SITE PLAN REVIEW AGENDA

5/25/2022 - 9:00 A.M.

Conference Room #4

315 E. Acequia Avenue

ITEM NO: 1 **Resubmit**

SITE PLAN NO: SPR20124
PROJECT TITLE: Forebay Farms
DESCRIPTION: Development of 35.07 +/- acres into Single Family residential Development (O-PA, R-1-5, R-M2)
APPLICANT: Norman Allinder
OWNER: FOREBAY FARMS LLC
APN: 101050041
LOCATION: 1410 S LOVERS LANE

ITEM NO: 2 **Resubmit**

SITE PLAN NO: SPR22005
PROJECT TITLE: 125 S Crenshaw
DESCRIPTION: 41 Lot Single Family Subdivision (X)
APPLICANT: Bill Toor
OWNER: TOOR SANTOKH S & ARPINDER K (TRS)
APN: 085130002
LOCATION: 125 S CRENSHAW ST

ITEM NO: 3 **Resubmit**

SITE PLAN NO: SPR22041
PROJECT TITLE: Visalia Plaza 39/Seefried
DESCRIPTION: New Construction of a 535,540 sf Industrial Building and Associated Improvements. (I)
APPLICANT: Bryan Frarey
OWNER: VALLEY GOLD PROPERTIES LLC
APN: 077111047
077111046
LOCATION: 2045 N PLAZA DR Visalia, C

ITEM NO: 4 **Resubmit**

SITE PLAN NO: SPR22053
PROJECT TITLE: Adam & Eve Visalia
DESCRIPTION: Retail - Lingerie & Boutique Store
APPLICANT: LM Capital LLC
OWNER: CHEN FENG YU (TR)
APN: 096321009
LOCATION: 1312 S MOONEY BLVD

ITEM NO: 5 **Resubmit**

SITE PLAN NO: SPR22072
PROJECT TITLE: GA Industrial Complex
DESCRIPTION: New 140800 SF Warehouse With Loading Docks. (I)
APPLICANT: Corwyn Oldfield
OWNER: AMERICAN INCORPORATED
APN: 081180003
LOCATION: On Goshen Ave 600ft West of Clancy St

AFTER REVIEW OF REGULAR AGENDA ITEMS, THE COMMITTEE WILL BE AVAILABLE TO REVIEW OFF-AGENDA ITEMS FOR INFORMAL REVIEW. THE COMMITTEE WILL BE AVAILABLE TO ANSWER QUESTIONS AT THAT TIME.

SITE PLAN REVIEW AGENDA

5/25/2022 - 9:00 A.M.

Conference Room #4

315 E. Acequia Avenue

ITEM NO: 6

SITE PLAN NO: SPR22085
PROJECT TITLE: Alejandra's and Jimmy John's
DESCRIPTION: Rebuild of Existing Restaurants and Retail Building. (D-MU)
APPLICANT: Dave Franey
OWNER: FRANEY FAMILY LIMITED PARTNERSHIP
APN: 094322004
LOCATION: 312 W MAIN ST
314 W MAIN ST
316 W MAIN ST

ITEM NO: 7

SITE PLAN NO: SPR22086
PROJECT TITLE: Larry & Penny Owsley
DESCRIPTION: Lot Split (R-1-5)
APPLICANT: Larry & Penny Owsley
OWNER: OWSLEY LARRY D & PENNY M
APN: 103330100
LOCATION: 3307 E HOUSTON AVE

ITEM NO: 8

SITE PLAN NO: SPR22087
PROJECT TITLE: Facial Xpressions Skin Care Salon
DESCRIPTION: Skin Care Salon and Retail
APPLICANT: Norma A Pena
OWNER: OLDENBOURG JOSEPH (TR) (OLDENBOURC
APN: 123240024
LOCATION: 400 W CALDWELL AVE UNI

ITEM NO: 9

SITE PLAN NO: SPR22088
PROJECT TITLE: Visalia/Kelsey St. Industrial
DESCRIPTION: Construction of 2 Warehouse/Distribution Buildings for a total of 2098 SF (X)
APPLICANT: Derek Meddings
OWNER: SE LAND LLC
APN: 081071013
081071020
081040001
LOCATION: 29811 RD 88
29709 RD 88

ITEM NO: 10

SITE PLAN NO: SPR22089
PROJECT TITLE: Super Serrano's
DESCRIPTION: Taco Truck (C-N)
APPLICANT: Susan Ocampo
OWNER: SINGH SUCHA

AFTER REVIEW OF REGULAR AGENDA ITEMS, THE COMMITTEE WILL BE AVAILABLE TO REVIEW OFF-AGENDA ITEMS FOR INFORMAL REVIEW. THE COMMITTEE WILL BE AVAILABLE TO ANSWER QUESTIONS AT THAT TIME.

SITE PLAN REVIEW AGENDA

5/25/2022 - 9:00 A.M.

Conference Room #4

315 E. Acequia Avenue

APN: 103152010

LOCATION: 3332 E MINERAL KING AVE

AFTER REVIEW OF REGULAR AGENDA ITEMS, THE COMMITTEE WILL BE AVAILABLE TO REVIEW OFF-AGENDA ITEMS FOR INFORMAL REVIEW. THE COMMITTEE WILL BE AVAILABLE TO ANSWER QUESTIONS AT THAT TIME.

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: Forebay Farms, LLC Date: 09/27/2021

Project Description: Development of 35.07+/- acres of vacant land into 82 R-1-5 Single Family Residential units and 7 remained lots of mixed uses.

Site Plan Review Resubmittal: Yes (X) No ( ) If Resubmittal, Previous Site Plan Review Number: SPR 20-124

Property Owner: Forebay Farms, LLC

Applicant(s) Name: Norman L. Allinder, AICP

Project Address/Location: 1410 S. Lovers Lane; South of Tulare Ave.

Assessor Parcel Number: 101-050-019

Parcel Size (Acreage or Square Feet): 35.07+/- Building or Suite Square Footage: N/A

Are There Any Proposed Building Modifications: Yes ( ) No (X)

Estimated Cost of Modifications to Building: $ N/A

Describe All Proposed Building Modifications: N/A

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: _____

SPR Agenda: _____ Item No. _____

Zone: _____ SPR No. 20-124

Historic District: Yes ( ) No ( )

Flood Zone: X ( ) AE ( ) X/AE ( )

OPERATIONS & TRAFFIC INFORMATION

- - A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS - -

Existing/Prior Building Use: _____

Proposed Building Use: _____

Proposed Hours of Operation: _____

Days of Week In Operation (Circle): Su M T W Th F Sa

Number of Employees Per Day: Existing _____ Proposed _____

Number of Customers Per Day (Estimated): Existing _____ Proposed _____

Predicted Peak Operating Hour: _____

Describe Any Truck Delivery Schedule & Operations: _____

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): _____

Describe Any Special Events Planned for the Facility: _____

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

⇨ Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).

⇨ Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Norman L. Allinder, AICP

Address: PO Box 2717

City, State, Zip Merced, CA 95344

Phone: 209-534-6252

Email: nallinder@yahoo.com

Signature of Owner or Authorized Agent*

Owner _____ Date _____

Authorized Agent* _____ Date _____

* If signed by an authorized agent , the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, Lloyd Fagundes, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

101-050-019

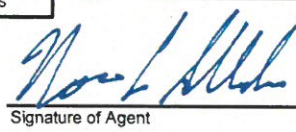
AGENT:

I designate Norman L. Allinder, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to process a Tentative Subdivision Map relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

Signatures

OWNER	AGENT
See Attached Letter of Agency	
Signature of Owner	Signature of Agent
PO Box 2717, Merced, CA 95344	PO Box 2717, Merced, CA 95344
Owner Mailing Address	Agent Mailing Address
209-383-6046	209-534-6252
Owner Phone Number	Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

Forebay Farms

P.O. Box 2717 • Merced, CA 95344
Phone: (209) 383-6046 • Fax: (209) 383-6042

July 31, 2020

City of Visalia
315 E. Acequia Avenue
Visalia, CA 93291

Subject: Letter of Agency - 1410 S. Lovers Lane APN – 101-050-019

Forebay Farms designates Norman L. Allinder, AICP to act as duly authorized agent for all matters related to entitlement, engineering and development of property located east of S. Lovers Lane and north of E. Walnut Avenue in the City of Visalia, APN 101-050-019. Please feel free to contact me if you have any questions.

Sincerely,

Lloyd Fagundes
Forebay Farms

CONSULTING ENGINEERS

430 Tenth Street
Modesto, CA 95354
Tel.: 209.568.4477
Fax: 209.568.4478

April 21, 2022

Cristobal Carrillo
City of Visalia
Associate Planner
315 E Acequia Avenue
Visalia, CA 93291

Reference: Forebay Farms, Site Plan No. 2020-124-B

Mr. Carrillo,

Thank you for the letter dated October 13, 2021, providing plan review comments for the referenced project. Included herewith are revised plans as requested. Find following our written responses to all review comments in ***bold italics***:

1. Project shall require a Tentative Subdivision Map (TSM).
   Response: Tentative Subdivision Map (TSM) included with resubmittal.
2. Vehicle Miles Traveled Analysis shall be required with TSM submittal.
   Response: Per results from the City of Visalia VMT online screening tool VMT analysis is not required (attached email 1).
3. Due to changes in the density of the project, the proposal will no longer require a Conditional Use Permit (CUP) for a Planned Residential Development.
   Response:
4. A Phasing Plan shall be provided with the site Plan Review and TSM submittal.
   Response: Phasing has been added to sheet 1 of the TSM.
5. Lot shall be designed with Visalia Municipal Code development standards, in particular 60 ft. widths for corner lots, 80 ft. widths for corner cul-de-sac lots (Lot No. 35), and 40 ft. widths on cul-de-sac interior lots (Lot No. 45).
   Response: All corner lots meet the minimum design requirements of the Visalia Municipal Code.

Lot Number	Lot Width	Location
1	60’	Rear
22	65’	Front/Rear
23	65.56’	Front
34	60’	Front/Rear
35	80’	Front/Rear
47	60’	Front
59	60’	Front/Rear
66	60.14’	Rear
67	60’	Front/Rear
74	67.40	Front
75	69.61’	Rear
82	60.’	Rear

6. Tribal consultation as required by AB 52 shall be conducted for the project. If requested during consultation, a cultural study and/or record searches with the Native American Heritage Commission and California Historical Resources Information System may be required.
   Response: We understand that Tribal Consultation will occur. Our understanding is the City will perform this task (attached email 1).
7. The applicant shall label all outlots as "Remainder" lots.
   Response: Outlot's have be labeled remainder lots.
8. Note that all street names shall be reviewed and approved by City of Visalia Traffic Engineering staff.
   Response: Street names have been updated to match adjacent street alignment names.
9. As much as possible the applicant shall identify all future uses for the Remainder lots.
   Response: Future uses have been identified to the best of our ability. Some future uses are assumed and not exactly known at this time.
10. The applicant shall provide additional detail on the proposed open space areas and outlots, including any potential block walls, infrastructure, and amenities to be placed onsite.
    Response: Remainder Lot Table has been updated to include detail on proposed open space. Remainders A, D, E, and F are proposed to be dedicated to the City of Visalia for use as open space. No block walls or infrastructure are proposed for these Remainder Lots. Remainder Lot G shall be dedicated to the City of Visalia as a future park. Water and sewer utilities will be stubbed to the Remainder Lot.
11. The inclusion of bike and pedestrian paths is encouraged.
    Response: No bike paths are proposed with this project. The only pedestrian paths that are proposed are the sidewalks within the public right of way.
12. The relocation of Parks/Recreation designated areas shall be approved by the Visalia Community Services Department prior to the discretionary review process for the TSM.
    Response: Please see attached email for park size. Location of park appears to match General Plan map location (attached email 2).
13. Project shall include the build-out of Vista Street as required by the Engineering Division.
    Response: The buildout of Vista Street has been included as part of the development. Vista Street will terminate with a cul-de-sac north of Packwood Creek, Vista Street will start at the knuckle south of Packwood Creek and continue to the southern boundary of the project.
14. Note that per Engineering Division, access from Lot H to South Lovers Lane may be restricted. A stub street may be necessary to the south. A full City Standard cul-de-sac/turnaround will be required at the terminus of Santa Anita Way. Furthermore, left turn access from Lovers Lane to Churchill Downs Way will be prohibited. Lastly, connectivity between South Lovers Lane and the proposed Packwood Trail will need to be addressed and discussed by the applicant and Engineering staff.
    Response: Access to Remainder H shall be restricted along the frontage of Lovers Lane and will be noted on the Final Subdivision Map. The revised TSM has included a stub street (S. Vista St) to the southern boundary of the subdivision. The revised TSM includes a full designed cul-de-sac per City of Visalia Standards. The intersection of E. Harvard Ave and Lovers lane has been designed as a ¾ access with no left turn out of E. Harvard Ave onto Lovers Lane. Left turn into E. Harvard Ave from Lovers Lane is part of the proposed TSM. Connectivity with the proposed

Packwood Creek crosswalk and accessible curb ramp has been evaluated and adjustments have been made to the SM to avoid any conflict. The proposed mid-block curb ramp proposed with the City project shall be removed and replaced with an accessible return curb ramp as part of the development of this project and more specifically E. Harvard Avenue.

15. See Engineering Division comments.
    1) Local street design to comply with City stds. Ensure knuckles and cul-de-sacs are designed to standard radii.
       Response: Local streets within the subdivision are designed to comply with City of Visalia P-1, cul-de-sac design complies with City of Visalia standard P-16, knuckle design complies with City of Visalia standard P-17. Dimensions have been added to the TSM for cul-de-sacs and knuckles.
    2) Comply with City local (60') and arterial (110') street standards.
       Response: Public rights of way shown on the TSM are designed to comply with City of Visalia standard P-1 and P-5.
    3) Show phasing of tentative map if desired. Submit tentative subdivision map, refer to City submittal requirements.
       Response: Phasing has been added to the TSM.
    4) All lots along Lovers Lane will require access relinquishment along their west property line. Future development of the lots shall take access from local street circulation per City standards.
       Response: All lots with frontage on Lovers Lane will have access relinquished by Final Subdivision Map.
    5) Refer to traffic Dept. comments for access restrictions and median break design. Further coordinate with Traffic Dept. is required to determine areas of improvement for access to project.
       Response: Access has been modified per consultation from Diego Corvera.
    6) There is a current City project that will install a signalized pedestrian crossing for trail along creek. City project will impact proposed development design. Further coordinate with City project manager. Redesign accordingly.
       Response: We have received plans for the Packwood Trail from Diego Corvera. The street has been modified to allow the proposed curb ramp to align with the crossing.
    7) Provide storm and sewer master plan design plan with development. The City is currently updating its master sewer and storm plans, proposed project will be subject to any changes implemented.
       Response: The project will be designed in accordance with the adopted storm and sewer master plans.
    8) Lovers Lane is a 110' arterial, 55' to C/L and dedicate right-of-way accordingly. Project to improve Lovers Lane per Standards, including the creek frontage. Improvements to include, but not limited to, pavement, curb and gutter, 7' sidewalk, 5' landscape, parkway w/ street trees, street lighting, utility relocations and undergrounding, striping, signage, 30' radius curb returns, and median improvements.
       Response: Dedication along Lovers Lane frontage is proposed for a 110' ultimate right of way. Frontage dedication matches previous dedication to the north. Returns have been revised to a 30' flowline radius.

Respectfully,

VVH CONSULTING ENGINEERS

Adam Reed
Senior Designer
Tel.: (209) 568-4477
Fax: (209) 568-4478
areed@vvhce.com

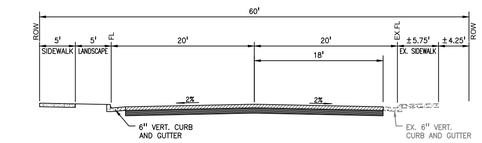
c. File

rsp_letter_20211014.docx

TENTATIVE SUBDIVISION MAP

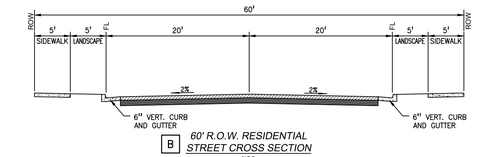
VISALIA 35

A PORTION OF THE WEST 1/2 SECTION 34, T 18S, R 25E, CITY OF VISALIA, TULARE COUNTY, CALIFORNIA



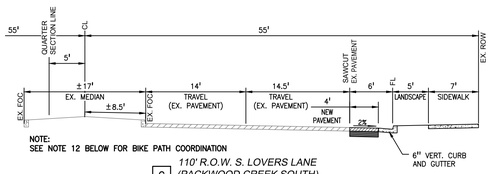
A 60' S. VISTA STREET CROSS SECTION

SCALE:1"=10'



B 60' R.O.W. RESIDENTIAL STREET CROSS SECTION

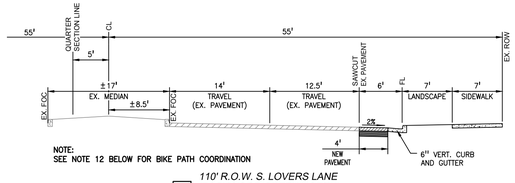
N.T.S.



NOTE:
SEE NOTE 12 BELOW FOR BIKE PATH COORDINATION

C 110' R.O.W. S. LOVERS LANE (PACKWOOD CREEK SOUTH) CROSS SECTION

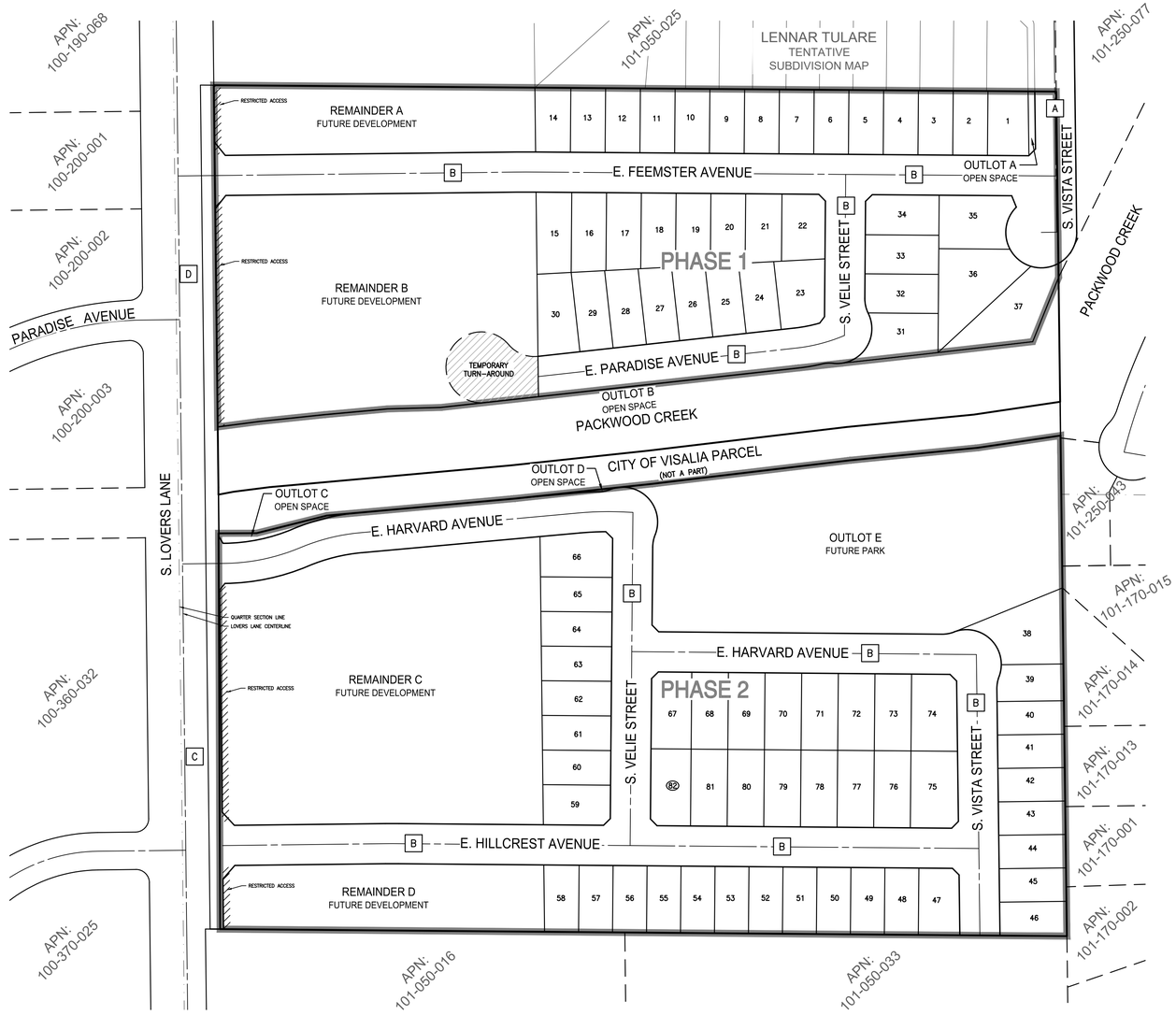
N.T.S.



