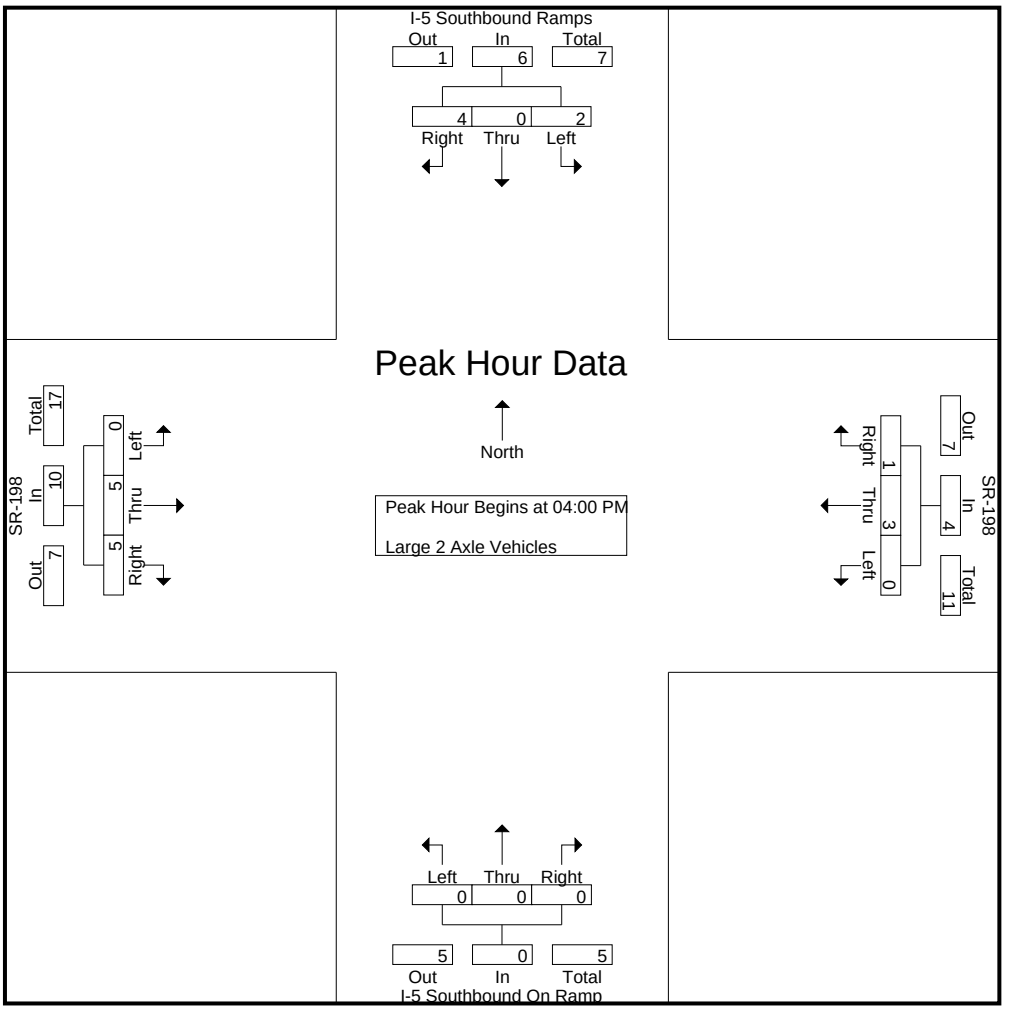
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 1 | **2** | 3 |
| +30 mins. | **2** | 0 | **2** | **4** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 |
| +45 mins. | 0 | 0 | 1 | 1 | 0 | **2** | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total Volume | 2 | 0 | 4 | 6 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 |
| % App. Total | 33.3 | 0 | 66.7 | | 0 | 75 | 25 | | 0 | 0 | 0 | | 0 | 50 | 50 | |
| PHF | .250 | .000 | .500 | .375 | .000 | .375 | .250 | .500 | .000 | .000 | .000 | .000 | .000 | .417 | .625 | .833 |

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County of Fresno
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File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:30 PM | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 0 | 0 | 1 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| Grand Total | 2 | 0 | 0 | 2 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 10 |
| Apprch % | 100 | 0 | 0 | | 0 | 80 | 20 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| Total % | 20 | 0 | 0 | 20 | 0 | 40 | 10 | 50 | 0 | 0 | 0 | 0 | 0 | 30 | 0 | 30 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **2** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| % App. Total | 100 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .250 | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 | .375 |

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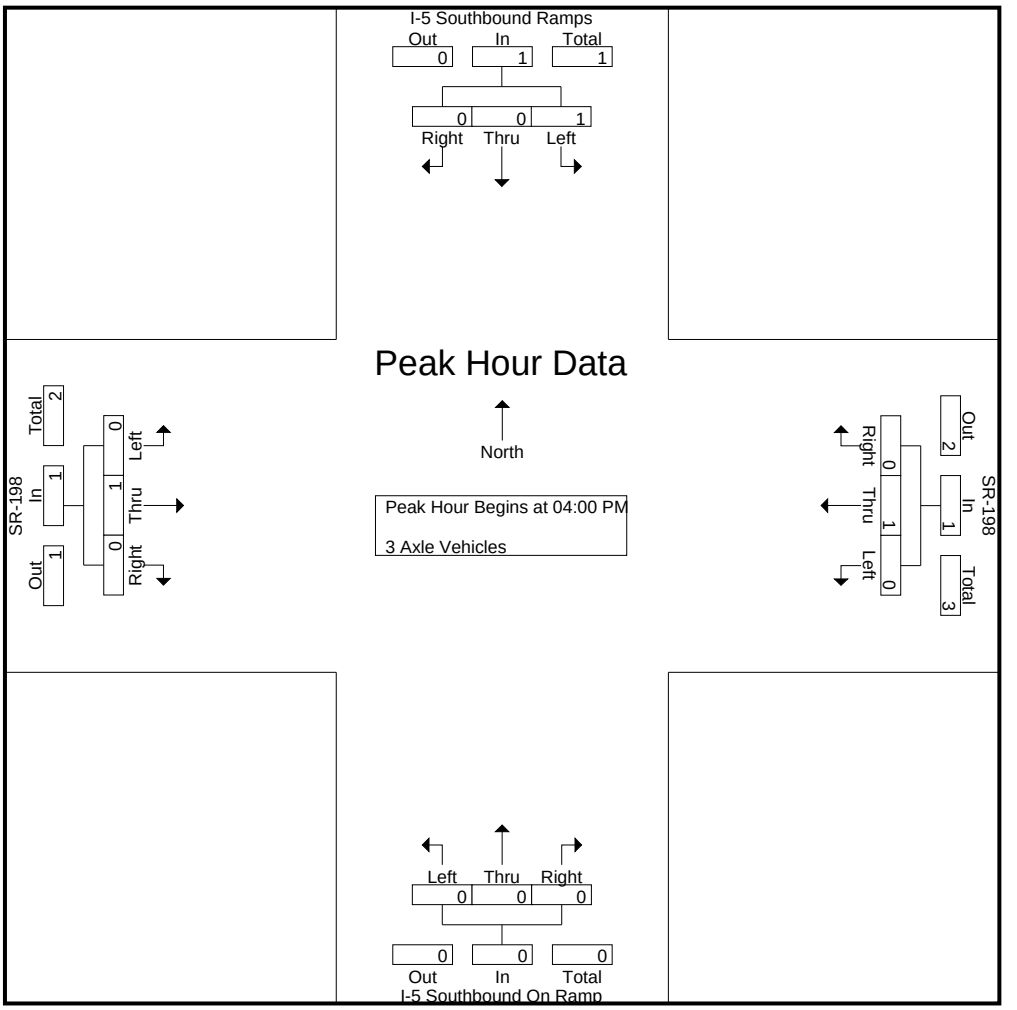
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **1** | 0 | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| % App. Total | 100 | 0 | 0 | | 0 | 100 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .250 | .000 | .000 | .250 | .000 | .250 | .000 | .250 | .000 | .000 | .000 | .000 | .000 | .250 | .000 | .250 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 7 | 0 | 13 | 20 | 0 | 7 | 3 | 10 | 0 | 0 | 0 | 0 | 0 | 2 | 16 | 18 | 48 |
| 04:15 PM | 6 | 0 | 6 | 12 | 0 | 7 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 13 | 34 |
| 04:30 PM | 4 | 0 | 6 | 10 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 8 | 7 | 15 | 31 |
| 04:45 PM | 7 | 0 | 5 | 12 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 28 |
| Total | 24 | 0 | 30 | 54 | 0 | 27 | 6 | 33 | 0 | 0 | 0 | 0 | 0 | 19 | 35 | 54 | 141 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 3 | 0 | 10 | 13 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 9 | 15 | 29 |
| 05:15 PM | 3 | 0 | 5 | 8 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 8 | 10 | 21 |
| 05:30 PM | 5 | 0 | 10 | 15 | 0 | 2 | 2 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 11 | 13 | 32 |
| 05:45 PM | 4 | 0 | 2 | 6 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 7 | 2 | 9 | 20 |
| Total | 15 | 0 | 27 | 42 | 0 | 9 | 4 | 13 | 0 | 0 | 0 | 0 | 0 | 17 | 30 | 47 | 102 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 39 | 0 | 57 | 96 | 0 | 36 | 10 | 46 | 0 | 0 | 0 | 0 | 0 | 36 | 65 | 101 | 243 |
| Apprch % | 40.6 | 0 | 59.4 | | 0 | 78.3 | 21.7 | | 0 | 0 | 0 | | 0 | 35.6 | 64.4 | | |
| Total % | 16 | 0 | 23.5 | 39.5 | 0 | 14.8 | 4.1 | 18.9 | 0 | 0 | 0 | 0 | 0 | 14.8 | 26.7 | 41.6 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | **7** | 0 | **13** | **20** | 0 | **7** | **3** | **10** | 0 | 0 | 0 | 0 | 0 | 2 | **16** | **18** | **48** |
| 04:15 PM | 6 | 0 | 6 | 12 | 0 | 7 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 13 | 34 |
| 04:30 PM | 4 | 0 | 6 | 10 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | **8** | 7 | 15 | 31 |
| 04:45 PM | 7 | 0 | 5 | 12 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 | 28 |
| Total Volume | 24 | 0 | 30 | 54 | 0 | 27 | 6 | 33 | 0 | 0 | 0 | 0 | 0 | 19 | 35 | 54 | 141 |
| % App. Total | 44.4 | 0 | 55.6 | | 0 | 81.8 | 18.2 | | 0 | 0 | 0 | | 0 | 35.2 | 64.8 | | |
| PHF | .857 | .000 | .577 | .675 | .000 | .964 | .500 | .825 | .000 | .000 | .000 | .000 | .000 | .594 | .547 | .750 | .734 |

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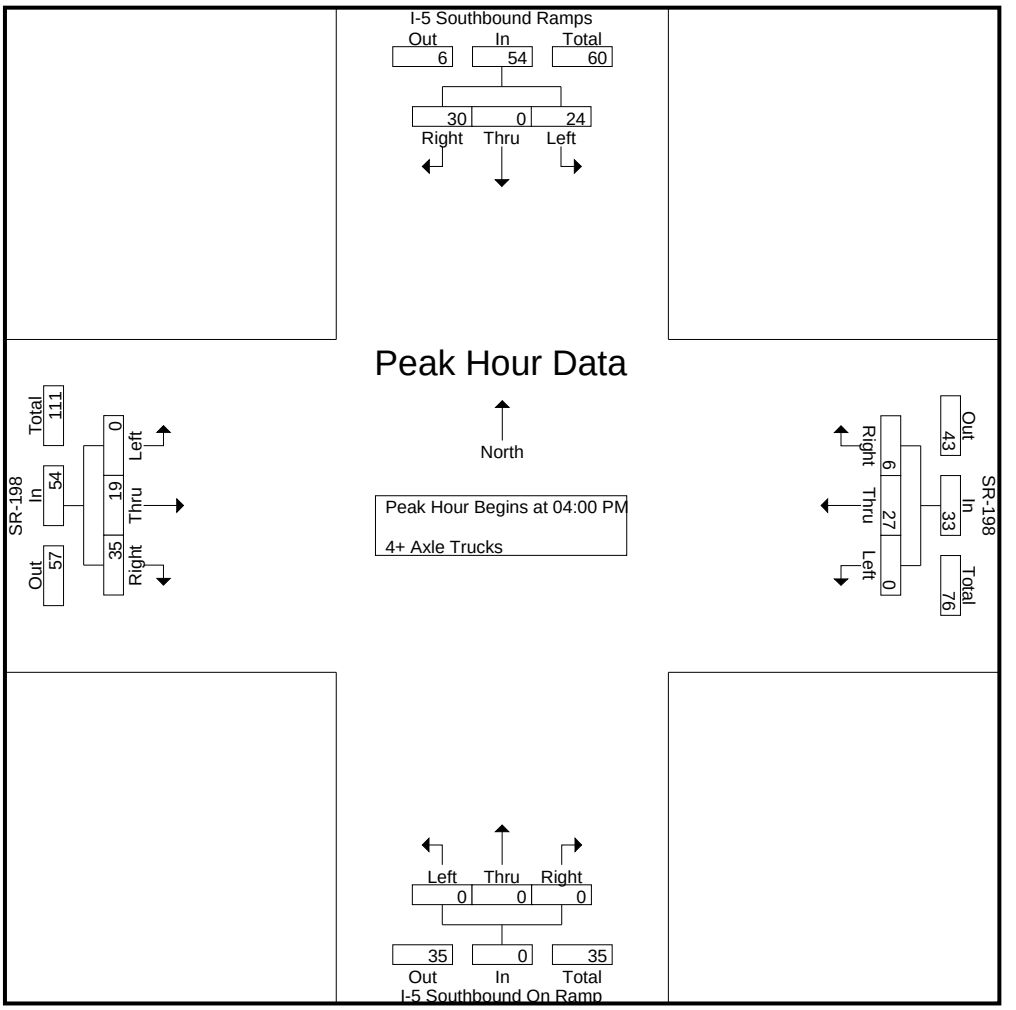
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **7** | 0 | **13** | **20** | 0 | **7** | **3** | **10** | 0 | 0 | 0 | 0 | 0 | 2 | **16** | **18** |
| +15 mins. | 6 | 0 | 6 | 12 | 0 | 7 | 2 | 9 | 0 | 0 | 0 | 0 | 0 | 4 | 9 | 13 |
| +30 mins. | 4 | 0 | 6 | 10 | 0 | 6 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | **8** | 7 | 15 |
| +45 mins. | 7 | 0 | 5 | 12 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 5 | 3 | 8 |
| Total Volume | 24 | 0 | 30 | 54 | 0 | 27 | 6 | 33 | 0 | 0 | 0 | 0 | 0 | 19 | 35 | 54 |
| % App. Total | 44.4 | 0 | 55.6 | | 0 | 81.8 | 18.2 | | 0 | 0 | 0 | | 0 | 35.2 | 64.8 | |
| PHF | .857 | .000 | .577 | .675 | .000 | .964 | .500 | .825 | .000 | .000 | .000 | .000 | .000 | .594 | .547 | .750 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

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

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 42 | 0 | 61 | 103 | 0 | 40 | 10 | 50 | 0 | 0 | 0 | 0 | 0 | 31 | 53 | 84 | 237 |
| 11:15 AM | 28 | 0 | 46 | 74 | 0 | 38 | 19 | 57 | 0 | 0 | 0 | 0 | 0 | 37 | 46 | 83 | 214 |
| 11:30 AM | 26 | 0 | 40 | 66 | 0 | 46 | 17 | 63 | 0 | 0 | 0 | 0 | 0 | 36 | 58 | 94 | 223 |
| 11:45 AM | 32 | 0 | 63 | 95 | 0 | 42 | 15 | 57 | 0 | 0 | 0 | 0 | 0 | 48 | 46 | 94 | 246 |
| Total | 128 | 0 | 210 | 338 | 0 | 166 | 61 | 227 | 0 | 0 | 0 | 0 | 0 | 152 | 203 | 355 | 920 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 28 | 0 | 55 | 83 | 0 | 34 | 12 | 46 | 0 | 0 | 0 | 0 | 0 | 47 | 52 | 99 | 228 |
| 12:15 PM | 28 | 0 | 48 | 76 | 0 | 34 | 15 | 49 | 0 | 0 | 0 | 0 | 0 | 36 | 48 | 84 | 209 |
| 12:30 PM | 24 | 0 | 47 | 71 | 0 | 37 | 17 | 54 | 0 | 0 | 0 | 0 | 0 | 40 | 62 | 102 | 227 |
| 12:45 PM | 24 | 0 | 62 | 86 | 0 | 34 | 11 | 45 | 0 | 0 | 0 | 0 | 0 | 38 | 48 | 86 | 217 |
| Total | 104 | 0 | 212 | 316 | 0 | 139 | 55 | 194 | 0 | 0 | 0 | 0 | 0 | 161 | 210 | 371 | 881 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 232 | 0 | 422 | 654 | 0 | 305 | 116 | 421 | 0 | 0 | 0 | 0 | 0 | 313 | 413 | 726 | 1801 |
| Apprch % | 35.5 | 0 | 64.5 | | 0 | 72.4 | 27.6 | | 0 | 0 | 0 | | 0 | 43.1 | 56.9 | | |
| Total % | 12.9 | 0 | 23.4 | 36.3 | 0 | 16.9 | 6.4 | 23.4 | 0 | 0 | 0 | 0 | 0 | 17.4 | 22.9 | 40.3 | |
| Passenger Vehicles | 215 | 0 | 400 | 615 | 0 | 288 | 112 | 400 | 0 | 0 | 0 | 0 | 0 | 292 | 386 | 678 | 1693 |
| % Passenger Vehicles | 92.7 | 0 | 94.8 | 94 | 0 | 94.4 | 96.6 | 95 | 0 | 0 | 0 | 0 | 0 | 93.3 | 93.5 | 93.4 | 94 |
| Large 2 Axle Vehicles | 4 | 0 | 4 | 8 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 22 |
| % Large 2 Axle Vehicles | 1.7 | 0 | 0.9 | 1.2 | 0 | 0.7 | 0.9 | 0.7 | 0 | 0 | 0 | 0 | 0 | 1.6 | 1.5 | 1.5 | 1.2 |
| 3 Axle Vehicles | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 8 |
| % 3 Axle Vehicles | 0 | 0 | 0.2 | 0.2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1.6 | 0.5 | 1 | 0.4 |
| 4+ Axle Trucks | 13 | 0 | 17 | 30 | 0 | 15 | 3 | 18 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 30 | 78 |
| % 4+ Axle Trucks | 5.6 | 0 | 4 | 4.6 | 0 | 4.9 | 2.6 | 4.3 | 0 | 0 | 0 | 0 | 0 | 3.5 | 4.6 | 4.1 | 4.3 |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | **42** | 0 | 61 | **103** | 0 | 40 | 10 | 50 | 0 | 0 | 0 | 0 | 0 | 31 | 53 | 84 | 237 |
| 11:15 AM | 28 | 0 | 46 | 74 | 0 | 38 | **19** | 57 | 0 | 0 | 0 | 0 | 0 | 37 | 46 | 83 | 214 |
| 11:30 AM | 26 | 0 | 40 | 66 | 0 | **46** | 17 | **63** | 0 | 0 | 0 | 0 | 0 | 36 | **58** | **94** | 223 |
| 11:45 AM | 32 | 0 | **63** | 95 | 0 | 42 | 15 | 57 | 0 | 0 | 0 | 0 | 0 | **48** | 46 | 94 | **246** |
| Total Volume | 128 | 0 | 210 | 338 | 0 | 166 | 61 | 227 | 0 | 0 | 0 | 0 | 0 | 152 | 203 | 355 | 920 |
| % App. Total | 37.9 | 0 | 62.1 | | 0 | 73.1 | 26.9 | | 0 | 0 | 0 | | 0 | 42.8 | 57.2 | | |
| PHF | .762 | .000 | .833 | .820 | .000 | .902 | .803 | .901 | .000 | .000 | .000 | .000 | .000 | .792 | .875 | .944 | .935 |

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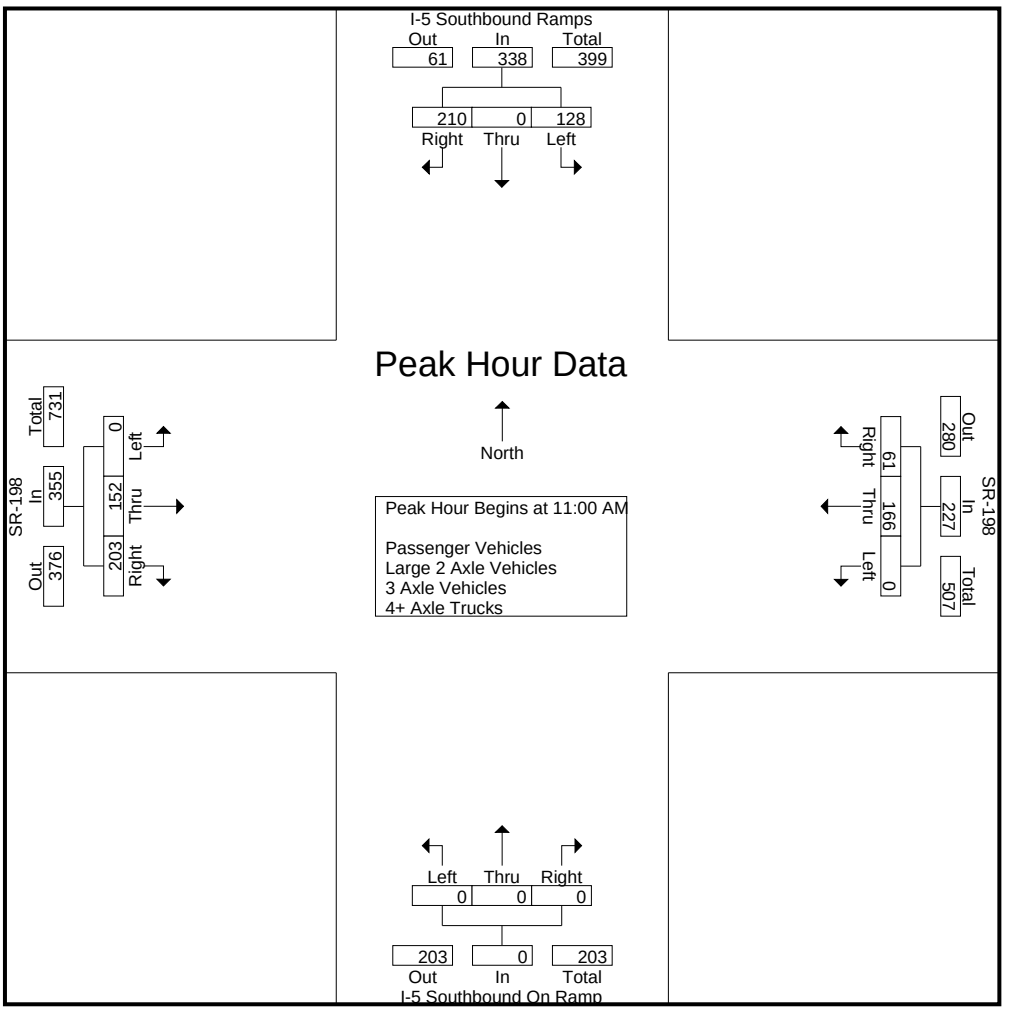
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:45 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **42** | 0 | 61 | **103** | 0 | 40 | 10 | 50 | 0 | 0 | 0 | 0 | 0 | **48** | 46 | 94 |
| +15 mins. | 28 | 0 | 46 | 74 | 0 | 38 | **19** | 57 | 0 | 0 | 0 | 0 | 0 | 47 | 52 | 99 |
| +30 mins. | 26 | 0 | 40 | 66 | 0 | **46** | 17 | **63** | 0 | 0 | 0 | 0 | 0 | 36 | 48 | 84 |
| +45 mins. | 32 | 0 | **63** | 95 | 0 | 42 | 15 | 57 | 0 | 0 | 0 | 0 | 0 | 40 | **62** | **102** |
| Total Volume | 128 | 0 | 210 | 338 | 0 | 166 | 61 | 227 | 0 | 0 | 0 | 0 | 0 | 171 | 208 | 379 |
| % App. Total | 37.9 | 0 | 62.1 | | 0 | 73.1 | 26.9 | | 0 | 0 | 0 | | 0 | 45.1 | 54.9 | |
| PHF | .762 | .000 | .833 | .820 | .000 | .902 | .803 | .901 | .000 | .000 | .000 | .000 | .000 | .891 | .839 | .929 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 40 | 0 | 58 | 98 | 0 | 40 | 9 | 49 | 0 | 0 | 0 | 0 | 0 | 27 | 50 | 77 | 224 |
| 11:15 AM | 28 | 0 | 43 | 71 | 0 | 35 | 19 | 54 | 0 | 0 | 0 | 0 | 0 | 35 | 45 | 80 | 205 |
| 11:30 AM | 23 | 0 | 36 | 59 | 0 | 42 | 16 | 58 | 0 | 0 | 0 | 0 | 0 | 35 | 53 | 88 | 205 |
| 11:45 AM | 30 | 0 | 60 | 90 | 0 | 40 | 14 | 54 | 0 | 0 | 0 | 0 | 0 | 45 | 44 | 89 | 233 |
| Total | 121 | 0 | 197 | 318 | 0 | 157 | 58 | 215 | 0 | 0 | 0 | 0 | 0 | 142 | 192 | 334 | 867 |
| 12:00 PM | 27 | 0 | 54 | 81 | 0 | 31 | 12 | 43 | 0 | 0 | 0 | 0 | 0 | 41 | 49 | 90 | 214 |
| 12:15 PM | 27 | 0 | 46 | 73 | 0 | 33 | 14 | 47 | 0 | 0 | 0 | 0 | 0 | 33 | 44 | 77 | 197 |
| 12:30 PM | 20 | 0 | 42 | 62 | 0 | 37 | 17 | 54 | 0 | 0 | 0 | 0 | 0 | 40 | 58 | 98 | 214 |
| 12:45 PM | 20 | 0 | 61 | 81 | 0 | 30 | 11 | 41 | 0 | 0 | 0 | 0 | 0 | 36 | 43 | 79 | 201 |
| Total | 94 | 0 | 203 | 297 | 0 | 131 | 54 | 185 | 0 | 0 | 0 | 0 | 0 | 150 | 194 | 344 | 826 |
| Grand Total | 215 | 0 | 400 | 615 | 0 | 288 | 112 | 400 | 0 | 0 | 0 | 0 | 0 | 292 | 386 | 678 | 1693 |
| Apprch % | 35 | 0 | 65 | | 0 | 72 | 28 | | 0 | 0 | 0 | | 0 | 43.1 | 56.9 | | |
| Total % | 12.7 | 0 | 23.6 | 36.3 | 0 | 17 | 6.6 | 23.6 | 0 | 0 | 0 | 0 | 0 | 17.2 | 22.8 | 40 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | **40** | 0 | 58 | **98** | 0 | 40 | 9 | 49 | 0 | 0 | 0 | 0 | 0 | 27 | 50 | 77 | 224 |
| 11:15 AM | 28 | 0 | 43 | 71 | 0 | 35 | **19** | 54 | 0 | 0 | 0 | 0 | 0 | 35 | 45 | 80 | 205 |
| 11:30 AM | 23 | 0 | 36 | 59 | 0 | **42** | 16 | **58** | 0 | 0 | 0 | 0 | 0 | 35 | **53** | 88 | 205 |
| 11:45 AM | 30 | 0 | **60** | 90 | 0 | 40 | 14 | 54 | 0 | 0 | 0 | 0 | 0 | **45** | 44 | **89** | **233** |
| Total Volume | 121 | 0 | 197 | 318 | 0 | 157 | 58 | 215 | 0 | 0 | 0 | 0 | 0 | 142 | 192 | 334 | 867 |
| % App. Total | 38.1 | 0 | 61.9 | | 0 | 73 | 27 | | 0 | 0 | 0 | | 0 | 42.5 | 57.5 | | |
| PHF | .756 | .000 | .821 | .811 | .000 | .935 | .763 | .927 | .000 | .000 | .000 | .000 | .000 | .789 | .906 | .938 | .930 |

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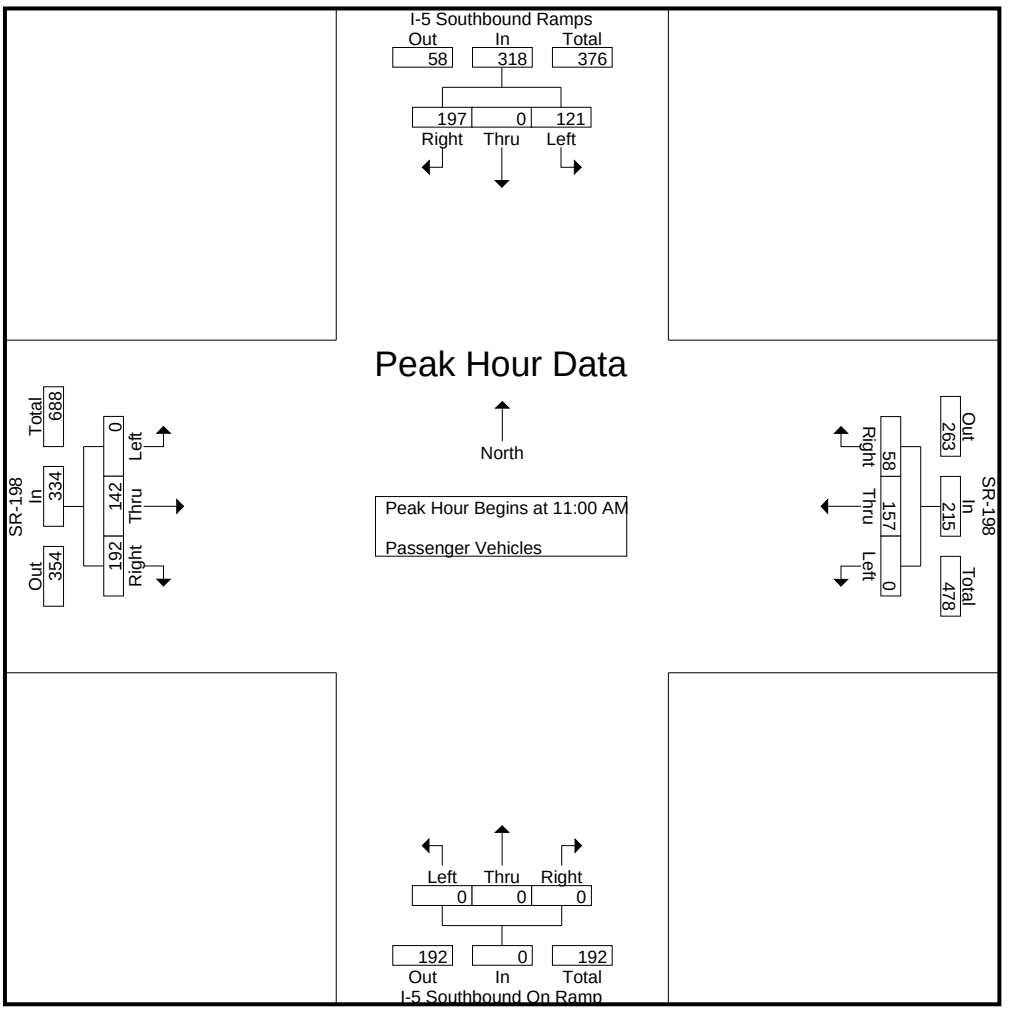
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **40** | 0 | 58 | **98** | 0 | 40 | 9 | 49 | 0 | 0 | 0 | 0 | 0 | 27 | 50 | 77 |
| +15 mins. | 28 | 0 | 43 | 71 | 0 | 35 | **19** | 54 | 0 | 0 | 0 | 0 | 0 | 35 | 45 | 80 |
| +30 mins. | 23 | 0 | 36 | 59 | 0 | **42** | 16 | **58** | 0 | 0 | 0 | 0 | 0 | 35 | **53** | 88 |
| +45 mins. | 30 | 0 | **60** | 90 | 0 | 40 | 14 | 54 | 0 | 0 | 0 | 0 | 0 | **45** | 44 | **89** |
| Total Volume | 121 | 0 | 197 | 318 | 0 | 157 | 58 | 215 | 0 | 0 | 0 | 0 | 0 | 142 | 192 | 334 |
| % App. Total | 38.1 | 0 | 61.9 | | 0 | 73 | 27 | | 0 | 0 | 0 | | 0 | 42.5 | 57.5 | |
| PHF | .756 | .000 | .821 | .811 | .000 | .935 | .763 | .927 | .000 | .000 | .000 | .000 | .000 | .789 | .906 | .938 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022