NOTE:
SEE NOTE 12 BELOW FOR BIKE PATH COORDINATION

D 110' R.O.W. S. LOVERS LANE (PACKWOOD CREEK NORTH) CROSS SECTION

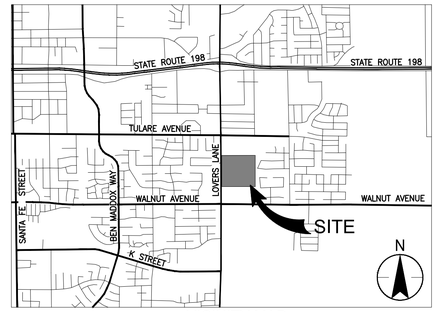
N.T.S.



N

100 50 0 100 200

SCALE: 1" = 100'



VICINITY MAP

N.T.S.

TENTATIVE MAP INFORMATION

OWNER:	FOREBAY FARMS, LLC PO BOX 2717 MERCED, CA 95344
DEVELOPER:	FOREBAY FARMS, LLC PO BOX 2717 MERCED, CA 95344
ENGINEER:	VVH CONSULTING ENGINEERS 430 10TH STREET MODESTO, CA 95354 PH. 209.568.4477 CASEY BARKMAN: cbarkman@vvhce.com
ASSESSORS PARCEL NUMBER:	101-050-019
PARCEL SIZE:	±35.07 ACRES
EXISTING ZONING:	O-PA PROFESSIONAL/ADMINISTRATIVE OFFICE R-M-2 MULTI-FAMILY RESIDENTIAL R-1-5 SINGLE-FAMILY RESIDENTIAL OS OPEN SPACE
EXISTING GENERAL PLAN DES.:	LOW DENSITY RESIDENTIAL MEDIUM DENSITY RESIDENTIAL OFFICE PARKS/RECREATION
EXISTING USE:	VACANT/UNDEVELOPED

PROPOSED LOT SIZE

	WIDTH	SQUARE FOOTAGE
R-1-5 (LOW DENSITY RES.):	50'	5,000
CORNER:	60'	6,000

ZONING DENSITY

	UNITS	NET ACREAGE	GROSS ACREAGE	DENSITY
R-1-5 (LOW DENSITY RES.)	82	11.16	18.21	7.35 DU/A
R-M-2 (MULTI-FAMILY RES.)		7.94	10.28	
O-PA (OFFICE-PRO. ADMIN.)		2.26	3.08	
OPEN SPACE		6.45	3.50	
RIGHT OF WAY		7.26	N/A	
TOTAL	82	35.07	35.07	

REMAINDER TABLE

	AREA	USE
A	1.11 AC	FUTURE DEVELOPMENT
B	3.58 AC	FUTURE DEVELOPMENT
C	4.42 AC	FUTURE DEVELOPMENT
D	1.09 AC	FUTURE DEVELOPMENT

OUTLOT TABLE

A	910 SF	PARK STRIP (OPEN SPACE)
B	2.88 AC	OPEN SPACE (DEDICATION TO THE CITY OF VISALIA)
C	1,558 SF	OPEN SPACE (DEDICATION TO THE CITY OF VISALIA)
D	202 SF	OPEN SPACE (DEDICATION TO THE CITY OF VISALIA)
E	3.50 AC	PARK (OPEN SPACE)

OPEN SPACE TOTAL - 6.44 AC (18.36% NET)

JURISDICTION

SEWER:	CITY OF VISALIA
WATER:	CALIFORNIA WATER
STORM DRAIN:	CITY OF VISALIA
GARBAGE:	CITY OF VISALIA
ELECTRIC:	SOUTHERN CALIFORNIA EDISON
GAS:	SOUTHERN CALIFORNIA GAS
CABLE:	XFINITY
TELEPHONE:	AT&T
FIRE PROTECTION:	CITY OF VISALIA
SCHOOL DISTRICT:	VISALIA UNIFIED SCHOOL DISTRICT

FLOOD ZONE

MAP:	06107C0934E
EFFECTIVE DATE:	06-16-2009
PANEL:	0934E
COMMUNITY:	CITY OF VISALIA, 060409
ZONE:	X; 0.2% ANNUAL CHANCE OF FLOOD; 1% ANNUAL CHANCE FLOOD WITH AVERAGE DEPTHS OF LESS THAN 1 FOOT

R-1-5 ZONING SETBACKS

FRONT (EXTERIOR)	15' LIVING SPACE 22' GARAGE
FRONT (EXTERIOR) CUL-DE-SAC/KNUCKLE	15' LIVING 20' GARAGE
SIDE (INTERIOR)	5'
SIDE (EXTERIOR)	10'
REAR	25'

LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA AND IS DESCRIBED AS FOLLOWS:

The Northwest Quarter of the Southwest Quarter; and the North half of the Southwest Quarter of the Southwest Quarter, all in Section 34, Township 18 South, Range 25 East, Mount Diablo Base and Meridian, in the City of Visalia, County of Tulare, State of California, according to the Official Plat thereof.

EXCEPTING therefrom a strip of land 2 rods off the West side of the Northwest Quarter of the Southwest Quarter and the North half of the Southwest Quarter of the Southwest Quarter of said Section 34.

ALSO EXCEPTING THEREFROM the North 720 feet of the Northwest Quarter of the Southwest Quarter of Section 34, Township 18 South, Range 25 East, Mount Diablo Base and Meridian, in the County of Tulare, State of California, according to the Official Plat of the Survey of said land on file in the Bureau of Land Management at the date of the issuance of the patent thereof.

ALSO EXCEPTING THEREFROM the West 33 feet thereof.

ALSO EXCEPTING THEREFROM the West 60 feet of the North 720 feet of the Northwest Quarter of the Southwest Quarter of Section 34, Township 18 South, Range 25 East, Mount Diablo Base and Meridian, according to the Official Plat of the Survey of said land on file in the Bureau of Land Management at the date of the issuance of the patent thereof.

ALSO EXCEPTING THEREFROM that portion conveyed to the City of Visalia, a municipal corporation by Grant Deed recorded October 9, 2017, as Instrument No. 2017-62355, of Official Records.

NOTES

1. THIS EXHIBIT IS FOR TENTATIVE MAP PURPOSES ONLY. ALL SITE CHARACTERISTICS SHALL BE VERIFIED PRIOR TO FINAL MAP.
2. A 10' PUBLIC UTILITY EASEMENT (P.U.E. OF PUE) WILL BE LOCATED ADJACENT TO AND PARALLEL WITH ALL PUBLIC RIGHT OF WAYS.
3. PURSUANT TO GOVERNMENT CODE SECTION 66456.1, THE SUBDIVIDER MAY FILE MULTIPLE FINAL MAPS BASED UPON THIS TENTATIVE SUBDIVISION MAP. THE FILING OF A FINAL MAP ON A PORTION OF THIS TENTATIVE SUBDIVISION MAP SHALL NOT INVALIDATE ANY PART OF THIS TENTATIVE SUBDIVISION MAP.
4. LOT NUMBERS ARE FOR IDENTIFICATION PURPOSES ONLY.
5. FIRE HYDRANTS AND ELECTROLIERS ARE TO BE DESIGNED AND LOCATED PER CITY OF VISALIA STANDARDS AND SPECIFICATIONS.
6. UTILITY SIZING, LOCATION, CONNECTION POINTS, STREET GRADES, PAD ELEVATIONS AND LOT DIMENSIONS ARE PRELIMINARY ONLY AND SUBJECT TO FINAL ENGINEERING DESIGN.
7. ALL UTILITIES WILL BE PLACED UNDERGROUND WITHIN THE PUBLIC RIGHT OF WAY OR PUBLIC UTILITY EASEMENTS. PUBLIC UTILITY EASEMENTS WILL BE PROVIDED AS REQUIRED BY THE CITY OF VISALIA AND UTILITY COMPANIES.
8. THE BOUNDARY INFORMATION IS BASED UPON A FIELD SURVEY PERFORMED BY VVH CONSULTING ENGINEERS.
9. FINAL LANDSCAPE AND IRRIGATION PLANS ARE TO BE SUBMITTED ALONG WITH FINAL IMPROVEMENT PLANS.
10. SUBDIVISION SIGNAGE PER CITY OF VISALIA REQUIREMENTS.
11. TOPOGRAPHICAL SURVEY PERFORMED BY VVH CONSULTING ENGINEERS ON 10-31-2019.
12. A CLASS 4 BIKE PATH IS TO BE CONSTRUCTED ALONG THE ENTIRE PROJECT FRONTAGE OF LOVERS LANE AND MAY BE PHASE BASED ON THE PROJECT PHASING SHOWN ON THIS TENTATIVE MAP AND/OR AS APPROVED BY THE CITY OF VISALIA. THE DEVELOPER SHALL COORDINATE WITH THE CITY OF VISALIA THE DESIGN OF THE CLASS 4 BIKE PATH DURING THE CIVIL IMPROVEMENT PORTION OF THE PROJECT.
13. THE INTERSECTION OF E. HARVARD AVENUE AND S. LOVERS LANE WILL BE DESIGNED TO BE COMPATIBLE WITH THE APPROVED PACKWOOD CREEK BIKE TRAIL AND PEDESTRIAN CROSSING. THE PROPOSED CURB RAMP TO BE CONSTRUCTED WITH THE PACKWOOD CRREK TRAIL AND PEDESTRIAN PROJECT MAY BE REMOVED AND RECONSTRUCTED WITH A RETURN CURB RAMP WITH BULB-OUT AS APPROVED BY THE CITY OF VISALIA DURING THE CIVIL IMPROVEMENT PORTION OF THE PROJECT.

CONSULTING ENGINEERS
430 10th Street
Modesto, CA 95354
Tel.: 209.568.4477
Fax: 209.568.4478

No.	MM.YY	Description	By	Appd.
		Revision		

Client/Project
URBAN PLANNING AND DESIGN
VISALIA 35
TENTATIVE SUBDIVISION MAP
VISALIA, CALIFORNIA

Title
COVER SHEET

Engineer's Seal

Engineer's Signature:
Signature Date:

811
Know what's below.
Call before you dig.

Project Engineer: MICHAEL HAYES

Project Number: 1181-0100

File Name: 11810100tm_20220421.dwg

AR	CB\MH	CB\AR	09.30.21
Dwn.	Chkd.	Dsgn.	MM.DD.YY

Sheet No.

1 of 3 sheets

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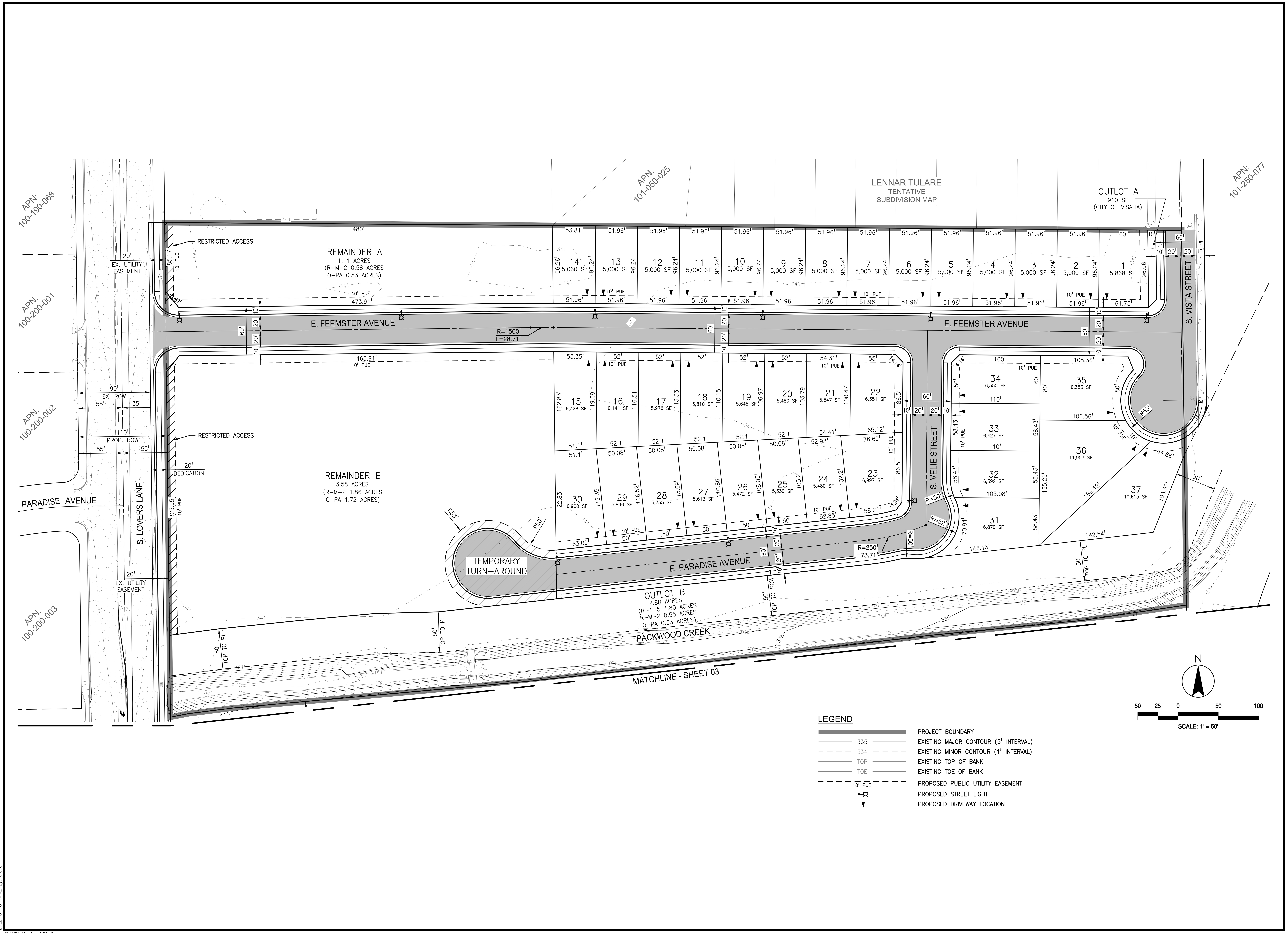
ORIGINAL SHEET – ARCH D



WHCE CONSULTING ENGINEERS
430 10th Street
Modesto, CA 95354
Tel.: 209.568.4477
Fax: 209.568.4478

The Contractor shall verify and be responsible for all dimensions. DO NOT scale drawing. Any errors or omissions shall be reported to WHCE without delay. Copyrights to all designs and drawings are the property of WHCE. Reproduction or use in whole or in part for any purpose other than that authorized in writing by WHCE is strictly forbidden. This drawing shall not be used for construction until sealed, signed and dated by the Engineer.

No.	MM/YY	Description	By	Appd.

Revision

Client/Project
URBAN PLANNING AND DESIGN
VISALIA 35
TENTATIVE SUBDIVISION MAP
VISALIA, CALIFORNIA

Title
LOT LAYOUT

Engineer's Seal

Engineer's Signature:
Signature Date:

811 Know what's below. Call before you dig.

Project Engineer: MICHAEL HAYES
Project Number: 1181-0100
File Name: 11810100tm_20220421.dwg

AR	CB\MH	CB\AR	09.30.21
Dwn.	Chkd.	Dsgn.	MM.DD.YY

Sheet No.
2 of 3 sheets

LEGEND

	PROJECT BOUNDARY
335	EXISTING MAJOR CONTOUR (5' INTERVAL)
334	EXISTING MINOR CONTOUR (1' INTERVAL)
TOP	EXISTING TOP OF BANK
TOE	EXISTING TOE OF BANK
10' PUE	PROPOSED PUBLIC UTILITY EASEMENT
⊸¤	PROPOSED STREET LIGHT
▼	PROPOSED DRIVEWAY LOCATION

N

SCALE: 1" = 50'

VVH CONSULTING ENGINEERS
430 10th Street
Modesto, CA 95354
Tel.: 209.568.4477
Fax: 209.568.4478

The Contractor shall verify and be responsible for all dimensions. DO NOT scale drawing. Any errors or omissions shall be reported to VVHCE without delay. Copyrights to all designs and drawings are the property of VVHCE. Reproduction or use in whole or in part for any purpose other than that authorized in writing by VVHCE is strictly forbidden. This drawing shall not be used for construction until sealed, signed and dated by the Engineer.

No.	MM.YY	Description	By	Appd.

Revision

Engineer's Seal

Client/Project
URBAN PLANNING AND DESIGN
VISALIA 35
TENTATIVE SUBDIVISION MAP
VISALIA, CALIFORNIA

Title
LOT LAYOUT

Engineer's Signature:
Signature Date:

811
Know what's below.
Call before you dig.

Project Engineer: MICHAEL HAYES
Project Number: 1181–0100
File Name: 11810100tm_20220421.dwg

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Dwn.	Chkd.	Dsgn.	MM.DD.YY

Sheet No.
3 of 3 sheets

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ORIGINAL SHEET – ARCH D

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: 125 S. Crenshaw Date: 5/19/2022

Project Description: 34 Lot Single Family Subdivsion

Site Plan Review Resubmittal: Yes (X) No ( ) If Resubmittal, Previous Site Plan Review Number: 22005

Property Owner: Santokh S. Toor & Arpinder K. Toor, as Trustees of the Santokh S. Toor and Arpinder K. Toor Living Trust dated July 14, 2011

Applicant(s) Name: Bitta Toor

Project Address/Location: 125 S. Chrenshaw St., Visalia, CA 93291

Assessor Parcel Number: 0 8 5 - 1 3 0 - 0 0 2

Parcel Size (Acreage or Square Feet): 6.77 Acres Building or Suite Square Footage: N/A

Are There Any Proposed Building Modifications: Yes ( ) No (X)

Estimated Cost of Modifications to Building: $

Describe All Proposed Building Modifications: Vacant Lot

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received:

SPR Agenda: Item No.

Zone: SPR No. 22-005

Historic District: Yes ( ) No ( )

Flood Zone: X ( ) AE ( ) X/AE ( )

OPERATIONS & TRAFFIC INFORMATION

- - A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS - -

Existing/Prior Building Use: N/A

Proposed Building Use: N/A

Proposed Hours of Operation: N/A

Days of Week In Operation (Circle): Su M T W Th F Sa

Number of Employees Per Day: Existing Proposed

Number of Customers Per Day (Estimated): Existing Proposed

Predicted Peak Operating Hour: N/A

Describe Any Truck Delivery Schedule & Operations: N/A

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): N/A

Describe Any Special Events Planned for the Facility: N/A

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

⇨ Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).

⇨ Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Bitta Toor
Address: 27725 Rd 92
City, State, Zip Visalia, CA 93277
Phone: 559-690-9024
Email: bt5323@gmail.com

Signature of Owner or Authorized Agent*

Owner — Date 1-11-22

Authorized Agent* — Date 1-12-22

* If signed by an authorized agent , the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, Santokh S. Toor & Arpinder K. Toor, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

085-130-002

AGENT:

I designate AW Engineering - Allen Williams, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to Tentative Subdivision Map relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this 11 day of January, 20 22.

Signatures

OWNER	AGENT
Signature of Owner	Signature of Agent
27725 Road 92	724 N. Ben Maddox Way, Ste A
Owner Mailing Address	Agent Mailing Address
Visalia, CA 93277	Visalia, CA 93292
559-690-9024	559-967-8089
Owner Phone Number	Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

CRENSHAW PROPERTY
TENTATIVE SUBDIVISION MAP

PREPARED FOR:
BITTA TOOR
27725 RD. 92
VISALIA, CA. 93277

EMAIL: bt5323@gmail.com

PREPARED BY:
AW ENGINEERING
724 N. BEN MADDOX WAY SUITE A
VISALIA, CA. 93292

PH. 559-713-6139

LEGEND

A.P.N.	085-130-002
ACREAGE:	6.77 AC±
FLOOD ZONE:	AE
ZONING:	R-1-3
GENERAL PLAN:	LOW DENSITY RESIDENTIAL
ELECTRIC:	SCE
WATER:	CAL WATER
TELEPHONE:	AT&T
WASTE:	CITY OF VISALIA
GAS:	SCG
EXISTING USE:	VACANT
PROPSED USE:	SINGLE FAMILY RES.