Groups Printed- Large 2 Axle Vehicles

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 4 |
| 11:15 AM | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 AM | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 3 |
| 11:45 AM | 1 | 0 | 1 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| Total | 2 | 0 | 3 | 5 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 13 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 12:15 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 2 |
| 12:45 PM | 2 | 0 | 0 | 2 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 4 |
| Total | 2 | 0 | 1 | 3 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 9 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 4 | 0 | 4 | 8 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 5 | 6 | 11 | 22 |
| Apprch % | 50 | 0 | 50 | | 0 | 66.7 | 33.3 | | 0 | 0 | 0 | | 0 | 45.5 | 54.5 | | |
| Total % | 18.2 | 0 | 18.2 | 36.4 | 0 | 9.1 | 4.5 | 13.6 | 0 | 0 | 0 | 0 | 0 | 22.7 | 27.3 | 50 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** | **4** |
| 11:15 AM | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 11:30 AM | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 2 | 3 |
| 11:45 AM | 1 | 0 | 1 | 2 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 4 |
| Total Volume | 2 | 0 | 3 | 5 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 | 13 |
| % App. Total | 40 | 0 | 60 | | 0 | 50 | 50 | | 0 | 0 | 0 | | 0 | 50 | 50 | | |
| PHF | .500 | .000 | .375 | .625 | .000 | .250 | .250 | .500 | .000 | .000 | .000 | .000 | .000 | .250 | .375 | .500 | .813 |

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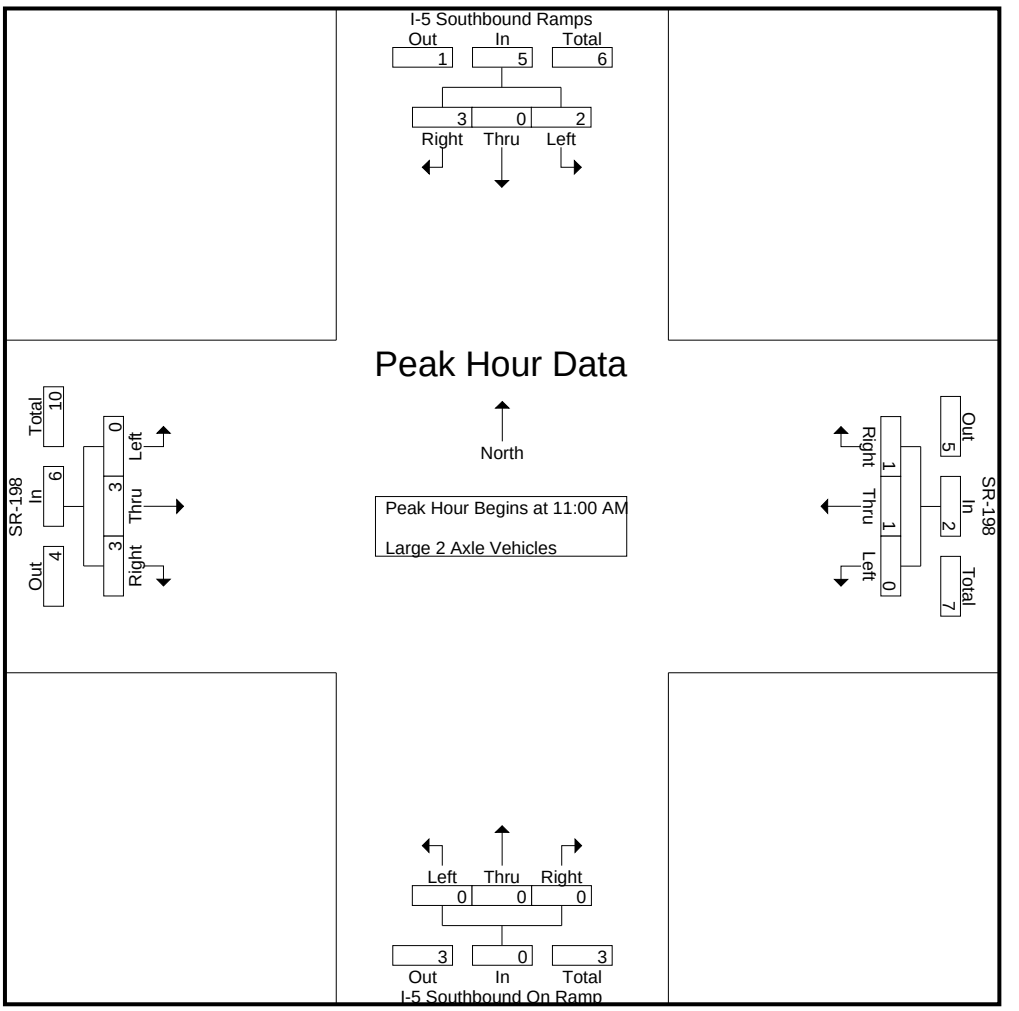
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | 0 | 0 | 0 | 0 | **3** | 0 | **3** |
| +15 mins. | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | **1** | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 2 |
| +45 mins. | 1 | 0 | 1 | 2 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| Total Volume | 2 | 0 | 3 | 5 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 6 |
| % App. Total | 40 | 0 | 60 | | 0 | 50 | 50 | | 0 | 0 | 0 | | 0 | 50 | 50 | |
| PHF | .500 | .000 | .375 | .625 | .000 | .250 | .250 | .500 | .000 | .000 | .000 | .000 | .000 | .250 | .375 | .500 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 12:30 PM | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| Total | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 6 |
| Grand Total | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 2 | 7 | 8 |
| Apprch % | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 71.4 | 28.6 | | |
| Total % | 0 | 0 | 12.5 | 12.5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 62.5 | 25 | 87.5 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | **1** |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 2 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 | .500 |

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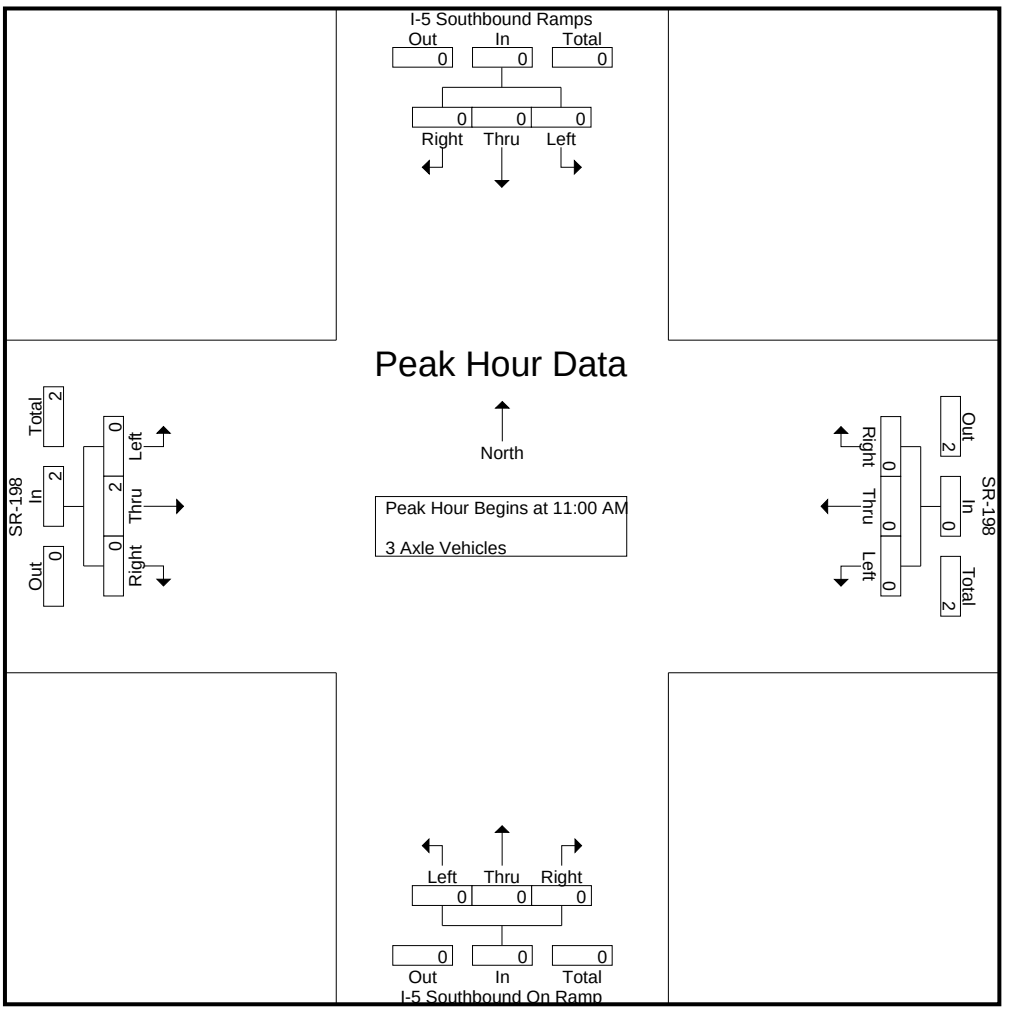
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .000 | .500 |

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County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 8 |
| 11:15 AM | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 |
| 11:30 AM | 2 | 0 | 4 | 6 | 0 | 4 | 1 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 15 |
| 11:45 AM | 1 | 0 | 2 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 9 |
| Total | 5 | 0 | 10 | 15 | 0 | 8 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 13 | 38 |
| 12:00 PM | 1 | 0 | 1 | 2 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 10 |
| 12:15 PM | 1 | 0 | 1 | 2 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 9 |
| 12:30 PM | 4 | 0 | 4 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 10 |
| 12:45 PM | 2 | 0 | 1 | 3 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 11 |
| Total | 8 | 0 | 7 | 15 | 0 | 7 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 6 | 11 | 17 | 40 |
| Grand Total | 13 | 0 | 17 | 30 | 0 | 15 | 3 | 18 | 0 | 0 | 0 | 0 | 0 | 11 | 19 | 30 | 78 |
| Apprch % | 43.3 | 0 | 56.7 | | 0 | 83.3 | 16.7 | | 0 | 0 | 0 | | 0 | 36.7 | 63.3 | | |
| Total % | 16.7 | 0 | 21.8 | 38.5 | 0 | 19.2 | 3.8 | 23.1 | 0 | 0 | 0 | 0 | 0 | 14.1 | 24.4 | 38.5 | |

| | I-5 Southbound Ramps Southbound | | | | SR-198 Westbound | | | | I-5 Southbound On Ramp Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | **2** | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 3 | 8 |
| 11:15 AM | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 6 |
| 11:30 AM | 2 | 0 | **4** | **6** | 0 | **4** | **1** | **5** | 0 | 0 | 0 | 0 | 0 | 1 | 3 | **4** | **15** |
| 11:45 AM | 1 | 0 | 2 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | **3** | 1 | 4 | 9 |
| Total Volume | 5 | 0 | 10 | 15 | 0 | 8 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 13 | 38 |
| % App. Total | 33.3 | 0 | 66.7 | | 0 | 80 | 20 | | 0 | 0 | 0 | | 0 | 38.5 | 61.5 | | |
| PHF | .625 | .000 | .625 | .625 | .000 | .500 | .500 | .500 | .000 | .000 | .000 | .000 | .000 | .417 | .667 | .813 | .633 |

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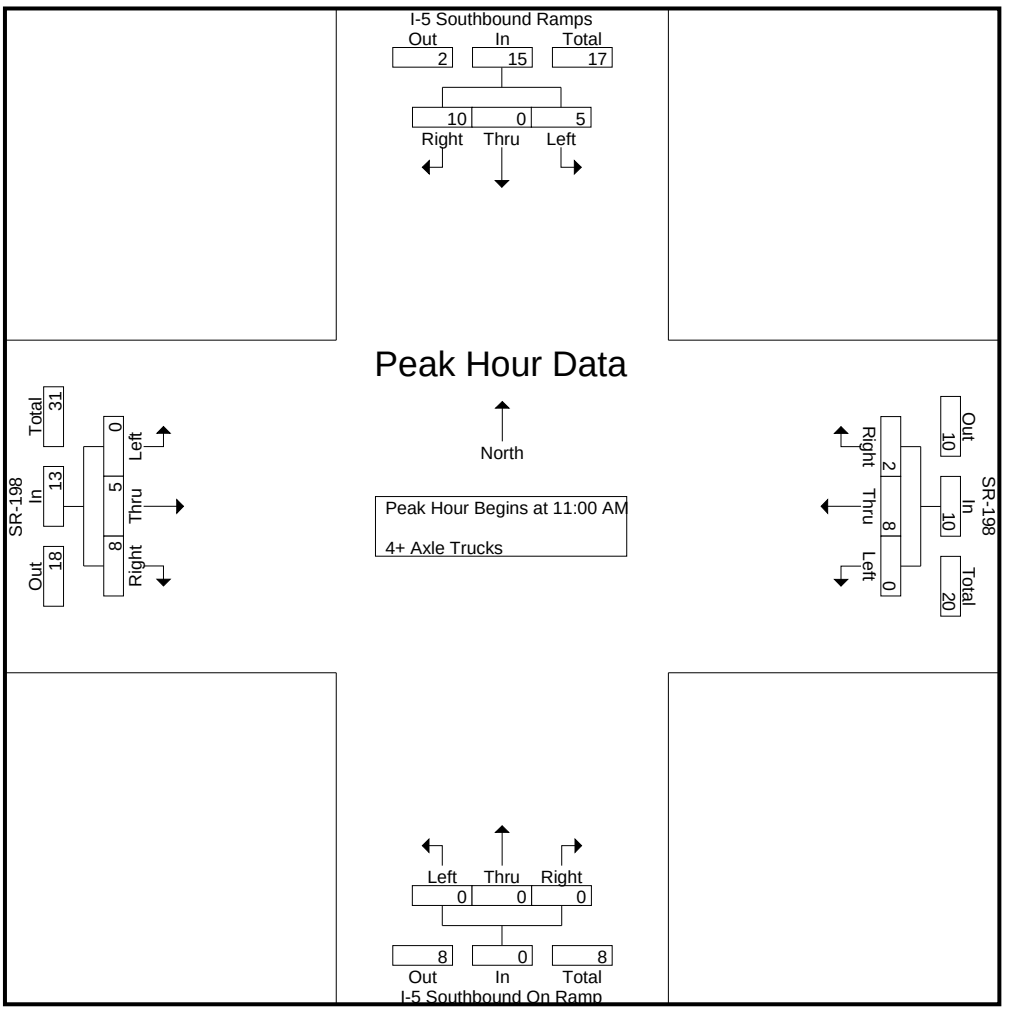
County of Fresno
N/S: I-5 Southbound Ramps
E/W: SR-198
Weather: Clear

File Name : 03_CFO_5S_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | **2** | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | 3 |
| +15 mins. | 0 | 0 | 1 | 1 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| +30 mins. | 2 | 0 | **4** | **6** | 0 | **4** | **1** | **5** | 0 | 0 | 0 | 0 | 0 | 1 | 3 | **4** |
| +45 mins. | 1 | 0 | 2 | 3 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | **3** | 1 | 4 |
| Total Volume | 5 | 0 | 10 | 15 | 0 | 8 | 2 | 10 | 0 | 0 | 0 | 0 | 0 | 5 | 8 | 13 |
| % App. Total | 33.3 | 0 | 66.7 | | 0 | 80 | 20 | | 0 | 0 | 0 | | 0 | 38.5 | 61.5 | |
| PHF | .625 | .000 | .625 | .625 | .000 | .500 | .500 | .500 | .000 | .000 | .000 | .000 | .000 | .417 | .667 | .813 |

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Corona, CA 92878
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County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

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

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 35 | 17 | 52 | 11 | 0 | 11 | 22 | 0 | 25 | 10 | 35 | 109 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 26 | 20 | 46 | 10 | 0 | 2 | 12 | 0 | 24 | 11 | 35 | 93 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 31 | 20 | 51 | 10 | 1 | 8 | 19 | 0 | 30 | 10 | 40 | 110 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 13 | 27 | 40 | 11 | 0 | 8 | 19 | 0 | 38 | 13 | 51 | 110 |
| Total | 0 | 0 | 0 | 0 | 0 | 105 | 84 | 189 | 42 | 1 | 29 | 72 | 0 | 117 | 44 | 161 | 422 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 30 | 25 | 55 | 8 | 0 | 10 | 18 | 0 | 38 | 16 | 54 | 127 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 32 | 9 | 0 | 7 | 16 | 0 | 32 | 12 | 44 | 92 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 39 | 17 | 56 | 7 | 0 | 9 | 16 | 0 | 26 | 7 | 33 | 105 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 22 | 21 | 43 | 12 | 0 | 15 | 27 | 0 | 39 | 10 | 49 | 119 |
| Total | 0 | 0 | 0 | 0 | 0 | 107 | 79 | 186 | 36 | 0 | 41 | 77 | 0 | 135 | 45 | 180 | 443 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 212 | 163 | 375 | 78 | 1 | 70 | 149 | 0 | 252 | 89 | 341 | 865 |
| Apprch % | 0 | 0 | 0 | | 0 | 56.5 | 43.5 | | 52.3 | 0.7 | 47 | | 0 | 73.9 | 26.1 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 24.5 | 18.8 | 43.4 | 9 | 0.1 | 8.1 | 17.2 | 0 | 29.1 | 10.3 | 39.4 | |
| Passenger Vehicles | 0 | 0 | 0 | 0 | 0 | 171 | 100 | 271 | 59 | 1 | 54 | 114 | 0 | 189 | 89 | 278 | 663 |
| % Passenger Vehicles | 0 | 0 | 0 | 0 | 0 | 80.7 | 61.3 | 72.3 | 75.6 | 100 | 77.1 | 76.5 | 0 | 75 | 100 | 81.5 | 76.6 |
| Large 2 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 21 | 2 | 0 | 2 | 4 | 0 | 6 | 0 | 6 | 31 |
| % Large 2 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 6.1 | 4.9 | 5.6 | 2.6 | 0 | 2.9 | 2.7 | 0 | 2.4 | 0 | 1.8 | 3.6 |
| 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 17 | 14 | 31 | 3 | 0 | 2 | 5 | 0 | 20 | 0 | 20 | 56 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 8 | 8.6 | 8.3 | 3.8 | 0 | 2.9 | 3.4 | 0 | 7.9 | 0 | 5.9 | 6.5 |
| 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 11 | 41 | 52 | 14 | 0 | 12 | 26 | 0 | 37 | 0 | 37 | 115 |
| % 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 5.2 | 25.2 | 13.9 | 17.9 | 0 | 17.1 | 17.4 | 0 | 14.7 | 0 | 10.9 | 13.3 |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 30 | **25** | 55 | 8 | 0 | 10 | 18 | 0 | 38 | **16** | **54** | **127** |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 16 | 16 | 32 | 9 | 0 | 7 | 16 | 0 | 32 | 12 | 44 | 92 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | **39** | 17 | **56** | 7 | 0 | 9 | 16 | 0 | 26 | 7 | 33 | 105 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 22 | 21 | 43 | **12** | 0 | **15** | **27** | 0 | **39** | 10 | 49 | 119 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 107 | 79 | 186 | 36 | 0 | 41 | 77 | 0 | 135 | 45 | 180 | 443 |
| % App. Total | 0 | 0 | 0 | | 0 | 57.5 | 42.5 | | 46.8 | 0 | 53.2 | | 0 | 75 | 25 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .686 | .790 | .830 | .750 | .000 | .683 | .713 | .000 | .865 | .703 | .833 | .872 |

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County of Fresno
N/S: I-5 Northbound Ramps
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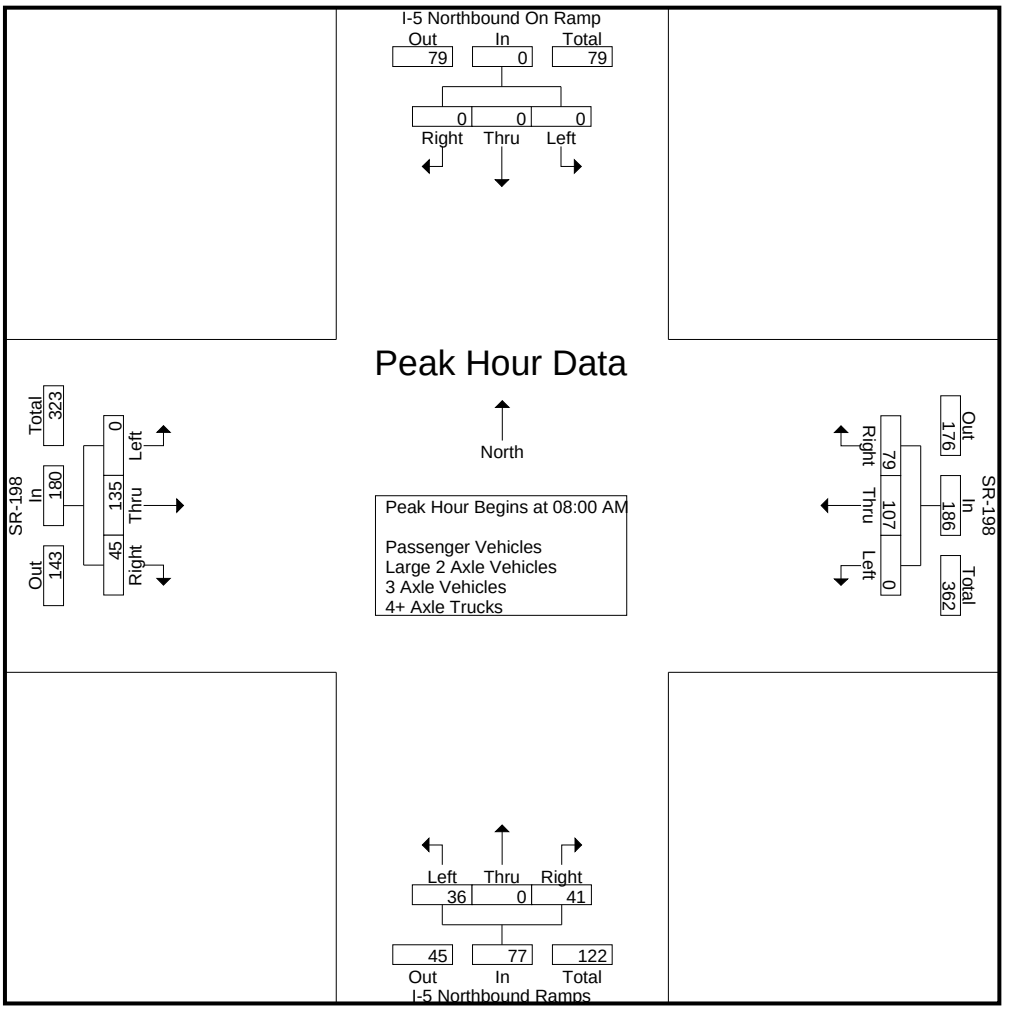
File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 07:00 AM | | | | 07:15 AM | | | | 08:00 AM | | | | 07:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 26 | 20 | 46 | 8 | 0 | 10 | 18 | 0 | 30 | 10 | 40 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | **31** | 20 | 51 | 9 | 0 | 7 | 16 | 0 | **38** | 13 | 51 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 13 | **27** | 40 | 7 | 0 | 9 | 16 | 0 | 38 | **16** | **54** |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 30 | 25 | **55** | **12** | 0 | **15** | **27** | 0 | 32 | 12 | 44 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 100 | 92 | 192 | 36 | 0 | 41 | 77 | 0 | 138 | 51 | 189 |
| % App. Total | 0 | 0 | 0 | | 0 | 52.1 | 47.9 | | 46.8 | 0 | 53.2 | | 0 | 73 | 27 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .806 | .852 | .873 | .750 | .000 | .683 | .713 | .000 | .908 | .797 | .875 |

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County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 25 | 12 | 37 | 8 | 0 | 9 | 17 | 0 | 17 | 10 | 27 | 81 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 22 | 13 | 35 | 6 | 0 | 2 | 8 | 0 | 14 | 11 | 25 | 68 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 26 | 12 | 38 | 6 | 1 | 4 | 11 | 0 | 23 | 10 | 33 | 82 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 12 | 14 | 26 | 9 | 0 | 5 | 14 | 0 | 27 | 13 | 40 | 80 |
| Total | 0 | 0 | 0 | 0 | 0 | 85 | 51 | 136 | 29 | 1 | 20 | 50 | 0 | 81 | 44 | 125 | 311 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 11 | 37 | 8 | 0 | 9 | 17 | 0 | 27 | 16 | 43 | 97 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 15 | 11 | 26 | 8 | 0 | 6 | 14 | 0 | 26 | 12 | 38 | 78 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 27 | 13 | 40 | 6 | 0 | 6 | 12 | 0 | 21 | 7 | 28 | 80 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 18 | 14 | 32 | 8 | 0 | 13 | 21 | 0 | 34 | 10 | 44 | 97 |
| Total | 0 | 0 | 0 | 0 | 0 | 86 | 49 | 135 | 30 | 0 | 34 | 64 | 0 | 108 | 45 | 153 | 352 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 171 | 100 | 271 | 59 | 1 | 54 | 114 | 0 | 189 | 89 | 278 | 663 |
| Apprch % | 0 | 0 | 0 | | 0 | 63.1 | 36.9 | | 51.8 | 0.9 | 47.4 | | 0 | 68 | 32 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 25.8 | 15.1 | 40.9 | 8.9 | 0.2 | 8.1 | 17.2 | 0 | 28.5 | 13.4 | 41.9 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 26 | 11 | 37 | **8** | 0 | 9 | 17 | 0 | 27 | **16** | 43 | **97** |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 15 | 11 | 26 | 8 | 0 | 6 | 14 | 0 | 26 | 12 | 38 | 78 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | **27** | 13 | **40** | 6 | 0 | 6 | 12 | 0 | 21 | 7 | 28 | 80 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 18 | **14** | 32 | 8 | 0 | **13** | **21** | 0 | **34** | 10 | **44** | 97 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 86 | 49 | 135 | 30 | 0 | 34 | 64 | 0 | 108 | 45 | 153 | 352 |
| % App. Total | 0 | 0 | 0 | | 0 | 63.7 | 36.3 | | 46.9 | 0 | 53.1 | | 0 | 70.6 | 29.4 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .796 | .875 | .844 | .938 | .000 | .654 | .762 | .000 | .794 | .703 | .869 | .907 |

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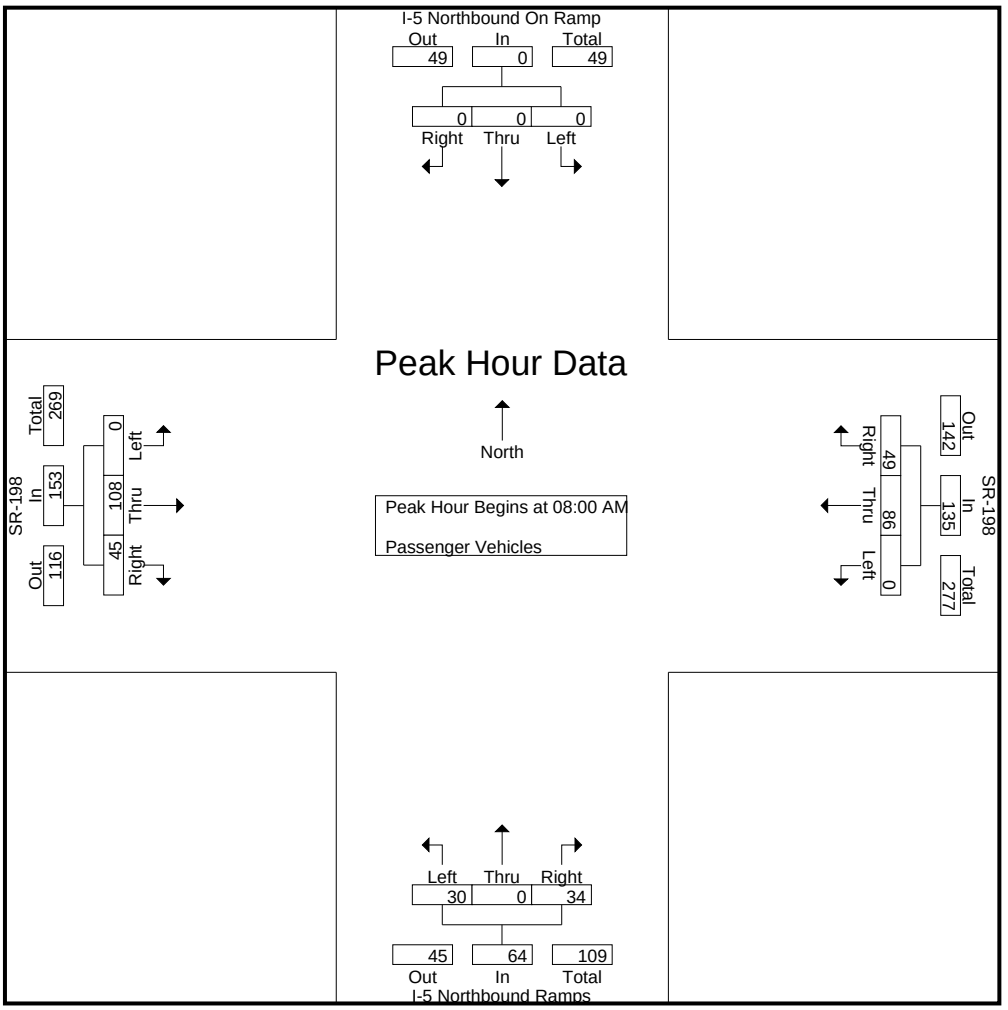
County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 26 | 11 | 37 | **8** | 0 | 9 | 17 | 0 | 27 | **16** | 43 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 15 | 11 | 26 | 8 | 0 | 6 | 14 | 0 | 26 | 12 | 38 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | **27** | 13 | **40** | 6 | 0 | 6 | 12 | 0 | 21 | 7 | 28 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 18 | **14** | 32 | 8 | 0 | **13** | **21** | 0 | **34** | 10 | **44** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 86 | 49 | 135 | 30 | 0 | 34 | 64 | 0 | 108 | 45 | 153 |
| % App. Total | 0 | 0 | 0 | | 0 | 63.7 | 36.3 | | 46.9 | 0 | 53.1 | | 0 | 70.6 | 29.4 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .796 | .875 | .844 | .938 | .000 | .654 | .762 | .000 | .794 | .703 | .869 |

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County of Fresno
N/S: I-5 Northbound Ramps
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Weather: Clear

File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 6 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 8 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 5 | 17 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 2 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 2 | 0 | 2 | 4 | 0 | 1 | 0 | 1 | 14 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 13 | 8 | 21 | 2 | 0 | 2 | 4 | 0 | 6 | 0 | 6 | 31 |
| Apprch % | 0 | 0 | 0 | | 0 | 61.9 | 38.1 | | 50 | 0 | 50 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 41.9 | 25.8 | 67.7 | 6.5 | 0 | 6.5 | 12.9 | 0 | 19.4 | 0 | 19.4 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 3 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 2 | 0 | 0 | 1 | 1 | 0 | **1** | 0 | **1** | **4** |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 1 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 2 | 0 | 2 | 4 | 0 | 1 | 0 | 1 | 14 |
| % App. Total | 0 | 0 | 0 | | 0 | 55.6 | 44.4 | | 50 | 0 | 50 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .500 | .750 | .250 | .000 | .500 | .500 | .000 | .250 | .000 | .250 | .875 |

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County of Fresno
N/S: I-5 Northbound Ramps
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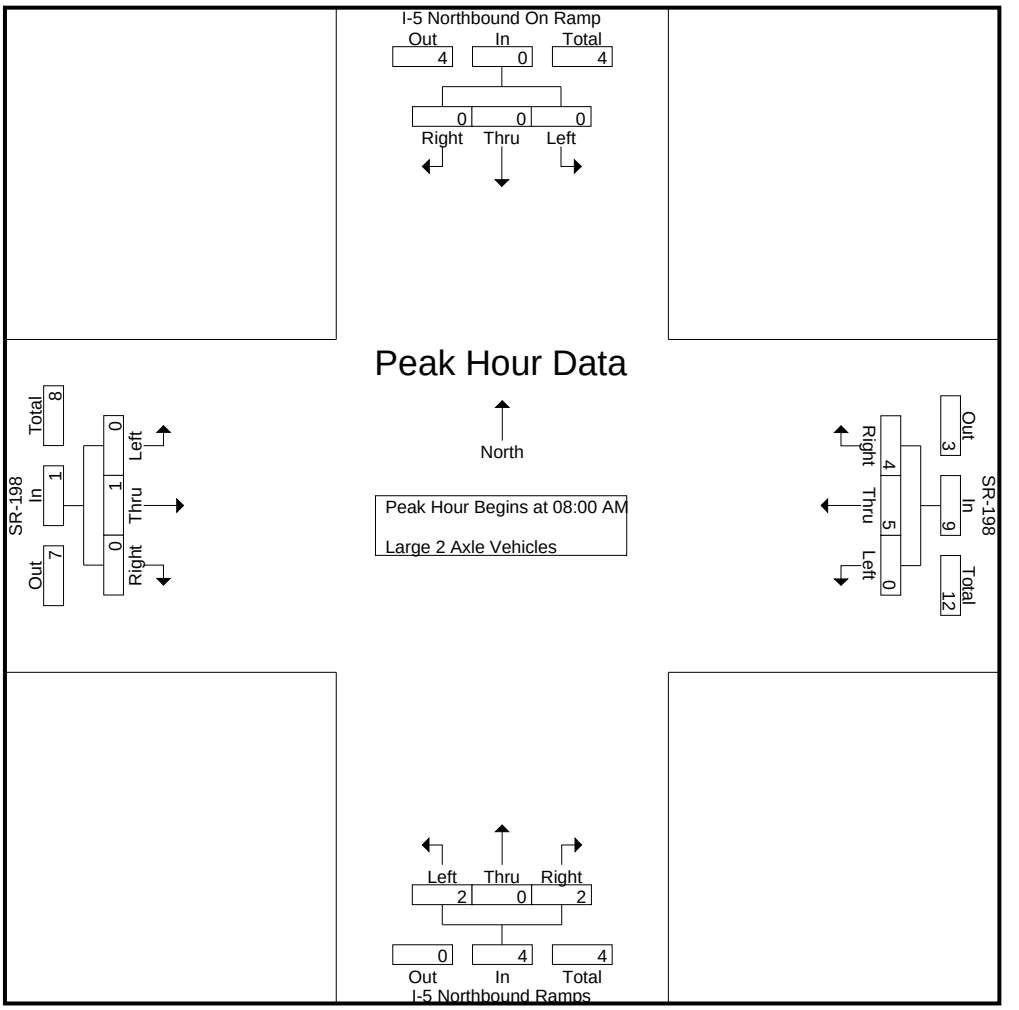
Weather: Clear

File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 2 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 2 | 0 | 0 | 1 | 1 | 0 | **1** | 0 | **1** |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 1 | **3** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | **2** | 0 | 0 | **2** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 5 | 4 | 9 | 2 | 0 | 2 | 4 | 0 | 1 | 0 | 1 |
| % App. Total | 0 | 0 | 0 | | 0 | 55.6 | 44.4 | | 50 | 0 | 50 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .625 | .500 | .750 | .250 | .000 | .500 | .500 | .000 | .250 | .000 | .250 |

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County of Fresno
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File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 2 | 0 | 0 | 2 | 0 | 5 | 0 | 5 | 11 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 5 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 5 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 7 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 8 | 12 | 2 | 0 | 1 | 3 | 0 | 13 | 0 | 13 | 28 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 9 | 1 | 10 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 14 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 19 | 1 | 0 | 1 | 2 | 0 | 7 | 0 | 7 | 28 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 17 | 14 | 31 | 3 | 0 | 2 | 5 | 0 | 20 | 0 | 20 | 56 |
| Apprch % | 0 | 0 | 0 | | 0 | 54.8 | 45.2 | | 60 | 0 | 40 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 30.4 | 25 | 55.4 | 5.4 | 0 | 3.6 | 8.9 | 0 | 35.7 | 0 | 35.7 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 6 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | **9** | 1 | **10** | **1** | 0 | 0 | **1** | 0 | **3** | 0 | **3** | **14** |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 19 | 1 | 0 | 1 | 2 | 0 | 7 | 0 | 7 | 28 |
| % App. Total | 0 | 0 | 0 | | 0 | 68.4 | 31.6 | | 50 | 0 | 50 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .361 | .375 | .475 | .250 | .000 | .250 | .500 | .000 | .583 | .000 | .583 | .500 |

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County of Fresno
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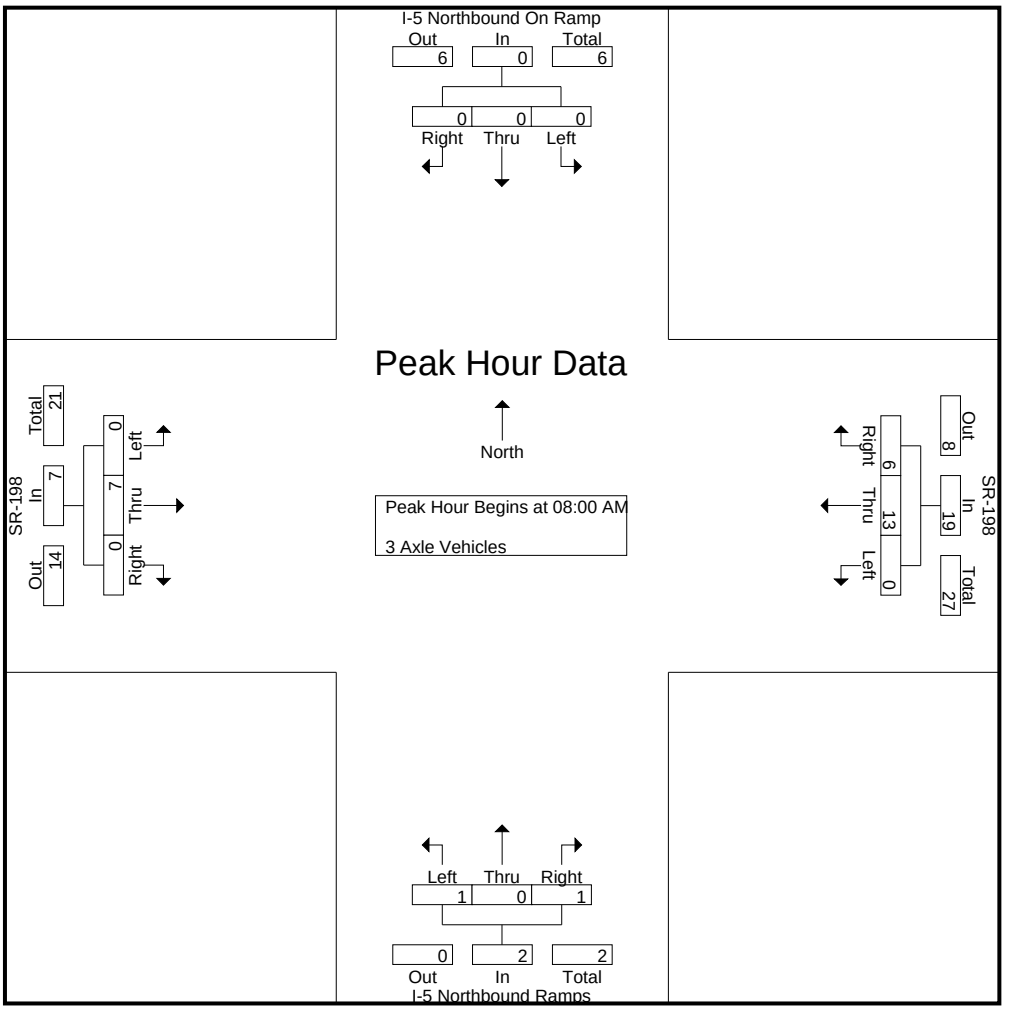
File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **4** | 4 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | **9** | 1 | **10** | **1** | 0 | 0 | **1** | 0 | **3** | 0 | **3** |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | **1** | 1 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 13 | 6 | 19 | 1 | 0 | 1 | 2 | 0 | 7 | 0 | 7 |
| % App. Total | 0 | 0 | 0 | | 0 | 68.4 | 31.6 | | 50 | 0 | 50 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .361 | .375 | .475 | .250 | .000 | .250 | .500 | .000 | .583 | .000 | .583 |

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 07:00 AM | 0 | 0 | 0 | 0 | 0 | 4 | 2 | 6 | 1 | 0 | 2 | 3 | 0 | 3 | 0 | 3 | 12 |
| 07:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 6 | 7 | 4 | 0 | 0 | 4 | 0 | 3 | 0 | 3 | 14 |
| 07:30 AM | 0 | 0 | 0 | 0 | 0 | 3 | 4 | 7 | 4 | 0 | 3 | 7 | 0 | 6 | 0 | 6 | 20 |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 2 | 0 | 3 | 5 | 0 | 6 | 0 | 6 | 20 |
| Total | 0 | 0 | 0 | 0 | 0 | 8 | 21 | 29 | 11 | 0 | 8 | 19 | 0 | 18 | 0 | 18 | 66 |
| | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 10 | 12 | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 9 | 21 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 6 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 3 | 3 | 0 | 2 | 0 | 2 | 8 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | 2 | 0 | 1 | 3 | 0 | 5 | 0 | 5 | 14 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 23 | 3 | 0 | 4 | 7 | 0 | 19 | 0 | 19 | 49 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 11 | 41 | 52 | 14 | 0 | 12 | 26 | 0 | 37 | 0 | 37 | 115 |
| Apprch % | 0 | 0 | 0 | | 0 | 21.2 | 78.8 | | 53.8 | 0 | 46.2 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 9.6 | 35.7 | 45.2 | 12.2 | 0 | 10.4 | 22.6 | 0 | 32.2 | 0 | 32.2 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 08:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 08:00 AM | | | | | | | | | | | | | | | | | |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | **2** | **10** | **12** | 0 | 0 | 0 | 0 | 0 | **9** | 0 | **9** | **21** |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 6 |
| 08:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | **3** | **3** | 0 | 2 | 0 | 2 | 8 |
| 08:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | **2** | 0 | 1 | 3 | 0 | 5 | 0 | 5 | 14 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 23 | 3 | 0 | 4 | 7 | 0 | 19 | 0 | 19 | 49 |
| % App. Total | 0 | 0 | 0 | | 0 | 13 | 87 | | 42.9 | 0 | 57.1 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .375 | .500 | .479 | .375 | .000 | .333 | .583 | .000 | .528 | .000 | .528 | .583 |

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N/S: I-5 Northbound Ramps
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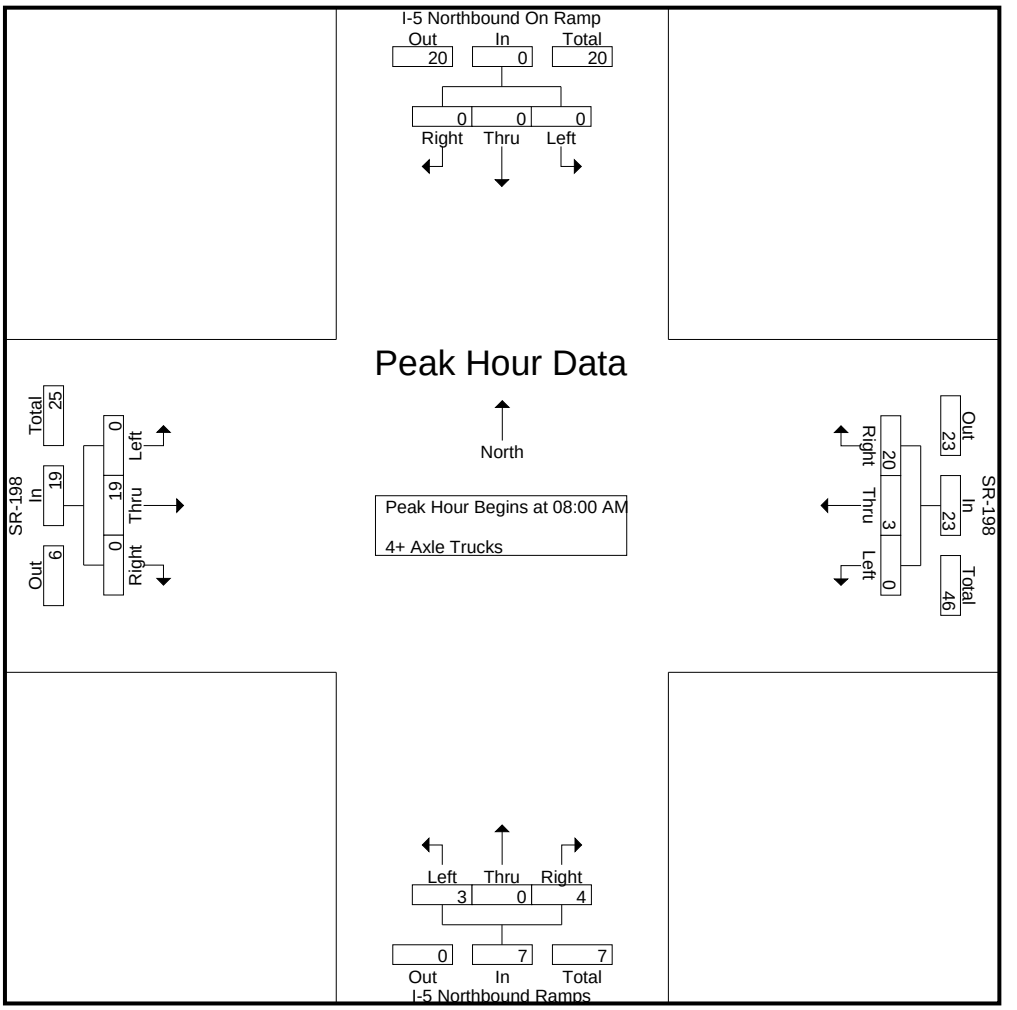
Weather: Clear

File Name : 04_CFO_5N_SR-198 AM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | | 08:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | **2** | **10** | **12** | 0 | 0 | 0 | 0 | 0 | **9** | 0 | **9** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | **3** | **3** | 0 | 2 | 0 | 2 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 6 | **2** | 0 | 1 | 3 | 0 | 5 | 0 | 5 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 20 | 23 | 3 | 0 | 4 | 7 | 0 | 19 | 0 | 19 |
| % App. Total | 0 | 0 | 0 | | 0 | 13 | 87 | | 42.9 | 0 | 57.1 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .375 | .500 | .479 | .375 | .000 | .333 | .583 | .000 | .528 | .000 | .528 |

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County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

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

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 28 | 25 | 53 | 12 | 0 | 25 | 37 | 0 | 52 | 8 | 60 | 150 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 21 | 29 | 50 | 13 | 1 | 8 | 22 | 0 | 46 | 6 | 52 | 124 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 27 | 18 | 45 | 11 | 0 | 16 | 27 | 0 | 37 | 14 | 51 | 123 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 30 | 23 | 53 | 18 | 0 | 19 | 37 | 0 | 50 | 8 | 58 | 148 |
| Total | 0 | 0 | 0 | 0 | 0 | 106 | 95 | 201 | 54 | 1 | 68 | 123 | 0 | 185 | 36 | 221 | 545 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 36 | 18 | 54 | 9 | 0 | 17 | 26 | 0 | 46 | 13 | 59 | 139 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 25 | 26 | 51 | 13 | 0 | 8 | 21 | 0 | 37 | 12 | 49 | 121 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 22 | 15 | 37 | 8 | 0 | 12 | 20 | 0 | 40 | 9 | 49 | 106 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 25 | 20 | 45 | 11 | 0 | 14 | 25 | 0 | 26 | 10 | 36 | 106 |
| Total | 0 | 0 | 0 | 0 | 0 | 108 | 79 | 187 | 41 | 0 | 51 | 92 | 0 | 149 | 44 | 193 | 472 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 214 | 174 | 388 | 95 | 1 | 119 | 215 | 0 | 334 | 80 | 414 | 1017 |
| Apprch % | 0 | 0 | 0 | | 0 | 55.2 | 44.8 | | 44.2 | 0.5 | 55.3 | | 0 | 80.7 | 19.3 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 21 | 17.1 | 38.2 | 9.3 | 0.1 | 11.7 | 21.1 | 0 | 32.8 | 7.9 | 40.7 | |
| Passenger Vehicles | 0 | 0 | 0 | 0 | 0 | 194 | 144 | 338 | 66 | 1 | 104 | 171 | 0 | 291 | 80 | 371 | 880 |
| % Passenger Vehicles | 0 | 0 | 0 | 0 | 0 | 90.7 | 82.8 | 87.1 | 69.5 | 100 | 87.4 | 79.5 | 0 | 87.1 | 100 | 89.6 | 86.5 |
| Large 2 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 10 | 2 | 0 | 7 | 9 | 0 | 7 | 0 | 7 | 26 |
| % Large 2 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 1.4 | 4 | 2.6 | 2.1 | 0 | 5.9 | 4.2 | 0 | 2.1 | 0 | 1.7 | 2.6 |
| 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 9 | 0 | 1 | 10 | 0 | 8 | 0 | 8 | 26 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 2.8 | 1.1 | 2.1 | 9.5 | 0 | 0.8 | 4.7 | 0 | 2.4 | 0 | 1.9 | 2.6 |
| 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 11 | 21 | 32 | 18 | 0 | 7 | 25 | 0 | 28 | 0 | 28 | 85 |
| % 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 5.1 | 12.1 | 8.2 | 18.9 | 0 | 5.9 | 11.6 | 0 | 8.4 | 0 | 6.8 | 8.4 |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 28 | 25 | **53** | 12 | 0 | **25** | **37** | 0 | **52** | 8 | **60** | **150** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 21 | **29** | 50 | 13 | **1** | 8 | 22 | 0 | 46 | 6 | 52 | 124 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 27 | 18 | 45 | 11 | 0 | 16 | 27 | 0 | 37 | **14** | 51 | 123 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | **30** | 23 | 53 | **18** | 0 | 19 | 37 | 0 | 50 | 8 | 58 | 148 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 106 | 95 | 201 | 54 | 1 | 68 | 123 | 0 | 185 | 36 | 221 | 545 |
| % App. Total | 0 | 0 | 0 | | 0 | 52.7 | 47.3 | | 43.9 | 0.8 | 55.3 | | 0 | 83.7 | 16.3 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .883 | .819 | .948 | .750 | .250 | .680 | .831 | .000 | .889 | .643 | .921 | .908 |

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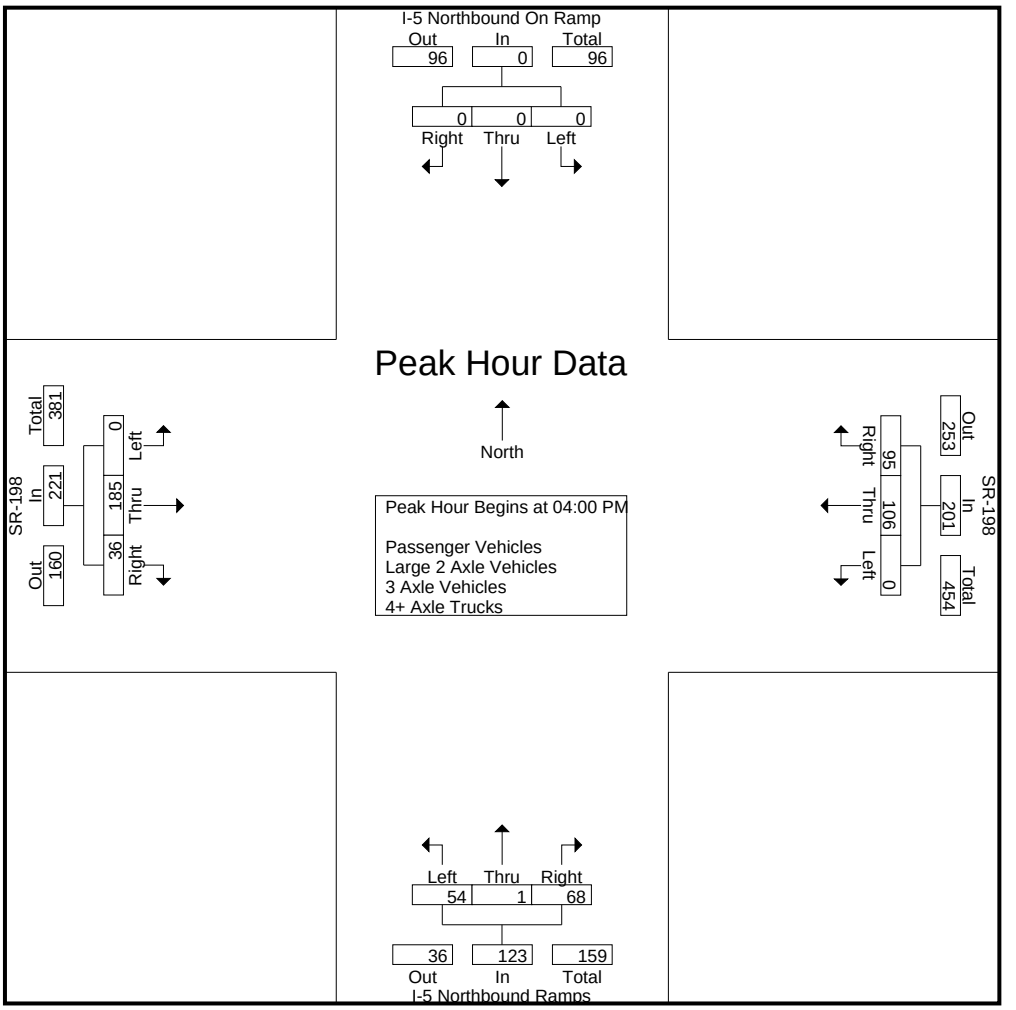


Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 04:00 PM | | | | 04:30 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 27 | 18 | 45 | 12 | 0 | **25** | **37** | 0 | **52** | 8 | **60** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 30 | 23 | 53 | 13 | **1** | 8 | 22 | 0 | 46 | 6 | 52 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | **36** | 18 | **54** | 11 | 0 | 16 | 27 | 0 | 37 | **14** | 51 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 25 | **26** | 51 | **18** | 0 | 19 | 37 | 0 | 50 | 8 | 58 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 118 | 85 | 203 | 54 | 1 | 68 | 123 | 0 | 185 | 36 | 221 |
| % App. Total | 0 | 0 | 0 | | 0 | 58.1 | 41.9 | | 43.9 | 0.8 | 55.3 | | 0 | 83.7 | 16.3 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .819 | .817 | .940 | .750 | .250 | .680 | .831 | .000 | .889 | .643 | .921 |

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County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Passenger Vehicles

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 23 | 18 | 41 | 6 | 0 | 21 | 27 | 0 | 43 | 8 | 51 | 119 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 15 | 24 | 39 | 7 | 1 | 6 | 14 | 0 | 39 | 6 | 45 | 98 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 25 | 14 | 39 | 5 | 0 | 14 | 19 | 0 | 31 | 14 | 45 | 103 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 27 | 17 | 44 | 10 | 0 | 16 | 26 | 0 | 41 | 8 | 49 | 119 |
| Total | 0 | 0 | 0 | 0 | 0 | 90 | 73 | 163 | 28 | 1 | 57 | 86 | 0 | 154 | 36 | 190 | 439 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 35 | 13 | 48 | 8 | 0 | 15 | 23 | 0 | 40 | 13 | 53 | 124 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 24 | 26 | 50 | 12 | 0 | 7 | 19 | 0 | 36 | 12 | 48 | 117 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 21 | 13 | 34 | 7 | 0 | 12 | 19 | 0 | 37 | 9 | 46 | 99 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 24 | 19 | 43 | 11 | 0 | 13 | 24 | 0 | 24 | 10 | 34 | 101 |
| Total | 0 | 0 | 0 | 0 | 0 | 104 | 71 | 175 | 38 | 0 | 47 | 85 | 0 | 137 | 44 | 181 | 441 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 194 | 144 | 338 | 66 | 1 | 104 | 171 | 0 | 291 | 80 | 371 | 880 |
| Apprch % | 0 | 0 | 0 | | 0 | 57.4 | 42.6 | | 38.6 | 0.6 | 60.8 | | 0 | 78.4 | 21.6 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 22 | 16.4 | 38.4 | 7.5 | 0.1 | 11.8 | 19.4 | 0 | 33.1 | 9.1 | 42.2 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 23 | 18 | 41 | 6 | 0 | **21** | **27** | 0 | **43** | 8 | **51** | **119** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 15 | **24** | 39 | 7 | **1** | 6 | 14 | 0 | 39 | 6 | 45 | 98 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 25 | 14 | 39 | 5 | 0 | 14 | 19 | 0 | 31 | **14** | 45 | 103 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | **27** | 17 | **44** | **10** | 0 | 16 | 26 | 0 | 41 | 8 | 49 | 119 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 90 | 73 | 163 | 28 | 1 | 57 | 86 | 0 | 154 | 36 | 190 | 439 |
| % App. Total | 0 | 0 | 0 | | 0 | 55.2 | 44.8 | | 32.6 | 1.2 | 66.3 | | 0 | 81.1 | 18.9 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .833 | .760 | .926 | .700 | .250 | .679 | .796 | .000 | .895 | .643 | .931 | .922 |

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File Name : 04_CFO_5N_SR-198 PM
Site Code : 23622177
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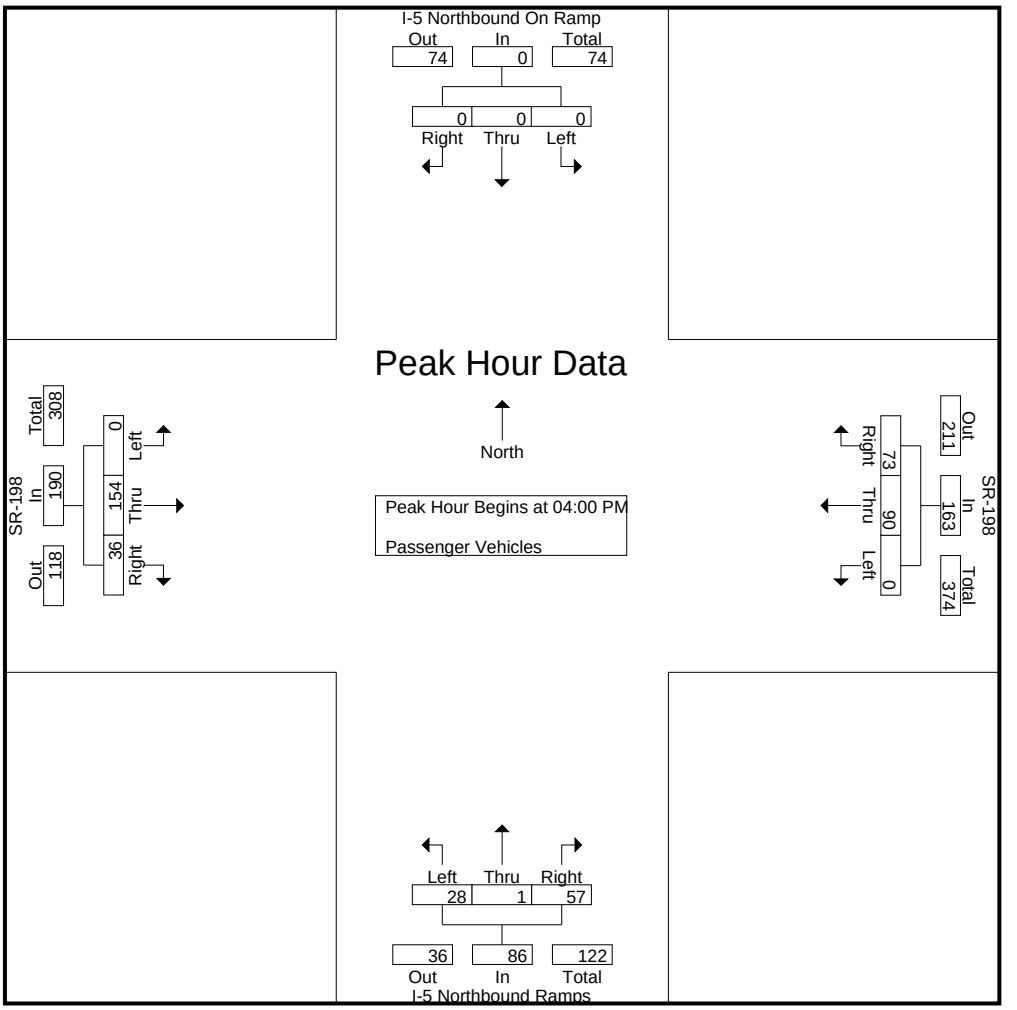
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 23 | 18 | 41 | 6 | 0 | **21** | **27** | 0 | **43** | 8 | **51** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 15 | **24** | 39 | 7 | **1** | 6 | 14 | 0 | 39 | 6 | 45 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 25 | 14 | 39 | 5 | 0 | 14 | 19 | 0 | 31 | **14** | 45 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | **27** | 17 | **44** | **10** | 0 | 16 | 26 | 0 | 41 | 8 | 49 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 90 | 73 | 163 | 28 | 1 | 57 | 86 | 0 | 154 | 36 | 190 |
| % App. Total | 0 | 0 | 0 | | 0 | 55.2 | 44.8 | | 32.6 | 1.2 | 66.3 | | 0 | 81.1 | 18.9 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .833 | .760 | .926 | .700 | .250 | .679 | .796 | .000 | .895 | .643 | .931 |

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File Name : 04_CFO_5N_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 5 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 2 | 0 | 4 | 6 | 0 | 3 | 0 | 3 | 15 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 2 | 5 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 0 | 0 | 3 | 3 | 0 | 4 | 0 | 4 | 11 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 3 | 7 | 10 | 2 | 0 | 7 | 9 | 0 | 7 | 0 | 7 | 26 |
| Apprch % | 0 | 0 | 0 | | 0 | 30 | 70 | | 22.2 | 0 | 77.8 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 11.5 | 26.9 | 38.5 | 7.7 | 0 | 26.9 | 34.6 | 0 | 26.9 | 0 | 26.9 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | **3** | **3** | 0 | 0 | 0 | 0 | **5** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** | 4 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 2 | 0 | 4 | 6 | 0 | 3 | 0 | 3 | 15 |
| % App. Total | 0 | 0 | 0 | | 0 | 33.3 | 66.7 | | 33.3 | 0 | 66.7 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .750 | .250 | .000 | .333 | .500 | .000 | .375 | .000 | .375 | .750 |

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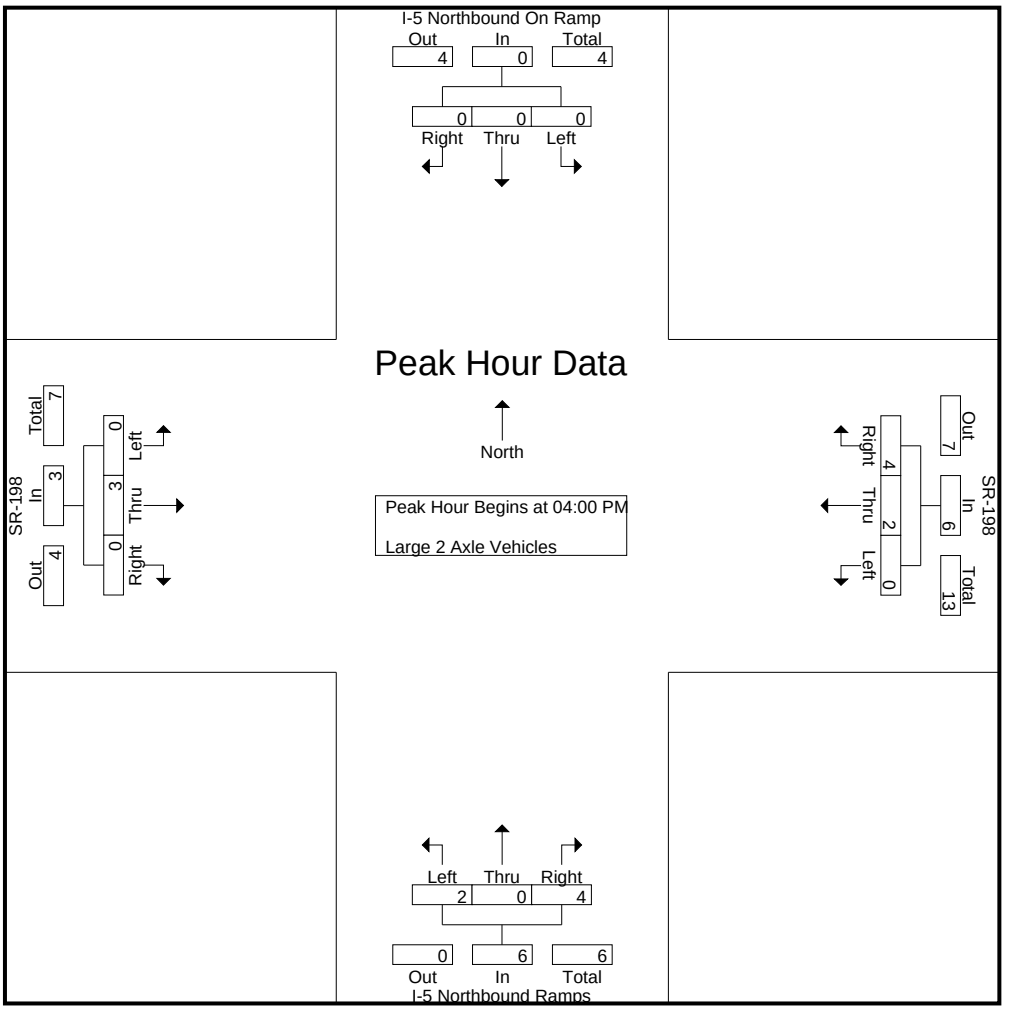
(951)268-6268