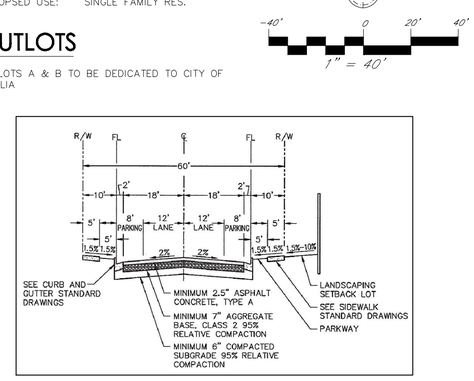
OUTLOTS

OUTLOTS A & B TO BE DEDICATED TO CITY OF VISALIA

N

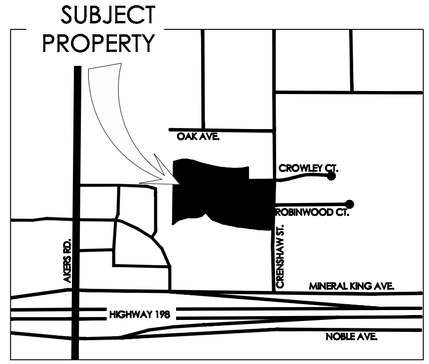
-40' 0 20' 40'

1" = 40'



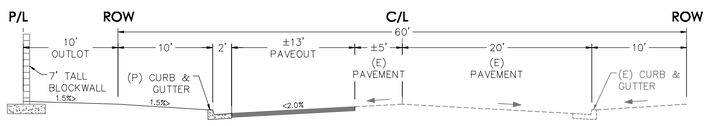
LOCAL STREETS

N.T.S.



VICINITY MAP

N.T.S.



CRENSHAW X-SECTION

N.T.S.

SHEET 1 OF 1
21083 5-16-22

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

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- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: Visalia Plaza 39/Seefried Date: 5/19/22

Project Description: New Construction of a 535,540 sf industrial building and associated improvements.

Site Plan Review Resubmittal: Yes (X) No ( ) If Resubmittal, Previous Site Plan Review Number: SPR 22-041

Property Owner: Seefried Industrial Properties, Inc.

Applicant(s) Name: Bryan Frarey

Project Address/Location: Northeast corner of W. Goshen Ave. and Rd. 76.

Assessor Parcel Number: 077-111-046 and 077-111-047

Parcel Size (Acreage or Square Feet): 39.25 acres Building or Suite Square Footage: 535,540 sf

Are There Any Proposed Building Modifications: Yes ( ) No (X)

Estimated Cost of Modifications to Building: $

Describe All Proposed Building Modifications:

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received:

SPR Agenda: Item No.

Zone: SPR No. 22-041

Historic District: Yes ( ) No ( )

Flood Zone: X ( ) AE ( ) X/AE ( )

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: N/A

Proposed Building Use: General Light Industrial

Proposed Hours of Operation: 24 hours a day

Days of Week In Operation (Circle): Su M T W Th F Sa daily

Number of Employees Per Day: Existing N/A Proposed 842 (estimated with ITE)

Number of Customers Per Day (Estimated): Existing N/A Proposed 0

Predicted Peak Operating Hour: 7-8 AM and 4 - 5 PM

Describe Any Truck Delivery Schedule & Operations: N/A

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): See attached TIA Scope of Work

Describe Any Special Events Planned for the Facility: N/A

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

⇨ Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).

⇨ Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Bryan Frarey

Address: 2201 E Camelback, Ste 222

City, State, Zip Phoenix, AZ 85016

Phone: 602.390.1928

Email: bfrarey@seefriedproperties.com

Signature of Owner or Authorized Agent*

Owner — Date: 5.19.2022

Authorized Agent* — Date

* If signed by an authorized agent, the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, _____, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

_____ _____ _____

AGENT:

I designate _____, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

Signatures	
OWNER	AGENT
Signature of Owner	Signature of Agent
Owner Mailing Address	Agent Mailing Address
Owner Phone Number	Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

Kimley»Horn

MEMORANDUM

To:	Josh Dan / Planning Division	Tel: 559-713-4003
	City of Visalia	
Date:	May 19, 2022	
Subject:	Visalia Plaza 39 / Seefried (Site Plan No. 2022-041)	APN No. 077-111-047

RESPONSE TO COMMENTS:

PLANNING DIVISION/PROJECT SPECIFIC INFORMATION:

1. Comment: There is no staff support for development upon the future railroad spur (refer to development to the north were develop upon the easement was avoided).

   Response: All surface improvements have been removed from the rail easement. See Sheet HC.

2. Comment: Parking on site to comply with the parking requirements of VMC 17.34, but should the applicant not be able to meet the 1:1 ,000 parking ratio an Operational Statement detailing the proposed uses, number of employees during the busiest shift, and any other relevant operational detail may be used to determine the parking demand on site.

   Response: This site plan proposes 549 total auto parking stalls, which meets the 1:1,000 required parking ratio. See the Parking Table on Sheet HC.

3. Comment: A tree well shall be provided for every 10 consecutive parking stalls.

   Response: A tree well is provided every 10 consecutive parking stalls. See Sheet HC.

4. Comment: The site plan shall verify that a minimum 10% of the parking lot is landscaped.

   Response: This site plan proposes a minimum of 10% landscaping in the parking lot. See Proposed Site Area Distribution on Sheet HC.

5. Comment: The applicant shall submit landscaping and irrigation plans with the Building Permit submittal.

   Response: Acknowledged. This will be provided with the Building Permit submittal.

6. Comment: Provide detail on all existing and proposed fencing onsite- i.e.: location, material, and height.

   Response: 7’ tall black PVC coated chain link fencing is shown on Sheet HC along Road 76 and around the secured truck courts. The fence on this project will match the fence on the adjacent property to the north.

7. Comment: Requirements from other divisions may require changes to the site design may require resubmittal for Site Plan Review.

   Response: Acknowledged.

8. Comment: Fence height is limited to 7 feet in height (10 feet height is not allowed).

   Response: Fence height has been revised to 7'. See Sheet HC.

9. Comment: The parking along the southeast must provide a 25-foot side setback as measured from railroad right-of-way lot line.

   Response: The parking now sits 28' from the property line. See Sheet HC.

10. Comment: Provide additional information as requested by the Traffic and Engineering Divisions.

    Response: Acknowledged. See comment responses below.

SITE PLAN REVIEW COMMENTS:

1. Comment: Install curb and gutter **PRIVATE STREET**

   Response: Curb and gutter on Private Street is labeled on Sheet HC.

2. Comment: Drive approach size: **41' MAX**; Use radius return; **REFER TO CITY COMMERCIAL STDS**

   Response: The driveway widths were set as a function of truck turning movements. The driveways connect to the private street. A modified City standard driveway is proposed for the ingress and egress to the site. See Sheet HC.

3. Comment: Sidewalk: **5'- 6'** width

   Response: A proposed six-foot (6') sidewalk on the Private Street is shown on Sheet HC.

4. Comment: **5'** parkway width at **AMERICAN & PRIVATE ST**

   Response: A five-foot (5') parkway on Road 76 is shown on Sheet HC. To maximize onsite stormwater basin storage, additional landscaping is provided behind the sidewalk on the Private Street.

5. Comment: Repair and/or replace any sidewalk across the public street frontage(s) of the subject site that has become uneven, cracked or damaged and may constitute a tripping hazard.

   Response: Acknowledged. This will be addressed during the construction document engineering phase of this project.

6. Comment: Replace any curb and gutter across the public street frontage(s) of the subject site that has become uneven and has created areas where water can stand.

   Response: Acknowledged. This will be addressed during the construction document engineering phase of this project.

7. Comment: Right-of-way dedication required. A title report is required for verification of ownership. **AMERICAN**

   Response: Project will provide required dedication of right-of-way to the City. A title report has been provided with the previous resubmittal.

8. Comment: Deed required prior to issuing building permit; **RIGHT-OF-WAY FOR PUBLIC STREETS**

   Response: Acknowledged.

9. Comment: City Encroachment Permit Required. **FOR ALL WORK WITHIN THE PUBLIC RIGHT-OF-WAY**. Insurance certificate with general & auto liability ($1 million each) and workers compensation ($1 million). valid business license, and appropriate contractor‘s license must be on file with the City, and valid Underground Service Alert # provided prior to issuing the permit. Contact Encroachment Tech. at 713-4414.

   Response: Acknowledged.

10. Comment: Landscape & irrigation improvement plans to be submitted for each phase. Landscape plans will need to comply with the City's street tree ordinance. The locations of street trees near intersections will need to comply with Plate SD—1 of the City improvement standards. A street tree and landscape master plan for all phases of the subdivision will need to be submitted with the initial phase to assist City staff in the formation of the landscape and lighting assessment district.

    Response: Acknowledged. This will be addressed during the Building Permit phase of this project.

11. Comment: Grading & Drainage plan required. If the project is phased. then a master plan is required for the entire project area that shall include pipe network sizing and grades and street grades. [X] Prepared by registered civil engineer or project architect. [X] All elevations shall be based on the City’s benchmark network. Storm run-off from the project shall be handled as follows: a) [X] directed to the City's existing storm drainage system; b) [X] directed to a permanent on-site basin; or [ ] directed to a temporary on-site basin is required until a connection with adequate capacity is available to the City's storm drainage system. On-site basin: maximum side slopes. perimeter fencing required, provide access ramp to bottom for maintenance**. CAPTURE ONSITE DRAINAGE IN PRIVATE RETENTION SWALES/BASINS. FURTHER REVIEW AND COORDINATION WITH CITY ENGINEER REQUIRED FOR PUBLIC STREET DRAINAGE. PROVIDE SD DESIGN CALCS AND SUPPORTING MATERIALS / SUBSURFA CE CHAMBER DATA.**

    Response: Acknowledged. Basin volume calculations are provided on Sheet G-1. Subsurface storage details are shown on Sheet G-2. Kimley-Horn will coordinate with the City Engineer for public street drainage during the construction document engineering phase of the project.

12. Comment: Grading permit is required for clearing and earthwork performed prior to issuance of the building permit.

    Response: Acknowledged.

13. Comment: Show finish elevations. (Minimum slopes: A.C. pavement = 1%. Concrete pavement = 0.25%. Curb & Gutter = 0.20%, V-gutter = 0.25%)

    Response: Minimum slopes are shown on Sheet G-1 and G-2.

14. Comment: Show adjacent property grade elevations. A retaining wall will be required for grade differences greater than 0.5 feet at the property line.

    Response: All grades around the property perimeter match those of the existing grades at the property line. See elevations labeled on Sheets G-1 and G-2. The existing contours are also now shown on Sheets G-1 and G-2.

15. Comment: All public streets within the project limits and across the project frontage shall be improved to their full width, subject to available right of way, in accordance with City policies, standards and specifications. **1/2 STREET AMERICAN (DEFERRED), NEW PRIVATE STREET.**

    Response: The future right-of-way, curb and gutter, parkway, and sidewalk for Road 76 are shown on Sheet HC. Curb, gutter, and sidewalk are shown on the Private Street on Sheet HC.

16. Comment: Traffic indexes per city standards: **REFER TO CITY COLLECTOR AND LOCAL STREET STDS**

    Response: Acknowledged.

17. Comment: Install street striping as required by the City Engineer. **TO BE DETERMINED AT CIVIL REVIEW.**

    Response: Acknowledged.

18. Comment: Install landscape curbing (typical at parking lot planters). **ONSITE PER DESIGN**.

    Response: Planter islands are proposed in the parking lots. See Sheet HC. A Landscape Plan will be provided during the Building Permit phase of the project.

19. Comment: Minimum paving section for parking: 2” asphalt concrete paving over 4" Class 2 A99. Base, or 4” concrete pavement over 2" sand.

    Response: The proposed pavement sections from the Geotechnical Engineer satisfy these minimum requirements. See the Legend on Sheet G-1 and G-2.

20. Comment: Design Paving section to traffic index of 5.0 min. for solid waste truck travel path.

    Response: The proposed pavement section meets this minimum requirement. See G-1 and G-2 for pavement sections.

21. Comment: Provide “R” value tests: **1 each at 300’ INTERVALS**

    Response: This will be provided during the construction document engineering phase of this project for construction within the public right-of-way.

22. Comment: Show Valley Oak trees with drip lines and adjacent grade elevations. [X] Protect Valley Oak trees during construction in accordance with City requirements.

    Response: A Landscape Plan will be provided during the Building Permit phase of this project. Protection of Valley Oak Trees during construction will be in conformance with City requirements.

23. Comment: Relocate existing utility poles and/or facilities. **REQUIRED WITH PUBLIC IMPROVEMENTS.**

    Response: Should existing utility poles or facilities require relocation, this will be provided during the construction document phase of this project.

24. Comment: Underground all existing overhead utilities within the project limits. Existing overhead electrical lines over 50kV shall be exempt from undergrounding. **REQUIRED WITH PUBLIC IMPROVEMENTS.**

    Response: Client will coordinate with the power purveyor for existing overhead power lines located in the existing easement along southerly property line. This will be provided during the construction document phase of this project.

25. Comment: Fugitive dust will be controlled in accordance with the applicable rules of San Joaquin Valley Air District's Regulation VIII. Copies of any required permits will be provided to the City.

    Response: Acknowledged.

26. Comment: If the project requires discretionary approval from the City, it may be subject to the San Joaquin Valley Air Districts Rule 9510 Indirect Source Review per the rule's applicability criteria. A copy of the approved AIA application will be provided to the City.

    Response: Acknowledged.

27. Comment: If the project meets the one acre of disturbance criteria of the State's Storm Water Program, then coverage under General Permit Order 2009—0009—DWQ Is required, and a Storm Water Pollution Prevention Plan (SWPPP) is needed. A copy of the approved permit and the SWPPP will be provided to the City.

    Response: Acknowledged.

ADDITIONAL COMMENTS:

1. Comment: Proposed development will incur impact fees based on acreage of site improvement and building square footage. Refer to page 4 for applicable fees.

   Response: Acknowledged.

2. Comment: Rd 76 is a collector roadway identified in the City's Circulation Element and Transportation Impact Fee program. Portions of improvements will qualify as reimbursable in the form of impact fee credits. Site plan layout needs to show adequate ultimate widening dimensions along street frontage. Completion of min. east half-street improvements would be required however it is likely that majority of improvements will need to be deferred due to an existing railroad easement that traverses the westerly parcel boundary. This easement impacts full build-out of Rd 76. Applicant will be required to deposit in cash to the City the cost of the developer responsible improvements along the project frontage as part of project conditions and prior to building permit issuance. Developer is responsible for a 6' sidewalk, street lighting, curb & gutter, parkway landscaping, right-of-way dedication, utility relocations, a 15% inflater for design and construction management, and six-foot wide pavement along development frontage. Further coordination with City Engineer is required.

   Response: Half-street improvement dimensions along with existing and proposed right of way lines on the Road 76 frontage are shown on Sheet HC. Sidewalk, street lighting, curb & gutter, and parkway are all shown and labeled on Sheet HC. It has been noted that the street improvements along Road 76 are deferred.

3. Site plan provides dimensions and improvement design information along Rd 76 project frontage as previously requested. The proposed 42-foot dedication from street centerline (which is also County/Section line) appears to be adequate. The existing County street right-of-way appears to

be 40-feet west of the County/Section line. Per City records, previous right-of-way dedications along Rd 76 in the vicinity have been measured from the street centerline (County/Section line).

Response: Acknowledged.

4. The dedication of right-of-way and any easements will need to be included with the project submittals. Further coordinate with City Engineer for deed format and processing.

   Response: Acknowledged.

5. Comment: Proposed project is subject to previous development conditions set forth for the 1M sq. ft. building to the north. City agreed to abandon street right-of-way to allow the east/west street to be privately owned/maintained. Staff was in agreement that the onsite access road does not need to be designated as a public street, as per previous development conditions, and the private drive request was supported. Design of the private drive to be similar to City 60' local street design; however, an increased traffic index should be utilized to handle heavier traffic loads.

   Response: Acknowledged. The private street pavement will be designed to accommodate the traffic entering this site.

6. Comment: The private access road was designed with an industrial type cul-de-sac, as shown, however the cul-de-sac was considered an interim solution until future connection to American(Rd 76) could be made. Access (permanent or temporary) was to be determined as future development interest of the vacant land was proposed. Per the site plan layout, the proposed drive approach on American would not be supported at this time.

   Response: Acknowledged.

7. Should the connection to Rd 76 be deemed necessary, even in an interim design, the proposed westerly drive access on the private road would be too close in proximity to the intersection of Rd 76 & private street. Relocate to approx. 200' from intersection.

   Response: The westerly driveway has been relocated to sit roughly 200’ away from the location of any potential future connection to Rd 76. See Sheet HC.

8. Comment: Ensure infrastructure does not encroach into existing easements onsite (railroad, SCE, etc.). Provide documentation of acceptance of any proposed private improvements over, under, or across existing easements. Staff recommends applicant pursue abandonment of the rail easement to allow proposed improvements onsite.

   Response: All infrastructure has been removed from the onsite easements. See Sheet HC.

9. Comment: Project to extend sewer and storm mains accordingly, to extents of parcel limits.

   Response: A public sewer line is shown on sheet UT-1, extending across the full property frontage. There are no storm mains present surrounding the project property. Kimley-Horn will coordinate with the City Engineer during the construction document engineering phase for public storm drain requirements.

10. Comment: Required public improvements shall include, but may not be limited to, pavement, street lighting, sidewalk, parkway landscaping, public storm drainage swales, curb & gutter, signal install/modifications & conduit, curb returns, and street striping.

    Response: Acknowledged. Street lighting is shown on Sheet HC. Curb, gutter, and sidewalk are shown on the Private Street and Road 76.

11. Comment: Parking lot to comply with City parking lot standards.

    Response: The parking lot design complies with City standards. See Sheet HC.

12. Comment: Site accessibility to comply with current City and building codes. Raised accessible walkways will affect grade design onsite. Accessible path of travel to be provided to the public right-of-way.

    Response: An accessible path of travel to the right of way is shown on Sheet HC and grading is shown on Sheet G-1 and G-2. Raised walkways will be provided per current City and building codes.

13. Comment: Project to retain storm water onsite, including private drive, however the future Rd 76 storm run-off may need to be collected within the landscape setback along street. Site plan is not clear on cross section dimensioning. include setback distance and indicate use of landscape setback and possible swale retention of public run-off- to be determined. Further research is being conducted by City staff as to the master planned storm water capture for the area.

    Response: Acknowledged. Kimley-Horn will coordinate with City Engineer during construction document engineering phase.

14. Comment: Further determination of improvements on Rd 76 to utilize as secondary access will be conducted with site plan resubmittal. Improvements that are temporary but necessary as a means for safety to allow access (providing adequate street lighting, striping & signage, pavement transitions, etc.) are cast responsibility of the developer.

    Response: Secondary access from Road 76 has been eliminated. See Sheet HC-1. We have provided an emergency access for the fire department.

15. The provided emergency access road connection to Rd 76 would require additional pavement improvements up to existing County road. Refer to min. engineered road section requirements per Fire Dept.

    Response: The emergency access road connection to Rd 76 has been removed. See Sheet HC.

16. Comment: Sewer connection, as shown, shall be by proper City std manhole and any additional sewer improvements thereafter (needed for the lift station) would need to be installed on private property and not in public right-of-way.

    Response: Acknowledged. The sewer lift station is proposed on private property. See UT-1 and UT-2.

17. Comment: It is recommended sidewalks and curb ramps are installed along private street to provide accessibility onsite. Street lighting for the private drive is also highly encouraged.

    Response: Sidewalk and curb ramps are provided along the Private Street. See Sheet HC for location and for ADA path of travel.

18. Comment: Site plan layout to indicate desired fencing along frontages. Fencing subject to setback requirements.

    Response: Site fencing is proposed around the onsite truck courts and along Road 76 to match the property to the north of this project. The fencing will be 7' chain link per notation on Sheet HC.

19. Comment: Public street lighting to be designed to City collector standards, refer to City std details. Provide an electrical design plan with voltage drop calcs, to be submitted with civil drawings. A new service pedestal may be necessary.

    Response: Acknowledged. Electrical design will be provided with construction documents.

20. Comment: Coordinate with County of Tulare for any work within existing Rd 76 (American).

    Response: Acknowledged.

21. Comment: Site plan indicates new curb ramp improvements on Goshen at Rd 76. This improvement will not be necessary as the ultimate widening of Rd 76 is to be deferred.

    Response: The curb ramp improvements at the corner of Goshen and Rd 76 have been removed. See Sheet HC.

22. Comment: Drive approach max width per standards is 41-feet. A wider proposed driveway will require a variance by City Engineer. Refer to further comments from Traffic Safety.

    The driveway widths were set as a function of truck turning movements. The driveways connect to the private street. A modified City standard driveway is proposed for the ingress and egress to the site. See Sheet HC. Comment: Development may impact private road to Plaza Dr intersection, requiring signalization. Further analysis will need to be conducted, refer to Traffic Safety Dept. comments.

    Response: Acknowledged.

23. Comment: Development may impact private road to Plaza Dr intersection, requiring signalization. Further analysis will need to be conducted, refer to Traffic Safety Dept. comments.

    Response: Acknowledged.

24. Comment: Building permits are required, standard plan check and inspection fees apply.

    Response: Acknowledged.

BUILDING/SITE PLAN REVIEW COMMENTS:

1. Comment: A building permit will be required. For Information call (559) 713-4444

   Response: Acknowledged.

2. Comment: Submit 1 digital set of professionally prepared plans and 1 set of calculations. (Small Tenant improvements)

   Response: Acknowledged.

3. Comment: Meet State and Federal requirements for accessibility for persons with disabilities.

   Response: The site complies to State and Federal requirements for accessibility.

4. Comment: School Development fees. Commercial $0.66 per square foot & Self-storage $.23 per sf. Residential

   Response: Acknowledged.

5. Comment: Additional comments – Building to be fully sprinklered with type 13 system. Provide smoke and heat ventilation. Provide restrooms with 500ft maximum travel distance for

employees. Provide accessible route to all trash enclosures. Provide future EV charging parking. Provide exterior area for assisted rescue for all elevated exits served by stairs. Landscaping shall meet the MWELO requirements. Provide MDS sheets for Product storage. (Val Garcia 04/20/22)

Response: Acknowledged.

TRAFFIC DIVISION/SITE PLAN REVIEW COMMENTS:

6. Comment: Install Street Light(s) per City Standards.

   Response: Street lights are proposed on the Private Street and on Road 76. See HC.

7. Comment: Install Stop Signs at **driveway exit** Locations.

   Response: Stop signs and stop bars have been added to each driveway exits. See Sheet HC.

8. Comment: Construct parking per City Standards PK-1 through PK-4.

   Response: Parking complies with City standard details.

9. Comment: Construct drive approach per City Standards.

   Response: The driveway widths were set as a function of truck turning movements. The driveways connect to a private street. A modified City standard driveway is proposed for the ingress and egress to the site. See Sheet HC.

10. Comment: Additional traffic information required (Non Discretionary)

    [X] Trip Generation - Provide documentation as to concurrence with General Plan.

    [X] Site Specific - Evaluate access points and provide documentation of conformance with COV standards. If noncomplying, provide explanation.

    [X] Traffic Impact Fee (TIF) Program - Identify improvements needed in concurrence with TIF.

    Response: Per coordination call with Leslie Blair on 4/6, Kimley-Horn will provide a Traffic Memo addressing these items.

ADDITIONAL COMMENTS

- Comment: All four intersections require traffic analysis -Plaza at Ferguson and at Goshen; Road 76/American at Ferguson and at Goshen.

  Response: Traffic study prepared to address.

- Comment: FuII median opening for driveway off of Plaza. Analysis required for signalization.

  Response: Per coordination call with Leslie Blair on 4/6, Kimley-Horn will provide a Traffic Memo addressing this item.

- Comment: Provide site circulation analysis. Note -Driveway off of private road at westerly end may be too close to intersection when private road is connected to American. Include in analysis.

  Response: The connection of the Private Drive to Rd. 76 has been eliminated. In addition, the westerly driveway into the project site has been relocated to sit roughly 200' away from the location of any potential future connection to Rd 76. See Sheet HC.

- Comment: Evaluate site access points. Include future private road access connection to Road 76/American.

  Response: Traffic study prepared to address.

- Comment: Note - Non-conforming driveways from City standards require city review and approval. Request shall be in the form of a written letter stating request, explanation for why deviation is needed, and all documentation to support deviation.

  Response: The driveway widths were set as a function of truck turning movements. The driveways connect to a private street, and so a modified City standard driveway is proposed for the ingress and egress to the site. See Sheet HC-1.

SOLID WASTE DIVISION/SITE PLAN REVIEW COMMENTS:

1. Comment: Customer responsible for all cardboard and other bulky recyclables to be broken down before disposing of in recycle containers

   Response: Acknowledged.

2. Comment: ALL refuse enclosures must be R-3 0R R-4

   Response: City Standard R-3 enclosures are called out on Sheet HC.

3. Comment: Customer must provide combination of keys for access to locked gates/bins.

   Response: Acknowledged.

4. Comment: Paved areas should be engineered to withstand a 55,000 lb. refuse truck.

   Response: The pavement section was designed to meet this criteria.

5. Comment: Bin enclosure gates are required

   Response: Acknowledged. City Standard R-3 enclosures are called out on Sheet HC.

6. Comment: Bin enclosures are for city refuse containers only. Grease drums or any other items are not allowed to be stored inside bin enclosures.

   Response: Acknowledged.

7. Comment: Area in front of refuse enclosure must be marked off indicating no parking

   Response: Area in front of refuse enclosures have "NO PARKING" lettering. See Sheet HC.

8. Comment: Enclosure will have to be designed and located for a STAB service (DIRECT ACCESS) with no less than 38' clear space in front of the bin, included the front concrete pad.

   Response: Required clear space is provided in front of the refuse enclosures, which has been placed per coordination with Nathan Garza. See locations on Sheet HC.

9. Comment: Must be a concrete slab in front of enclosure as per city standards, the width of the enclosure by ten (10) feet. minimum of six (6) inches in depth.

   Response: A concrete slab is shown in front of all four enclosures. See location on Sheet HC. The concrete pavement section is shown in the Legend on Sheet CG-1 and CG-2.

10. Comment: City ordinance 8.28.120-130 (effective 07I19I18) requires contractor to contract with City for removal of construction debris unless transported in equipment owned by contractor or unless contracting with a franchise permittee for removal of debris utilizing roll-off boxes.

    The proposed city standard (R3/R4) double enclosures looks good for STAB load collection services. Enclosure gates are required, must open 180 degrees, and clearing all curbing Customer to avoid enclosure gates from swinging out into parking stall on the east side of enclosure Cane bolts are to be included to secure gates when opened. The customer is encouraged to contact Solid Waste at 559-713· 4532 to schedule a waste assessment when ready to have bins assigned

    Response: Acknowledged.

Sincerely,

Davie Cowan, P.E.
Project Manager

CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT

LEGAL DESCRIPTION

PARCEL 2: (PORTION OF APN 077-111-047 AND APN 077-111-046)

BEING A PORTION OF THE NORTH HALF AND SOUTH HALF OF THE SOUTHWEST QUARTER OF SECTION 20, TOWNSHIP 18 SOUTH, RANGE 24 EAST, MOUNT DIABLO BASE AND MERIDIAN, IN THE CITY OF VISALIA, COUNTY OF TULARE, STATE OF CALIFORNIA, ACCORDING TO THE OFFICIAL PLAT THEREOF, TOGETHER WITH A PORTION OF THE REMAINDER OF PARCEL MAP NO. 4516, AS PER MAP RECORDED IN BOOK 46, PAGE 21 OF PARCEL MAPS, TULARE COUNTY RECORDS, SAID PORTION BEING DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF PARCEL 1 OF PARCEL MAP NO. 4516, AS PER MAP RECORDED IN BOOK 46, PAGE 21 OF PARCEL MAPS, TULARE COUNTY RECORDS.

THENCE ALONG THE NORTHERLY LINE OF SAID PARCEL 1 NORTH 89°59'02"EAST 403.01 FEET TO A POINT ON THE WESTERLY LINE OF THE REMAINDER OF SAID PARCEL MAP;

THENCE ALONG SAID WESTERLY LINE SOUTH 00°01'13"EAST 10.02 FEET TO THE SOUTHWEST CORNER OF SAID REMAINDER, SAID CORNER BEING THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHERLY, AND HAVING A RADIUS OF 970.00 FEET, A RADIAL LINE TO SAID CURVE THAT BEARS NORTH 00°01'13" WEST;

THENCE ALONG THE SOUTHERLY LINE OF SAID REMAINDER THE FOLLOWING FIVE (5) COURSES:

1. EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°05'30", AN ARC DISTANCE OF 289.36 FEET TO THE BEGINNING OF A REVERSE CURVE, CONCAVE NORTHERLY, AND HAVING A RADIUS OF 1030.00 FEET, A RADIAL LINE TO SAID CURVE THAT BEARS NORTH 17°04'17"EAST;
2. THENCE EASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°37'43", AN ARC DISTANCE OF 298.93 FEET;
3. THENCE TANGENT TO SAID CURVE SOUTH 89°33'26" EAST 33.60 FEET;
4. THENCE SOUTH 44°53'42" EAST 35.53 FEET;
5. THENCE NORTH 89°56'52" EAST 2.81 FEET (2.91 FEET PER SAID PARCEL MAP NO. 4516) TO THE SOUTHEAST CORNER OF SAID REMAINDER, SAID CORNER BEING A POINT ON THE WESTERLY RIGHT-OF-WAY OF PLAZA DRIVE (ROAD 80), BEING A 55.00-FOOT-WIDE HALF-STREET, AS SHOWN ON SAID PARCEL MAP;

THENCE ALONG THE EASTERLY LINE OF SAID REMAINDER AND SAID WESTERLY RIGHT-OF-WAY LINE NORTH 00°01'20" WEST 135.19 FEET;

THENCE LEAVING SAID EASTERLY LINE AND SAID WESTERLY RIGHT-OF-WAY LINE SOUTH 89°58'40" WEST 6.00 FEET;

THENCE SOUTH 40°40'51" WEST 52.65 FEET;

THENCE NORTH 89°33'26", WEST 109.58 FEET TO THE BEGINNING OF A TANGENT CURVE, CONCAVE NORTHEASTERLY, AND HAVING A RADIUS OF 590.00 FEET; THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 16°37'43", AN ARC DISTANCE OF 171.23 FEET; THENCE TANGENT TO SAID CURVE NORTH 72°55'44" WEST 20.59 FEET TO THE BEGINNING OF A NON-TANGENT CURVE, CONCAVE SOUTHERLY, AND HAVING A RADIUS OF 1030.00 FEET, A RADIAL LINE TO SAID POINT THAT BEARS NORTH 17°04'17" EAST. SAID CURVE BENG CONCENTRIC WITH AND DISTANT 60.00 FEET NORTHERLY FROM THAT CERTAIN COURSE ON THE SOUTHERLY LINE OF SAID REMAINDER, SAID COURSE BEING A CURVE, CONCAVE SOUTHWESTERLY, AND HAVING A RADIUS OF 970.00 FEET;
THENCE WESTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 17°05'30", AN ARC DISTANCE OF 307.26 FEET TO A POINT OF NON-TANGENCY WITH A LINE, SAID LINE BEING PARALLEL WITH AND DISTANT 49.98 FEET NORTHERLY FROM THAT CERTAIN COURSE ON THE NORTHERLY LINE OF PARCEL 1 OF SAID PARCEL MAP, SAID COURSE HAVING A BEARING AND DISTANCE OF "NORTH 89°58'02" EAST 403.01 FEET" (NORTH 89°42'24" EAST 403.00 FEET PER SAID PARCEL MAP);

THENCE ALONG SAID PARALLEL LINE SOUTH 89°58'02" WEST 403.06 FEET;

THENCE SOUTH 89°53'12" WEST 1327.30 FEET;

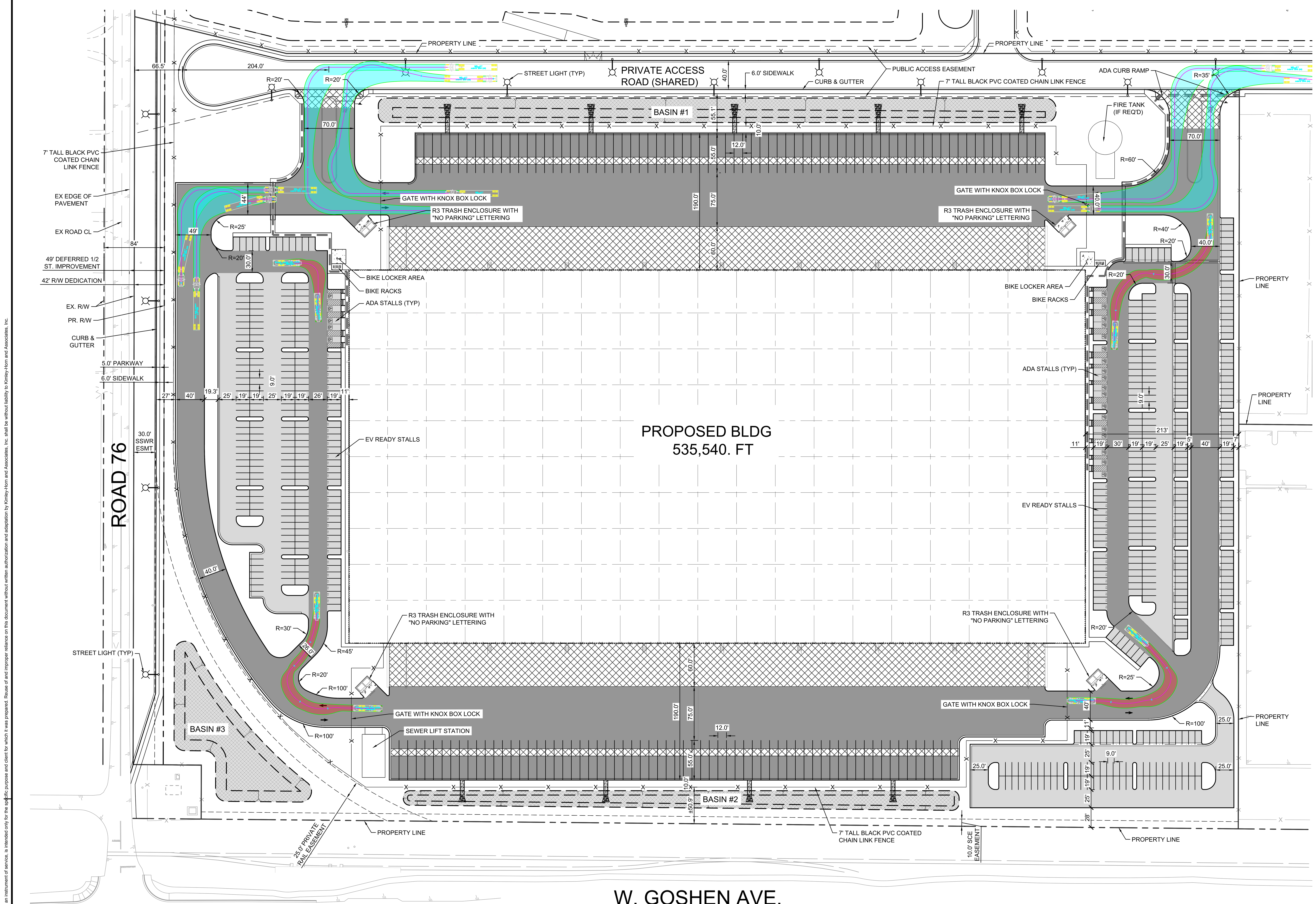
THENCE NORTH 76°29'04" WEST 217.17 FEET TO A POINT ON THE WESTERLY LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 20, SAID POINT BEING DISTANT SOUTHERLY ALONG SAID WESTERLY LINE, 1300.74 FEET FROM THE NORTHWEST CORNER OF SAID SOUTHWEST QUARTER;

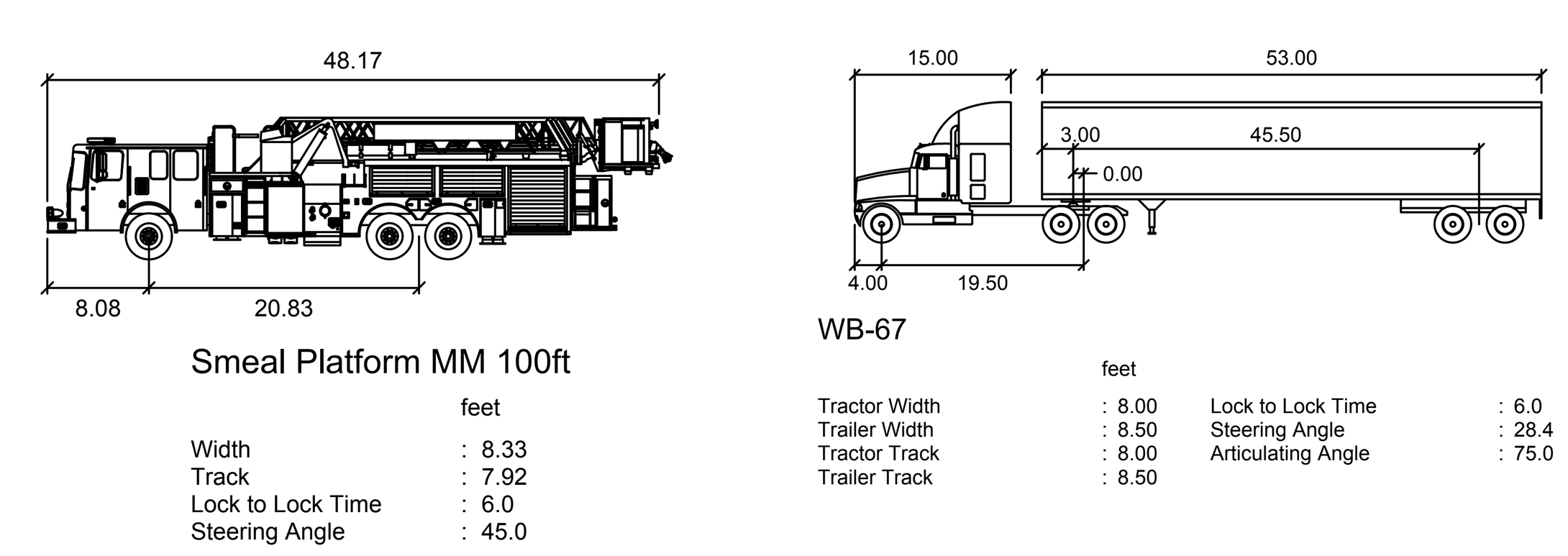
THENCE ALONG WESTERLY LINE SOUTH 00°00'57" WEST 1040.83 FEET TO THE NORTHWEST CORNER OF THAT CERTAIN PORTION OF LAND CONVEYED TO THE CITY OF VISALIA, BY DEED RECORDED DECEMBER 3, 1970, IN BOOK 2925, PAGE 787, OFFICIAL RECORDS OF SAID COUNT, SAID POINT BEING ON A LINE, PARALLEL WITH AND DISTANT 75.00 FEET NORTHERLY FROM THE NORTHERLY RIGHT-OF-WAY LINE OF THE UNION PACIFIC RAILROAD, AS PER SAID DEED;

THENCE LEAVING SAID WESTERLY LINE AND ALONG SAID PARALLEL LINE SOUTH 89°34'26" EAST 95.00 FEET TO THE NORTHEAST CORNER OF SAID DEED; THENCE ALONG THE EASTERLY LINE OF SAID FEED, PARALLEL WITH SAID WESTERLY LINE, SOUTH 00°00'57" WEST 75.00 FEET TO THE SOUTHEAST CORNER OF SAID DEED, SAID CORNER ALSO BEING ON THER NORTHERLY RIGHT-OF-WAY LINE OF SAID UNION PACIFIC RAILROAD;

THENCE ALONG SAID NORTHERLY RIGHT OF WAY LINE SOUTH 89°34'26" EAST 1444.35 FEET TO THE SOUTHWEST CORNER OF PARCEL 2 OF PARCEL MAP NO. 4441 AS PER MAP RECORDED IN BOOK 45, PAGE 46 OF PARCEL MAPS, TULARE COUNTY RECORDS;

THENCE LEAVING SAID NORTHERLY RIGHT-OF-WAY LINE AND ALONG THE WESTERLY LINES OF SAID PARCEL 2 AND PARCEL 1 OF SAID PARCEL MAP NO. 4516 AND SAID PARCEL MAP NO. 4441 NORTH 00°01'37" WEST 1029.17 FEET TO THE POINT OF BEGINNING.