County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | **3** | **3** | 0 | 0 | 0 | 0 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | **1** | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | **2** |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** | 0 | 1 | 3 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 4 | 6 | 2 | 0 | 4 | 6 | 0 | 3 | 0 | 3 |
| % App. Total | 0 | 0 | 0 | | 0 | 33.3 | 66.7 | | 33.3 | 0 | 66.7 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .750 | .250 | .000 | .333 | .500 | .000 | .375 | .000 | .375 |

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County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 5 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 6 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 2 | 13 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 2 | 0 | 2 | 3 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 3 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 5 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 3 | 0 | 1 | 4 | 0 | 6 | 0 | 6 | 13 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 6 | 2 | 8 | 9 | 0 | 1 | 10 | 0 | 8 | 0 | 8 | 26 |
| Apprch % | 0 | 0 | 0 | | 0 | 75 | 25 | | 90 | 0 | 10 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 23.1 | 7.7 | 30.8 | 34.6 | 0 | 3.8 | 38.5 | 0 | 30.8 | 0 | 30.8 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** | 1 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | **3** | **1** | **4** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 5 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | **5** | 0 | 0 | **5** | 0 | 0 | 0 | 0 | **6** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 2 | 13 |
| % App. Total | 0 | 0 | 0 | | 0 | 60 | 40 | | 100 | 0 | 0 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .500 | .313 | .300 | .000 | .000 | .300 | .000 | .500 | .000 | .500 | .542 |

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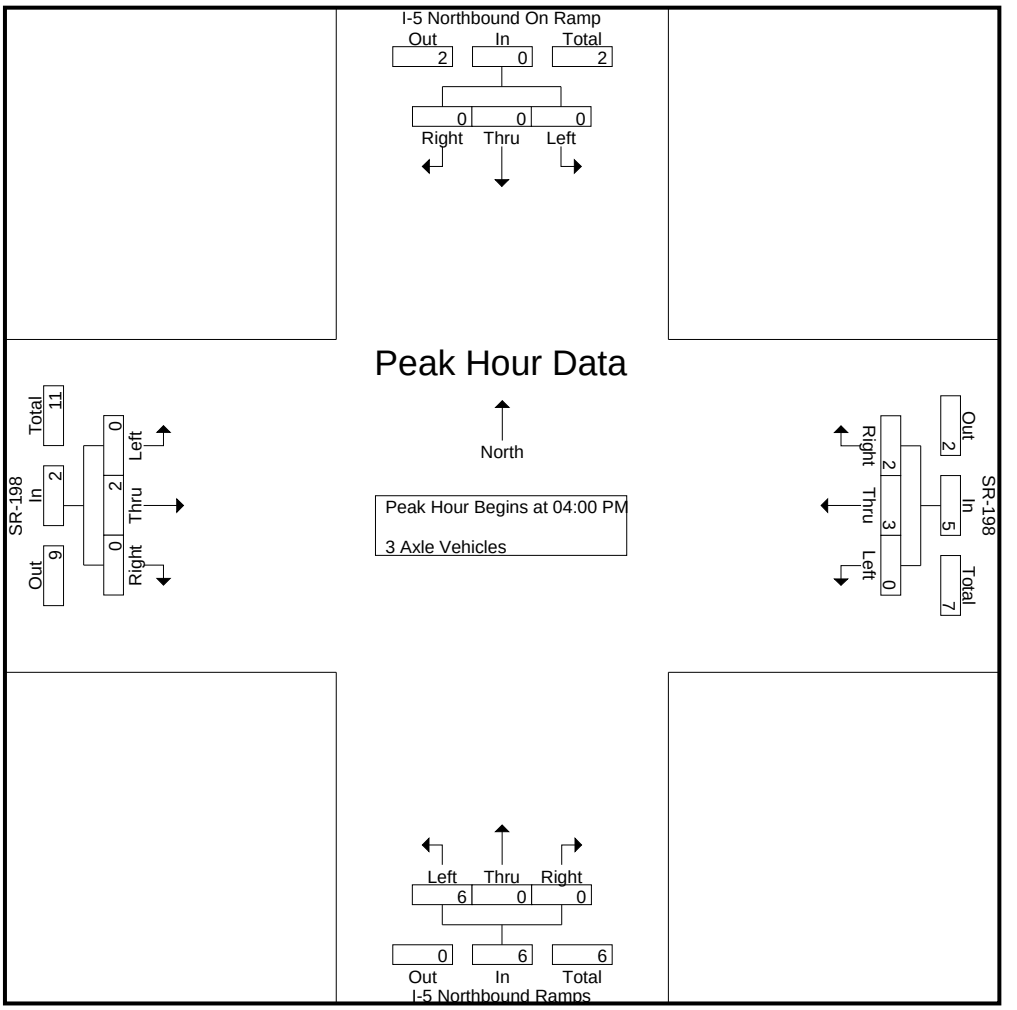
County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | 0 | **1** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | **3** | **1** | **4** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | **5** | 0 | 0 | **5** | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 2 | 5 | 6 | 0 | 0 | 6 | 0 | 2 | 0 | 2 |
| % App. Total | 0 | 0 | 0 | | 0 | 60 | 40 | | 100 | 0 | 0 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .250 | .500 | .313 | .300 | .000 | .000 | .300 | .000 | .500 | .000 | .500 |

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County of Fresno
N/S: I-5 Northbound Ramps
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File Name : 04_CFO_5N_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 10 | 6 | 0 | 1 | 7 | 0 | 8 | 0 | 8 | 25 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 6 | 0 | 2 | 8 | 0 | 5 | 0 | 5 | 18 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 5 | 0 | 2 | 7 | 0 | 4 | 0 | 4 | 15 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 1 | 0 | 2 | 3 | 0 | 9 | 0 | 9 | 20 |
| Total | 0 | 0 | 0 | 0 | 0 | 11 | 16 | 27 | 18 | 0 | 7 | 25 | 0 | 26 | 0 | 26 | 78 |
| | | | | | | | | | | | | | | | | | |
| 05:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| 05:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 05:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 7 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 11 | 21 | 32 | 18 | 0 | 7 | 25 | 0 | 28 | 0 | 28 | 85 |
| Apprch % | 0 | 0 | 0 | | 0 | 34.4 | 65.6 | | 72 | 0 | 28 | | 0 | 100 | 0 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 12.9 | 24.7 | 37.6 | 21.2 | 0 | 8.2 | 29.4 | 0 | 32.9 | 0 | 32.9 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 04:00 PM to 04:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 0 | **5** | **5** | **10** | **6** | 0 | 1 | 7 | 0 | 8 | 0 | 8 | **25** |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 6 | 0 | **2** | **8** | 0 | 5 | 0 | 5 | 18 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 5 | 0 | 2 | 7 | 0 | 4 | 0 | 4 | 15 |
| 04:45 PM | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 1 | 0 | 2 | 3 | 0 | **9** | 0 | **9** | 20 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 11 | 16 | 27 | 18 | 0 | 7 | 25 | 0 | 26 | 0 | 26 | 78 |
| % App. Total | 0 | 0 | 0 | | 0 | 40.7 | 59.3 | | 72 | 0 | 28 | | 0 | 100 | 0 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .550 | .800 | .675 | .750 | .000 | .875 | .781 | .000 | .722 | .000 | .722 | .780 |

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County of Fresno
N/S: I-5 Northbound Ramps
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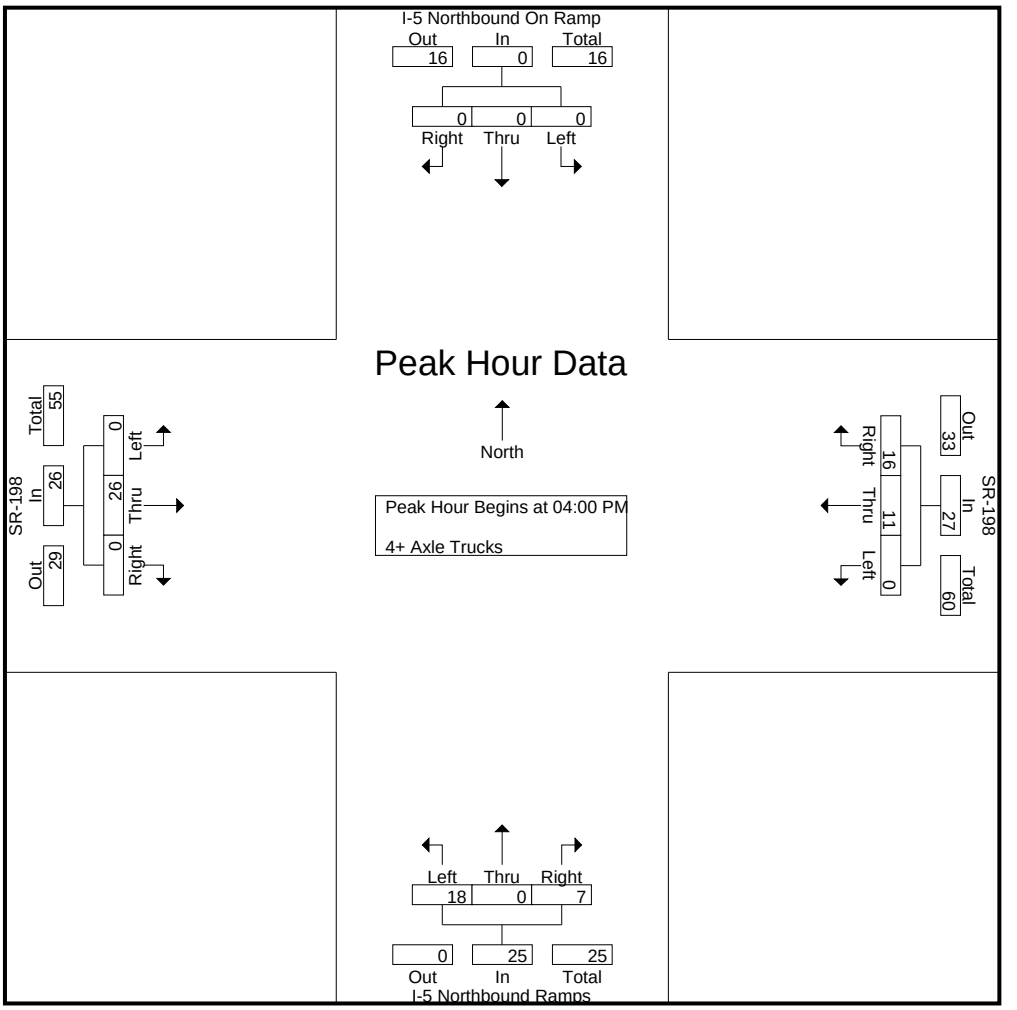
File Name : 04_CFO_5N_SR-198 PM
Site Code : 23622177
Start Date : 3/1/2022
Page No : 2




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

| | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | | 04:00 PM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | **5** | **5** | **10** | **6** | 0 | 1 | 7 | 0 | 8 | 0 | 8 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 6 | 0 | **2** | **8** | 0 | 5 | 0 | 5 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 5 | 0 | 2 | 7 | 0 | 4 | 0 | 4 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 3 | 5 | 8 | 1 | 0 | 2 | 3 | 0 | **9** | 0 | **9** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 11 | 16 | 27 | 18 | 0 | 7 | 25 | 0 | 26 | 0 | 26 |
| % App. Total | 0 | 0 | 0 | | 0 | 40.7 | 59.3 | | 72 | 0 | 28 | | 0 | 100 | 0 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .550 | .800 | .675 | .750 | .000 | .875 | .781 | .000 | .722 | .000 | .722 |

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County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

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

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 32 | 44 | 76 | 22 | 0 | 33 | 55 | 0 | 49 | 19 | 68 | 199 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 43 | 51 | 94 | 16 | 0 | 29 | 45 | 0 | 43 | 21 | 64 | 203 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 38 | 45 | 83 | 27 | 0 | 28 | 55 | 0 | 47 | 20 | 67 | 205 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 36 | 44 | 80 | 21 | 0 | 24 | 45 | 0 | 55 | 25 | 80 | 205 |
| Total | 0 | 0 | 0 | 0 | 0 | 149 | 184 | 333 | 86 | 0 | 114 | 200 | 0 | 194 | 85 | 279 | 812 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 29 | 43 | 72 | 13 | 0 | 23 | 36 | 0 | 48 | 23 | 71 | 179 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 40 | 41 | 81 | 8 | 0 | 19 | 27 | 0 | 40 | 25 | 65 | 173 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 42 | 30 | 72 | 12 | 0 | 14 | 26 | 0 | 46 | 14 | 60 | 158 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 31 | 32 | 63 | 18 | 0 | 20 | 38 | 0 | 44 | 16 | 60 | 161 |
| Total | 0 | 0 | 0 | 0 | 0 | 142 | 146 | 288 | 51 | 0 | 76 | 127 | 0 | 178 | 78 | 256 | 671 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 291 | 330 | 621 | 137 | 0 | 190 | 327 | 0 | 372 | 163 | 535 | 1483 |
| Apprch % | 0 | 0 | 0 | | 0 | 46.9 | 53.1 | | 41.9 | 0 | 58.1 | | 0 | 69.5 | 30.5 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 19.6 | 22.3 | 41.9 | 9.2 | 0 | 12.8 | 22 | 0 | 25.1 | 11 | 36.1 | |
| Passenger Vehicles | 0 | 0 | 0 | 0 | 0 | 282 | 299 | 581 | 125 | 0 | 183 | 308 | 0 | 350 | 146 | 496 | 1385 |
| % Passenger Vehicles | 0 | 0 | 0 | 0 | 0 | 96.9 | 90.6 | 93.6 | 91.2 | 0 | 96.3 | 94.2 | 0 | 94.1 | 89.6 | 92.7 | 93.4 |
| Large 2 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 2 | 3 | 0 | 6 | 4 | 10 | 17 |
| % Large 2 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0.7 | 0.6 | 0.6 | 0.7 | 0 | 1.1 | 0.9 | 0 | 1.6 | 2.5 | 1.9 | 1.1 |
| 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 |
| % 3 Axle Vehicles | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0.6 | 0 | 0 | 0 | 0 | 0 | 0 | 1.2 | 0.4 | 0.4 |
| 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 7 | 25 | 32 | 11 | 0 | 5 | 16 | 0 | 16 | 11 | 27 | 75 |
| % 4+ Axle Trucks | 0 | 0 | 0 | 0 | 0 | 2.4 | 7.6 | 5.2 | 8 | 0 | 2.6 | 4.9 | 0 | 4.3 | 6.7 | 5 | 5.1 |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 32 | 44 | 76 | 22 | 0 | **33** | **55** | 0 | 49 | 19 | 68 | 199 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | **43** | **51** | **94** | 16 | 0 | 29 | 45 | 0 | 43 | 21 | 64 | 203 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 38 | 45 | 83 | **27** | 0 | 28 | 55 | 0 | 47 | 20 | 67 | **205** |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 36 | 44 | 80 | 21 | 0 | 24 | 45 | 0 | **55** | **25** | **80** | 205 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 149 | 184 | 333 | 86 | 0 | 114 | 200 | 0 | 194 | 85 | 279 | 812 |
| % App. Total | 0 | 0 | 0 | | 0 | 44.7 | 55.3 | | 43 | 0 | 57 | | 0 | 69.5 | 30.5 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .866 | .902 | .886 | .796 | .000 | .864 | .909 | .000 | .882 | .850 | .872 | .990 |

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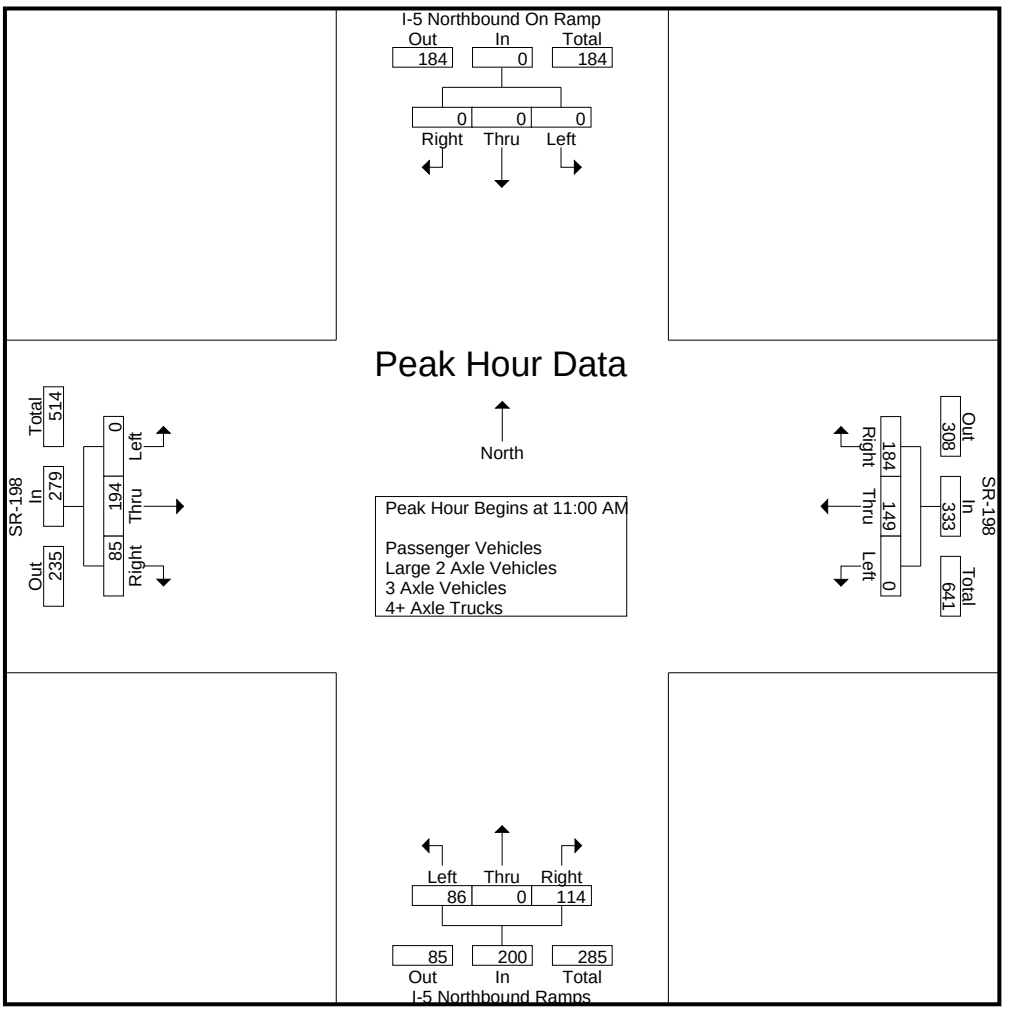
County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 12:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:30 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 32 | 44 | 76 | 22 | 0 | **33** | **55** | 0 | 47 | 20 | 67 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | **43** | **51** | **94** | 16 | 0 | 29 | 45 | 0 | **55** | **25** | **80** |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 38 | 45 | 83 | **27** | 0 | 28 | 55 | 0 | 48 | 23 | 71 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 36 | 44 | 80 | 21 | 0 | 24 | 45 | 0 | 40 | 25 | 65 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 149 | 184 | 333 | 86 | 0 | 114 | 200 | 0 | 190 | 93 | 283 |
| % App. Total | 0 | 0 | 0 | | 0 | 44.7 | 55.3 | | 43 | 0 | 57 | | 0 | 67.1 | 32.9 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .866 | .902 | .886 | .796 | .000 | .864 | .909 | .000 | .864 | .930 | .884 |

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County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022


Groups Printed- Passenger Vehicles

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 31 | 41 | 72 | 22 | 0 | 31 | 53 | 0 | 47 | 15 | 62 | 187 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 42 | 47 | 89 | 14 | 0 | 29 | 43 | 0 | 43 | 19 | 62 | 194 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 37 | 42 | 79 | 23 | 0 | 27 | 50 | 0 | 43 | 19 | 62 | 191 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 34 | 39 | 73 | 20 | 0 | 24 | 44 | 0 | 52 | 23 | 75 | 192 |
| Total | 0 | 0 | 0 | 0 | 0 | 144 | 169 | 313 | 79 | 0 | 111 | 190 | 0 | 185 | 76 | 261 | 764 |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 28 | 39 | 67 | 10 | 0 | 21 | 31 | 0 | 45 | 20 | 65 | 163 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 40 | 36 | 76 | 7 | 0 | 19 | 26 | 0 | 38 | 23 | 61 | 163 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 41 | 28 | 69 | 11 | 0 | 13 | 24 | 0 | 42 | 13 | 55 | 148 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 29 | 27 | 56 | 18 | 0 | 19 | 37 | 0 | 40 | 14 | 54 | 147 |
| Total | 0 | 0 | 0 | 0 | 0 | 138 | 130 | 268 | 46 | 0 | 72 | 118 | 0 | 165 | 70 | 235 | 621 |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 282 | 299 | 581 | 125 | 0 | 183 | 308 | 0 | 350 | 146 | 496 | 1385 |
| Apprch % | 0 | 0 | 0 | | 0 | 48.5 | 51.5 | | 40.6 | 0 | 59.4 | | 0 | 70.6 | 29.4 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 20.4 | 21.6 | 41.9 | 9 | 0 | 13.2 | 22.2 | 0 | 25.3 | 10.5 | 35.8 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 31 | 41 | 72 | 22 | 0 | **31** | **53** | 0 | 47 | 15 | 62 | 187 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | **42** | **47** | **89** | 14 | 0 | 29 | 43 | 0 | 43 | 19 | 62 | **194** |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 37 | 42 | 79 | **23** | 0 | 27 | 50 | 0 | 43 | 19 | 62 | 191 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 34 | 39 | 73 | 20 | 0 | 24 | 44 | 0 | **52** | **23** | **75** | 192 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 144 | 169 | 313 | 79 | 0 | 111 | 190 | 0 | 185 | 76 | 261 | 764 |
| % App. Total | 0 | 0 | 0 | | 0 | 46 | 54 | | 41.6 | 0 | 58.4 | | 0 | 70.9 | 29.1 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .857 | .899 | .879 | .859 | .000 | .895 | .896 | .000 | .889 | .826 | .870 | .985 |

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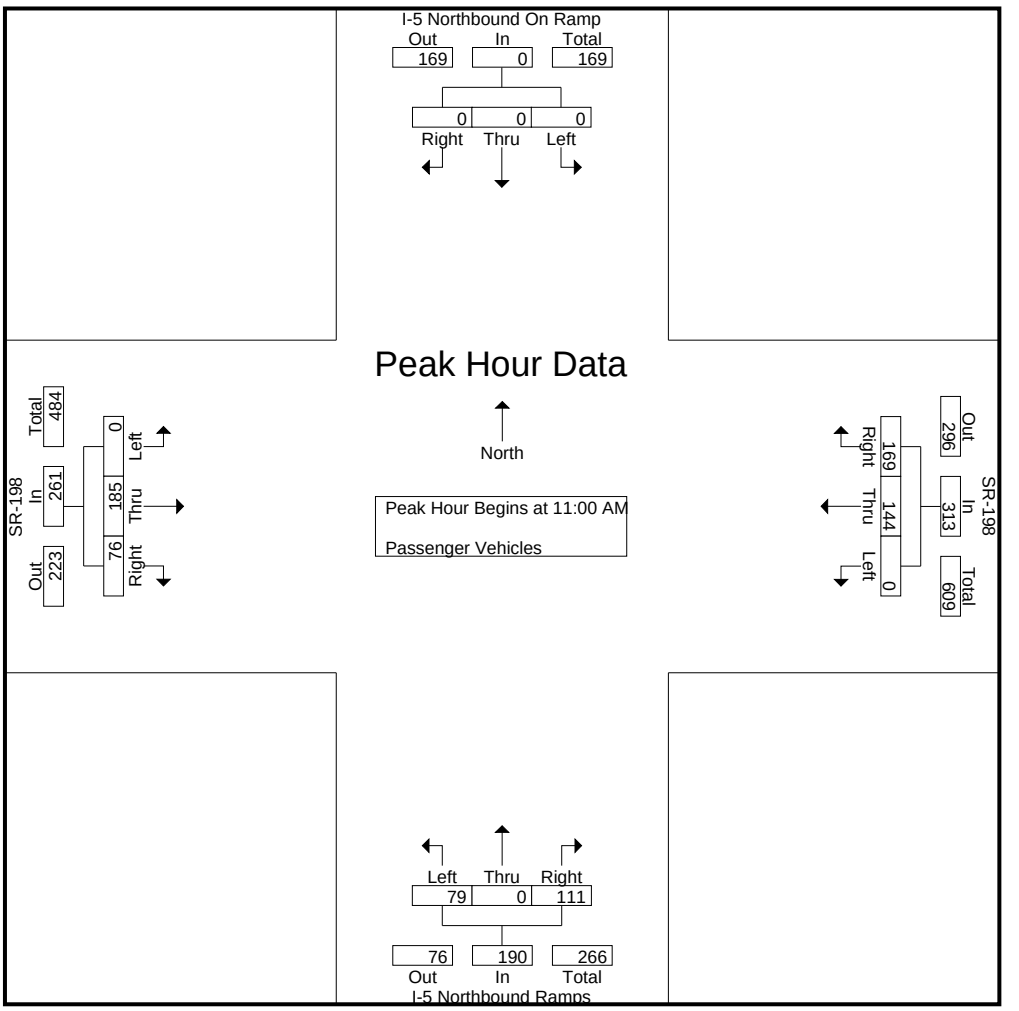
County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 31 | 41 | 72 | 22 | 0 | **31** | **53** | 0 | 47 | 15 | 62 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | **42** | **47** | **89** | 14 | 0 | 29 | 43 | 0 | 43 | 19 | 62 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 37 | 42 | 79 | **23** | 0 | 27 | 50 | 0 | 43 | 19 | 62 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 34 | 39 | 73 | 20 | 0 | 24 | 44 | 0 | **52** | **23** | **75** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 144 | 169 | 313 | 79 | 0 | 111 | 190 | 0 | 185 | 76 | 261 |
| % App. Total | 0 | 0 | 0 | | 0 | 46 | 54 | | 41.6 | 0 | 58.4 | | 0 | 70.9 | 29.1 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .857 | .899 | .879 | .859 | .000 | .895 | .896 | .000 | .889 | .826 | .870 |

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County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- Large 2 Axle Vehicles

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 4 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 1 | 0 | 1 | 2 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 5 | 9 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 2 | 0 | 2 | 3 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 4 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 4 | 1 | 5 | 8 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 | 1 | 0 | 2 | 3 | 0 | 6 | 4 | 10 | 17 |
| Apprch % | 0 | 0 | 0 | | 0 | 50 | 50 | | 33.3 | 0 | 66.7 | | 0 | 60 | 40 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 11.8 | 11.8 | 23.5 | 5.9 | 0 | 11.8 | 17.6 | 0 | 35.3 | 23.5 | 58.8 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **3** | **4** |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | **1** | 0 | 1 | 2 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 3 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 5 | 9 |
| % App. Total | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | 0 | 0 | 100 | | 0 | 40 | 60 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .250 | .375 | .000 | .000 | .250 | .250 | .000 | .500 | .250 | .417 | .563 |

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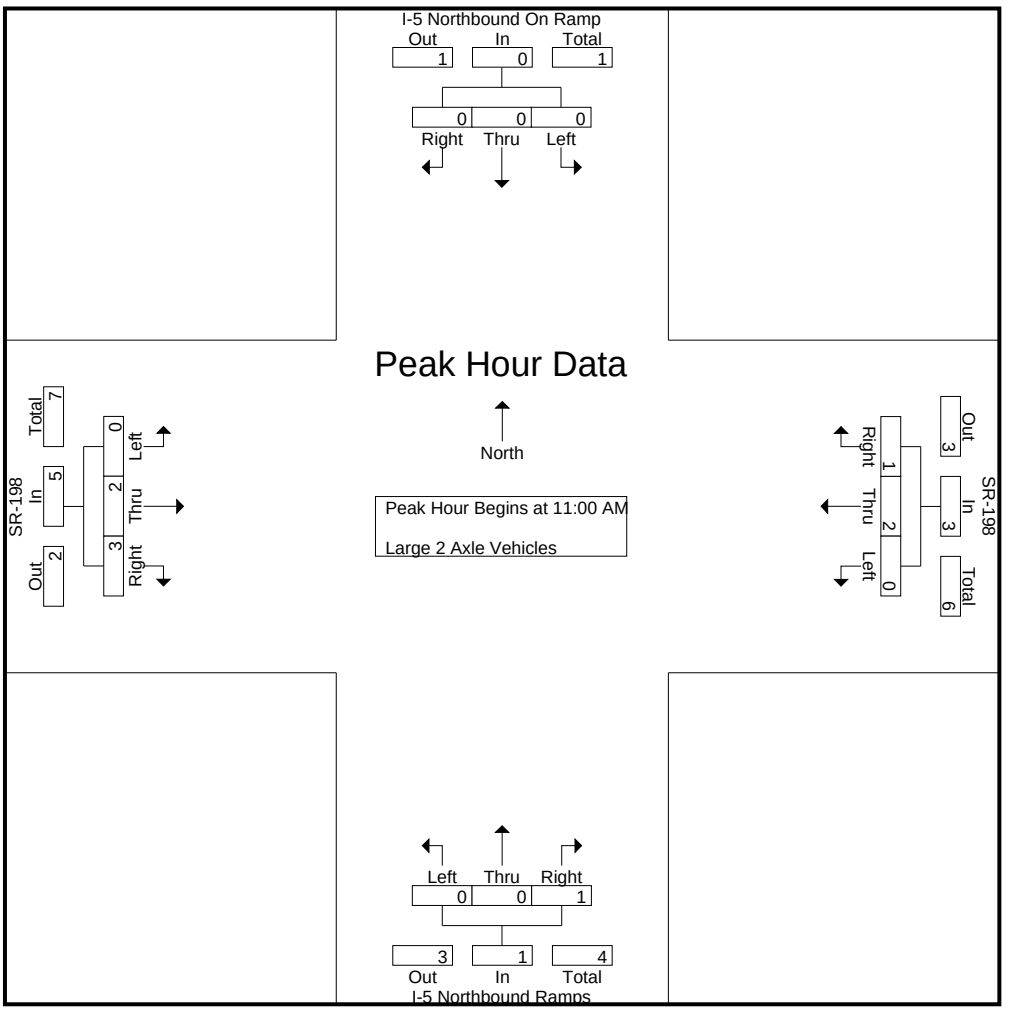
County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | **1** | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | **3** | **3** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 0 | **1** | 0 | 1 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 1 | **1** | **2** | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 2 | 1 | 3 | 0 | 0 | 1 | 1 | 0 | 2 | 3 | 5 |
| % App. Total | 0 | 0 | 0 | | 0 | 66.7 | 33.3 | | 0 | 0 | 100 | | 0 | 40 | 60 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .500 | .250 | .375 | .000 | .000 | .250 | .250 | .000 | .500 | .250 | .417 |

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County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- 3 Axle Vehicles

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Total | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 6 |
| Apprch % | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 0 | 100 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 0 | 66.7 | 66.7 | 0 | 0 | 0 | 0 | 0 | 0 | 33.3 | 33.3 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** | 1 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **2** |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 4 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 0 | 100 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .500 | .500 |