SITE INFORMATION			
ADDRESS	W. FERGUSON & NORTH PLAZA DR.		
ASSESSOR'S PARCEL NUMBER (APN)	077-111-047		
NUMBER OF EXISTING LOTS	1		
NUMBER OF PROPOSED LOTS	1		
PARCEL SUMMARY	**SF**	**ACRES**	
PARCEL 2	1,709,730	39.3	
TOTAL AREA	**1,709,730**	**39.3**	
ZONING INFORMATION			
ZONING DISTRICT	PLANNED DEVELOPMENT DISTRICT		
GENERAL PLAN DESIGNATION	INDUSTRIAL		
STATE RESPONSIBILITY AREA?	NO - LOCAL RESPONSIBILITY AREA		
	REQUIRED	PROVIDED	
MAX. BUILDING HEIGHT (17.22.060)	75FT	55FT	
BUILDING SETBACK (17.22.060)			
FRONT	25FT	190FT	
SIDE	0FT	205FT	
REAR	0FT	190FT	
PARKING			
AUTO STALLS (9' X 19')	470		
ADA STALLS (9' X 19')	24		
TOTAL EV READY STALLS (10% OF TOTAL)	55		
TOTAL AUTO STALLS	**549**		
BICYLE PARKING (5% OF TOTAL PARKING)	27		
TRAILER STALLS	142		
PROPOSED SITE AREA DISTRIBUTION			
AREA	**SF**	**ACRES**	**%**
BUILDING AREA	535,540	12.3	31.3%
LANDSCAPE AREA	256,768	5.9	15.0%
PAVED AREA	644,760	14.8	37.7%
BASIN AREA	70,389	1.6	4.1%
PRIVATE ROAD	158,763	3.6	9.3%
ROAD DEDICATION	43,510	1.0	2.5%
TOTAL AREA	1,709,730	39.3	100%

LEGEND

- PROPERTY BOUNDARY
- RIGHT-OF-WAY
- CENTERLINE
- SETBACK
- EASEMENT
- FENCE
- BUILDING OUTLINE
- ADA PATH OF TRAVEL
- ASPHALT PAVEMENT - LIGHT
- ASPHALT PAVEMENT - HEAVY
- CONCRETE PAVEMENT
- CONCRETE PAVEMENT - HEAVY
- CONCRETE SIDEWALK
- BMP AREA

BENCHMARK

NATIONAL GEODETIC SURVEY BENCHMARK PID "GT2145"
DESIGNATION: CGS BENCHMARK DISK STAMPED "G 827 RESET 1992"
ELEVATION: 291.47'
DATUM: NAVD 88
DESCRIBED AS: 1.7 MILES EAST ALONG THE SOUTHERN PACIFIC COMPANY RAILROAD FROM GOSHEN JUNCTION STATION IN GOSHEN, IN TOWNSHIP 18 SOUTH, RANGE 24 EAST, SECTION 20, 0.9 MILE EAST OF THE JUNCTION OF A TRACK LEADING SOUTHEAST TO BAKERSFIELD, 0.25 MILE WEST OF THE INTERSECTION OF ROAD 80, 3 1/4 TELEPHONE POLES WEST OF MILE POLE NUMBER 247, AT DIVIDED INTERSECTION, 25.5 FEET WEST OF THE OLD MONUMENT, 32.9 FEET SOUTH OF THE SOUTH RAIL, 22.7 FEET NORTH OF THE APPROXIMATE CENTER LINE OF AVENUE 304. NOTE -- AVENUE 304 IS NOW A DIVIDED ROAD.

ELEVATIONS WITHIN THIS PLAN SET ARE BASED ON THE USGS NAVD 88 DATUM. TO CONVERT ELEVATIONS TO THE USGS NGVD 29 DATUM, THE FOLLOWING CONVERSION MUST BE MADE:
NGVD 29 DATUM ELEVATION = NAVD 88 DATUM ELEVATION - 1.77'.

OWNER/DEVELOPER:

SEEFRIED INDUSTRIAL PROPERTIES
2201 E CAMELBACK ROAD, SUITE 222
PHOENIX, AZ 85016
CONTACT: BRYAN FRAREY
PH: 602-337-8730
BFRAREY@SEEFRIEDPROPERTIES.COM

CIVIL ENGINEER:

KIMLEY-HORN AND ASSOCIATES, INC.
3880 LEMON STREET, SUITE 420
RIVERSIDE, CA 92101
PH: 619.744.0144
CONTACT: DAVIE COWAN, P.E.

ARCHITECT:

KODY ZEDOLEK
2199 INNERBELT BUSINESS CENTER DR
ST. LOUIS, MO 63114
CONTACT: 314.592.2212
PH: 618.494.8680

ADRESS:

EAST OF ROAD 76 AND NORTH OF GOSHEN AVENUE
VISALIA, CA 93291

Kimley»Horn

401 B STREET, SUITE 600, SAN DIEGO, CA 92101
PHONE: 619-234-9411
WWW.KIMLEY-HORN.COM

PRELIMINARY FOR REVIEW ONLY
Kimley»Horn
EUGENE D. COWAN III
P.E. No. 86803 Date 05/19/22

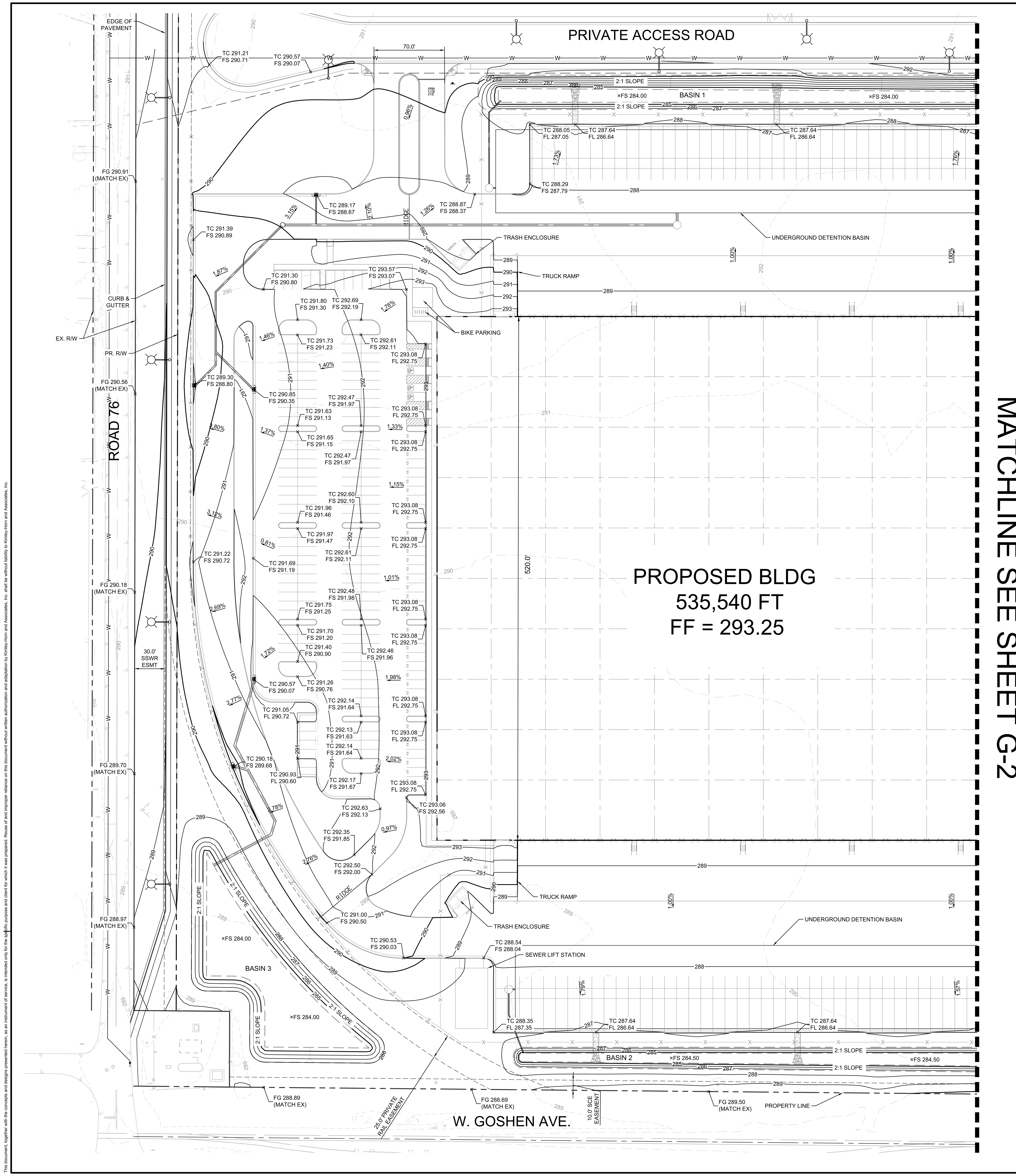
MID VALLEY LOGISTICS CENTER
NW CORNER OF GOSHEN AVE & RD 76
VISALIA, CALIFORNIA 93291

REMARKS	DATE

PM:	EDC/KPS
DESIGNER:	TB
JOB NO.:	195170013

SHEET
HC

CAUTION: IF THIS SHEET IS NOT 30"x42" IT IS A REDUCED PRINT



LEGEND

- PROPERTY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT-OF-WAY
- EXISTING LOT LINE
- SETBACK
- EASEMENT
- FENCE
- PROPOSED MAJOR CONTOUR (100)
- PROPOSED MINOR CONTOUR (99)
- EXISTING MAJOR CONTOUR (100)
- EXISTING MINOR CONTOUR (99)
- STORM LINE
- DETENTION BASIN TOP/TOE
- ASPHALT PAVEMENT - LIGHT (AC=4.5, AB= 9.5), TI=6
- ASPHALT PAVEMENT - HEAVY (AC=5, AB=15.5), TI=8
- CONCRETE PAVEMENT (PCC=8.5", AB=4"), TI=10
- CONCRETE SIDEWALK (PCC=4")
- GRATED INLET WITH CONC APRON
- CURB INLET
- VEE GUTTER INLET
- CONCRETE FLUME WITH RIP RAP PROTECTION
- HEADWALL OUTLET
- SLOPE ARROW

EARTHWORK

LOT SIZE (ACRES)	39.25		
RAW CAD EARTHWORK			
CUT (CU. YD.)	77,424		
FILL (CU. YD.)	58,781		
CUT FACTOR	1		
FILL FACTOR	1		
NET (CU. YD.)	**18,643.4**		
ADDITIONAL EARTHWORK			
ITEM	**QNTY**	**UNTS**	**CU. YD.**
Building Slab	535,540	SF	19,835
BUILDING SLAB DEPTH	12.0	IN	
Light Duty Asphalt (AC =4.5, AB = 9.5), TI=6	159,986.0	SF	6,913
Section	14.0	IN	
Heavy Duty Asphalt (AC = 5, AB = 15.5), TI=8	324,715.0	SF	20,545
Section	20.5	IN	
Concrete Parking Areas and Drive Aisles (PCC = 8.5", AB = 4"), TI=10	138,264.0	SF	5,334
Section	12.5	IN	
Sidewalk (PCC = 4")	7,051.5	SF	87
Section	4.0	IN	
Utility Spoils (FW, SS, SD & W)		CY	-
ADDITIONAL CUT SUM (CU. YD.)	**52,714**		
SHRINKAGE FACTOR	**0.20**		
SHRINKAGE VOLUME (RAW FILL x 20%)	**11,756**		
SHRINKAGE VOLUME - BUILDING PAD	**47,604**		
SUBSURFACE STORAGE VOLUME	**16,379**		
ESTIMATED EARTHWORK RESULTS			
LOT SIZE (ACRES)	39.25		
CUT (CU. YD.)	146,518		
FILL (CU. YD.)	118,141		
NET CUT (CU. YD.)	**28,400**		

BASIN CALCULATIONS

MAX. WATER SURFACE ELEVATION (BASIN 1 AND BASIN 2) = 285.6
MAX. WATER SURFACE ELEVATION (BASIN 3) = 288.0
BASIN STORAGE AVAILABLE = 12,690 CF(BASIN 1) + 11,691 CF(BASIN 2) + 56,673 CF (BASIN 3)= 81,054 CF
TOTAL STORAGE NEEDED (SEE CITY STD. D-36): 4.17IN * 1FT/12IN * 39.25AC * 43,560SF/AC = 594,130 CF
SUBSURFACE STORAGE NEEDED = 594,130 CF - 81,054 CF = 513,076 CF

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Kimley-Horn
Engineer EUGENE D. COWAN III
P.E. No. 86803 Date 05/19/22

MID VALLEY LOGISTICS CENTER
NW CORNER OF GOSHEN AVE & RD 76
VISALIA, CALIFORNIA 93291

DATE	REMARKS

PM: EDC/KPS
DESIGNER: TB
JOB NO.: 195170013

SHEET
G-1

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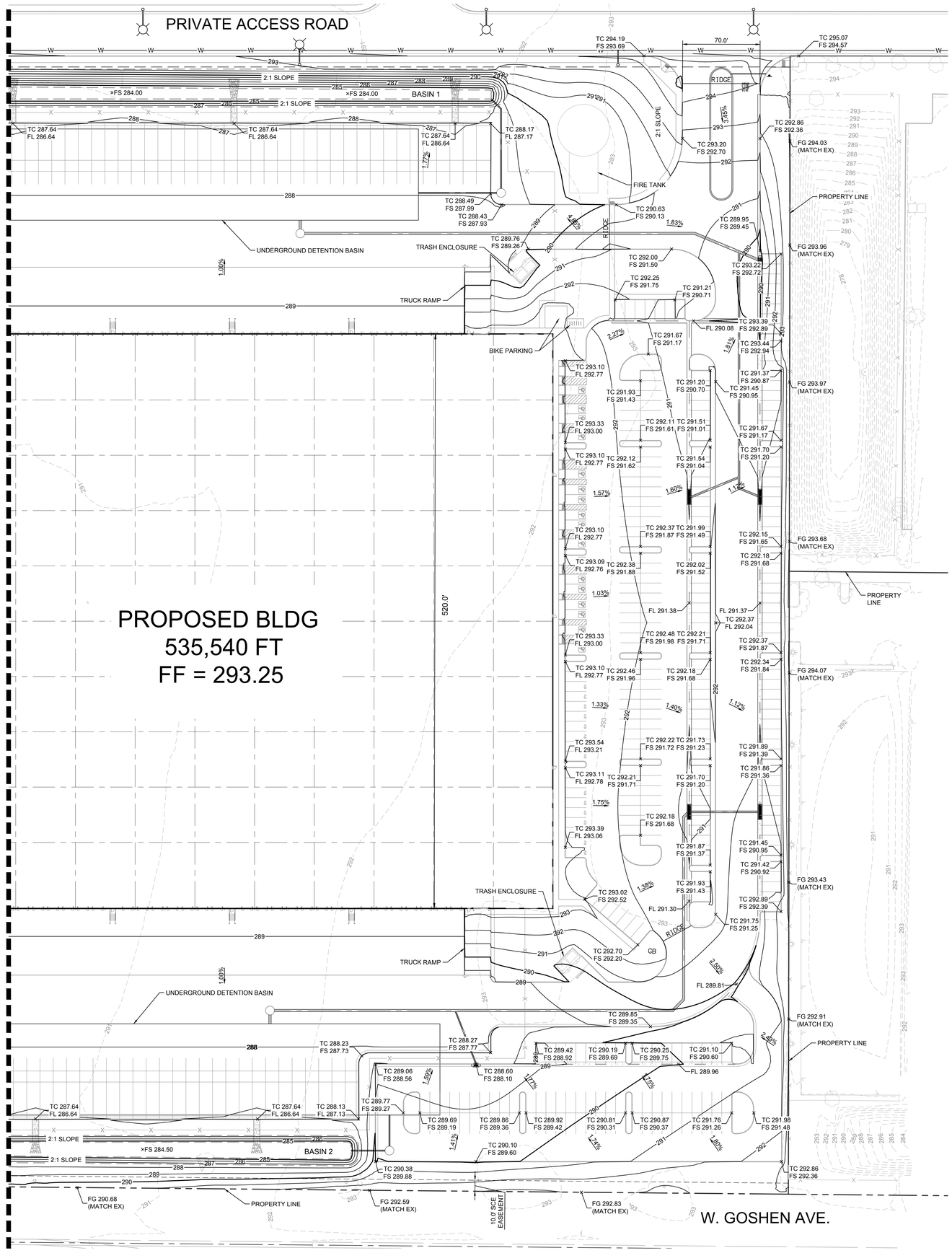


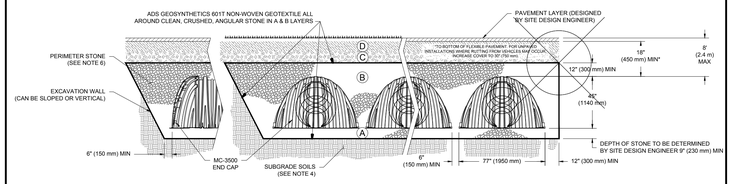
LEGEND

PROPERTY BOUNDARY	
EXISTING RIGHT OF WAY	
PROPOSED RIGHT-OF-WAY	
EXISTING LOT LINE	
SETBACK	
EASEMENT	
FENCE	X X
PROPOSED MAJOR CONTOUR	100
PROPOSED MINOR CONTOUR	99
EXISTING MAJOR CONTOUR	100
EXISTING MINOR CONTOUR	99
STORM LINE	
DETENTION BASIN TOP/TOE	
ASPHALT PAVEMENT - LIGHT (AC=4.5, AB= 9.5), TI=6	
ASPHALT PAVEMENT - HEAVY (AC=5, AB=15.5), TI=8	
CONCRETE PAVEMENT (PCC=8.5", AB=4"), TI=10	
CONCRETE SIDEWALK (PCC=4")	
GRATED INLET WITH CONC APRON	
CURB INLET	
VEE GUTTER INLET	
CONCRETE FLUME WITH RIP RAP PROTECTION	
HEADWALL OUTLET	
SLOPE ARROW	

ACCEPTABLE FILL MATERIALS: STORMTECH MC-3500 CHAMBER SYSTEMS

	MATERIAL LOCATION	DESCRIPTION	AASHTO MATERIAL CLASSIFICATIONS	COMPACTION / DENSITY REQUIREMENT
D	**FINAL FILL:** FILL MATERIAL FOR LAYER 'D' STARTS FROM THE TOP OF THE 'C' LAYER TO THE BOTTOM OF FLEXIBLE PAVEMENT OR UNPAVED FINISHED GRADE ABOVE. NOTE THAT PAVEMENT SUBBASE MAY BE PART OF THE 'D' LAYER	ANY SOIL/ROCK MATERIALS, NATIVE SOILS, OR PER ENGINEER'S PLANS. CHECK PLANS FOR PAVEMENT SUBGRADE REQUIREMENTS.	N/A	PREPARE PER SITE DESIGN ENGINEER'S PLANS. PAVED INSTALLATIONS MAY HAVE STRINGENT MATERIAL AND PREPARATION REQUIREMENTS.
C	**INITIAL FILL:** FILL MATERIAL FOR LAYER 'C' STARTS FROM THE TOP OF THE EMBEDMENT STONE ('B' LAYER) TO 24" (600 mm) ABOVE THE TOP OF THE CHAMBER. NOTE THAT PAVEMENT SUBBASE MAY BE A PART OF THE 'C' LAYER.	GRANULAR WELL-GRADED SOIL/AGGREGATE MIXTURES, <35% FINES OR PROCESSED AGGREGATE. MOST PAVEMENT SUBBASE MATERIALS CAN BE USED IN LIEU OF THIS LAYER.	AASHTO M145[3] A-1, A-2-4, A-3 OR AASHTO M43[3] 3, 357, 4, 467, 5, 56, 57, 6, 67, 68, 7, 78, 8, 89, 9, 10	BEGIN COMPACTIONS AFTER 24" (600 mm) OF MATERIAL OVER THE CHAMBERS IS REACHED. COMPACT ADDITIONAL LAYERS IN 12" (300 mm) MAX LIFTS TO A MIN. 95% PROCTOR DENSITY FOR WELL GRADED MATERIAL AND 95% RELATIVE DENSITY FOR PROCESSED AGGREGATE MATERIALS.
B	**EMBEDMENT STONE:** FILL SURROUNDING THE CHAMBERS FROM THE FOUNDATION STONE ('A' LAYER) TO THE 'C' LAYER ABOVE.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[3] 3, 4	NO COMPACTION REQUIRED
A	**FOUNDATION STONE:** FILL BELOW CHAMBERS FROM THE SUBGRADE UP TO THE FOOT (BOTTOM) OF THE CHAMBER.	CLEAN, CRUSHED, ANGULAR STONE	AASHTO M43[3] 3, 4	PLATE COMPACT OR ROLL TO ACHIEVE A FLAT SURFACE[2,3]

PLEASE NOTE:
1. THE LISTED AASHTO DESIGNATIONS ARE FOR GRADATIONS ONLY. THE STONE MUST ALSO BE CLEAN, CRUSHED, ANGULAR. FOR EXAMPLE, A SPECIFICATION FOR #4 STONE WOULD STATE: "CLEAN, CRUSHED, ANGULAR NO. 4 (AASHTO M43) STONE".
2. STORMTECH COMPACTION REQUIREMENTS ARE MET FOR 'A' LOCATION MATERIALS WHEN PLACED AND COMPACTED IN 9" (230 mm) (MAX) LIFTS USING TWO FULL COVERAGES WITH A VIBRATORY COMPACTOR.
3. WHERE INFILTRATION SURFACES MAY BE COMPROMISED BY COMPACTION, FOR STANDARD DESIGN LOAD CONDITIONS, A FLAT SURFACE MAY BE ACHIEVED BY RAKING OR DRAGGING WITHOUT COMPACTION EQUIPMENT. FOR SPECIAL LOAD DESIGNS, CONTACT STORMTECH FOR COMPACTION REQUIREMENTS.
4. ONCE LAYER 'C' IS PLACED, ANY SOIL/MATERIAL CAN BE PLACED IN LAYER 'D' UP TO THE FINISHED GRADE. MOST PAVEMENT SUBBASE SOILS CAN BE USED TO REPLACE THE MATERIAL REQUIREMENTS OF LAYER 'C' OR 'D' AT THE SITE DESIGN ENGINEER'S DISCRETION.



NOTES:
1. CHAMBERS SHALL MEET THE REQUIREMENTS OF ASTM F2418-16a, "STANDARD SPECIFICATION FOR POLYPROPYLENE (PP) CORRUGATED WALL STORMWATER COLLECTION CHAMBERS" CHAMBER CLASSIFICATION 45x76 DESIGNATION SS.
2. MC-3500 CHAMBERS SHALL BE DESIGNED IN ACCORDANCE WITH ASTM F2787 "STANDARD PRACTICE FOR STRUCTURAL DESIGN OF THERMOPLASTIC CORRUGATED WALL STORMWATER COLLECTION CHAMBERS".
3. THE SITE DESIGN ENGINEER IS RESPONSIBLE FOR ASSESSING THE BEARING RESISTANCE (ALLOWABLE BEARING CAPACITY) OF THE SUBGRADE SOILS AND THE DEPTH OF FOUNDATION STONE WITH CONSIDERATION FOR THE RANGE OF EXPECTED SOIL MOISTURE CONDITIONS.
4. PERIMETER STONE MUST BE EXTENDED HORIZONTALLY TO THE EXCAVATION WALL FOR BOTH VERTICAL AND SLOPED EXCAVATION WALLS.
5. REQUIREMENTS FOR HANDLING AND INSTALLATION:
   - TO MAINTAIN THE WIDTH OF CHAMBERS DURING SHIPPING AND HANDLING, CHAMBERS SHALL HAVE INTEGRAL, INTERLOCKING STACKING LUGS.
   - TO ENSURE A SECURE JOINT DURING INSTALLATION AND BACKFILL, THE HEIGHT OF THE CHAMBER JOINT SHALL NOT BE LESS THAN 3".
   - TO ENSURE THE INTEGRITY OF THE ARCH SHAPE DURING INSTALLATION, a) THE ARCH STIFFNESS CONSTANT AS DEFINED IN SECTION 6.2.8 OF ASTM F2418 SHALL BE GREATER THAN OR EQUAL TO 500 LBS/IN/IN. AND b) TO RESIST CHAMBER DEFORMATION DURING INSTALLATION AT ELEVATED TEMPERATURES (ABOVE 73° F / 23° C), CHAMBERS SHALL BE PRODUCED FROM REFLECTIVE GOLD OR YELLOW COLORS.

UNDERGROUND DETENTION BASIN: ADS STORMTECH MC-3500 CHAMBER SYSTEM

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

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SHEET
G-2

Plotted By: Preciado, Luis Sheet Set:Kha Layout:2 DD May 19, 2022 09:05:11am K:\SND_LDEV\195170022 - Visalia-Place 3\5Design\Plansheets- Prelim\2 GRADING PLAN.dwg

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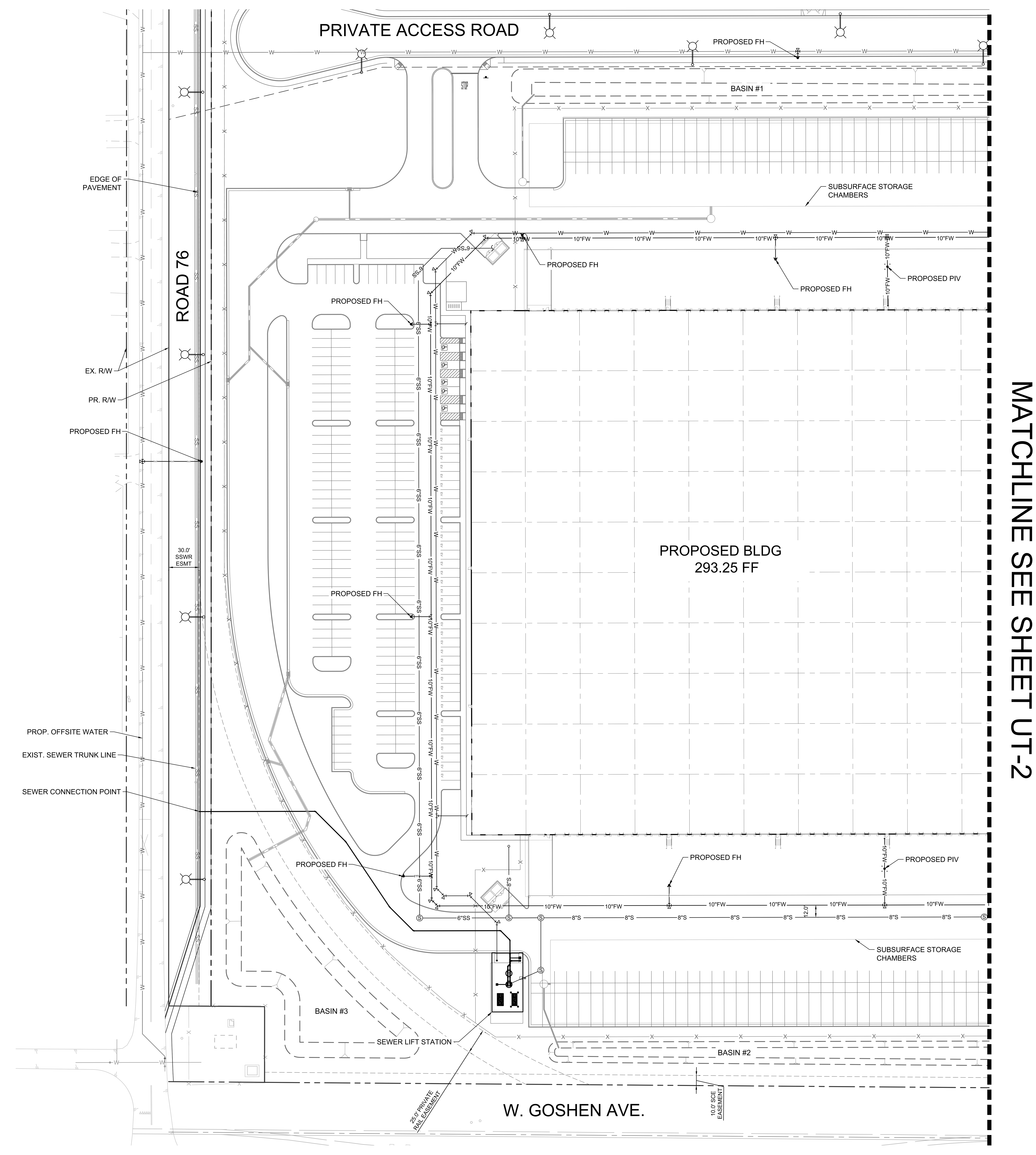

LEGEND

PROPERTY BOUNDARY	
EXISTING RIGHT OF WAY	
PROPOSED RIGHT-OF-WAY	
SETBACK	
EASEMENT	
FENCE	X
SEWER LINE	S
WATER LINE	W
FIRE WATER LINE	FW
DETENTION BASIN TOP/TOE	
SEWER MANHOLE	
FIRE BACKFLOW PREVENTOR	
FIRE HYDRANT	
FIRE DEPARTMENT CONNECTION	
FIRE POST INDICATOR VALVE	
POINT OF CONNECTION	
DOMESTIC BACKFLOW PREVENTOR	
WATER METER	
WATER VALVE	
BENDS	
THRUST BLOCK	

NORTH

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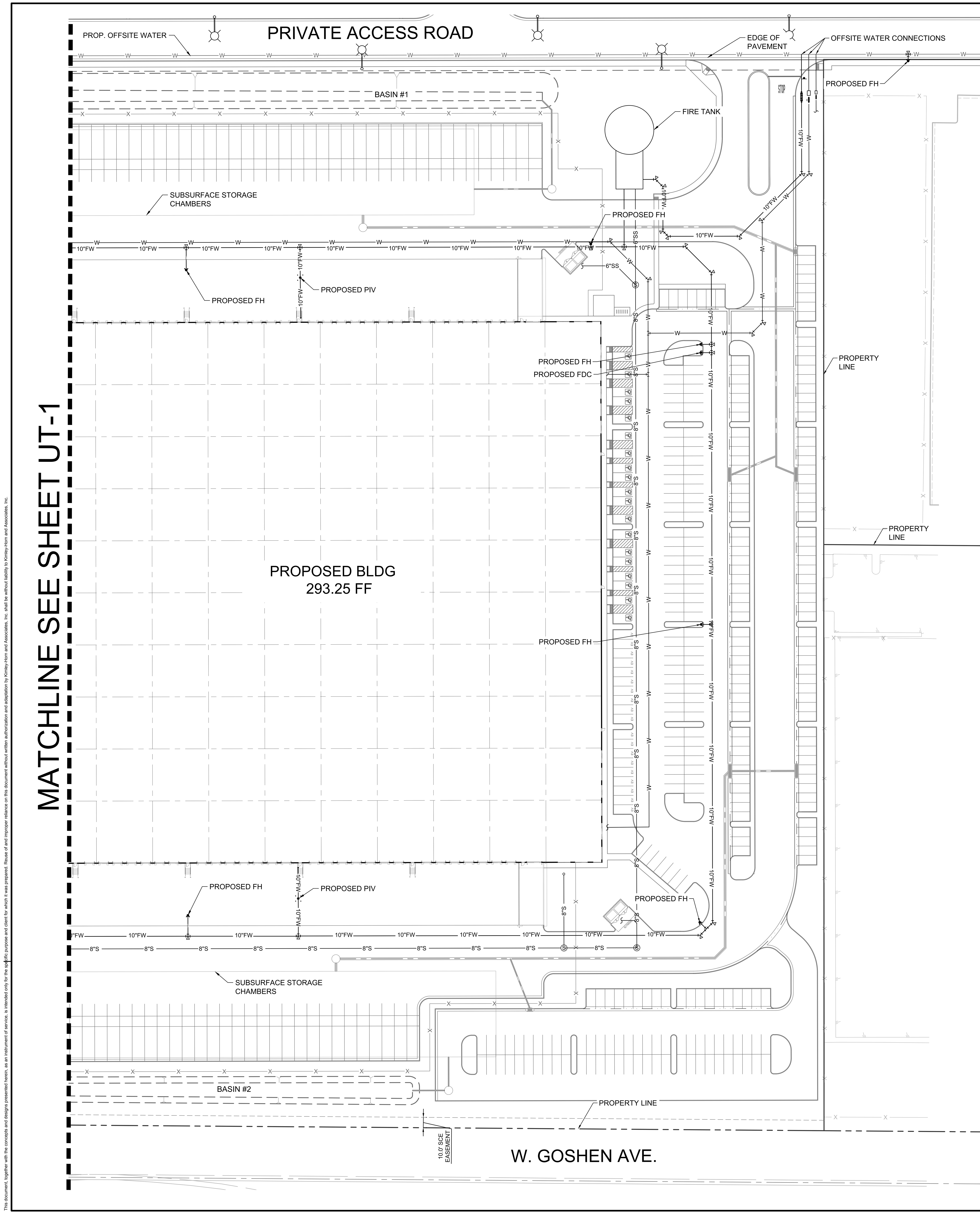

LEGEND

- PROPERTY BOUNDARY
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT-OF-WAY
- SETBACK
- EASEMENT
- FENCE
- SEWER LINE
- WATER LINE
- FIRE WATER LINE
- DETENTION BASIN TOP/TOE
- SEWER MANHOLE
- FIRE BACKFLOW PREVENTOR
- FIRE HYDRANT
- FIRE DEPARTMENT CONNECTION
- FIRE POST INDICATOR VALVE
- POINT OF CONNECTION
- DOMESTIC BACKFLOW PREVENTOR
- WATER METER
- WATER VALVE
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TRAFFIC ANALYSIS

Plaza 39 Industrial Development

PREPARED FOR:

SEEFRIED DEVELOPMENT PROPERTIES, INC.

MAY 2022 | DRAFT

Prepared By:

Kimley»Horn

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CONTENTS

TABLES

FIGURES

APPENDIX

A – PROJECT TRAFFIC SCOPE OF WORK

B – EXISTING TRAFFIC VOLUME DATA SHEETS AND TRAVEL DEMAND MODEL

C – PROJECT GOLD BAR STREET IMPROVEMENTS

D – LEVEL OF SERVICE CALCULATION SHEETS & VEHICLE QUEUING CALCULATION SHEETS

E – ITE TRIP GENERATION EXCERPTS

F – CA MUTCD TRAFFIC SIGNAL WARRANTS

G – SIGHT DISTANCE ASSESSMENT

EXECUTIVE SUMMARY

The following Traffic Analysis ("TA") has been prepared to determine potential Level of Service (LOS) deficiencies associated with the Plaza 39 Industrial Development ("Project"), an approximately 536,000-SF industrial building located within the City of Visalia ("City"), just east of the Tulare County ("County") border. The site is located on an undeveloped 39.25-acre site at 2045 N Plaza Drive, approximately 1-mile east of State Route 99 (SR 99), and is classified as Light Industrial Land Use by the City's General Plan. The site is bound by Route 76 to the west, W, Goshen Avenue to the south, existing industrial warehouses to the east and a future Private Access Road to the north. The Project proposes a "speculative" general light industrial development; meaning, a final user and operations for the site is not known at this time. The project proposes two (2) full-access, unsignalized driveways along the south side of the future Private Access Road. The Project is consistent with the City's Light Industrial Land Use designation: light manufacturing, warehousing, storage, distribution, research and development, and secondary office (limited customer access), and a FAR below 0.5 (0.31 proposed). The Project would be developed in one phase with completion expected in 2024.

Based on site plan review comments issued by City staff on March 2, 2022, the Project requires Non-Discretionary approvals, meaning a Traffic Impact Analysis (TIA) is not required, including a CEQA Vehicle Miles Traveled (VMT) analysis. The Project is required to determine the expected trip generation and provide an analysis of the site's access, adjacent intersections, and on-site circulation. This TA provides documentation of the Project's concurrence with the City's General Plan. This TA also addresses the Project's LOS effects in order to assist the City with planning and the identification of conditions of approval, and to mitigate the Project's identified LOS deficiencies, if necessary.

TRIP GENERATION

The Project is expected to generate of 2,744 daily PCE trips, with 403 PCE trips (351 inbound / 51 outbound) during the a.m. peak hour and 354 PCE trips (51 inbound / 303 outbound) during the p.m. peak hour.

PROJECT OPERATIONAL ANALYSIS

The traffic operation analysis shows that the Project would degrade the LOS operations with the addition of the Project's traffic at intersection of N Plaza Drive / Private Access Road. This intersection meets the CA MUTCD 8-hour signal warrant under Opening Year (2024) conditions with the addition of project traffic, and the installation of traffic signals would improve the intersection operations to LOS B or better.

The Project is not expected to cause adverse effects to the turn lanes queuing.

PROJECT IMPROVEMENTS

SITE ACCESS

Access to the Project site would be established through the construction of two (2) full-access unsignalized driveways along the future Private Access Road (under construction by Project Gold Bar). The following summarizes the project access locations:

- Local Access Road & Project Driveway 1
  - Construct a full-access driveway a minimum of 200-feet east of the Road 76 centerline per the City of Visalia standards;
  - Design driveway to accommodate inbound/outbound truck turning paths;
  - Provide one inbound lane; and
  - Provide one outbound lane (stop-controlled).
- Local Access Road & Project Driveway 2
  - Construct a full-access driveway per the City of Visalia standards;
  - Design driveway to accommodate inbound/outbound truck turning paths;
  - Provide one inbound lane; and
  - Provide one outbound lane (stop-controlled).

A sight distance analysis for each Project driveway shows the two (2) proposed access driveways would exceed the 300-foot corner sight distance requirement.

PEDESTRIAN FACILITIES

The Applicant is installing sidewalk and pedestrian ramps along the Local Access Road as part of the Project Goldbar Conditions of Approval. Pedestrian connectivity would also be enhanced by the installation of traffic signal at the N Plaza Drive / Local Access Road intersection.

BICYCLE FACILITIES

The Applicant is installing Class II bike lanes along N Plaza Drive, between W Fergusson Avenue and W Goshen Avenue Project, as part of the Project Gold Bar Conditions of Approval.

OFF-SITE RECOMMENDATIONS

The following intersections improvements are recommended at N Plaza Drive / Private Access Road:

- Provide northbound left-turn pocket (150-foot minimum);
- Provide southbound left-turn pocket (150-foot minimum);
- Provide southbound right-turn lane between the southernmost Project Gold Bar driveway and intersection;
- Provide eastbound left-turn pocket (150-foot minimum);
- Provide eastbound through/right-turn lane;
- Provide westbound left/through/right-turn lane; and
- Install traffic signal (NB/SB Protected LT Phasing & EB/WB Permitted Phasing).

It is recommended that the Applicant modify the street improvement plans for Project Gold Bar for the construction of southbound right-turn pocket.

1. INTRODUCTION

The following Traffic Analysis ("TA") has been prepared to determine potential Level of Service (LOS) deficiencies associated with the Plaza 39 Industrial Development ("Project"), an approximately 536,000-SF industrial building located within the City of Visalia ("City"), just east of the Tulare County ("County") border. The site is located on an undeveloped 39.25-acre site at 2045 N Plaza Drive, approximately 1-mile east of State Route 99 (SR 99), and is classified as Light Industrial Land Use by the City's General Plan. The site is bound by Route 76 to the west, W, Goshen Avenue to the south, existing industrial warehouses to the east and a future Private Access Road to the north. The Project proposes a "speculative" general light industrial development; meaning, a final user and operations for the site is not known at this time. The project proposes two (2) full-access, unsignalized driveways along the south side of the future Private Access Road. The Project is consistent with the City's Light Industrial Land Use designation: light manufacturing, warehousing, storage, distribution, research and development, and secondary office (limited customer access), and a FAR below 0.5 (0.31 proposed). The Project would be developed in one phase with completion expected in 2024. **Figure 1** depicts the Project location and study area and **Figure 2** shows the proposed site plan.