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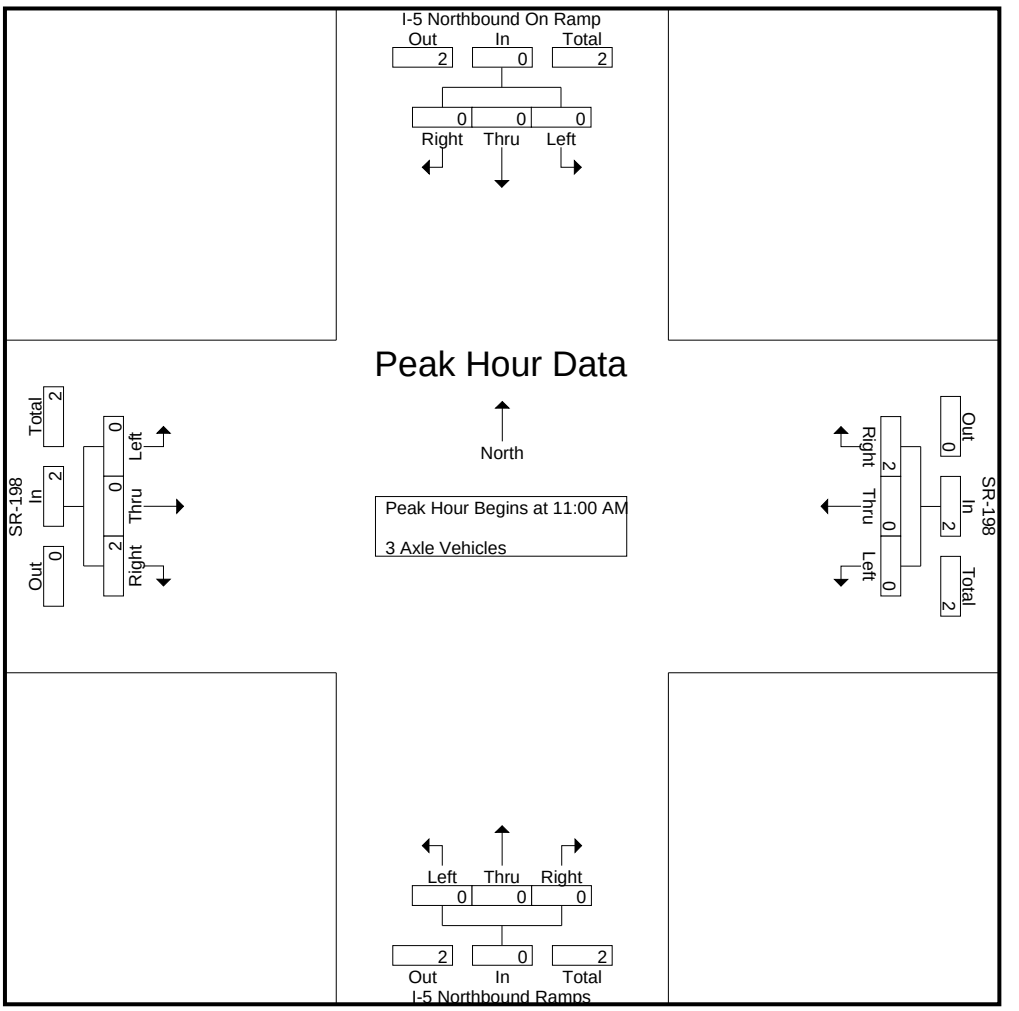
County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | **1** | **1** |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 0 | **2** | **2** | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| % App. Total | 0 | 0 | 0 | | 0 | 0 | 100 | | 0 | 0 | 0 | | 0 | 0 | 100 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .000 | .250 | .250 | .000 | .000 | .000 | .000 | .000 | .000 | .500 | .500 |

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E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 1

Groups Printed- 4+ Axle Trucks

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 2 | 7 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 4 | 5 | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 8 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 4 | 0 | 0 | 4 | 0 | 3 | 1 | 4 | 12 |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 4 | 8 |
| Total | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 15 | 7 | 0 | 2 | 9 | 0 | 7 | 4 | 11 | 35 |
| | | | | | | | | | | | | | | | | | |
| 12:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | 3 | 0 | 1 | 4 | 0 | 1 | 3 | 4 | 12 |
| 12:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 5 | 1 | 0 | 0 | 1 | 0 | 2 | 2 | 4 | 10 |
| 12:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 0 | 1 | 1 | 0 | 4 | 1 | 5 | 9 |
| 12:45 PM | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 5 | 0 | 0 | 1 | 1 | 0 | 2 | 1 | 3 | 9 |
| Total | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 17 | 4 | 0 | 3 | 7 | 0 | 9 | 7 | 16 | 40 |
| | | | | | | | | | | | | | | | | | |
| Grand Total | 0 | 0 | 0 | 0 | 0 | 7 | 25 | 32 | 11 | 0 | 5 | 16 | 0 | 16 | 11 | 27 | 75 |
| Apprch % | 0 | 0 | 0 | | 0 | 21.9 | 78.1 | | 68.8 | 0 | 31.2 | | 0 | 59.3 | 40.7 | | |
| Total % | 0 | 0 | 0 | 0 | 0 | 9.3 | 33.3 | 42.7 | 14.7 | 0 | 6.7 | 21.3 | 0 | 21.3 | 14.7 | 36 | |

| | I-5 Northbound On Ramp Southbound | | | | SR-198 Westbound | | | | I-5 Northbound Ramps Northbound | | | | SR-198 Eastbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Int. Total |
| Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 11:00 AM | | | | | | | | | | | | | | | | | |
| 11:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | **2** | 2 | 0 | 2 | 0 | 2 | 7 |
| 11:15 AM | 0 | 0 | 0 | 0 | 0 | **1** | **4** | **5** | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 | 8 |
| 11:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | **4** | 0 | 0 | **4** | 0 | **3** | 1 | **4** | **12** |
| 11:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 2 | **2** | 4 | 8 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 15 | 7 | 0 | 2 | 9 | 0 | 7 | 4 | 11 | 35 |
| % App. Total | 0 | 0 | 0 | | 0 | 20 | 80 | | 77.8 | 0 | 22.2 | | 0 | 63.6 | 36.4 | | |
| PHF | .000 | .000 | .000 | .000 | .000 | .750 | .750 | .750 | .438 | .000 | .250 | .563 | .000 | .583 | .500 | .688 | .729 |

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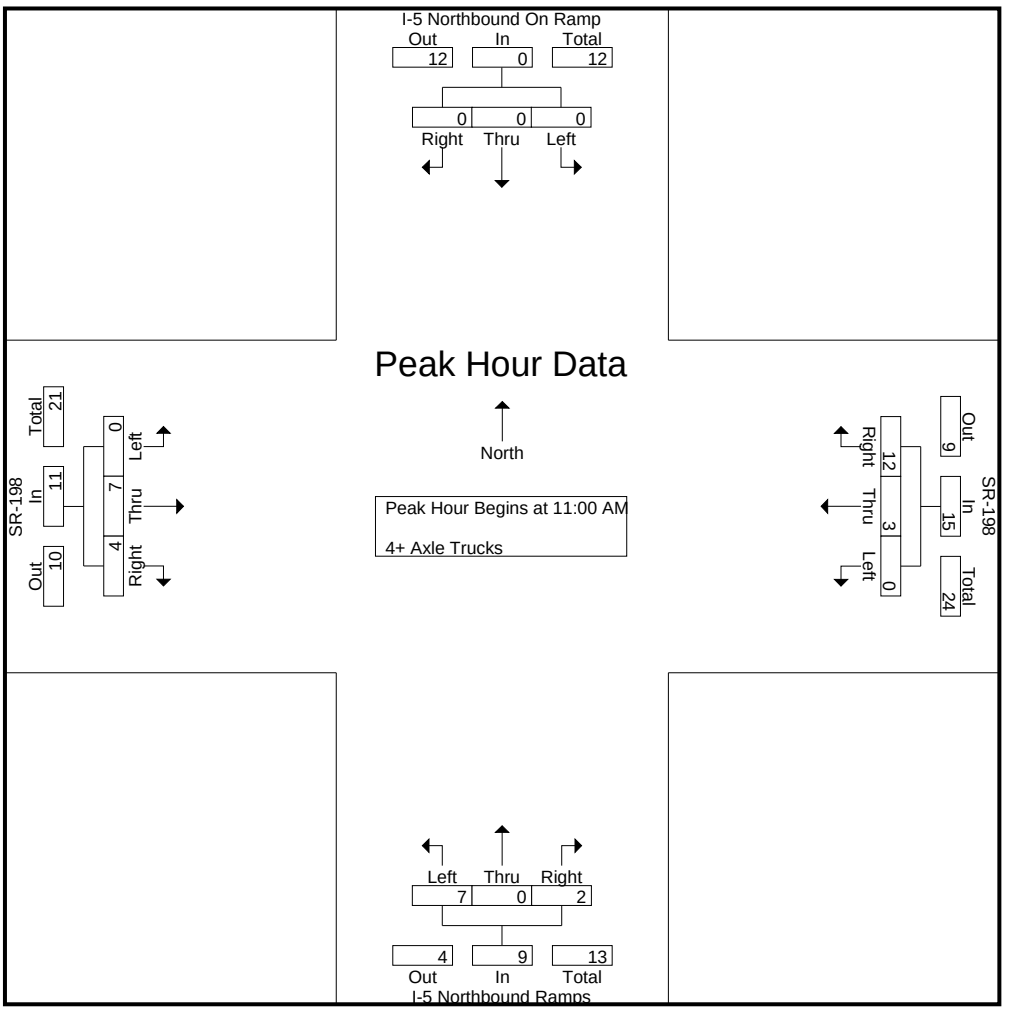
County of Fresno
N/S: I-5 Northbound Ramps
E/W: SR-198
Weather: Clear

File Name : 04_CFO_5N_SR-198 SAT
Site Code : 23622622
Start Date : 6/25/2022
Page No : 2




Peak Hour Analysis From 11:00 AM to 11:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

| | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | | 11:00 AM | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| +0 mins. | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | **2** | 2 | 0 | 2 | 0 | 2 |
| +15 mins. | 0 | 0 | 0 | 0 | 0 | **1** | **4** | **5** | 2 | 0 | 0 | 2 | 0 | 0 | 1 | 1 |
| +30 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 3 | 4 | **4** | 0 | 0 | **4** | 0 | **3** | 1 | **4** |
| +45 mins. | 0 | 0 | 0 | 0 | 0 | 1 | 2 | 3 | 1 | 0 | 0 | 1 | 0 | 2 | **2** | 4 |
| Total Volume | 0 | 0 | 0 | 0 | 0 | 3 | 12 | 15 | 7 | 0 | 2 | 9 | 0 | 7 | 4 | 11 |
| % App. Total | 0 | 0 | 0 | | 0 | 20 | 80 | | 77.8 | 0 | 22.2 | | 0 | 63.6 | 36.4 | |
| PHF | .000 | .000 | .000 | .000 | .000 | .750 | .750 | .750 | .438 | .000 | .250 | .563 | .000 | .583 | .500 | .688 |

# APPENDIX E

HCM ANALYSIS WORKSHEETS

# EXISTING (2022) CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.010 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 14 | 72 | 6 | 13 | 13 | 66 | 2 | 3 | 63 | 33 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 14 | 72 | 6 | 13 | 13 | 66 | 2 | 3 | 63 | 33 |
| Peak Hour Factor | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 4 | 21 | 2 | 4 | 4 | 19 | 1 | 1 | 18 | 10 |
| Total Analysis Volume [veh/h] | 0 | 0 | 16 | 83 | 7 | 15 | 15 | 76 | 2 | 3 | 73 | 38 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.11 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.62 | 10.37 | 8.55 | 10.25 | 10.36 | 8.68 | 7.44 | 0.00 | 0.00 | 7.35 | 0.00 | 0.00 |
| Movement LOS | A | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.05 | 0.36 | 0.08 | 0.08 | 0.03 | 0.03 | 0.03 | 0.01 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 1.18 | 9.04 | 1.93 | 1.93 | 0.76 | 0.76 | 0.76 | 0.15 | 0.07 | 0.00 |
| d_A, Approach Delay [s/veh] | 8.55 | | | 10.03 | | | 1.20 | | | 0.19 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.04 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 12.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.002 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 1 | 49 | 94 | 17 | 5 | 4 | 99 | 6 | 44 | 61 | 116 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 1 | 49 | 94 | 17 | 5 | 4 | 99 | 6 | 44 | 61 | 116 |
| Peak Hour Factor | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 0 | 14 | 27 | 5 | 1 | 1 | 29 | 2 | 13 | 18 | 34 |
| Total Analysis Volume [veh/h] | 9 | 1 | 57 | 109 | 20 | 6 | 5 | 115 | 7 | 51 | 71 | 135 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.01 | 0.00 | 0.06 | 0.17 | 0.03 | 0.01 | 0.00 | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10.90 | 12.35 | 8.83 | 11.80 | 11.35 | 8.70 | 7.62 | 0.00 | 0.00 | 7.52 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.05 | 0.05 | 0.18 | 0.61 | 0.12 | 0.12 | 0.01 | 0.00 | 0.00 | 0.11 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 1.26 | 1.26 | 4.54 | 15.30 | 3.10 | 3.10 | 0.27 | 0.00 | 0.00 | 2.68 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.16 | | | 11.59 | | | 0.30 | | | 1.49 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.44 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 11.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.195 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 117 | 0 | 101 | 0 | 131 | 112 | 0 | 127 | 46 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 117 | 0 | 101 | 0 | 131 | 112 | 0 | 127 | 46 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 0.8910 | 1.0000 | 0.8910 | 1.0000 | 0.8910 | 0.8910 | 1.0000 | 0.8910 | 0.8910 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 33 | 0 | 28 | 0 | 37 | 31 | 0 | 36 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 131 | 0 | 113 | 0 | 147 | 126 | 0 | 143 | 52 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 7 | 7 | 45 | 45 | 45 |
| g / C, Green / Cycle | | 0.12 | 0.12 | 0.75 | 0.75 | 0.75 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.08 | 0.08 | 0.08 | 0.08 | 0.12 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1671 |
| c, Capacity [veh/h] | | 197 | 176 | 1310 | 1113 | 1251 |
| d1, Uniform Delay [s] | | 25.34 | 25.27 | 2.07 | 2.07 | 2.15 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 3.81 | 3.88 | 0.17 | 0.21 | 0.27 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.66 | 0.64 | 0.11 | 0.11 | 0.16 |
| d, Delay for Lane Group [s/veh] | | 29.15 | 29.14 | 2.25 | 2.28 | 2.42 |
| Lane Group LOS | | C | C | A | A | A |
| Critical Lane Group | | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 1.76 | 1.53 | 0.16 | 0.15 | 0.23 |
| 50th-Percentile Queue Length [ft/ln] | | 44.06 | 38.14 | 4.04 | 3.70 | 5.69 |
| 95th-Percentile Queue Length [veh/ln] | | 3.17 | 2.75 | 0.29 | 0.27 | 0.41 |
| 95th-Percentile Queue Length [ft/ln] | | 79.30 | 68.66 | 7.27 | 6.66 | 10.24 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 29.15 | 0.00 | 29.14 | 0.00 | 2.25 | 2.28 | 0.00 | 2.42 | 2.42 |
| Movement LOS | | | | C | | C | | A | A | | A | A |
| d_A, Approach Delay [s/veh] | 0.00 | | | 29.15 | | | 2.26 | | | 2.42 | | |
| Approach LOS | A | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 11.52 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.195 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1499 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.02 | 1.88 | 23.42 | 23.42 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.010 | 1.881 |
| Bicycle LOS | D | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 7.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.193 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 44 | 51 | 181 | 45 | 0 | 129 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 44 | 51 | 181 | 45 | 0 | 129 |
| Peak Hour Factor | 0.8720 | 0.8720 | 0.8720 | 0.8720 | 1.0000 | 0.8720 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 13 | 15 | 52 | 13 | 0 | 37 |
| Total Analysis Volume [veh/h] | 50 | 58 | 208 | 52 | 0 | 148 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 16 | 0 | 44 | 0 | 0 | 44 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 4 | 4 | 48 | 48 |
| g / C, Green / Cycle | 0.07 | 0.07 | 0.80 | 0.80 |
| (v / s)_i Volume / Saturation Flow Rate | 0.03 | 0.04 | 0.15 | 0.08 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1690 | 1750 |
| c, Capacity [veh/h] | 119 | 106 | 1345 | 1392 |
| d1, Uniform Delay [s] | 26.69 | 26.94 | 1.48 | 1.37 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.36 | 4.33 | 0.32 | 0.15 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.42 | 0.55 | 0.19 | 0.11 |
| d, Delay for Lane Group [s/veh] | 29.05 | 31.27 | 1.80 | 1.53 |
| Lane Group LOS | C | C | A | A |
| Critical Lane Group | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 0.68 | 0.83 | 0.12 | 0.06 |
| 50th-Percentile Queue Length [ft/ln] | 17.03 | 20.85 | 2.99 | 1.49 |
| 95th-Percentile Queue Length [veh/ln] | 1.23 | 1.50 | 0.22 | 0.11 |
| 95th-Percentile Queue Length [ft/ln] | 30.65 | 37.53 | 5.39 | 2.68 |

**Movement, Approach, & Intersection Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 29.05 | 31.27 | 1.80 | 1.80 | 0.00 | 1.53 |
| Movement LOS | C | C | A | A | | A |
| d_A, Approach Delay [s/veh] | 30.24 | | 1.80 | | 1.53 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 7.68 | | | | | |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.193 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 400 | 1333 | 1333 |
| d_b, Bicycle Delay [s] | 19.21 | 3.34 | 3.34 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 1.989 | 1.804 |
| Bicycle LOS | A | A | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.025 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 2 | 14 | 67 | 14 | 13 | 6 | 64 | 0 | 7 | 78 | 26 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1 | 2 | 14 | 67 | 14 | 13 | 6 | 64 | 0 | 7 | 78 | 26 |
| Peak Hour Factor | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 1 | 4 | 20 | 4 | 4 | 2 | 19 | 0 | 2 | 23 | 8 |
| Total Analysis Volume [veh/h] | 1 | 2 | 17 | 80 | 17 | 16 | 7 | 76 | 0 | 8 | 93 | 31 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.11 | 0.03 | 0.02 | 0.00 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.75 | 10.43 | 8.55 | 10.35 | 10.49 | 8.80 | 7.45 | 0.00 | 0.00 | 7.36 | 0.00 | 0.00 |
| Movement LOS | A | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.01 | 0.01 | 0.05 | 0.36 | 0.13 | 0.13 | 0.01 | 0.01 | 0.01 | 0.02 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.33 | 0.33 | 1.26 | 8.88 | 3.21 | 3.21 | 0.36 | 0.36 | 0.36 | 0.39 | 0.20 | 0.00 |
| d_A, Approach Delay [s/veh] | 8.79 | | | 10.15 | | | 0.63 | | | 0.45 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.12 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.015 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 4 | 5 | 79 | 135 | 9 | 11 | 9 | 125 | 11 | 61 | 80 | 198 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 5 | 79 | 135 | 9 | 11 | 9 | 125 | 11 | 61 | 80 | 198 |
| Peak Hour Factor | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 1 | 22 | 37 | 2 | 3 | 2 | 35 | 3 | 17 | 22 | 55 |
| Total Analysis Volume [veh/h] | 4 | 6 | 87 | 149 | 10 | 12 | 10 | 138 | 12 | 67 | 88 | 219 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.09 | 0.28 | 0.02 | 0.01 | 0.01 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 11.74 | 14.37 | 9.04 | 14.29 | 12.12 | 8.68 | 7.87 | 0.00 | 0.00 | 7.62 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.07 | 0.07 | 0.29 | 1.13 | 0.10 | 0.10 | 0.02 | 0.00 | 0.00 | 0.15 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 1.73 | 1.73 | 7.31 | 28.24 | 2.40 | 2.40 | 0.60 | 0.00 | 0.00 | 3.65 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.48 | | | 13.77 | | | 0.49 | | | 1.36 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.82 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 11.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.274 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 148 | 0 | 160 | 0 | 171 | 181 | 0 | 185 | 45 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 148 | 0 | 160 | 0 | 171 | 181 | 0 | 185 | 45 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 0.8880 | 1.0000 | 0.8880 | 1.0000 | 0.8880 | 0.8880 | 1.0000 | 0.8880 | 0.8880 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 42 | 0 | 45 | 0 | 48 | 51 | 0 | 52 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 167 | 0 | 180 | 0 | 193 | 204 | 0 | 208 | 51 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 10 | 10 | 42 | 42 | 42 |
| g / C, Green / Cycle | | 0.16 | 0.16 | 0.70 | 0.70 | 0.70 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.10 | 0.12 | 0.11 | 0.14 | 0.15 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1691 |
| c, Capacity [veh/h] | | 275 | 245 | 1228 | 1044 | 1187 |
| d1, Uniform Delay [s] | | 23.30 | 23.85 | 3.00 | 3.09 | 3.15 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 2.16 | 4.21 | 0.27 | 0.42 | 0.42 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.61 | 0.73 | 0.16 | 0.20 | 0.22 |
| d, Delay for Lane Group [s/veh] | | 25.46 | 28.06 | 3.27 | 3.51 | 3.58 |
| Lane Group LOS | | C | C | A | A | A |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 2.05 | 2.37 | 0.39 | 0.45 | 0.56 |
| 50th-Percentile Queue Length [ft/ln] | | 51.28 | 59.20 | 9.85 | 11.23 | 14.08 |
| 95th-Percentile Queue Length [veh/ln] | | 3.69 | 4.26 | 0.71 | 0.81 | 1.01 |
| 95th-Percentile Queue Length [ft/ln] | | 92.30 | 106.57 | 17.72 | 20.21 | 25.35 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 25.46 | 0.00 | 28.06 | 0.00 | 3.27 | 3.51 | 0.00 | 3.58 | 3.58 |
| Movement LOS | | | | C | | C | | A | A | | A | A |
| d_A, Approach Delay [s/veh] | 0.00 | | | 26.81 | | | 3.40 | | | 3.58 | | |
| Approach LOS | A | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 11.54 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.274 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.03 | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.215 | 1.987 |
| Bicycle LOS | D | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 10.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.243 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 97 | 84 | 241 | 36 | 0 | 132 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 97 | 84 | 241 | 36 | 0 | 132 |
| Peak Hour Factor | 0.9080 | 0.9080 | 0.9080 | 0.9080 | 1.0000 | 0.9080 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 27 | 23 | 66 | 10 | 0 | 36 |
| Total Analysis Volume [veh/h] | 107 | 93 | 265 | 40 | 0 | 145 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 6 | 6 | 46 | 46 |
| g / C, Green / Cycle | 0.10 | 0.10 | 0.77 | 0.77 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.06 | 0.18 | 0.08 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1710 | 1750 |
| c, Capacity [veh/h] | 169 | 151 | 1309 | 1339 |
| d1, Uniform Delay [s] | 25.90 | 25.86 | 2.01 | 1.80 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 3.86 | 4.03 | 0.42 | 0.16 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.63 | 0.62 | 0.23 | 0.11 |
| d, Delay for Lane Group [s/veh] | 29.76 | 29.89 | 2.43 | 1.97 |
| Lane Group LOS | C | C | A | A |
| Critical Lane Group | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 1.46 | 1.28 | 0.27 | 0.11 |
| 50th-Percentile Queue Length [ft/ln] | 36.58 | 32.03 | 6.86 | 2.82 |
| 95th-Percentile Queue Length [veh/ln] | 2.63 | 2.31 | 0.49 | 0.20 |
| 95th-Percentile Queue Length [ft/ln] | 65.84 | 57.65 | 12.35 | 5.08 |

**Movement, Approach, & Intersection Results**

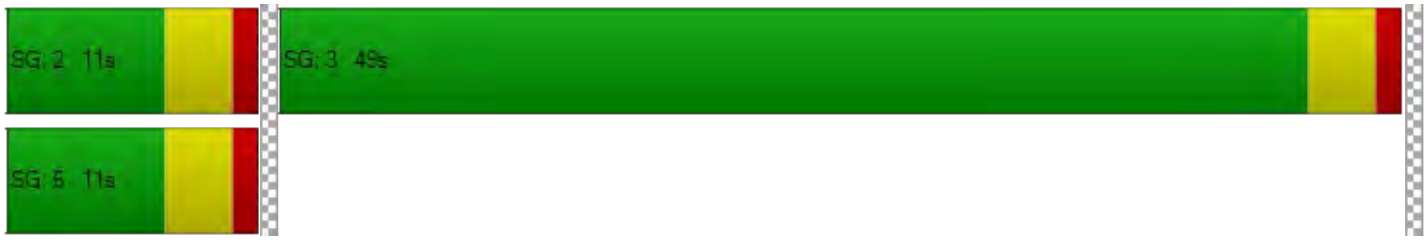
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 29.76 | 29.89 | 2.43 | 2.43 | 0.00 | 1.97 |
| Movement LOS | C | C | A | A | | A |
| d_A, Approach Delay [s/veh] | 29.82 | | 2.43 | | 1.97 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 10.76 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.243 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1499 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.88 | 23.42 | 23.42 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.063 | 1.799 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.003 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 3 | 2 | 4 | 94 | 3 | 13 | 4 | 58 | 2 | 2 | 35 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 3 | 2 | 4 | 94 | 3 | 13 | 4 | 58 | 2 | 2 | 35 | 55 |
| Peak Hour Factor | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 1 | 1 | 27 | 1 | 4 | 1 | 16 | 1 | 1 | 10 | 16 |
| Total Analysis Volume [veh/h] | 3 | 2 | 5 | 106 | 3 | 15 | 5 | 65 | 2 | 2 | 40 | 62 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.24 | 10.08 | 8.48 | 9.89 | 9.94 | 8.63 | 7.40 | 0.00 | 0.00 | 7.33 | 0.00 | 0.00 |
| Movement LOS | A | B | A | A | A | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.02 | 0.01 | 0.43 | 0.06 | 0.06 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.48 | 0.48 | 0.36 | 10.76 | 1.44 | 1.44 | 0.25 | 0.25 | 0.25 | 0.10 | 0.05 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.03 | | | 9.74 | | | 0.51 | | | 0.14 | | |
| Approach LOS | A | | | A | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.35 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 18.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.354 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 12 | 133 | 133 | 38 | 1 | 3 | 117 | 12 | 125 | 76 | 221 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 12 | 133 | 133 | 38 | 1 | 3 | 117 | 12 | 125 | 76 | 221 |
| Peak Hour Factor | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 3 | 35 | 35 | 10 | 0 | 1 | 31 | 3 | 33 | 20 | 59 |
| Total Analysis Volume [veh/h] | 9 | 13 | 142 | 142 | 40 | 1 | 3 | 125 | 13 | 133 | 81 | 235 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.02 | 0.04 | 0.14 | 0.35 | 0.09 | 0.00 | 0.00 | 0.00 | 0.00 | 0.09 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 14.24 | 16.80 | 9.26 | 18.81 | 14.08 | 9.33 | 7.87 | 0.00 | 0.00 | 7.72 | 0.00 | 0.00 |
| Movement LOS | B | C | A | C | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.20 | 0.20 | 0.50 | 1.57 | 0.30 | 0.30 | 0.01 | 0.00 | 0.00 | 0.30 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 4.91 | 4.91 | 12.55 | 39.18 | 7.61 | 7.61 | 0.18 | 0.00 | 0.00 | 7.51 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.13 | | | 17.72 | | | 0.17 | | | 2.29 | | |
| Approach LOS | B | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 6.36 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 12.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.326 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 139 | 0 | 232 | 0 | 166 | 221 | 0 | 183 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 139 | 0 | 232 | 0 | 166 | 221 | 0 | 183 | 66 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 0.9350 | 1.0000 | 0.9350 | 1.0000 | 0.9350 | 0.9350 | 1.0000 | 0.9350 | 0.9350 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 37 | 0 | 62 | 0 | 44 | 59 | 0 | 49 | 18 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 149 | 0 | 248 | 0 | 178 | 236 | 0 | 196 | 71 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 13 | 13 | 40 | 40 | 40 |
| g / C, Green / Cycle | | 0.21 | 0.21 | 0.66 | 0.66 | 0.66 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.09 | 0.17 | 0.10 | 0.16 | 0.16 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1672 |
| c, Capacity [veh/h] | | 350 | 313 | 1149 | 977 | 1098 |
| d1, Uniform Delay [s] | | 20.60 | 22.51 | 3.94 | 4.21 | 4.21 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 0.82 | 4.56 | 0.29 | 0.59 | 0.53 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.43 | 0.79 | 0.15 | 0.24 | 0.24 |
| d, Delay for Lane Group [s/veh] | | 21.42 | 27.07 | 4.23 | 4.79 | 4.74 |
| Lane Group LOS | | C | C | A | A | A |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 1.62 | 3.19 | 0.52 | 0.76 | 0.84 |
| 50th-Percentile Queue Length [ft/ln] | | 40.46 | 79.85 | 12.92 | 19.02 | 21.06 |
| 95th-Percentile Queue Length [veh/ln] | | 2.91 | 5.75 | 0.93 | 1.37 | 1.52 |
| 95th-Percentile Queue Length [ft/ln] | | 72.82 | 143.74 | 23.26 | 34.24 | 37.90 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 21.42 | 0.00 | 27.07 | 0.00 | 4.23 | 4.79 | 0.00 | 4.74 | 4.74 |
| Movement LOS | | | | C | | C | | A | A | | A | A |
| d_A, Approach Delay [s/veh] | 0.00 | | | 24.95 | | | 4.55 | | | 4.74 | | |
| Approach LOS | A | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 12.11 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.326 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.03 | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.243 | 2.000 |
| Bicycle LOS | D | A | B | B |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 11.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.267 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 100 | 119 | 209 | 97 | 0 | 156 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 100 | 119 | 209 | 97 | 0 | 156 |
| Peak Hour Factor | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 1.0000 | 0.9900 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 25 | 30 | 53 | 24 | 0 | 39 |
| Total Analysis Volume [veh/h] | 101 | 120 | 211 | 98 | 0 | 158 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 7 | 7 | 45 | 45 |
| g / C, Green / Cycle | 0.12 | 0.12 | 0.75 | 0.75 |
| (v / s)_i Volume / Saturation Flow Rate | 0.06 | 0.08 | 0.19 | 0.09 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1657 | 1750 |
| c, Capacity [veh/h] | 198 | 176 | 1240 | 1309 |
| d1, Uniform Delay [s] | 24.84 | 25.38 | 2.34 | 2.09 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.04 | 4.55 | 0.48 | 0.19 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.51 | 0.68 | 0.25 | 0.12 |
| d, Delay for Lane Group [s/veh] | 26.87 | 29.92 | 2.82 | 2.28 |
| Lane Group LOS | C | C | A | A |
| Critical Lane Group | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 1.29 | 1.65 | 0.40 | 0.18 |
| 50th-Percentile Queue Length [ft/ln] | 32.15 | 41.21 | 10.01 | 4.40 |
| 95th-Percentile Queue Length [veh/ln] | 2.32 | 2.97 | 0.72 | 0.32 |
| 95th-Percentile Queue Length [ft/ln] | 57.88 | 74.18 | 18.02 | 7.91 |

**Movement, Approach, & Intersection Results**

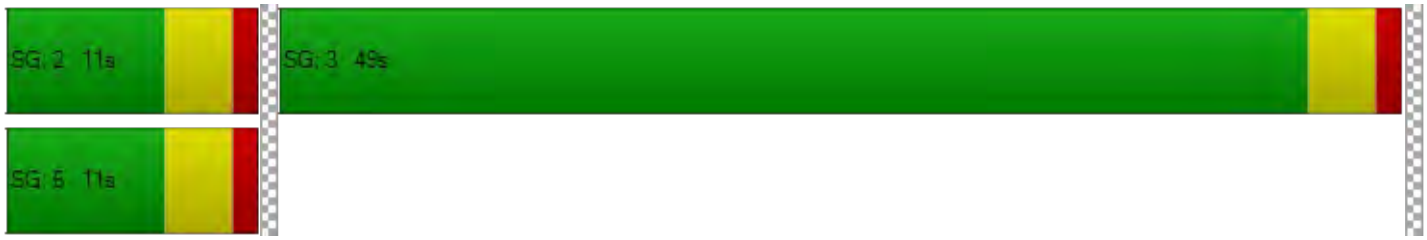
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 26.87 | 29.92 | 2.82 | 2.82 | 0.00 | 2.28 |
| Movement LOS | C | C | A | A | | A |
| d_A, Approach Delay [s/veh] | 28.53 | | 2.82 | | 2.28 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 10.96 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.267 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1499 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.88 | 23.42 | 23.42 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.069 | 1.820 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



# EXISTING (2022) WITH PROJECT CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 70.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.630 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 300.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 14 | 72 | 6 | 13 | 13 | 66 | 2 | 3 | 63 | 33 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 16 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 16 | 368 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 16 | 0 | 156 | 72 | 6 | 13 | 13 | 66 | 18 | 371 | 63 | 33 |
| Peak Hour Factor | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 | 0.8670 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 0 | 45 | 21 | 2 | 4 | 4 | 19 | 5 | 107 | 18 | 10 |
| Total Analysis Volume [veh/h] | 18 | 0 | 180 | 83 | 7 | 15 | 15 | 76 | 21 | 428 | 73 | 38 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.12 | 0.00 | 0.18 | 0.63 | 0.04 | 0.02 | 0.01 | 0.00 | 0.00 | 0.28 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 32.52 | 31.52 | 9.51 | 70.24 | 27.96 | 9.21 | 7.44 | 0.00 | 0.00 | 8.33 | 0.00 | 0.00 |
| Movement LOS | D | D | A | F | D | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.40 | 0.40 | 0.67 | 3.31 | 0.19 | 0.19 | 0.03 | 0.03 | 0.03 | 1.18 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 10.08 | 10.08 | 16.81 | 82.76 | 4.65 | 4.65 | 0.76 | 0.76 | 0.76 | 29.44 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.60 | | | 58.70 | | | 1.00 | | | 6.61 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 12.72 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 189.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.075 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 1 | 49 | 94 | 17 | 5 | 4 | 99 | 6 | 44 | 61 | 116 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 142 | 0 | 158 | 368 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 1 | 207 | 94 | 17 | 5 | 4 | 241 | 6 | 202 | 429 | 116 |
| Peak Hour Factor | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 | 0.8600 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 0 | 60 | 27 | 5 | 1 | 1 | 70 | 2 | 59 | 125 | 34 |
| Total Analysis Volume [veh/h] | 9 | 1 | 241 | 109 | 20 | 6 | 5 | 280 | 7 | 235 | 499 | 135 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.06 | 0.01 | 0.27 | 1.07 | 0.14 | 0.01 | 0.01 | 0.00 | 0.00 | 0.18 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 31.54 | 38.04 | 10.59 | 189.43 | 34.71 | 13.50 | 8.77 | 0.00 | 0.00 | 8.42 | 0.00 | 0.00 |
| Movement LOS | D | E | B | F | D | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.22 | 0.22 | 1.11 | 6.88 | 0.52 | 0.52 | 0.02 | 0.00 | 0.00 | 0.67 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 5.59 | 5.59 | 27.72 | 172.12 | 13.09 | 13.09 | 0.39 | 0.00 | 0.00 | 16.68 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.45 | | | 158.69 | | | 0.15 | | | 2.28 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 17.01 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 13.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.559 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 117 | 0 | 101 | 0 | 131 | 112 | 0 | 127 | 46 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 255 | 0 | 158 | 142 | 0 | 271 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 117 | 0 | 356 | 0 | 289 | 254 | 0 | 398 | 46 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 0.8910 | 1.0000 | 0.8910 | 1.0000 | 0.8910 | 0.8910 | 1.0000 | 0.8910 | 0.8910 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 33 | 0 | 100 | 0 | 81 | 71 | 0 | 112 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 131 | 0 | 400 | 0 | 324 | 285 | 0 | 447 | 52 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 19 | 19 | 33 | 33 | 33 |
| g / C, Green / Cycle | | 0.31 | 0.31 | 0.56 | 0.56 | 0.56 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.08 | 0.27 | 0.19 | 0.19 | 0.29 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1718 |
| c, Capacity [veh/h] | | 520 | 464 | 971 | 826 | 954 |
| d1, Uniform Delay [s] | | 15.45 | 19.47 | 7.31 | 7.36 | 8.39 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 0.25 | 4.86 | 0.92 | 1.15 | 2.05 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.25 | 0.86 | 0.33 | 0.35 | 0.52 |
| d, Delay for Lane Group [s/veh] | | 15.70 | 24.32 | 8.23 | 8.51 | 10.44 |
| Lane Group LOS | | B | C | A | A | B |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 1.13 | 4.84 | 1.78 | 1.62 | 3.25 |
| 50th-Percentile Queue Length [ft/ln] | | 28.27 | 120.92 | 44.53 | 40.51 | 81.30 |
| 95th-Percentile Queue Length [veh/ln] | | 2.04 | 8.44 | 3.21 | 2.92 | 5.85 |
| 95th-Percentile Queue Length [ft/ln] | | 50.88 | 211.09 | 80.15 | 72.93 | 146.35 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 15.70 | 0.00 | 24.32 | 0.00 | 8.23 | 8.51 | 0.00 | 10.44 | 10.44 |
| Movement LOS | | | | B | | C | | A | A | | B | B |
| d_A, Approach Delay [s/veh] | 0.00 | | | 22.19 | | | 8.36 | | | 10.44 | | |
| Approach LOS | A | | | C | | | A | | | B | | |
| d_I, Intersection Delay [s/veh] | 13.48 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.559 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.03 | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.564 | 2.383 |
| Bicycle LOS | D | A | B | B |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 14.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.479 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 44 | 51 | 181 | 45 | 0 | 129 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 255 | 0 | 16 | 142 | 0 | 16 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 299 | 51 | 197 | 187 | 0 | 145 |
| Peak Hour Factor | 0.8720 | 0.8720 | 0.8720 | 0.8720 | 1.0000 | 0.8720 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 86 | 15 | 56 | 54 | 0 | 42 |
| Total Analysis Volume [veh/h] | 343 | 58 | 226 | 214 | 0 | 166 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 15 | 15 | 37 | 37 |
| g / C, Green / Cycle | 0.25 | 0.25 | 0.62 | 0.62 |
| (v / s)_i Volume / Saturation Flow Rate | 0.21 | 0.04 | 0.27 | 0.09 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1612 | 1750 |
| c, Capacity [veh/h] | 410 | 366 | 1001 | 1086 |
| d1, Uniform Delay [s] | 21.51 | 17.78 | 5.95 | 4.78 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.56 | 0.20 | 1.40 | 0.30 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.84 | 0.16 | 0.44 | 0.15 |
| d, Delay for Lane Group [s/veh] | 26.07 | 17.98 | 7.35 | 5.07 |
| Lane Group LOS | C | B | A | A |
| Critical Lane Group | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.32 | 0.55 | 2.05 | 0.59 |
| 50th-Percentile Queue Length [ft/ln] | 107.98 | 13.78 | 51.37 | 14.86 |
| 95th-Percentile Queue Length [veh/ln] | 7.73 | 0.99 | 3.70 | 1.07 |
| 95th-Percentile Queue Length [ft/ln] | 193.18 | 24.81 | 92.47 | 26.75 |

**Movement, Approach, & Intersection Results**

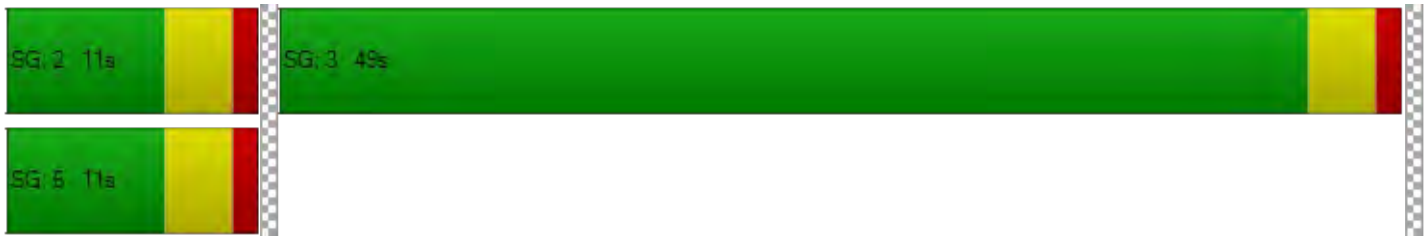
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 26.07 | 17.98 | 7.35 | 7.35 | 0.00 | 5.07 |
| Movement LOS | C | B | A | A | | A |
| d_A, Approach Delay [s/veh] | 24.90 | | 7.35 | | 5.07 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 13.96 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.479 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.286 | 1.834 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 93.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.716 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 300.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 2 | 14 | 67 | 14 | 13 | 6 | 64 | 0 | 7 | 78 | 26 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 13 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 13 | 391 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 14 | 2 | 135 | 67 | 14 | 13 | 6 | 64 | 13 | 398 | 78 | 26 |
| Peak Hour Factor | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 | 0.8380 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 1 | 40 | 20 | 4 | 4 | 2 | 19 | 4 | 119 | 23 | 8 |
| Total Analysis Volume [veh/h] | 17 | 2 | 161 | 80 | 17 | 16 | 7 | 76 | 16 | 475 | 93 | 31 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.15 | 0.02 | 0.16 | 0.72 | 0.12 | 0.02 | 0.00 | 0.00 | 0.00 | 0.31 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 41.62 | 37.92 | 9.39 | 93.61 | 33.83 | 11.21 | 7.45 | 0.00 | 0.00 | 8.46 | 0.00 | 0.00 |
| Movement LOS | E | E | A | F | D | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.55 | 0.55 | 0.59 | 3.84 | 0.48 | 0.48 | 0.01 | 0.01 | 0.01 | 1.36 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 13.76 | 13.76 | 14.65 | 96.06 | 12.06 | 12.06 | 0.36 | 0.36 | 0.36 | 33.89 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.75 | | | 72.95 | | | 0.53 | | | 6.71 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 14.74 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 359.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.470 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 4 | 5 | 79 | 135 | 9 | 11 | 9 | 125 | 11 | 61 | 80 | 198 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 121 | 0 | 134 | 391 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 5 | 214 | 135 | 9 | 11 | 9 | 246 | 11 | 195 | 471 | 198 |
| Peak Hour Factor | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 | 0.9050 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 1 | 59 | 37 | 2 | 3 | 2 | 68 | 3 | 54 | 130 | 55 |
| Total Analysis Volume [veh/h] | 4 | 6 | 236 | 149 | 10 | 12 | 10 | 272 | 12 | 215 | 520 | 219 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.02 | 0.06 | 0.27 | 1.47 | 0.07 | 0.02 | 0.01 | 0.00 | 0.00 | 0.17 | 0.01 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 29.58 | 41.41 | 10.53 | 359.24 | 348.94 | 9.91 | 9.15 | 0.00 | 0.00 | 8.35 | 0.00 | 0.00 |
| Movement LOS | D | E | B | F | F | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.26 | 0.26 | 1.07 | 11.96 | 11.96 | 0.05 | 0.03 | 0.00 | 0.00 | 0.60 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 6.48 | 6.48 | 26.87 | 298.88 | 298.88 | 1.23 | 0.87 | 0.00 | 0.00 | 14.94 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.59 | | | 334.13 | | | 0.31 | | | 1.88 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 37.16 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 15.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.641 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 148 | 0 | 160 | 0 | 171 | 181 | 0 | 185 | 45 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 256 | 0 | 134 | 122 | 0 | 269 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 148 | 0 | 416 | 0 | 305 | 303 | 0 | 454 | 45 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 0.8880 | 1.0000 | 0.8880 | 1.0000 | 0.8880 | 0.8880 | 1.0000 | 0.8880 | 0.8880 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 42 | 0 | 117 | 0 | 86 | 85 | 0 | 128 | 13 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 167 | 0 | 468 | 0 | 343 | 341 | 0 | 511 | 51 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 22 | 22 | 31 | 31 | 31 |
| g / C, Green / Cycle | | 0.36 | 0.36 | 0.51 | 0.51 | 0.51 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.10 | 0.31 | 0.20 | 0.23 | 0.33 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1722 |
| c, Capacity [veh/h] | | 598 | 533 | 890 | 756 | 876 |
| d1, Uniform Delay [s] | | 13.74 | 18.04 | 9.04 | 9.43 | 10.79 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 0.25 | 4.80 | 1.26 | 1.94 | 3.60 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.28 | 0.88 | 0.39 | 0.45 | 0.64 |
| d, Delay for Lane Group [s/veh] | | 14.00 | 22.84 | 10.30 | 11.37 | 14.39 |
| Lane Group LOS | | B | C | B | B | B |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 1.33 | 5.43 | 2.29 | 2.46 | 4.74 |
| 50th-Percentile Queue Length [ft/ln] | | 33.14 | 135.86 | 57.20 | 61.41 | 118.49 |
| 95th-Percentile Queue Length [veh/ln] | | 2.39 | 9.26 | 4.12 | 4.42 | 8.31 |
| 95th-Percentile Queue Length [ft/ln] | | 59.66 | 231.43 | 102.96 | 110.53 | 207.75 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 14.00 | 0.00 | 22.84 | 0.00 | 10.30 | 11.37 | 0.00 | 14.39 | 14.39 |
| Movement LOS | | | | B | | C | | B | B | | B | B |
| d_A, Approach Delay [s/veh] | 0.00 | | | 20.51 | | | 10.83 | | | 14.39 | | |
| Approach LOS | A | | | C | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 15.17 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.641 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.03 | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.688 | 2.487 |
| Bicycle LOS | D | A | B | B |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 14.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.510 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 97 | 84 | 241 | 36 | 0 | 132 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 256 | 0 | 13 | 121 | 0 | 13 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 353 | 84 | 254 | 157 | 0 | 145 |
| Peak Hour Factor | 0.9080 | 0.9080 | 0.9080 | 0.9080 | 1.0000 | 0.9080 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 97 | 23 | 70 | 43 | 0 | 40 |
| Total Analysis Volume [veh/h] | 389 | 93 | 280 | 173 | 0 | 160 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 16 | 16 | 36 | 36 |
| g / C, Green / Cycle | 0.27 | 0.27 | 0.59 | 0.59 |
| (v / s)_i Volume / Saturation Flow Rate | 0.23 | 0.06 | 0.28 | 0.09 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1640 | 1750 |
| c, Capacity [veh/h] | 459 | 409 | 970 | 1036 |
| d1, Uniform Delay [s] | 20.60 | 16.85 | 6.92 | 5.51 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.45 | 0.28 | 1.61 | 0.32 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.85 | 0.23 | 0.47 | 0.15 |
| d, Delay for Lane Group [s/veh] | 25.06 | 17.13 | 8.54 | 5.83 |
| Lane Group LOS | C | B | A | A |
| Critical Lane Group | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.78 | 0.86 | 2.46 | 0.66 |
| 50th-Percentile Queue Length [ft/ln] | 119.62 | 21.41 | 61.52 | 16.53 |
| 95th-Percentile Queue Length [veh/ln] | 8.37 | 1.54 | 4.43 | 1.19 |
| 95th-Percentile Queue Length [ft/ln] | 209.30 | 38.53 | 110.74 | 29.76 |

**Movement, Approach, & Intersection Results**

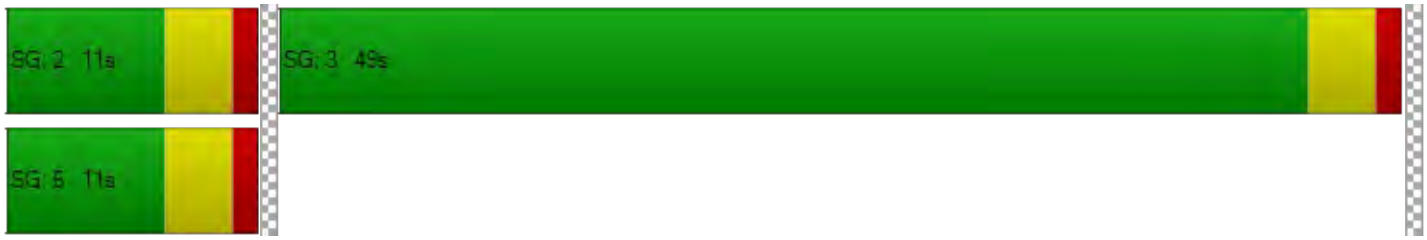
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 25.06 | 17.13 | 8.54 | 8.54 | 0.00 | 5.83 |
| Movement LOS | C | B | A | A | | A |
| d_A, Approach Delay [s/veh] | 23.53 | | 8.54 | | 5.83 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 14.74 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.510 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.307 | 1.824 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 78.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.732 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 300.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 3 | 2 | 4 | 94 | 3 | 13 | 4 | 58 | 2 | 2 | 35 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 15 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 15 | 385 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 18 | 2 | 141 | 94 | 3 | 13 | 4 | 58 | 17 | 387 | 35 | 55 |
| Peak Hour Factor | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 | 0.8860 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 1 | 40 | 27 | 1 | 4 | 1 | 16 | 5 | 109 | 10 | 16 |
| Total Analysis Volume [veh/h] | 20 | 2 | 159 | 106 | 3 | 15 | 5 | 65 | 19 | 437 | 40 | 62 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.12 | 0.01 | 0.16 | 0.73 | 0.02 | 0.01 | 0.00 | 0.00 | 0.00 | 0.29 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 30.85 | 30.93 | 9.32 | 78.38 | 26.09 | 8.68 | 7.40 | 0.00 | 0.00 | 8.30 | 0.00 | 0.00 |
| Movement LOS | D | D | A | F | D | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.46 | 0.46 | 0.57 | 4.33 | 0.10 | 0.10 | 0.01 | 0.01 | 0.01 | 1.19 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 11.56 | 11.56 | 14.23 | 108.30 | 2.47 | 2.47 | 0.25 | 0.25 | 0.25 | 29.85 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.94 | | | 68.68 | | | 0.42 | | | 6.73 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 15.37 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 652.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 2.126 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 12 | 133 | 133 | 38 | 1 | 3 | 117 | 12 | 125 | 76 | 221 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 137 | 0 | 146 | 385 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 8 | 12 | 285 | 133 | 38 | 1 | 3 | 254 | 12 | 271 | 461 | 221 |
| Peak Hour Factor | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 | 0.9390 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 3 | 76 | 35 | 10 | 0 | 1 | 68 | 3 | 72 | 123 | 59 |
| Total Analysis Volume [veh/h] | 9 | 13 | 304 | 142 | 40 | 1 | 3 | 271 | 13 | 289 | 491 | 235 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.09 | 0.15 | 0.34 | 2.13 | 0.34 | 0.00 | 0.00 | 0.00 | 0.00 | 0.22 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 53.98 | 60.27 | 11.17 | 652.51 | 51.35 | 25.03 | 9.08 | 0.00 | 0.00 | 8.59 | 0.00 | 0.00 |
| Movement LOS | F | F | B | F | F | D | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.88 | 0.88 | 1.53 | 13.38 | 1.39 | 1.39 | 0.01 | 0.00 | 0.00 | 0.86 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 22.07 | 22.07 | 38.35 | 334.52 | 34.73 | 34.73 | 0.25 | 0.00 | 0.00 | 21.51 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 14.31 | | | 517.68 | | | 0.09 | | | 2.45 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 56.27 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 16.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.679 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 139 | 0 | 232 | 0 | 166 | 221 | 0 | 183 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 258 | 0 | 152 | 137 | 0 | 273 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 139 | 0 | 490 | 0 | 318 | 358 | 0 | 456 | 66 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 0.9350 | 1.0000 | 0.9350 | 1.0000 | 0.9350 | 0.9350 | 1.0000 | 0.9350 | 0.9350 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 37 | 0 | 131 | 0 | 85 | 96 | 0 | 122 | 18 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 149 | 0 | 524 | 0 | 340 | 383 | 0 | 488 | 71 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 24 | 24 | 28 | 28 | 28 |
| g / C, Green / Cycle | | 0.40 | 0.40 | 0.47 | 0.47 | 0.47 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.09 | 0.35 | 0.19 | 0.26 | 0.33 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1712 |
| c, Capacity [veh/h] | | 660 | 589 | 824 | 701 | 806 |
| d1, Uniform Delay [s] | | 12.06 | 16.95 | 10.47 | 11.36 | 12.52 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 0.17 | 4.82 | 1.53 | 3.05 | 4.88 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.23 | 0.89 | 0.41 | 0.55 | 0.69 |
| d, Delay for Lane Group [s/veh] | | 12.23 | 21.77 | 11.99 | 14.41 | 17.40 |
| Lane Group LOS | | B | C | B | B | B |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 1.06 | 5.89 | 2.57 | 3.31 | 5.46 |
| 50th-Percentile Queue Length [ft/ln] | | 26.57 | 147.21 | 64.24 | 82.71 | 136.51 |
| 95th-Percentile Queue Length [veh/ln] | | 1.91 | 9.87 | 4.63 | 5.95 | 9.29 |
| 95th-Percentile Queue Length [ft/ln] | | 47.83 | 246.70 | 115.63 | 148.87 | 232.32 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 12.23 | 0.00 | 21.77 | 0.00 | 11.99 | 14.41 | 0.00 | 17.40 | 17.40 |
| Movement LOS | | | | B | | C | | B | B | | B | B |
| d_A, Approach Delay [s/veh] | 0.00 | | | 19.66 | | | 13.27 | | | 17.40 | | |
| Approach LOS | A | | | B | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 16.65 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.679 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1497 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.06 | 1.90 | 23.47 | 23.47 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.753 | 2.482 |
| Bicycle LOS | D | A | C | B |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 14.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.505 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 100 | 119 | 209 | 97 | 0 | 156 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 258 | 0 | 15 | 137 | 0 | 15 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 358 | 119 | 224 | 234 | 0 | 171 |
| Peak Hour Factor | 0.9900 | 0.9900 | 0.9900 | 0.9900 | 1.0000 | 0.9900 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 90 | 30 | 57 | 59 | 0 | 43 |
| Total Analysis Volume [veh/h] | 362 | 120 | 226 | 236 | 0 | 173 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 16 | 16 | 36 | 36 |
| g / C, Green / Cycle | 0.26 | 0.26 | 0.61 | 0.61 |
| (v / s)_i Volume / Saturation Flow Rate | 0.22 | 0.08 | 0.29 | 0.10 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1605 | 1750 |
| c, Capacity [veh/h] | 433 | 387 | 974 | 1062 |
| d1, Uniform Delay [s] | 21.03 | 17.91 | 6.52 | 5.15 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.31 | 0.45 | 1.65 | 0.33 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.84 | 0.31 | 0.47 | 0.16 |
| d, Delay for Lane Group [s/veh] | 25.35 | 18.36 | 8.17 | 5.48 |
| Lane Group LOS | C | B | A | A |
| Critical Lane Group | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.48 | 1.17 | 2.38 | 0.67 |
| 50th-Percentile Queue Length [ft/ln] | 112.02 | 29.17 | 59.55 | 16.74 |
| 95th-Percentile Queue Length [veh/ln] | 7.95 | 2.10 | 4.29 | 1.21 |
| 95th-Percentile Queue Length [ft/ln] | 198.80 | 52.50 | 107.18 | 30.13 |

**Movement, Approach, & Intersection Results**

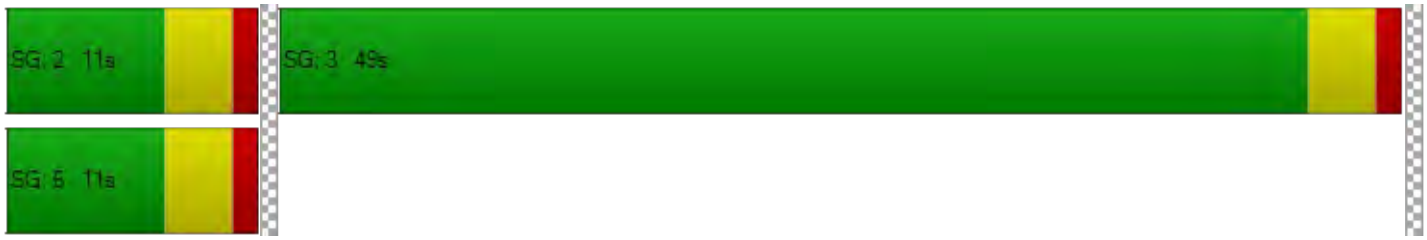
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 25.35 | 18.36 | 8.17 | 8.17 | 0.00 | 5.48 |
| Movement LOS | C | B | A | A | | A |
| d_A, Approach Delay [s/veh] | 23.61 | | 8.17 | | 5.48 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 14.42 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.505 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.322 | 1.845 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



# FUTURE YEAR (2042) WITHOUT PROJECT CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.152 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 14 | 72 | 6 | 13 | 13 | 66 | 2 | 3 | 63 | 33 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 21 | 107 | 9 | 19 | 19 | 98 | 3 | 4 | 94 | 49 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 5 | 27 | 2 | 5 | 5 | 25 | 1 | 1 | 24 | 12 |
| Total Analysis Volume [veh/h] | 0 | 0 | 21 | 107 | 9 | 19 | 19 | 98 | 3 | 4 | 94 | 49 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.15 | 0.01 | 0.02 | 0.01 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10.01 | 10.86 | 8.63 | 11.01 | 10.84 | 8.81 | 7.51 | 0.00 | 0.00 | 7.40 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.00 | 0.00 | 0.06 | 0.53 | 0.10 | 0.10 | 0.04 | 0.04 | 0.04 | 0.01 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.00 | 0.00 | 1.59 | 13.31 | 2.60 | 2.60 | 0.99 | 0.99 | 0.99 | 0.20 | 0.10 | 0.00 |
| d_A, Approach Delay [s/veh] | 8.63 | | | 10.69 | | | 1.19 | | | 0.20 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.25 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 13.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.002 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 1 | 49 | 94 | 17 | 5 | 4 | 99 | 6 | 44 | 61 | 116 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 1 | 73 | 140 | 25 | 7 | 6 | 147 | 9 | 65 | 91 | 172 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 0 | 18 | 35 | 6 | 2 | 2 | 37 | 2 | 16 | 23 | 43 |
| Total Analysis Volume [veh/h] | 12 | 1 | 73 | 140 | 25 | 7 | 6 | 147 | 9 | 65 | 91 | 172 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.02 | 0.00 | 0.07 | 0.25 | 0.05 | 0.01 | 0.00 | 0.00 | 0.00 | 0.05 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 11.87 | 13.75 | 9.00 | 13.61 | 12.25 | 8.88 | 7.75 | 0.00 | 0.00 | 7.63 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.08 | 0.08 | 0.24 | 0.99 | 0.17 | 0.17 | 0.01 | 0.00 | 0.00 | 0.14 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 1.90 | 1.90 | 6.07 | 24.68 | 4.33 | 4.33 | 0.34 | 0.00 | 0.00 | 3.55 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.45 | | | 13.22 | | | 0.29 | | | 1.51 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.85 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 11.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.258 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 117 | 0 | 101 | 0 | 131 | 112 | 0 | 127 | 46 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 174 | 0 | 150 | 0 | 195 | 166 | 0 | 189 | 68 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 44 | 0 | 38 | 0 | 49 | 42 | 0 | 47 | 17 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 174 | 0 | 150 | 0 | 195 | 166 | 0 | 189 | 68 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 9 | 9 | 43 | 43 | 43 |
| g / C, Green / Cycle | | 0.15 | 0.15 | 0.72 | 0.72 | 0.72 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.10 | 0.10 | 0.11 | 0.11 | 0.15 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1672 |
| c, Capacity [veh/h] | | 245 | 218 | 1260 | 1071 | 1204 |
| d1, Uniform Delay [s] | | 24.41 | 24.31 | 2.65 | 2.65 | 2.78 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 3.80 | 3.80 | 0.26 | 0.31 | 0.41 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.71 | 0.69 | 0.15 | 0.15 | 0.21 |
| d, Delay for Lane Group [s/veh] | | 28.21 | 28.12 | 2.91 | 2.96 | 3.19 |
| Lane Group LOS | | C | C | A | A | A |
| Critical Lane Group | | Yes | No | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 2.29 | 1.97 | 0.33 | 0.30 | 0.47 |
| 50th-Percentile Queue Length [ft/ln] | | 57.20 | 49.34 | 8.28 | 7.39 | 11.68 |
| 95th-Percentile Queue Length [veh/ln] | | 4.12 | 3.55 | 0.60 | 0.53 | 0.84 |
| 95th-Percentile Queue Length [ft/ln] | | 102.97 | 88.81 | 14.90 | 13.31 | 21.03 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 28.21 | 0.00 | 28.12 | 0.00 | 2.91 | 2.96 | 0.00 | 3.19 | 3.19 |
| Movement LOS | | | | C | | C | | A | A | | A | A |
| d_A, Approach Delay [s/veh] | 0.00 | | | 28.17 | | | 2.93 | | | 3.19 | | |
| Approach LOS | A | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 11.68 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.258 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1499 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.02 | 1.88 | 23.42 | 23.42 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.155 | 1.984 |
| Bicycle LOS | D | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 8.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | A |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.250 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 44 | 51 | 181 | 45 | 0 | 129 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 65 | 76 | 269 | 67 | 0 | 192 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 16 | 19 | 67 | 17 | 0 | 48 |
| Total Analysis Volume [veh/h] | 65 | 76 | 269 | 67 | 0 | 192 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 5 | 5 | 47 | 47 |
| g / C, Green / Cycle | 0.08 | 0.08 | 0.79 | 0.79 |
| (v / s)_i Volume / Saturation Flow Rate | 0.04 | 0.05 | 0.20 | 0.11 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1691 | 1750 |
| c, Capacity [veh/h] | 138 | 123 | 1326 | 1372 |
| d1, Uniform Delay [s] | 26.30 | 26.63 | 1.75 | 1.57 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 2.50 | 4.98 | 0.46 | 0.21 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.47 | 0.62 | 0.25 | 0.14 |
| d, Delay for Lane Group [s/veh] | 28.80 | 31.62 | 2.21 | 1.78 |
| Lane Group LOS | C | C | A | A |
| Critical Lane Group | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 0.88 | 1.09 | 0.17 | 0.08 |
| 50th-Percentile Queue Length [ft/ln] | 21.88 | 27.34 | 4.36 | 2.10 |
| 95th-Percentile Queue Length [veh/ln] | 1.58 | 1.97 | 0.31 | 0.15 |
| 95th-Percentile Queue Length [ft/ln] | 39.39 | 49.20 | 7.85 | 3.77 |