Based on site plan review comments issued by City staff on March 2, 2022, the Project requires Non-Discretionary approvals, meaning a Traffic Impact Analysis (TIA) is not required, including a CEQA Vehicle Miles Traveled (VMT) analysis. The Project is required to determine the expected trip generation and provide an analysis of the site's access, adjacent intersections, and on-site circulation. This TA provides documentation of the Project's concurrence with the City's General Plan. This TA also addresses the Project's LOS effects in order to assist the City with planning and the identification of conditions of approval, and to mitigate the Project's identified LOS deficiencies, if necessary.

ANALYSIS METHODOLOGY

Study Area

The Project will generate new vehicular trips that will increase traffic volumes on the nearby street network. To assess changes in traffic conditions associated with the proposed project, the intersections in **Table 1** were evaluated. The study intersections and analysis scenarios were determined through coordination with City staff and the Scope of Work submitted to City. **Appendix A** contains the Scope of Work memo. **Figure 1** illustrates the location of each intersection relative to the Project site. The two (2) proposed access driveways would also be evaluated.

Table 1: Study Intersections

#	Intersection
1	Road 76 and W Ferguson Avenue (Unsignalized)
2	Road 76 and W Goshen Avenue (Unsignalized)
3	N Plaza Drive and W Ferguson Avenue (Signalized)
4	N Plaza Drive and Private Access Road (Unsignalized);
5	N Plaza Drive and W Goshen Avenue (Signalized).

FIGURE 1 - VICINITY MAP

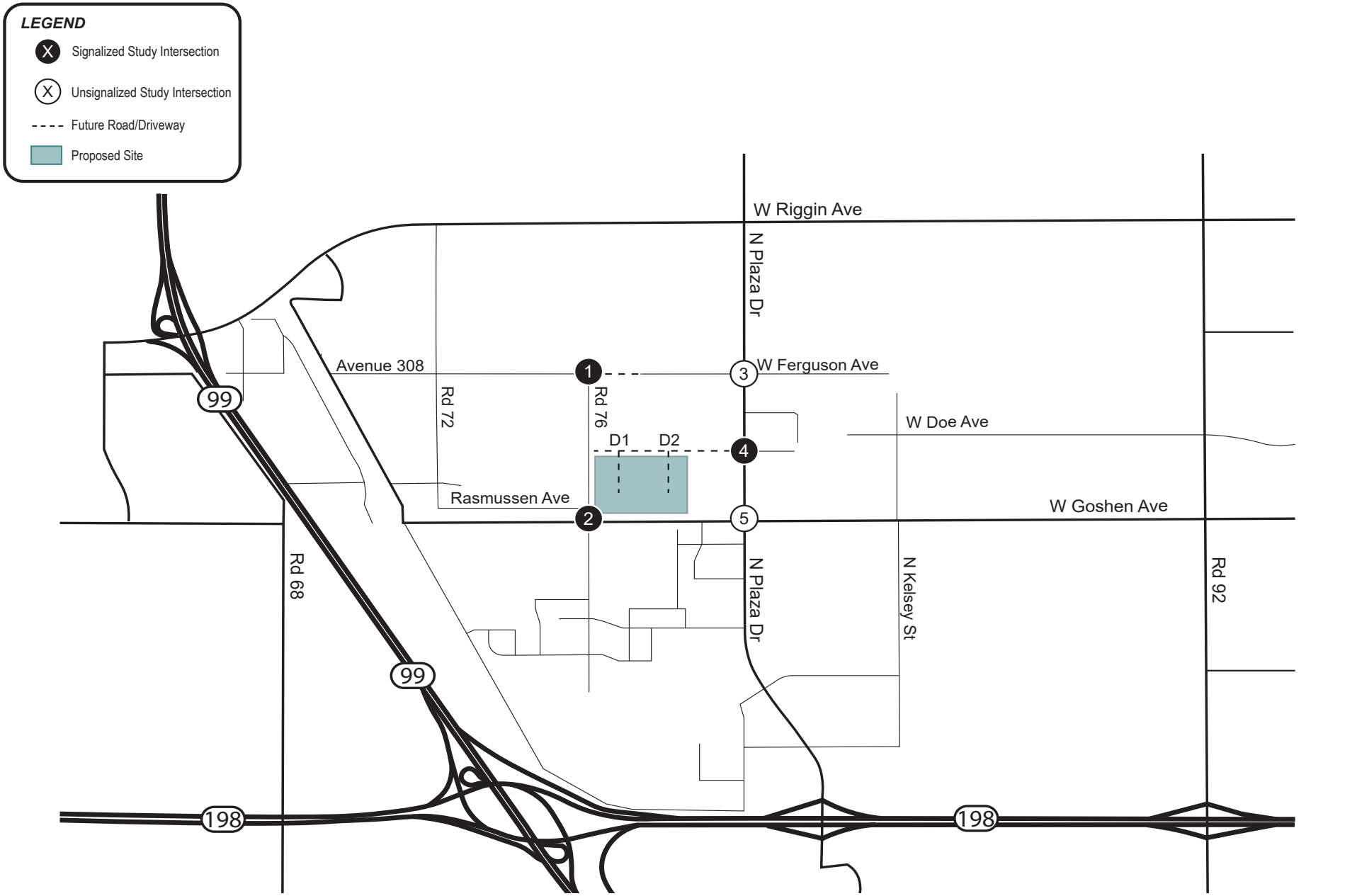
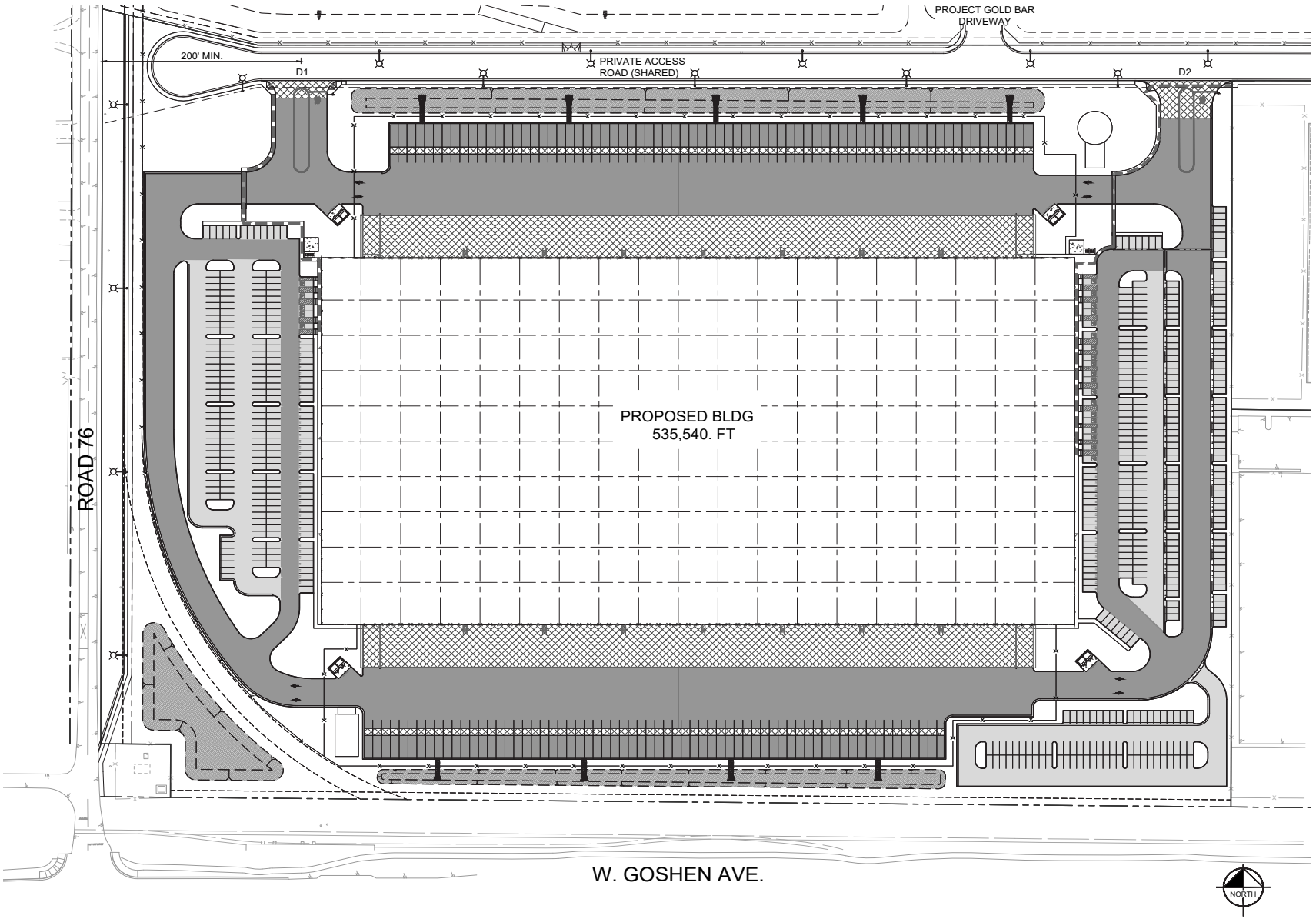


FIGURE 2 - SITE PLAN



Analysis Scenarios

Two (2) scenarios were analyzed as part of the supplemental traffic operations analysis, listed below:

- Opening Year (2024) Baseline Conditions – Represents the traffic conditions on the street network assumed in year 2024, the projected opening year of the Project. Existing traffic volume data collected was increased by 1.5% annually (3% total) to account for ambient growth in the vicinity. This scenario does not include Project traffic.
- Opening Year (2024) Baseline Plus Project Conditions – Represents the traffic conditions under Opening Year (2024) with the addition of the proposed project traffic and its proposed improvements. Comparison of this scenario to the Opening Year (2024) Baseline Conditions scenario determines whether LOS deficiencies are a direct result of the Project.

Intersection Level of Service

LOS of an intersection is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of service for this study were determined using methods defined in the *Highway Capacity Manual, 6th Edition* (HCM 6) within the *Synchro 11* traffic analysis software.

The HCM includes procedures for analyzing side street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as the highest delay of each minor street movements or major street left turns. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the entire intersection. **Table 2** relates the operational characteristics associated with each LOS category for signalized and unsignalized intersections.

Table 2: Intersection Level of Service Definitions

Level of Service	Description	Signalized (Avg. control delay per vehicle sec/veh.)	Unsignalized (Avg. control delay per vehicle sec/veh.)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream	≤ 10	≤ 10
B	Stable traffic. Traffic flows smoothly with few delays.	> 10 – 20	> 10 – 15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	> 20 – 35	> 15 – 25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	> 35 – 55	> 25 – 35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	> 55 – 80	> 35 – 50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 80	> 50

Sources: Transportation Research Board, Highway Capacity Manual 2016, National Research Council, 2016.

The following assumptions were included in the analysis:

- Peak-hour factor (PHF) based on the existing traffic data was used for the Opening Year (2024) scenarios.
- Traffic signal timing assumptions based on existing signal phasing and augmented for traffic volumes analyzed.
- Percent of heavy vehicles (PHV) based on a default value of 2%.

Signal Warrants

Traffic signals may be justified when traffic operations fall below acceptable LOS standards and when one or more signal warrants are satisfied. Per the City's *Procedures for Traffic Impact Analysis ("TIA Guidelines")*, traffic volumes at the future Local Access Road intersection were compared against the 8-hour warrant in the 2014 California Manual on Uniform Traffic Control Devices (CA MUTCD)[1]. *Traffic Signal Warrant #1 – Eight Hour Vehicular Volume* is satisfied when traffic volumes on the major and minor approaches exceed thresholds for eight hours of the day. This warrant typically applies at locations where a large volume of intersection traffic is the principal reason to consider installing a traffic control signal or when traffic volumes on a major street are so heavy that traffic on the minor street suffers excessive delay or conflict in entering or crossing the major street.

Vehicle Queuing

Queues that exceed the turn pocket length can create potentially hazardous conditions by blocking or disrupting through traffic in adjacent travel lanes. However, these potentially hazardous queues are generally associated with left-turn movements. Locations where the right-turn pocket storage is exceeded are generally not considered hazardous because the right-turn movements generally receive "green indications" at the same time as the adjacent through movement. Therefore, any additional vehicles that spill out of the right-turn pocket will likely not hinder nor disrupt the adjacent through traffic, as would be the case in most left turn pockets.

The effects of vehicle queuing for all exclusive turn-lanes was analyzed by reporting the 95th percentile queues. The 95th percentile queue length represents a condition where 95 percent of the time during the peak hour, traffic queues are expected to be less than or equal to the queue length estimated by the analysis. This is referred to as the "95th percentile queue", which is less than the average queuing. The 95th percentile queue length was determined using HCM 6 methodology via *Synchro 11* Software.

Deficiency Criteria

Project deficiencies were determined by comparing conditions with the proposed project to those without the proposed project.

Level of Service Criteria

As LOS analysis in this study focuses on the peak periods of traffic, LOS D was used as the deficiency threshold. Therefore, a project induced deficiency was assumed if the addition of Project traffic would cause a facility that is operating acceptably (LOS A, B, C, or D) to begin to operate unacceptably (LOS E or F).

[1] *California Manual on Uniform Traffic Control Devices,* (FHWA's MUTCD 2009 Edition, including Revisions 1 & 2 as amended for use in California), 2014 Edition, Revision 6 (March 30, 2021)

For facilities already operating unacceptably (LOS E or F) without project traffic, any addition of Project traffic resulting in increased delay would result in a Project deficiency.

Vehicle Queueing

Unacceptable or extended queuing may be defined as spill over from turn pockets into through lanes and/or spill over into intersections. This study assumes spill over to mean the estimated 95th percentile queue for a turn pocket exceeds available storage by more than one car length (25 feet). If a turn pocket is anticipated to exceed available storage under no-project conditions, the project would cause constrained access for that movement if it increases the deficient queue by at least one car length (25 feet).

2. EXISTING (2022) CONDITIONS

This chapter describes the existing conditions of the roadway network and traffic volumes within the vicinity of the Project site.

ROADWAY NETWORK

This section provides a description of the specific roadways included in this study.

N PLAZA DRIVE

N Plaza Drive is a four-lane, north-south arterial roadway beginning at Avenue 320 in the north and ending at Airport Drive in the south. The 3.25-mile roadway serves industrial and commercial land uses in the study area. Plaza Drive connects to SR 198. The speed limit ranges from 45 to 55 miles per hour.

W GOSHEN AVENUE

W Goshen Avenue is a four-lane, east-west arterial roadway connecting to Commercial Road in the west and North Divisadero Street in the east. The roadway provides connection from residential communities in east Visalia to industrial land uses near State Route 99. The speed limit on W Goshen Avenue within the study area ranges from 50 to 55 miles per hour.

ROAD 76

Road 76 is a two-lane, north-south collector roadway connecting to Avenue 320 in the north and W Goshen Avenue in the south. The roadway serves industrial and residential land uses in the study area. The speed limit on Road 76 within the study area ranges from 40 to 50 miles per hour.

W FERGUSSON AVENUE

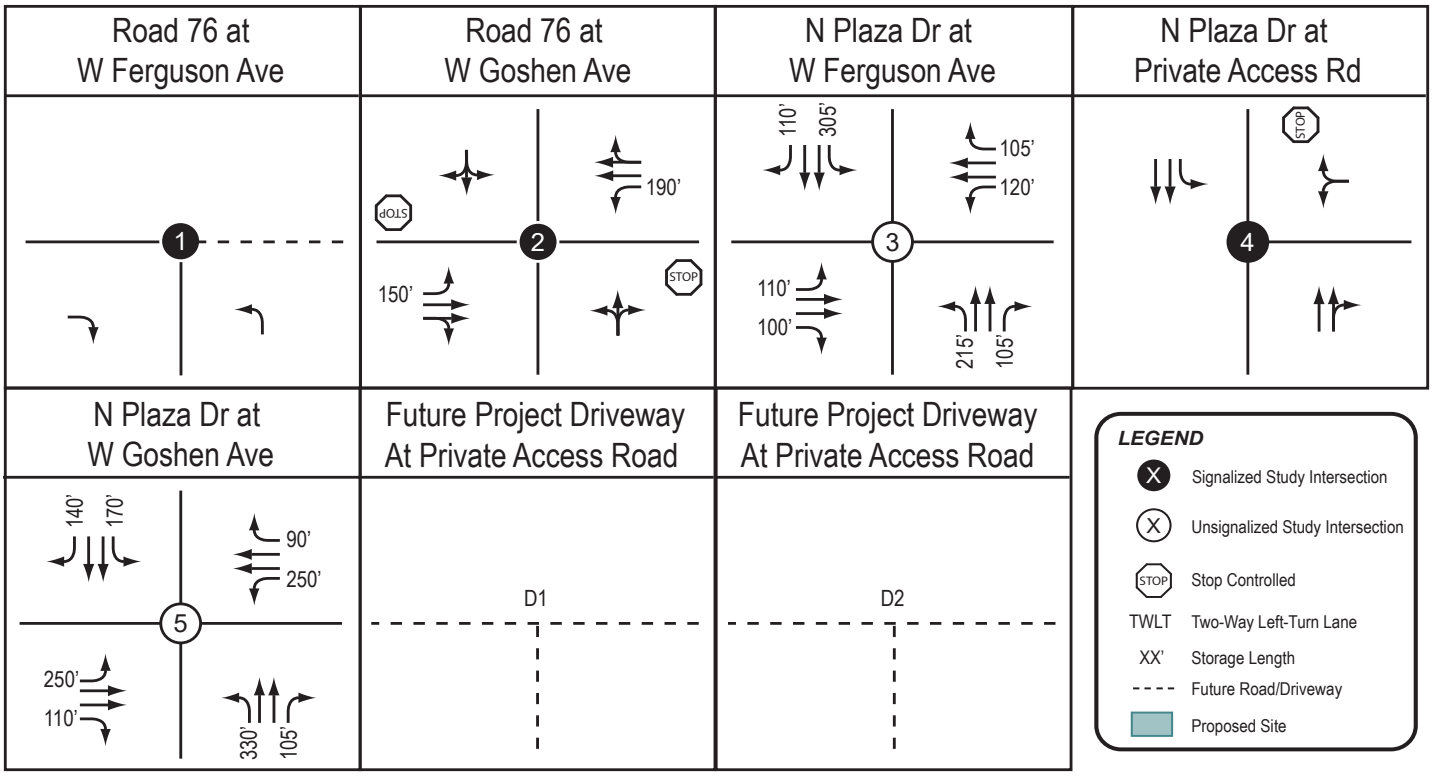
W Fergusson Avenue is a two-lane, east-west collector roadway beginning at Road 76 in the west and ending at Santa Fe St in the east. The roadway serves industrial and residential land uses in the study area. The speed limit on W Ferguson Avenue within the study area ranges from 50 to 45 miles per hour.

The existing intersection lane configuration and traffic controls, as of April 2022, are illustrated in **Figure 3**.

PEAK-HOUR TURNING MOVEMENT VOLUMES

Intersection turning movement volumes for the study area intersections were collected at five (5) intersections on Thursday, April 21, 2021, when local schools were in session. Volumes were collected at the two (2) signalized intersections during the typical 7-9 AM and 4-6 PM commuter peak periods. At the three (3) unsignalized intersections, volumes were collected between 6 AM and 6 PM. The unadjusted Existing (2022) peak hour turning movement volumes are shown in **Figure 4**. Traffic volume data sheets is provided in **Appendix B**.