**Movement, Approach, & Intersection Results**

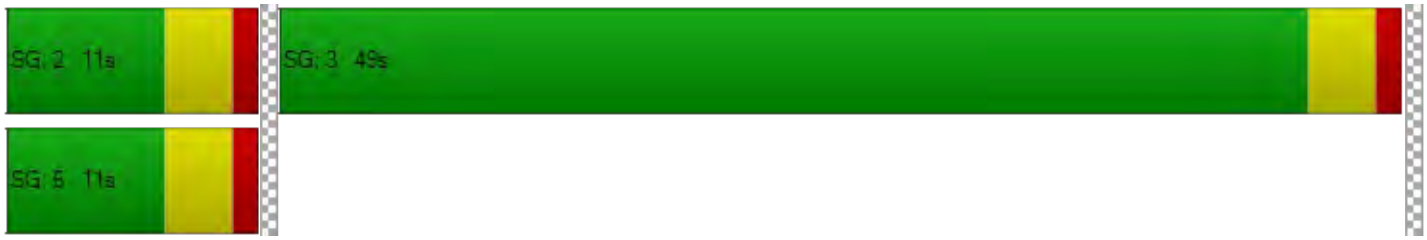
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 28.80 | 31.62 | 2.21 | 2.21 | 0.00 | 1.78 |
| Movement LOS | C | C | A | A | | A |
| d_A, Approach Delay [s/veh] | 30.32 | | 2.21 | | 1.78 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 8.01 | | | | | |
| Intersection LOS | A | | | | | |
| Intersection V/C | 0.250 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1499 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.88 | 23.42 | 23.42 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.114 | 1.876 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 11.1 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.144 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 2 | 14 | 67 | 14 | 13 | 6 | 64 | 0 | 7 | 78 | 26 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 1 | 3 | 21 | 100 | 21 | 19 | 9 | 95 | 0 | 10 | 116 | 39 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 1 | 5 | 25 | 5 | 5 | 2 | 24 | 0 | 3 | 29 | 10 |
| Total Analysis Volume [veh/h] | 1 | 3 | 21 | 100 | 21 | 19 | 9 | 95 | 0 | 10 | 116 | 39 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.02 | 0.14 | 0.03 | 0.02 | 0.01 | 0.00 | 0.00 | 0.01 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10.15 | 10.87 | 8.61 | 11.05 | 10.96 | 8.96 | 7.52 | 0.00 | 0.00 | 7.40 | 0.00 | 0.00 |
| Movement LOS | B | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.02 | 0.02 | 0.06 | 0.50 | 0.17 | 0.17 | 0.02 | 0.02 | 0.02 | 0.02 | 0.01 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.47 | 0.47 | 1.58 | 12.52 | 4.17 | 4.17 | 0.47 | 0.47 | 0.47 | 0.50 | 0.25 | 0.00 |
| d_A, Approach Delay [s/veh] | 8.94 | | | 10.75 | | | 0.65 | | | 0.45 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.31 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 21.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.478 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 4 | 5 | 79 | 135 | 9 | 11 | 9 | 125 | 11 | 61 | 80 | 198 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 7 | 117 | 201 | 13 | 16 | 13 | 186 | 16 | 91 | 119 | 294 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 2 | 29 | 50 | 3 | 4 | 3 | 47 | 4 | 23 | 30 | 74 |
| Total Analysis Volume [veh/h] | 6 | 7 | 117 | 201 | 13 | 16 | 13 | 186 | 16 | 91 | 119 | 294 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.01 | 0.02 | 0.12 | 0.48 | 0.03 | 0.02 | 0.01 | 0.00 | 0.00 | 0.07 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 13.65 | 17.82 | 9.37 | 21.16 | 13.79 | 8.88 | 8.15 | 0.00 | 0.00 | 7.79 | 0.00 | 0.00 |
| Movement LOS | B | C | A | C | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.12 | 0.12 | 0.42 | 2.52 | 0.15 | 0.15 | 0.03 | 0.00 | 0.00 | 0.21 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 2.94 | 2.94 | 10.60 | 62.94 | 3.67 | 3.67 | 0.85 | 0.00 | 0.00 | 5.28 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 10.02 | | | 19.89 | | | 0.49 | | | 1.41 | | |
| Approach LOS | B | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 6.20 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 11.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.362 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 148 | 0 | 160 | 0 | 171 | 181 | 0 | 185 | 45 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 220 | 0 | 238 | 0 | 254 | 269 | 0 | 275 | 67 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 55 | 0 | 60 | 0 | 64 | 67 | 0 | 69 | 17 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 220 | 0 | 238 | 0 | 254 | 269 | 0 | 275 | 67 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | | 0 | | | 0 | | | 0 | | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | | 0 | | | 0 | | | 0 | | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |
| Bicycle Volume [bicycles/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 12 | 12 | 40 | 40 | 40 |
| g / C, Green / Cycle | | 0.20 | 0.20 | 0.66 | 0.66 | 0.66 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.13 | 0.16 | 0.15 | 0.18 | 0.20 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1692 |
| c, Capacity [veh/h] | | 343 | 306 | 1157 | 983 | 1118 |
| d1, Uniform Delay [s] | | 21.84 | 22.57 | 4.04 | 4.22 | 4.33 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 2.00 | 4.24 | 0.44 | 0.69 | 0.71 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.64 | 0.78 | 0.22 | 0.27 | 0.31 |
| d, Delay for Lane Group [s/veh] | | 23.84 | 26.81 | 4.48 | 4.90 | 5.04 |
| Lane Group LOS | | C | C | A | A | A |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 2.59 | 3.05 | 0.76 | 0.87 | 1.11 |
| 50th-Percentile Queue Length [ft/ln] | | 64.79 | 76.13 | 18.93 | 21.74 | 27.74 |
| 95th-Percentile Queue Length [veh/ln] | | 4.66 | 5.48 | 1.36 | 1.57 | 2.00 |
| 95th-Percentile Queue Length [ft/ln] | | 116.61 | 137.03 | 34.08 | 39.13 | 49.93 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 23.84 | 0.00 | 26.81 | 0.00 | 4.48 | 4.90 | 0.00 | 5.04 | 5.04 |
| Movement LOS | | | | C | | C | | A | A | | A | A |
| d_A, Approach Delay [s/veh] | 0.00 | | | 25.38 | | | 4.70 | | | 5.04 | | |
| Approach LOS | A | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 11.95 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.362 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.03 | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.423 | 2.124 |
| Bicycle LOS | D | A | B | B |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 11.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.327 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 97 | 84 | 241 | 36 | 0 | 132 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 144 | 125 | 358 | 53 | 0 | 196 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 36 | 31 | 90 | 13 | 0 | 49 |
| Total Analysis Volume [veh/h] | 144 | 125 | 358 | 53 | 0 | 196 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 8 | 8 | 44 | 44 |
| g / C, Green / Cycle | 0.13 | 0.13 | 0.74 | 0.74 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.08 | 0.24 | 0.11 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1711 | 1750 |
| c, Capacity [veh/h] | 212 | 189 | 1266 | 1294 |
| d1, Uniform Delay [s] | 25.05 | 24.98 | 2.68 | 2.29 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 3.80 | 3.91 | 0.68 | 0.25 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.68 | 0.66 | 0.32 | 0.15 |
| d, Delay for Lane Group [s/veh] | 28.84 | 28.89 | 3.36 | 2.54 |
| Lane Group LOS | C | C | A | A |
| Critical Lane Group | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 1.92 | 1.68 | 0.65 | 0.26 |
| 50th-Percentile Queue Length [ft/ln] | 48.06 | 41.91 | 16.29 | 6.43 |
| 95th-Percentile Queue Length [veh/ln] | 3.46 | 3.02 | 1.17 | 0.46 |
| 95th-Percentile Queue Length [ft/ln] | 86.51 | 75.44 | 29.32 | 11.57 |

**Movement, Approach, & Intersection Results**

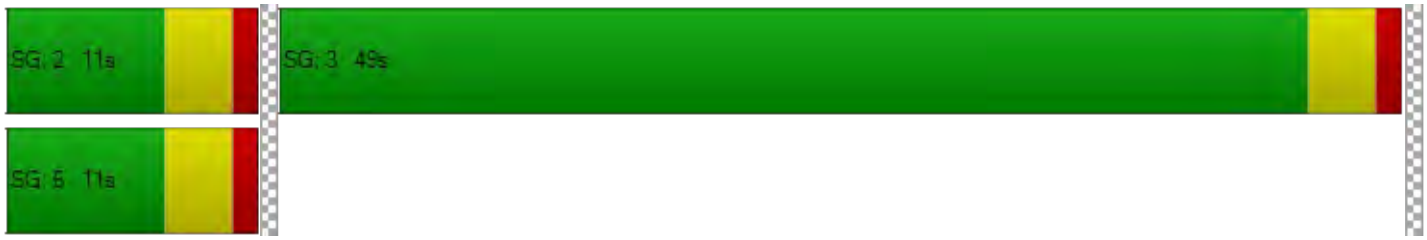
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 28.84 | 28.89 | 3.36 | 3.36 | 0.00 | 2.54 |
| Movement LOS | C | C | A | A | | A |
| d_A, Approach Delay [s/veh] | 28.87 | | 3.36 | | 2.54 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 11.01 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.327 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1499 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.88 | 23.42 | 23.42 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.238 | 1.883 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.177 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 3 | 2 | 4 | 94 | 3 | 13 | 4 | 58 | 2 | 2 | 35 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 4 | 3 | 6 | 140 | 4 | 19 | 6 | 86 | 3 | 3 | 52 | 82 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 1 | 1 | 2 | 35 | 1 | 5 | 2 | 22 | 1 | 1 | 13 | 21 |
| Total Analysis Volume [veh/h] | 4 | 3 | 6 | 140 | 4 | 19 | 6 | 86 | 3 | 3 | 52 | 82 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 0.00 | 0.01 | 0.18 | 0.01 | 0.02 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 9.51 | 10.49 | 8.54 | 10.53 | 10.28 | 8.74 | 7.47 | 0.00 | 0.00 | 7.37 | 0.00 | 0.00 |
| Movement LOS | A | B | A | B | B | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.03 | 0.03 | 0.02 | 0.64 | 0.08 | 0.08 | 0.01 | 0.01 | 0.01 | 0.01 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 0.72 | 0.72 | 0.44 | 16.02 | 1.92 | 1.92 | 0.31 | 0.31 | 0.31 | 0.15 | 0.07 | 0.00 |
| d_A, Approach Delay [s/veh] | 9.29 | | | 10.32 | | | 0.47 | | | 0.16 | | |
| Approach LOS | A | | | B | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 4.58 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 51.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.754 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 12 | 133 | 133 | 38 | 1 | 3 | 117 | 12 | 125 | 76 | 221 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 18 | 198 | 198 | 56 | 1 | 4 | 174 | 18 | 186 | 113 | 328 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 5 | 50 | 50 | 14 | 0 | 1 | 44 | 5 | 47 | 28 | 82 |
| Total Analysis Volume [veh/h] | 12 | 18 | 198 | 198 | 56 | 1 | 4 | 174 | 18 | 186 | 113 | 328 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.04 | 0.09 | 0.21 | 0.75 | 0.17 | 0.00 | 0.00 | 0.00 | 0.00 | 0.13 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 20.13 | 24.36 | 9.80 | 51.20 | 18.49 | 10.91 | 8.20 | 0.00 | 0.00 | 7.98 | 0.00 | 0.00 |
| Movement LOS | C | C | A | F | C | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.43 | 0.43 | 0.79 | 5.48 | 0.62 | 0.62 | 0.01 | 0.00 | 0.00 | 0.46 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 10.87 | 10.87 | 19.63 | 136.97 | 15.60 | 15.60 | 0.27 | 0.00 | 0.00 | 11.52 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.49 | | | 43.86 | | | 0.17 | | | 2.37 | | |
| Approach LOS | B | | | E | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 11.73 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 13.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.453 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 139 | 0 | 232 | 0 | 166 | 221 | 0 | 183 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 207 | 0 | 345 | 0 | 247 | 328 | 0 | 272 | 98 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 52 | 0 | 86 | 0 | 62 | 82 | 0 | 68 | 25 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 207 | 0 | 345 | 0 | 247 | 328 | 0 | 272 | 98 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 17 | 17 | 35 | 35 | 35 |
| g / C, Green / Cycle | | 0.28 | 0.28 | 0.59 | 0.59 | 0.59 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.12 | 0.23 | 0.14 | 0.22 | 0.22 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1672 |
| c, Capacity [veh/h] | | 462 | 413 | 1032 | 877 | 986 |
| d1, Uniform Delay [s] | | 17.93 | 20.44 | 5.89 | 6.50 | 6.50 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 0.68 | 4.54 | 0.55 | 1.22 | 1.09 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.45 | 0.84 | 0.24 | 0.37 | 0.38 |
| d, Delay for Lane Group [s/veh] | | 18.61 | 24.98 | 6.44 | 7.72 | 7.59 |
| Lane Group LOS | | B | C | A | A | A |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 2.04 | 4.24 | 1.10 | 1.67 | 1.85 |
| 50th-Percentile Queue Length [ft/ln] | | 51.08 | 105.93 | 27.46 | 41.87 | 46.36 |
| 95th-Percentile Queue Length [veh/ln] | | 3.68 | 7.61 | 1.98 | 3.01 | 3.34 |
| 95th-Percentile Queue Length [ft/ln] | | 91.95 | 190.32 | 49.43 | 75.36 | 83.45 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 18.61 | 0.00 | 24.98 | 0.00 | 6.44 | 7.72 | 0.00 | 7.59 | 7.59 |
| Movement LOS | | | | B | | C | | A | A | | A | A |
| d_A, Approach Delay [s/veh] | 0.00 | | | 22.59 | | | 7.17 | | | 7.59 | | |
| Approach LOS | A | | | C | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 12.96 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.453 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.03 | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.508 | 2.170 |
| Bicycle LOS | D | A | B | B |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 11.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.394 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 100 | 119 | 209 | 97 | 0 | 156 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 149 | 177 | 311 | 144 | 0 | 232 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 37 | 44 | 78 | 36 | 0 | 58 |
| Total Analysis Volume [veh/h] | 149 | 177 | 311 | 144 | 0 | 232 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 10 | 10 | 42 | 42 |
| g / C, Green / Cycle | 0.16 | 0.16 | 0.71 | 0.71 |
| (v / s)_i Volume / Saturation Flow Rate | 0.09 | 0.12 | 0.27 | 0.13 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1657 | 1750 |
| c, Capacity [veh/h] | 270 | 241 | 1168 | 1233 |
| d1, Uniform Delay [s] | 23.17 | 23.95 | 3.61 | 3.02 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 1.75 | 4.28 | 0.98 | 0.34 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.55 | 0.73 | 0.39 | 0.19 |
| d, Delay for Lane Group [s/veh] | 24.92 | 28.23 | 4.59 | 3.36 |
| Lane Group LOS | C | C | A | A |
| Critical Lane Group | No | Yes | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 1.80 | 2.34 | 1.16 | 0.47 |
| 50th-Percentile Queue Length [ft/ln] | 45.05 | 58.46 | 28.95 | 11.85 |
| 95th-Percentile Queue Length [veh/ln] | 3.24 | 4.21 | 2.08 | 0.85 |
| 95th-Percentile Queue Length [ft/ln] | 81.09 | 105.22 | 52.11 | 21.33 |

**Movement, Approach, & Intersection Results**

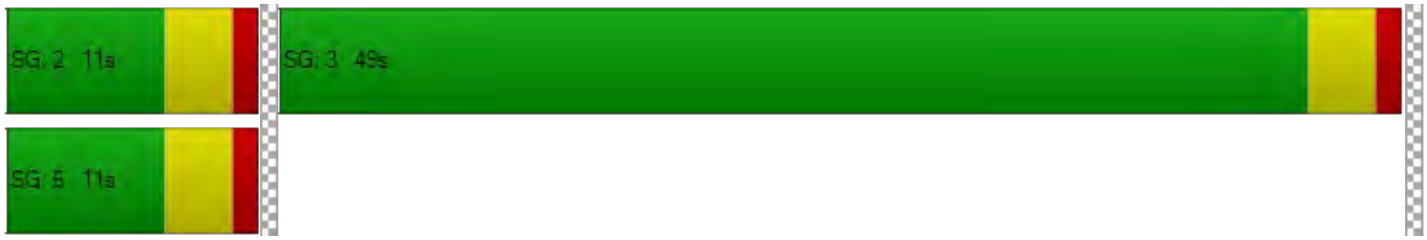
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 24.92 | 28.23 | 4.59 | 4.59 | 0.00 | 3.36 |
| Movement LOS | C | C | A | A | | A |
| d_A, Approach Delay [s/veh] | 26.72 | | 4.59 | | 3.36 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 11.43 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.394 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.310 | 1.942 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



# FUTURE YEAR (2042) WITH PROJECT CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 71.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.704 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 300.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 14 | 72 | 6 | 13 | 13 | 66 | 2 | 3 | 63 | 33 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 16 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 16 | 368 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 16 | 0 | 163 | 107 | 9 | 19 | 19 | 98 | 19 | 372 | 94 | 49 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 0 | 41 | 27 | 2 | 5 | 5 | 25 | 5 | 93 | 24 | 12 |
| Total Analysis Volume [veh/h] | 16 | 0 | 163 | 107 | 9 | 19 | 19 | 98 | 19 | 372 | 94 | 49 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.10 | 0.00 | 0.17 | 0.70 | 0.05 | 0.02 | 0.01 | 0.00 | 0.00 | 0.25 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 29.05 | 28.09 | 9.56 | 71.40 | 25.35 | 9.37 | 7.51 | 0.00 | 0.00 | 8.24 | 0.00 | 0.00 |
| Movement LOS | D | D | A | F | D | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.32 | 0.32 | 0.62 | 4.12 | 0.22 | 0.22 | 0.04 | 0.04 | 0.04 | 1.00 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 7.89 | 7.89 | 15.40 | 103.01 | 5.52 | 5.52 | 0.99 | 0.99 | 0.99 | 24.91 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.30 | | | 59.60 | | | 1.05 | | | 5.95 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 13.76 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 230.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.230 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 1 | 49 | 94 | 17 | 5 | 4 | 99 | 6 | 44 | 61 | 116 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 142 | 0 | 158 | 368 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 1 | 231 | 140 | 25 | 7 | 6 | 289 | 9 | 223 | 459 | 172 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 0 | 58 | 35 | 6 | 2 | 2 | 72 | 2 | 56 | 115 | 43 |
| Total Analysis Volume [veh/h] | 12 | 1 | 231 | 140 | 25 | 7 | 6 | 289 | 9 | 223 | 459 | 172 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.08 | 0.01 | 0.26 | 1.23 | 0.17 | 0.01 | 0.01 | 0.00 | 0.00 | 0.17 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 31.10 | 37.57 | 10.56 | 230.35 | 33.18 | 13.79 | 8.77 | 0.00 | 0.00 | 8.42 | 0.00 | 0.00 |
| Movement LOS | D | E | B | F | D | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.28 | 0.28 | 1.06 | 9.06 | 0.62 | 0.62 | 0.02 | 0.00 | 0.00 | 0.63 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 7.09 | 7.09 | 26.47 | 226.57 | 15.48 | 15.48 | 0.47 | 0.00 | 0.00 | 15.83 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.69 | | | 192.88 | | | 0.17 | | | 2.20 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 24.11 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 13.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.581 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 117 | 0 | 101 | 0 | 131 | 112 | 0 | 127 | 46 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 255 | 0 | 158 | 142 | 0 | 271 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 174 | 0 | 405 | 0 | 353 | 308 | 0 | 460 | 68 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 44 | 0 | 101 | 0 | 88 | 77 | 0 | 115 | 17 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 174 | 0 | 405 | 0 | 353 | 308 | 0 | 460 | 68 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 19 | 19 | 33 | 33 | 33 |
| g / C, Green / Cycle | | 0.32 | 0.32 | 0.55 | 0.55 | 0.55 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.10 | 0.27 | 0.20 | 0.21 | 0.31 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1711 |
| c, Capacity [veh/h] | | 528 | 471 | 963 | 819 | 942 |
| d1, Uniform Delay [s] | | 15.68 | 19.29 | 7.61 | 7.67 | 8.79 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 0.36 | 4.72 | 1.08 | 1.32 | 2.41 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.33 | 0.86 | 0.37 | 0.38 | 0.56 |
| d, Delay for Lane Group [s/veh] | | 16.04 | 24.01 | 8.69 | 8.99 | 11.20 |
| Lane Group LOS | | B | C | A | A | B |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 1.53 | 4.86 | 2.03 | 1.83 | 3.63 |
| 50th-Percentile Queue Length [ft/ln] | | 38.33 | 121.43 | 50.64 | 45.66 | 90.78 |
| 95th-Percentile Queue Length [veh/ln] | | 2.76 | 8.47 | 3.65 | 3.29 | 6.54 |
| 95th-Percentile Queue Length [ft/ln] | | 69.00 | 211.80 | 91.16 | 82.19 | 163.40 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 16.04 | 0.00 | 24.01 | 0.00 | 8.69 | 8.99 | 0.00 | 11.20 | 11.20 |
| Movement LOS | | | | B | | C | | A | A | | B | B |
| d_A, Approach Delay [s/veh] | 0.00 | | | 21.62 | | | 8.83 | | | 11.20 | | |
| Approach LOS | A | | | C | | | A | | | B | | |
| d_I, Intersection Delay [s/veh] | 13.72 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.581 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.03 | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.650 | 2.431 |
| Bicycle LOS | D | A | B | B |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 13.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.495 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 44 | 51 | 181 | 45 | 0 | 129 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 255 | 0 | 16 | 142 | 0 | 16 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 320 | 76 | 285 | 209 | 0 | 208 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 80 | 19 | 71 | 52 | 0 | 52 |
| Total Analysis Volume [veh/h] | 320 | 76 | 285 | 209 | 0 | 208 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 14 | 14 | 38 | 38 |
| g / C, Green / Cycle | 0.23 | 0.23 | 0.63 | 0.63 |
| (v / s)_i Volume / Saturation Flow Rate | 0.19 | 0.05 | 0.30 | 0.12 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1628 | 1750 |
| c, Capacity [veh/h] | 388 | 346 | 1032 | 1110 |
| d1, Uniform Delay [s] | 21.89 | 18.64 | 5.78 | 4.57 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.45 | 0.32 | 1.59 | 0.37 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.82 | 0.22 | 0.48 | 0.19 |
| d, Delay for Lane Group [s/veh] | 26.34 | 18.96 | 7.37 | 4.94 |
| Lane Group LOS | C | B | A | A |
| Critical Lane Group | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.05 | 0.75 | 2.25 | 0.71 |
| 50th-Percentile Queue Length [ft/ln] | 101.29 | 18.82 | 56.24 | 17.81 |
| 95th-Percentile Queue Length [veh/ln] | 7.29 | 1.35 | 4.05 | 1.28 |
| 95th-Percentile Queue Length [ft/ln] | 182.32 | 33.87 | 101.22 | 32.06 |

**Movement, Approach, & Intersection Results**

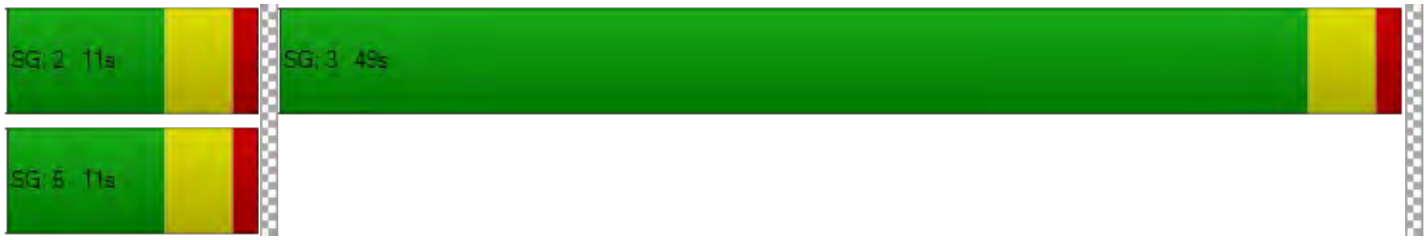
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 26.34 | 18.96 | 7.37 | 7.37 | 0.00 | 4.94 |
| Movement LOS | C | B | A | A | | A |
| d_A, Approach Delay [s/veh] | 24.92 | | 7.37 | | 4.94 | |
| Approach LOS | C | | A | | A | |
| d_I, Intersection Delay [s/veh] | 13.24 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.495 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.375 | 1.903 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 78.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.716 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 300.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 2 | 14 | 67 | 14 | 13 | 6 | 64 | 0 | 7 | 78 | 26 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 13 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 13 | 391 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 14 | 3 | 142 | 100 | 21 | 19 | 9 | 95 | 13 | 401 | 116 | 39 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 1 | 36 | 25 | 5 | 5 | 2 | 24 | 3 | 100 | 29 | 10 |
| Total Analysis Volume [veh/h] | 14 | 3 | 142 | 100 | 21 | 19 | 9 | 95 | 13 | 401 | 116 | 39 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.10 | 0.02 | 0.15 | 0.72 | 0.13 | 0.02 | 0.01 | 0.00 | 0.00 | 0.27 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 33.75 | 30.71 | 9.40 | 78.24 | 28.66 | 11.03 | 7.52 | 0.00 | 0.00 | 8.29 | 0.00 | 0.00 |
| Movement LOS | D | D | A | F | D | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.39 | 0.39 | 0.52 | 4.13 | 0.50 | 0.50 | 0.02 | 0.02 | 0.02 | 1.09 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 9.76 | 9.76 | 12.97 | 103.23 | 12.54 | 12.54 | 0.47 | 0.47 | 0.47 | 27.27 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.95 | | | 61.68 | | | 0.58 | | | 5.98 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 14.33 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 674.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 2.253 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 4 | 5 | 79 | 135 | 9 | 11 | 9 | 125 | 11 | 61 | 80 | 198 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 121 | 0 | 134 | 391 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 7 | 252 | 201 | 13 | 16 | 13 | 307 | 16 | 225 | 510 | 294 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 2 | 63 | 50 | 3 | 4 | 3 | 77 | 4 | 56 | 128 | 74 |
| Total Analysis Volume [veh/h] | 6 | 7 | 252 | 201 | 13 | 16 | 13 | 307 | 16 | 225 | 510 | 294 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.04 | 0.08 | 0.29 | 2.25 | 0.10 | 0.02 | 0.02 | 0.00 | 0.00 | 0.18 | 0.01 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 35.15 | 51.06 | 10.90 | 674.19 | 34.84 | 11.88 | 9.41 | 0.00 | 0.00 | 8.52 | 0.00 | 0.00 |
| Movement LOS | E | F | B | F | D | B | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.41 | 0.41 | 1.22 | 18.13 | 0.41 | 0.41 | 0.05 | 0.00 | 0.00 | 0.66 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 10.15 | 10.15 | 30.53 | 453.25 | 10.22 | 10.22 | 1.19 | 0.00 | 0.00 | 16.41 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 12.51 | | | 591.98 | | | 0.36 | | | 1.86 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 76.08 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 16.4 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.688 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 148 | 0 | 160 | 0 | 171 | 181 | 0 | 185 | 45 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 256 | 0 | 134 | 122 | 0 | 269 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 220 | 0 | 494 | 0 | 388 | 391 | 0 | 544 | 67 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 55 | 0 | 124 | 0 | 97 | 98 | 0 | 136 | 17 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 220 | 0 | 494 | 0 | 388 | 391 | 0 | 544 | 67 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 49 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 60 | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 23 | 23 | 29 | 29 | 29 |
| g / C, Green / Cycle | | 0.38 | 0.38 | 0.49 | 0.49 | 0.49 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.13 | 0.33 | 0.22 | 0.26 | 0.36 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1717 |
| c, Capacity [veh/h] | | 629 | 561 | 857 | 728 | 840 |
| d1, Uniform Delay [s] | | 13.42 | 17.44 | 10.07 | 10.63 | 12.16 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 0.33 | 4.67 | 1.73 | 2.83 | 5.46 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.35 | 0.88 | 0.45 | 0.54 | 0.73 |
| d, Delay for Lane Group [s/veh] | | 13.75 | 22.11 | 11.80 | 13.46 | 17.63 |
| Lane Group LOS | | B | C | B | B | B |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 1.73 | 5.61 | 2.88 | 3.20 | 5.97 |
| 50th-Percentile Queue Length [ft/ln] | | 43.29 | 140.29 | 71.92 | 79.89 | 149.17 |
| 95th-Percentile Queue Length [veh/ln] | | 3.12 | 9.50 | 5.18 | 5.75 | 9.97 |
| 95th-Percentile Queue Length [ft/ln] | | 77.92 | 237.41 | 129.45 | 143.80 | 249.33 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 13.75 | 0.00 | 22.11 | 0.00 | 11.80 | 13.46 | 0.00 | 17.63 | 17.63 |
| Movement LOS | | | | B | | C | | B | B | | B | B |
| d_A, Approach Delay [s/veh] | 0.00 | | | 19.54 | | | 12.63 | | | 17.63 | | |
| Approach LOS | A | | | B | | | B | | | B | | |
| d_I, Intersection Delay [s/veh] | 16.43 | | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | | |
| Intersection V/C | 0.688 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 30.03 | 1.89 | 23.44 | 23.44 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.845 | 2.568 |
| Bicycle LOS | D | A | C | B |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 14.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.569 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 97 | 84 | 241 | 36 | 0 | 132 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 256 | 0 | 13 | 121 | 0 | 13 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 400 | 125 | 371 | 174 | 0 | 209 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 100 | 31 | 93 | 44 | 0 | 52 |
| Total Analysis Volume [veh/h] | 400 | 125 | 371 | 174 | 0 | 209 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 48 | 0 | 12 | 0 | 0 | 12 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 17 | 17 | 35 | 35 |
| g / C, Green / Cycle | 0.28 | 0.28 | 0.58 | 0.58 |
| (v / s)_i Volume / Saturation Flow Rate | 0.24 | 0.08 | 0.33 | 0.12 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1657 | 1750 |
| c, Capacity [veh/h] | 472 | 421 | 968 | 1022 |
| d1, Uniform Delay [s] | 20.34 | 16.88 | 7.75 | 5.91 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.34 | 0.39 | 2.37 | 0.45 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.85 | 0.30 | 0.56 | 0.20 |
| d, Delay for Lane Group [s/veh] | 24.68 | 17.27 | 10.12 | 6.36 |
| Lane Group LOS | C | B | B | A |
| Critical Lane Group | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.87 | 1.16 | 3.37 | 0.93 |
| 50th-Percentile Queue Length [ft/ln] | 121.87 | 29.06 | 84.28 | 23.18 |
| 95th-Percentile Queue Length [veh/ln] | 8.50 | 2.09 | 6.07 | 1.67 |
| 95th-Percentile Queue Length [ft/ln] | 212.39 | 52.30 | 151.70 | 41.73 |

**Movement, Approach, & Intersection Results**

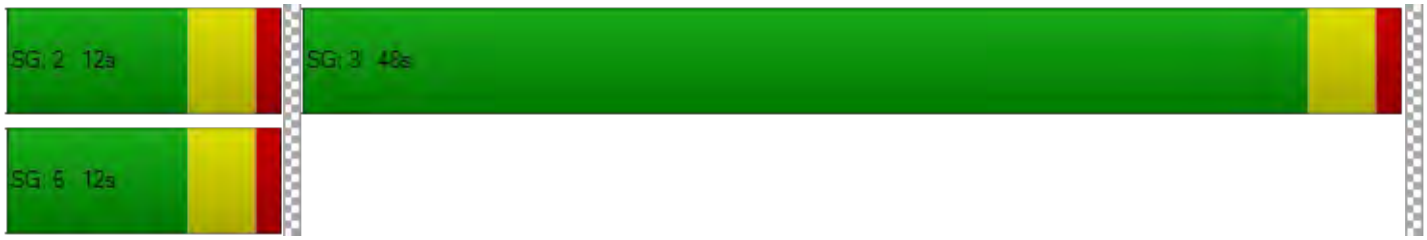
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 24.68 | 17.27 | 10.12 | 10.12 | 0.00 | 6.36 |
| Movement LOS | C | B | B | B | | A |
| d_A, Approach Delay [s/veh] | 22.91 | | 10.12 | | 6.36 | |
| Approach LOS | C | | B | | A | |
| d_I, Intersection Delay [s/veh] | 14.76 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.569 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1465 | 266 | 266 |
| d_b, Bicycle Delay [s] | 2.15 | 22.56 | 22.56 |
| l_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.459 | 1.904 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 88.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.844 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 300.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 3 | 2 | 4 | 94 | 3 | 13 | 4 | 58 | 2 | 2 | 35 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 15 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 15 | 385 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 19 | 3 | 143 | 140 | 4 | 19 | 6 | 86 | 18 | 388 | 52 | 82 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 1 | 36 | 35 | 1 | 5 | 2 | 22 | 5 | 97 | 13 | 21 |
| Total Analysis Volume [veh/h] | 19 | 3 | 143 | 140 | 4 | 19 | 6 | 86 | 18 | 388 | 52 | 82 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.11 | 0.02 | 0.15 | 0.84 | 0.02 | 0.02 | 0.00 | 0.00 | 0.00 | 0.26 | 0.00 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 27.97 | 28.18 | 9.37 | 88.86 | 23.70 | 8.77 | 7.47 | 0.00 | 0.00 | 8.23 | 0.00 | 0.00 |
| Movement LOS | D | D | A | F | C | A | A | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 0.41 | 0.41 | 0.52 | 5.80 | 0.12 | 0.12 | 0.01 | 0.01 | 0.01 | 1.04 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 10.33 | 10.33 | 12.95 | 145.09 | 3.05 | 3.05 | 0.31 | 0.31 | 0.31 | 25.97 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 11.85 | | | 77.92 | | | 0.41 | | | 6.12 | | |
| Approach LOS | B | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 18.64 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Two-way stop | Delay (sec / veh): | 10,000.0 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | F |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 1.111 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 12 | 133 | 133 | 38 | 1 | 3 | 117 | 12 | 125 | 76 | 221 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 137 | 0 | 146 | 385 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 175 | 371 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 18 | 350 | 198 | 56 | 1 | 4 | 311 | 18 | 507 | 869 | 328 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 5 | 88 | 50 | 14 | 0 | 1 | 78 | 5 | 127 | 217 | 82 |
| Total Analysis Volume [veh/h] | 12 | 18 | 350 | 198 | 56 | 1 | 4 | 311 | 18 | 507 | 869 | 328 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

| Priority Scheme | Stop | Stop | Free | Free |
|---|---|---|---|---|
| Flared Lane | | No | | |
| Storage Area [veh] | 0 | 0 | 0 | 0 |
| Two-Stage Gap Acceptance | No | No | | |
| Number of Storage Spaces in Median | 0 | 0 | 0 | 0 |

**Movement, Approach, & Intersection Results**

| V/C, Movement V/C Ratio | 0.00 | 1.11 | 0.41 | 0.00 | 2.16 | 0.00 | 0.01 | 0.00 | 0.00 | 0.41 | 0.01 | 0.00 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 10000.0 | 10000.0 | 12.06 | 10000.0 | 855.06 | 722.31 | 11.14 | 0.00 | 0.00 | 9.88 | 0.00 | 0.00 |
| Movement LOS | F | F | B | F | F | F | B | A | A | A | A | A |
| 95th-Percentile Queue Length [veh/ln] | 5.72 | 5.72 | 2.01 | 27.45 | 6.92 | 6.92 | 0.02 | 0.00 | 0.00 | 2.03 | 0.00 | 0.00 |
| 95th-Percentile Queue Length [ft/ln] | 142.94 | 142.94 | 50.15 | 686.36 | 173.03 | 173.03 | 0.51 | 0.00 | 0.00 | 50.63 | 0.00 | 0.00 |
| d_A, Approach Delay [s/veh] | 800.59 | | | 7955.32 | | | 0.13 | | | 2.94 | | |
| Approach LOS | F | | | F | | | A | | | A | | |
| d_I, Intersection Delay [s/veh] | 874.96 | | | | | | | | | | | |
| Intersection LOS | F | | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 3: I-5 SB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 23.5 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.783 |

**Intersection Setup**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 250.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 45.00 | | | 50.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Curb Present | | | | No | | | No | | | No | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | | | | I-5 SB Off-Ramp | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 0 | 139 | 0 | 232 | 0 | 166 | 221 | 0 | 183 | 66 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 | 0.00 | 0.00 | 0.00 | 0.00 | 2.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 258 | 0 | 152 | 137 | 0 | 273 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 0 | 0 | 0 | 207 | 0 | 603 | 0 | 399 | 465 | 0 | 545 | 98 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 0 | 0 | 0 | 52 | 0 | 151 | 0 | 100 | 116 | 0 | 136 | 25 |
| Total Analysis Volume [veh/h] | 0 | 0 | 0 | 207 | 0 | 603 | 0 | 399 | 465 | 0 | 545 | 98 |
| Presence of On-Street Parking | | | | No | | No | No | | No | No | | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | | 0 | | | 0 | | | 0 | | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | | 0 | | | 0 | | | 0 | | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | | 0 | | | 0 | | | 0 | | | 0 | |
| Bicycle Volume [bicycles/h] | | 0 | | | 0 | | | 0 | | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 80 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Permiss | Permiss | Permiss | Split | Permiss | Split | Permiss | Permiss | Permiss | Permiss | Permiss | Permiss |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Signal Group | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 2 | 0 | 0 | 6 | 0 |
| Auxiliary Signal Groups | | | | | | | | | | | | |
| Lead / Lag | - | - | - | Lead | - | - | - | - | - | - | - | - |
| Minimum Green [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 7 | 0 | 0 | 7 | 0 |
| Maximum Green [s] | 0 | 0 | 0 | 30 | 0 | 0 | 0 | 30 | 0 | 0 | 30 | 0 |
| Amber [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| All red [s] | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 | 0.0 |
| Split [s] | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 11 | 0 | 0 | 11 | 0 |
| Vehicle Extension [s] | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 | 0.0 |
| Walk [s] | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 5 | 0 |
| Pedestrian Clearance [s] | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 10 | 0 | 0 | 10 | 0 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | | | | No | | | | No | | | No | |
| I1, Start-Up Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| I2, Clearance Lost Time [s] | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 | 0.0 |
| Minimum Recall | | | | No | | | | No | | | No | |
| Maximum Recall | | | | No | | | | No | | | No | |
| Pedestrian Recall | | | | No | | | | No | | | No | |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | | L | R | C | R | C |
|---|---|---|---|---|---|---|
| C, Cycle Length [s] | | 80 | 80 | 80 | 80 | 80 |
| L, Total Lost Time per Cycle [s] | | 4.00 | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | | 2.00 | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | | 35 | 35 | 37 | 37 | 37 |
| g / C, Green / Cycle | | 0.44 | 0.44 | 0.46 | 0.46 | 0.46 |
| (v / s)_i Volume / Saturation Flow Rate | | 0.12 | 0.41 | 0.23 | 0.31 | 0.38 |
| s, saturation flow rate [veh/h] | | 1667 | 1488 | 1750 | 1488 | 1704 |
| c, Capacity [veh/h] | | 729 | 651 | 809 | 688 | 788 |
| d1, Uniform Delay [s] | | 14.45 | 21.28 | 14.96 | 16.80 | 18.54 |
| k, delay calibration | | 0.11 | 0.11 | 0.50 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | | 0.21 | 6.35 | 2.14 | 5.26 | 9.11 |
| d3, Initial Queue Delay [s] | | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | | | |
|---|---|---|---|---|---|---|
| X, volume / capacity | | 0.28 | 0.93 | 0.49 | 0.68 | 0.82 |
| d, Delay for Lane Group [s/veh] | | 14.66 | 27.63 | 17.10 | 22.06 | 27.65 |
| Lane Group LOS | | B | C | B | C | C |
| Critical Lane Group | | No | Yes | No | No | Yes |
| 50th-Percentile Queue Length [veh/ln] | | 2.10 | 9.96 | 4.82 | 6.68 | 10.65 |
| 50th-Percentile Queue Length [ft/ln] | | 52.44 | 249.08 | 120.40 | 166.98 | 266.35 |
| 95th-Percentile Queue Length [veh/ln] | | 3.78 | 15.14 | 8.42 | 10.92 | 16.01 |
| 95th-Percentile Queue Length [ft/ln] | | 94.39 | 378.49 | 210.38 | 272.94 | 400.18 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 0.00 | 0.00 | 0.00 | 14.66 | 0.00 | 27.63 | 0.00 | 17.10 | 22.06 | 0.00 | 27.65 | 27.65 |
| Movement LOS | | | | B | | C | | B | C | | C | C |
| d_A, Approach Delay [s/veh] | 0.00 | | | 24.31 | | | 19.77 | | | 27.65 | | |
| Approach LOS | A | | | C | | | B | | | C | | |
| d_I, Intersection Delay [s/veh] | 23.55 | | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | | |
| Intersection V/C | 0.783 | | | | | | | | | | | |

**Other Modes**

| | | | | |
|---|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 0 | 1625 | 175 | 175 |
| d_b, Bicycle Delay [s] | 39.99 | 1.40 | 33.29 | 33.29 |
| l_b,int, Bicycle LOS Score for Intersection | 4.132 | 1.560 | 2.985 | 2.621 |
| Bicycle LOS | D | A | C | B |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |

**Intersection Level Of Service Report**
**Intersection 4: I-5 NB Off-Ramp / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | Signalized | Delay (sec / veh): | 15.3 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.619 |

**Intersection Setup**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Approach | Northbound | | Eastbound | | Westbound | |
| Lane Configuration | | | | | | |
| Turning Movement | Left | Right | Thru | Right | Left | Thru |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 1 | 0 | 0 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 310.00 | 100.00 | 100.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 50.00 | | 45.00 | | 45.00 | |
| Grade [%] | 0.00 | | 0.00 | | 0.00 | |
| Curb Present | No | | No | | No | |
| Crosswalk | No | | No | | No | |

**Volumes**

| Name | I-5 NB Off-Ramp | | SR-198 | | SR-198 | |
|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 100 | 119 | 209 | 97 | 0 | 156 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 2.00 | 2.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 258 | 0 | 15 | 137 | 0 | 15 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Right Turn on Red Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 407 | 177 | 326 | 281 | 0 | 247 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 102 | 44 | 82 | 70 | 0 | 62 |
| Total Analysis Volume [veh/h] | 407 | 177 | 326 | 281 | 0 | 247 |
| Presence of On-Street Parking | No | No | No | No | No | No |
| On-Street Parking Maneuver Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| Local Bus Stopping Rate [/h] | 0 | 0 | 0 | 0 | 0 | 0 |
| v_do, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_di, Inbound Pedestrian Volume crossing m | 0 | | 0 | | 0 | |
| v_co, Outbound Pedestrian Volume crossing | 0 | | 0 | | 0 | |
| v_ci, Inbound Pedestrian Volume crossing mi | 0 | | 0 | | 0 | |
| v_ab, Corner Pedestrian Volume [ped/h] | 0 | | 0 | | 0 | |
| Bicycle Volume [bicycles/h] | 0 | | 0 | | 0 | |

**Intersection Settings**

| | |
|---|---|
| Located in CBD | No |
| Signal Coordination Group | - |
| Cycle Length [s] | 60 |
| Coordination Type | Time of Day Pattern Isolated |
| Actuation Type | Fully actuated |
| Offset [s] | 0.0 |
| Offset Reference | Lead Green - Beginning of First Green |
| Permissive Mode | SingleBand |
| Lost time [s] | 0.00 |

**Phasing & Timing**

| Control Type | Split | Split | Permissive | Permissive | Permissive | Permissive |
|---|---|---|---|---|---|---|
| Signal Group | 3 | 0 | 2 | 0 | 0 | 6 |
| Auxiliary Signal Groups | | | | | | |
| Lead / Lag | Lead | - | - | - | - | - |
| Minimum Green [s] | 5 | 0 | 7 | 0 | 0 | 7 |
| Maximum Green [s] | 30 | 0 | 30 | 0 | 0 | 30 |
| Amber [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| All red [s] | 1.0 | 0.0 | 1.0 | 0.0 | 0.0 | 1.0 |
| Split [s] | 49 | 0 | 11 | 0 | 0 | 11 |
| Vehicle Extension [s] | 3.0 | 0.0 | 3.0 | 0.0 | 0.0 | 3.0 |
| Walk [s] | 5 | 0 | 5 | 0 | 0 | 5 |
| Pedestrian Clearance [s] | 10 | 0 | 10 | 0 | 0 | 10 |
| Delayed Vehicle Green [s] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Rest In Walk | No | | No | | | No |
| I1, Start-Up Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| I2, Clearance Lost Time [s] | 2.0 | 0.0 | 2.0 | 0.0 | 0.0 | 2.0 |
| Minimum Recall | No | | No | | | No |
| Maximum Recall | No | | No | | | No |
| Pedestrian Recall | No | | No | | | No |
| Detector Location [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Detector Length [ft] | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |

**Exclusive Pedestrian Phase**

| | |
|---|---|
| Pedestrian Signal Group | 0 |
| Pedestrian Walk [s] | 0 |
| Pedestrian Clearance [s] | 0 |

**Lane Group Calculations**

| Lane Group | L | R | C | C |
|---|---|---|---|---|
| C, Cycle Length [s] | 60 | 60 | 60 | 60 |
| L, Total Lost Time per Cycle [s] | 4.00 | 4.00 | 4.00 | 4.00 |
| l1_p, Permitted Start-Up Lost Time [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| l2, Clearance Lost Time [s] | 2.00 | 2.00 | 2.00 | 2.00 |
| g_i, Effective Green Time [s] | 17 | 17 | 35 | 35 |
| g / C, Green / Cycle | 0.29 | 0.29 | 0.58 | 0.58 |
| (v / s)_i Volume / Saturation Flow Rate | 0.24 | 0.12 | 0.38 | 0.14 |
| s, saturation flow rate [veh/h] | 1667 | 1488 | 1618 | 1750 |
| c, Capacity [veh/h] | 482 | 430 | 935 | 1011 |
| d1, Uniform Delay [s] | 20.11 | 17.25 | 8.57 | 6.24 |
| k, delay calibration | 0.11 | 0.11 | 0.50 | 0.50 |
| I, Upstream Filtering Factor | 1.00 | 1.00 | 1.00 | 1.00 |
| d2, Incremental Delay [s] | 4.15 | 0.63 | 3.49 | 0.57 |
| d3, Initial Queue Delay [s] | 0.00 | 0.00 | 0.00 | 0.00 |
| Rp, platoon ratio | 1.00 | 1.00 | 1.00 | 1.00 |
| PF, progression factor | 1.00 | 1.00 | 1.00 | 1.00 |

**Lane Group Results**

| | | | | |
|---|---|---|---|---|
| X, volume / capacity | 0.84 | 0.41 | 0.65 | 0.24 |
| d, Delay for Lane Group [s/veh] | 24.26 | 17.88 | 12.06 | 6.81 |
| Lane Group LOS | C | B | B | A |
| Critical Lane Group | Yes | No | Yes | No |
| 50th-Percentile Queue Length [veh/ln] | 4.91 | 1.70 | 4.28 | 1.16 |
| 50th-Percentile Queue Length [ft/ln] | 122.66 | 42.47 | 106.88 | 28.97 |
| 95th-Percentile Queue Length [veh/ln] | 8.54 | 3.06 | 7.67 | 2.09 |
| 95th-Percentile Queue Length [ft/ln] | 213.48 | 76.44 | 191.65 | 52.15 |

**Movement, Approach, & Intersection Results**

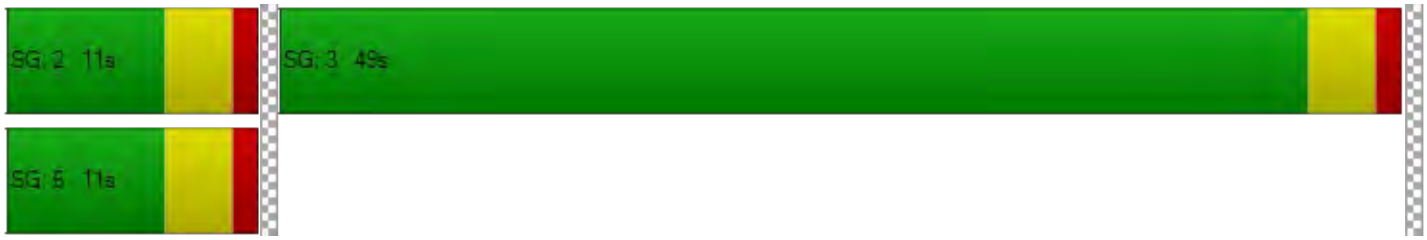
| | | | | | | |
|---|---|---|---|---|---|---|
| d_M, Delay for Movement [s/veh] | 24.26 | 17.88 | 12.06 | 12.06 | 0.00 | 6.81 |
| Movement LOS | C | B | B | B | | A |
| d_A, Approach Delay [s/veh] | 22.33 | | 12.06 | | 6.81 | |
| Approach LOS | C | | B | | A | |
| d_I, Intersection Delay [s/veh] | 15.33 | | | | | |
| Intersection LOS | B | | | | | |
| Intersection V/C | 0.619 | | | | | |

**Other Modes**

| | | | |
|---|---|---|---|
| g_Walk,mi, Effective Walk Time [s] | 0.0 | 0.0 | 0.0 |
| M_corner, Corner Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| M_CW, Crosswalk Circulation Area [ft²/ped] | 0.00 | 0.00 | 0.00 |
| d_p, Pedestrian Delay [s] | 0.00 | 0.00 | 0.00 |
| I_p,int, Pedestrian LOS Score for Intersection | 0.000 | 0.000 | 0.000 |
| Crosswalk LOS | F | F | F |
| s_b, Saturation Flow Rate of the bicycle lane | 2000 | 2000 | 2000 |
| c_b, Capacity of the bicycle lane [bicycles/h] | 1498 | 233 | 233 |
| d_b, Bicycle Delay [s] | 1.89 | 23.44 | 23.44 |
| I_b,int, Bicycle LOS Score for Intersection | 1.560 | 2.561 | 1.967 |
| Bicycle LOS | A | B | A |

## Sequence

| | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Ring 1 | - | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 2 | - | 6 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 3 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Ring 4 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |



# FUTURE YEAR (2042) WITH PROJECT WITH IMPROVEMENTS CONDITIONS

**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 14.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.642 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 300.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 0 | 0 | 14 | 72 | 6 | 13 | 13 | 66 | 2 | 3 | 63 | 33 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 16 | 0 | 142 | 0 | 0 | 0 | 0 | 0 | 16 | 368 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 16 | 0 | 163 | 107 | 9 | 19 | 19 | 98 | 19 | 372 | 94 | 49 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 0 | 41 | 27 | 2 | 5 | 5 | 25 | 5 | 93 | 24 | 12 |
| Total Analysis Volume [veh/h] | 16 | 0 | 163 | 107 | 9 | 19 | 19 | 98 | 19 | 372 | 94 | 49 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 491 | 588 | 487 | 561 | 540 | 580 | 630 | 718 |
| Degree of Utilization, x | 0.03 | 0.28 | 0.22 | 0.05 | 0.25 | 0.64 | 0.15 | 0.07 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.10 | 1.13 | 0.83 | 0.16 | 0.99 | 4.58 | 0.52 | 0.22 |
| 95th-Percentile Queue Length [ft] | 2.52 | 28.18 | 20.77 | 3.93 | 24.79 | 114.44 | 13.05 | 5.48 |
| Approach Delay [s/veh] | 11.08 | | 11.61 | | 11.91 | 16.50 | | |
| Approach LOS | B | | B | | B | C | | |
| Intersection Delay [s/veh] | 14.16 | | | | | | | |
| Intersection LOS | B | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 14.2 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.461 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 1 | 49 | 94 | 17 | 5 | 4 | 99 | 6 | 44 | 61 | 116 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 158 | 0 | 0 | 0 | 0 | 142 | 0 | 158 | 368 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 1 | 231 | 140 | 25 | 7 | 6 | 289 | 9 | 223 | 459 | 172 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 0 | 58 | 35 | 6 | 2 | 2 | 72 | 2 | 56 | 115 | 43 |
| Total Analysis Volume [veh/h] | 12 | 1 | 231 | 140 | 25 | 7 | 6 | 289 | 9 | 223 | 459 | 172 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 479 | 554 | 451 | 488 | 447 | 476 | 479 | 484 | 518 | 518 | 578 |
| Degree of Utilization, x | 0.03 | 0.42 | 0.31 | 0.07 | 0.01 | 0.31 | 0.31 | 0.46 | 0.44 | 0.44 | 0.30 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.08 | 2.04 | 1.30 | 0.21 | 0.04 | 1.32 | 1.31 | 2.39 | 2.24 | 2.24 | 1.24 |
| 95th-Percentile Queue Length [ft] | 2.09 | 51.01 | 32.61 | 5.24 | 1.02 | 33.08 | 32.83 | 59.82 | 56.06 | 56.06 | 31.06 |
| Approach Delay [s/veh] | 13.58 | | 13.54 | | 13.57 | | | 14.68 | | | |
| Approach LOS | B | | B | | B | | | B | | | |
| Intersection Delay [s/veh] | 14.17 | | | | | | | | | | |
| Intersection LOS | B | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 14.9 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.683 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 300.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 1 | 2 | 14 | 67 | 14 | 13 | 6 | 64 | 0 | 7 | 78 | 26 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 13 | 0 | 121 | 0 | 0 | 0 | 0 | 0 | 13 | 391 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 14 | 3 | 142 | 100 | 21 | 19 | 9 | 95 | 13 | 401 | 116 | 39 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 4 | 1 | 36 | 25 | 5 | 5 | 2 | 24 | 3 | 100 | 29 | 10 |
| Total Analysis Volume [veh/h] | 14 | 3 | 142 | 100 | 21 | 19 | 9 | 95 | 13 | 401 | 116 | 39 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 495 | 584 | 488 | 550 | 538 | 587 | 639 | 730 |
| Degree of Utilization, x | 0.03 | 0.24 | 0.20 | 0.07 | 0.22 | 0.68 | 0.18 | 0.05 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.11 | 0.95 | 0.76 | 0.23 | 0.82 | 5.27 | 0.66 | 0.17 |
| 95th-Percentile Queue Length [ft] | 2.66 | 23.66 | 19.03 | 5.86 | 20.52 | 131.76 | 16.46 | 4.22 |
| Approach Delay [s/veh] | 10.76 | | 11.34 | | 11.54 | 17.70 | | |
| Approach LOS | B | | B | | B | C | | |
| Intersection Delay [s/veh] | 14.91 | | | | | | | |
| Intersection LOS | B | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 17.6 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | C |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.559 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 4 | 5 | 79 | 135 | 9 | 11 | 9 | 125 | 11 | 61 | 80 | 198 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 135 | 0 | 0 | 0 | 0 | 121 | 0 | 134 | 391 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 6 | 7 | 252 | 201 | 13 | 16 | 13 | 307 | 16 | 225 | 510 | 294 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 2 | 2 | 63 | 50 | 3 | 4 | 3 | 77 | 4 | 56 | 128 | 74 |
| Total Analysis Volume [veh/h] | 6 | 7 | 252 | 201 | 13 | 16 | 13 | 307 | 16 | 225 | 510 | 294 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 453 | 504 | 422 | 465 | 405 | 429 | 433 | 447 | 477 | 477 | 526 |
| Degree of Utilization, x | 0.03 | 0.50 | 0.48 | 0.06 | 0.03 | 0.38 | 0.37 | 0.50 | 0.53 | 0.53 | 0.56 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.09 | 2.76 | 2.50 | 0.20 | 0.10 | 1.72 | 1.70 | 2.77 | 3.10 | 3.10 | 3.40 |
| 95th-Percentile Queue Length [ft] | 2.21 | 68.93 | 62.60 | 4.97 | 2.48 | 43.05 | 42.54 | 69.18 | 77.55 | 77.55 | 84.98 |
| Approach Delay [s/veh] | 16.48 | | 17.78 | | 15.82 | | | 18.40 | | | |
| Approach LOS | C | | C | | C | | | C | | | |
| Intersection Delay [s/veh] | 17.58 | | | | | | | | | | |
| Intersection LOS | C | | | | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 1: West Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 14.8 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | B |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.671 |

**Intersection Setup**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 300.00 | 100.00 | 100.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | West Access | | | West Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 3 | 2 | 4 | 94 | 3 | 13 | 4 | 58 | 2 | 2 | 35 | 55 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 15 | 0 | 137 | 0 | 0 | 0 | 0 | 0 | 15 | 385 | 0 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 19 | 3 | 143 | 140 | 4 | 19 | 6 | 86 | 18 | 388 | 52 | 82 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 5 | 1 | 36 | 35 | 1 | 5 | 2 | 22 | 5 | 97 | 13 | 21 |
| Total Analysis Volume [veh/h] | 19 | 3 | 143 | 140 | 4 | 19 | 6 | 86 | 18 | 388 | 52 | 82 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 494 | 584 | 493 | 578 | 535 | 578 | 629 | 717 |
| Degree of Utilization, x | 0.04 | 0.24 | 0.28 | 0.04 | 0.21 | 0.67 | 0.08 | 0.11 |

**Movement, Approach, & Intersection Results**

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.14 | 0.95 | 1.16 | 0.12 | 0.76 | 5.05 | 0.27 | 0.39 |
| 95th-Percentile Queue Length [ft] | 3.49 | 23.87 | 28.97 | 3.10 | 19.11 | 126.26 | 6.74 | 9.65 |
| Approach Delay [s/veh] | 10.77 | | 12.35 | | 11.45 | 17.59 | | |
| Approach LOS | B | | B | | B | C | | |
| Intersection Delay [s/veh] | 14.83 | | | | | | | |
| Intersection LOS | B | | | | | | | |

**Intersection Level Of Service Report**
**Intersection 2: East Access / SR-198**

| | | | |
|---|---|---|---|
| Control Type: | All-way stop | Delay (sec / veh): | 26.7 |
| Analysis Method: | HCM 6th Edition | Level Of Service: | D |
| Analysis Period: | 15 minutes | Volume to Capacity (v/c): | 0.824 |

**Intersection Setup**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Approach | Northbound | | | Southbound | | | Eastbound | | | Westbound | | |
| Lane Configuration | | | | | | | | | | | | |
| Turning Movement | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right | Left | Thru | Right |
| Lane Width [ft] | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 | 12.00 |
| No. of Lanes in Entry Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Entry Pocket Length [ft] | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 100.00 | 325.00 | 100.00 | 100.00 | 395.00 | 100.00 | 540.00 |
| No. of Lanes in Exit Pocket | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Exit Pocket Length [ft] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Speed [mph] | 25.00 | | | 25.00 | | | 45.00 | | | 45.00 | | |
| Grade [%] | 0.00 | | | 0.00 | | | 0.00 | | | 0.00 | | |
| Crosswalk | No | | | No | | | No | | | No | | |

**Volumes**

| Name | East Access | | | East Access | | | SR-198 | | | SR-198 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Base Volume Input [veh/h] | 8 | 12 | 133 | 133 | 38 | 1 | 3 | 117 | 12 | 125 | 76 | 221 |
| Base Volume Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Heavy Vehicles Percentage [%] | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| Growth Factor | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 | 1.4860 |
| In-Process Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Site-Generated Trips [veh/h] | 0 | 0 | 152 | 0 | 0 | 0 | 0 | 137 | 0 | 146 | 385 | 0 |
| Diverted Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pass-by Trips [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Existing Site Adjustment Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Other Volume [veh/h] | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total Hourly Volume [veh/h] | 12 | 18 | 350 | 198 | 56 | 1 | 4 | 311 | 18 | 332 | 498 | 328 |
| Peak Hour Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Other Adjustment Factor | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 | 1.0000 |
| Total 15-Minute Volume [veh/h] | 3 | 5 | 88 | 50 | 14 | 0 | 1 | 78 | 5 | 83 | 125 | 82 |
| Total Analysis Volume [veh/h] | 12 | 18 | 350 | 198 | 56 | 1 | 4 | 311 | 18 | 332 | 498 | 328 |
| Pedestrian Volume [ped/h] | 0 | | | 0 | | | 0 | | | 0 | | |

**Intersection Settings**

**Lanes**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Capacity per Entry Lane [veh/h] | 419 | 460 | 375 | 394 | 357 | 375 | 378 | 403 | 427 | 427 | 468 |
| Degree of Utilization, x | 0.07 | 0.76 | 0.53 | 0.14 | 0.01 | 0.44 | 0.44 | 0.82 | 0.58 | 0.58 | 0.70 |

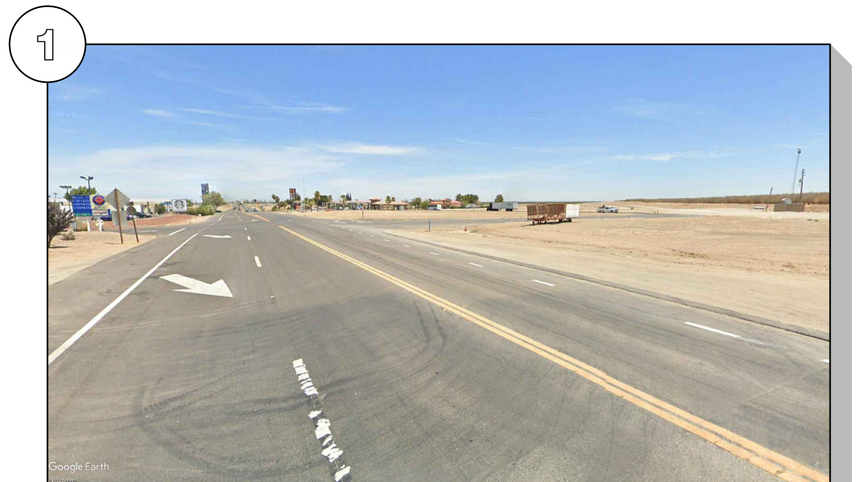
**Movement, Approach, & Intersection Results**

| | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 95th-Percentile Queue Length [veh] | 0.23 | 6.50 | 2.96 | 0.50 | 0.03 | 2.17 | 2.14 | 7.57 | 3.60 | 3.60 | 5.39 |
| 95th-Percentile Queue Length [ft] | 5.76 | 162.40 | 74.03 | 12.54 | 0.85 | 54.19 | 53.54 | 189.2 | 90.08 | 90.08 | 134.8 |
| Approach Delay [s/veh] | 29.91 | | 20.50 | | 19.41 | | | 29.09 | | | |
| Approach LOS | D | | C | | C | | | D | | | |
| Intersection Delay [s/veh] | 26.69 | | | | | | | | | | |
| Intersection LOS | D | | | | | | | | | | |

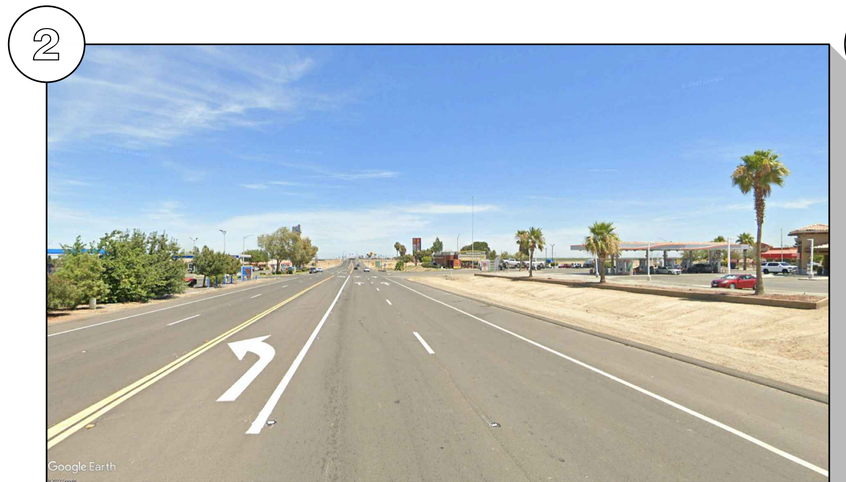
## VICINITY & KEY MAP

## SITE PHOTOGRAPHS

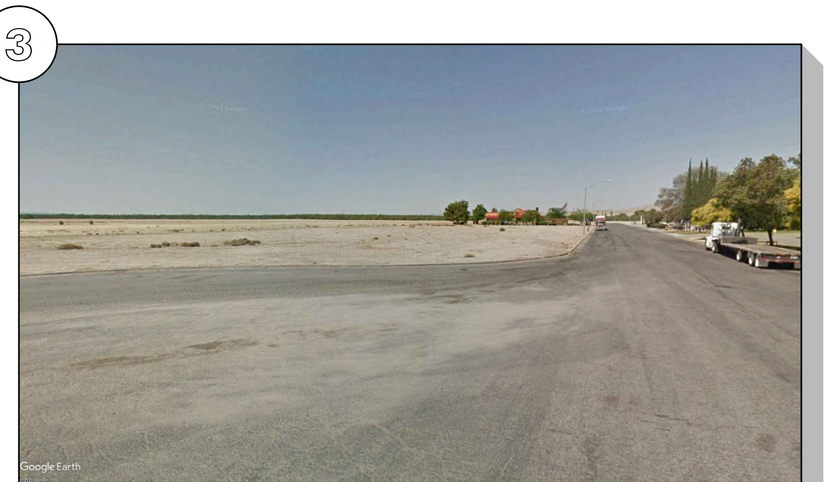
1



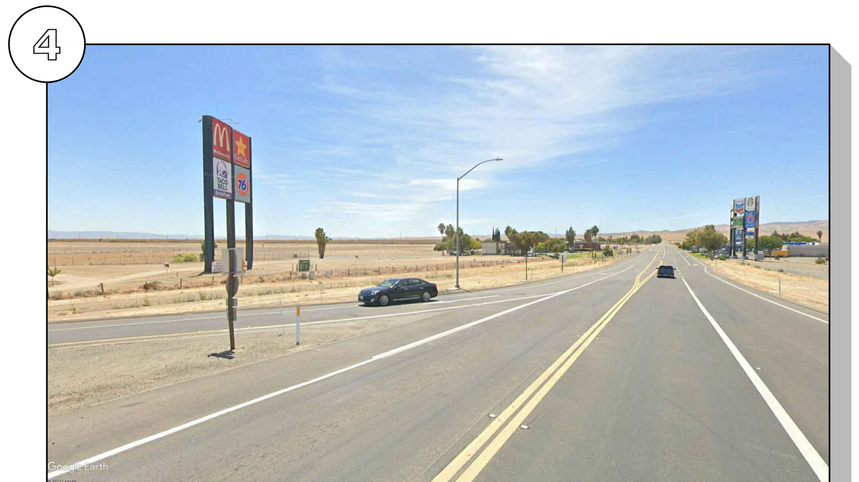

2




3




4

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REVISIONS

| NO. | DESCRIPTION | DATE | APP'D |
|---|---|---|---|
| | | | |

CONTACT 811 BEFORE YOU DIG
811
SAFE DIGGING PARTNER
1.800.227.2600

SITE PHOTOGRAPHS

COALINGA HARRIS RANCH COMMERCIAL
DORRIS AVE
COALINGA, CA

JOB #: RMK-0014
DATE: 11/18/2022
SCALE: AS SHOWN
DRAWN BY: DB
CHECKED BY: MS

SHEET NUMBER
C2.0
OF C2.0