FIGURE 3 - EXISTING (2022) TRANSPORTATION CONDITIONS



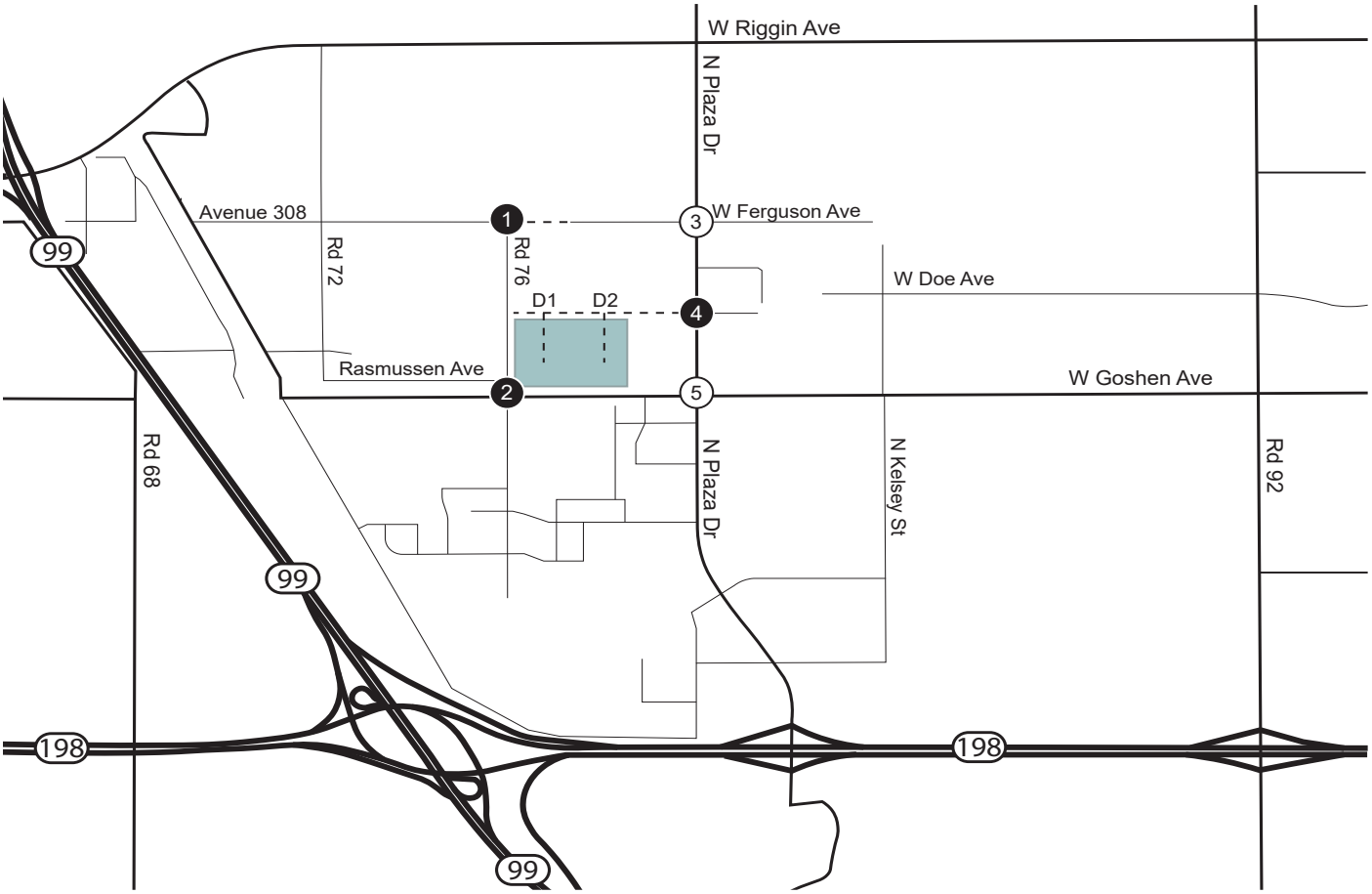
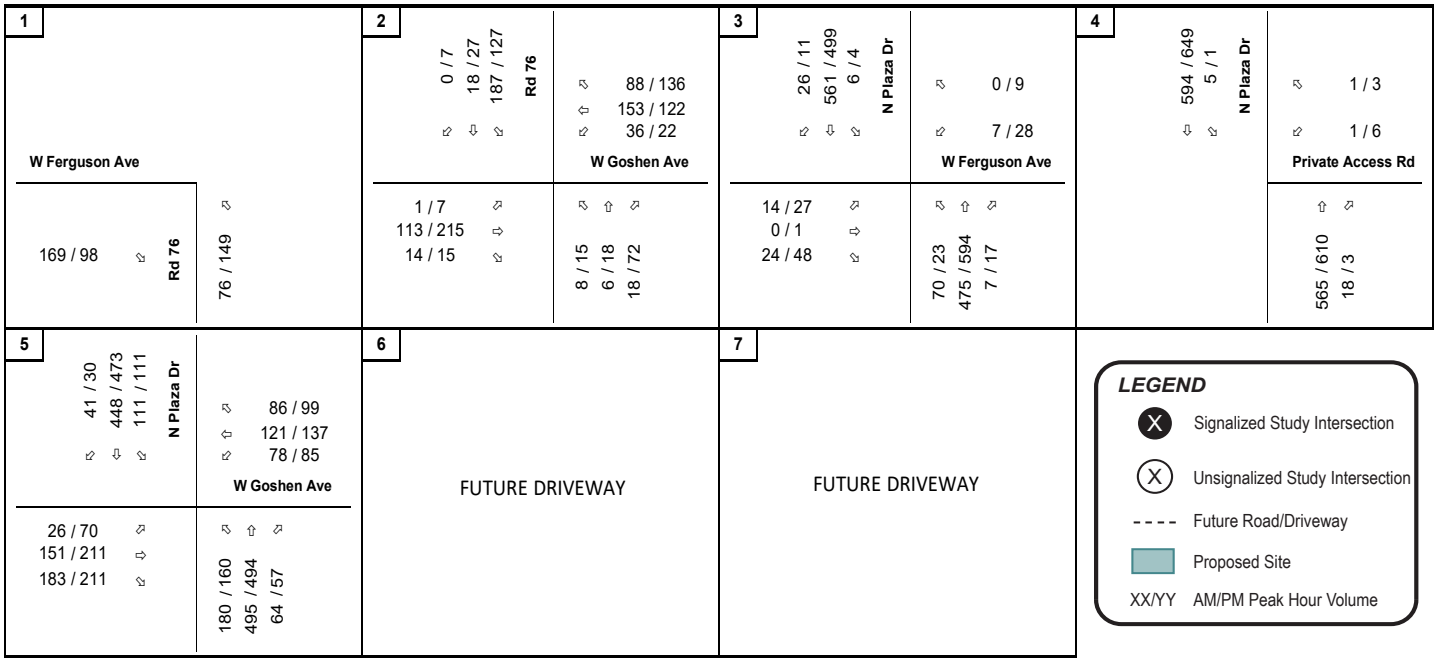
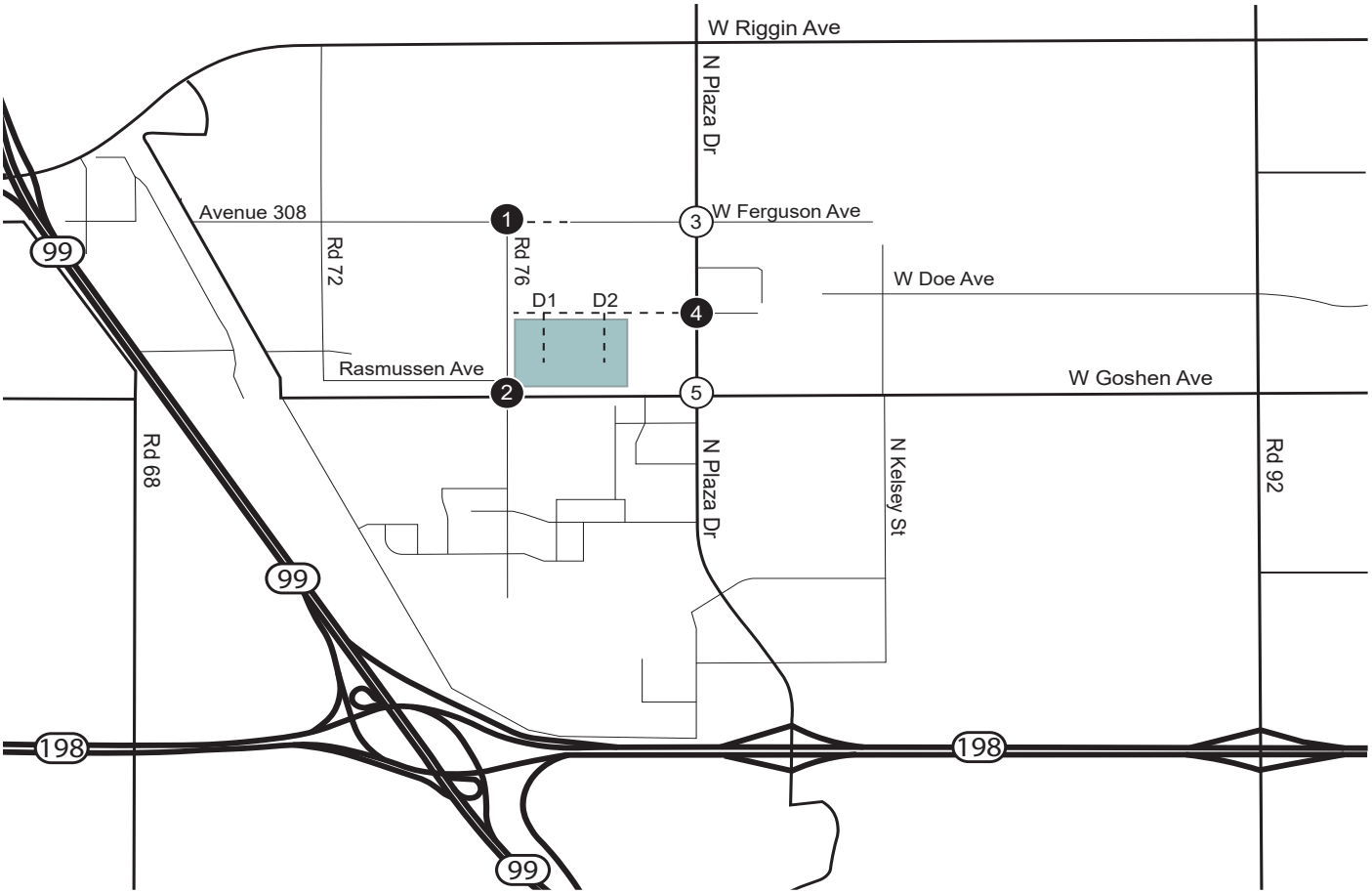


FIGURE 4 - EXISTING (2022) PEAK HOUR TURNING MOVEMENT VOLUMES





3. OPENING YEAR (2024) BASELINE CONDITIONS

This chapter describes the Opening Year (2024) Baseline Conditions of the roadway network and traffic volumes within the vicinity of the Project site, without the Project. This scenario establishes a baseline for determining project-related deficiencies.

ROADWAY NETWORK CHANGES

For the Opening Year (2024) Baseline Conditions, it is assumed that Project Gold Bar (under construction in 2022) would be completed just to the north of the Project. The Project is constructing the following street improvements.

N PLAZA DRIVE

Western portion of N Plaza Drive is being constructed to its ultimate arterial classification to provide two northbound / southbound travel lanes and Class II bike lanes. The improvements will include a raised center median with openings for driveway locations and sidewalk fronting the site.

W FERGUSSON AVENUE

Southern half of W Fergusson Avenue is being constructed to its ultimate collector classification to provide a single eastbound / westbound travel lane, a center two-way left-turn lane, Class II bike lanes and shoulder/parking. The Project would extend the street segment to connect with Road 76, which would become a stop-controlled location. Sidewalk is being constructed along the site frontage.

PRIVATE ACCESS ROAD

The Private Access Road would be constructed and would terminate east of Road 76. The intersection at N Plaza Drive would be full-access stop-controlled.

The assumed Opening Year (2024) Baseline Conditions intersection lane configuration and traffic controls are illustrated in **Figure 5**. **Appendix C** contains the approved signing and striping plans for Project Gold Bar.

TRAFFIC VOLUMES

To account for limited future development and growth within the City, the Existing (2022) Conditions traffic volumes were increased by 1.5 percent annually (3 percent total) to develop the Opening Year (2024) Conditions traffic volumes. The growth rate was determined by the Tulare County Associate of Governments (TCAG) travel demand model. **Appendix B** contains the TCAG Model Plots and growth calculations.

INTERSECTION LEVEL OF SERVICE

Table 3 displays the intersection LOS analysis results under Opening Year (2024) Baseline Conditions, showing all intersections are expected to operate at LOS D or better during the commuter peak periods.

Appendix D contains the intersection LOS calculation worksheets.

TABLE 3 - SUMMARY OF INTERSECTION OPERATIONS - OPENING YEAR (2024) BASELINE CONDITIONS

OPENING YEAR (2024) BASELINE CONDITIONS

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

INTERSECTION		TRAFFIC CONTROL	PEAK HOUR	OPENING YEAR (2024)	
				DELAY (a)	LOS (b)
1	Road 76 & W Ferguson Avenue	Two-Way Stop	AM	9.8	A
			PM	9.9	A
2	W Goshen Avenue & Road 76	Two-Way Stop	AM	17.9	C
			PM	18.8	C
3	N Plaza Drive & W Ferguson Ave	Signal	AM	11.2	B
			PM	10.6	B
4	N Plaza Drive & Private Access Road	Two-Way Stop	AM	18.5	C
			PM	20.1	C
5	W Goshen Avenue & N Plaza Drive	Signal	AM	37.8	D
			PM	39.7	D
6	Dwy 1 & Private Access Road	One-Way Stop	AM	FUTURE DRIVEWAYS	
			PM		
7	Dwy 2 & Private Access Road	One-Way Stop	AM		
			PM		

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition* and performed using Synchro 10.0

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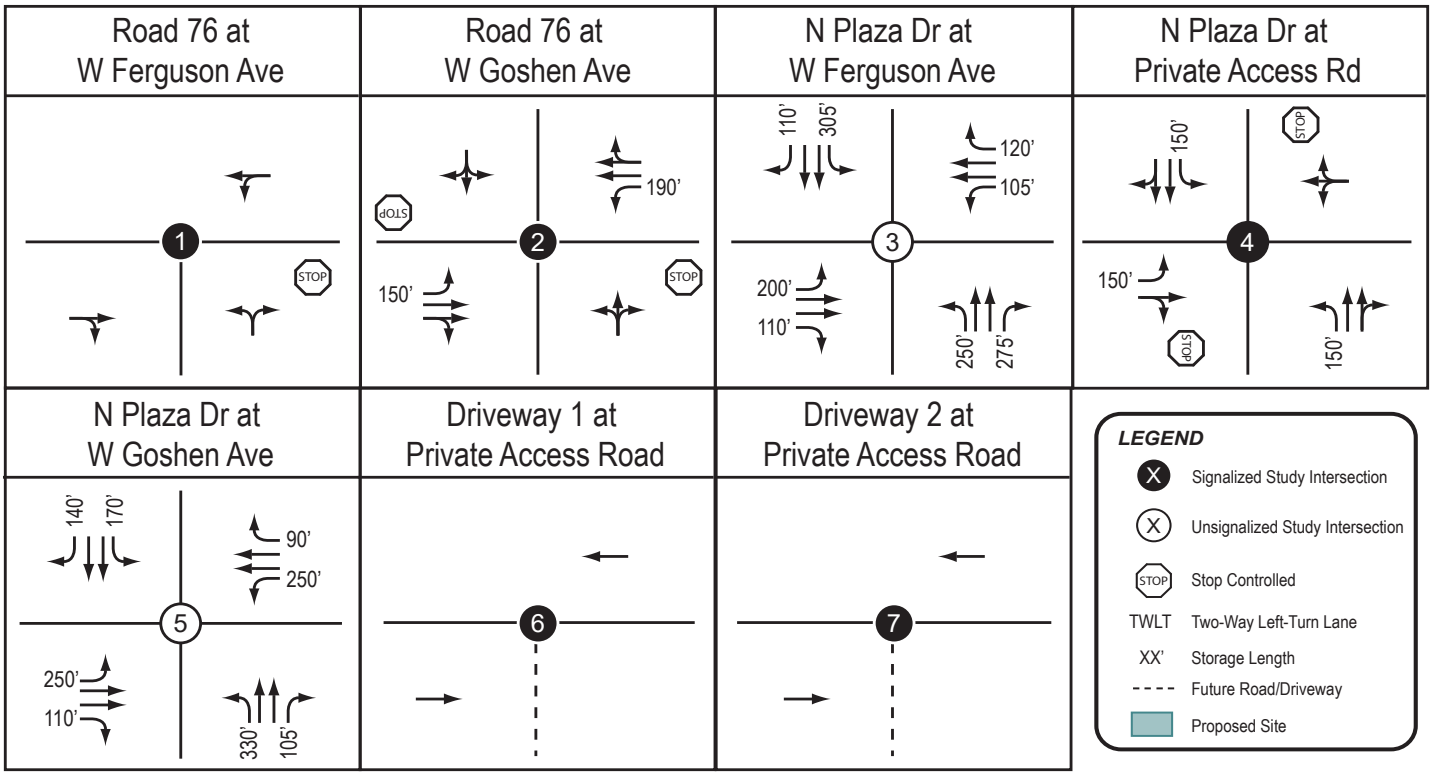
FIGURE 5 - OPENING YEAR (2024) BASELINE TRANSPORTATION CONDITIONS



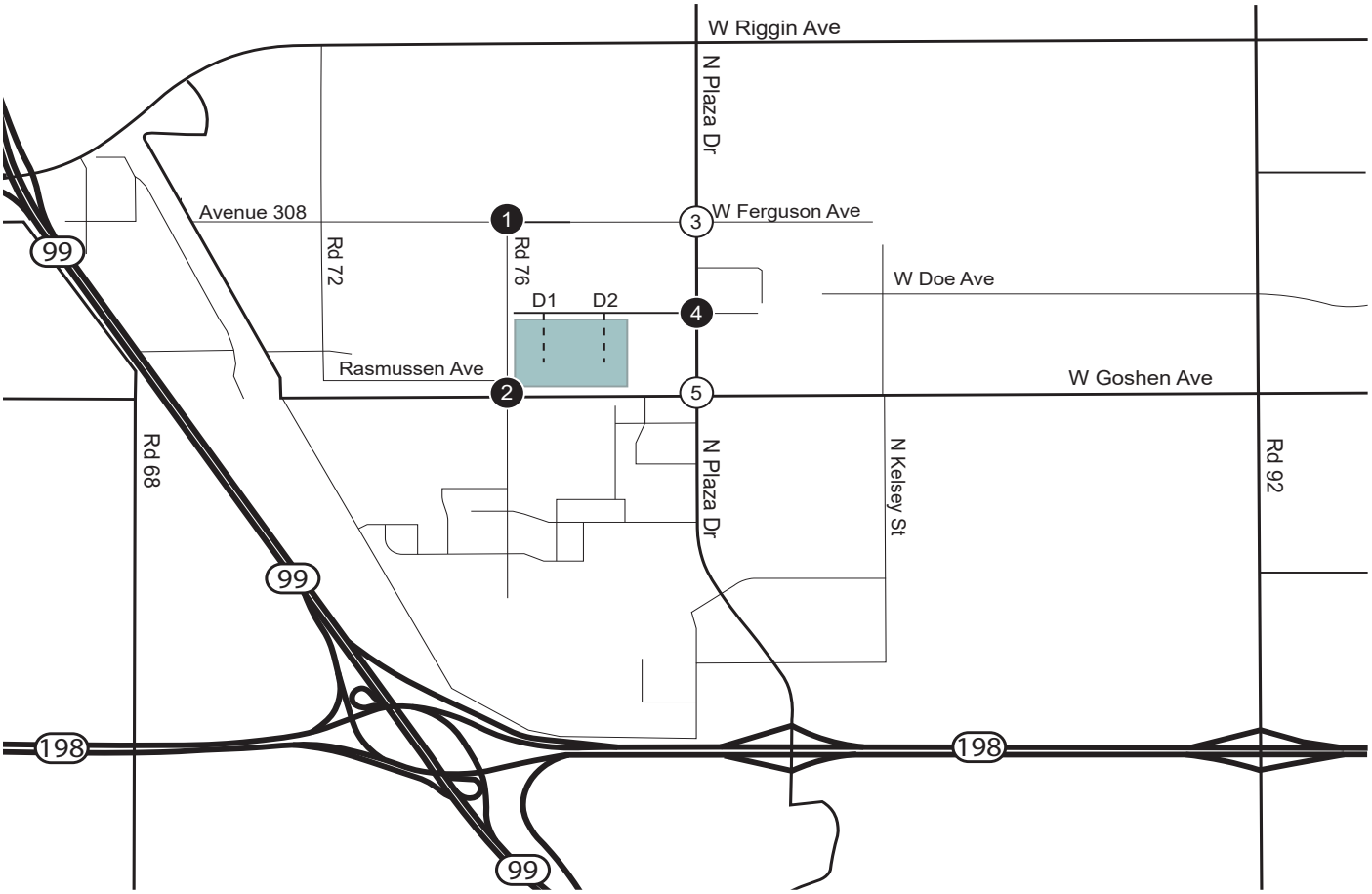
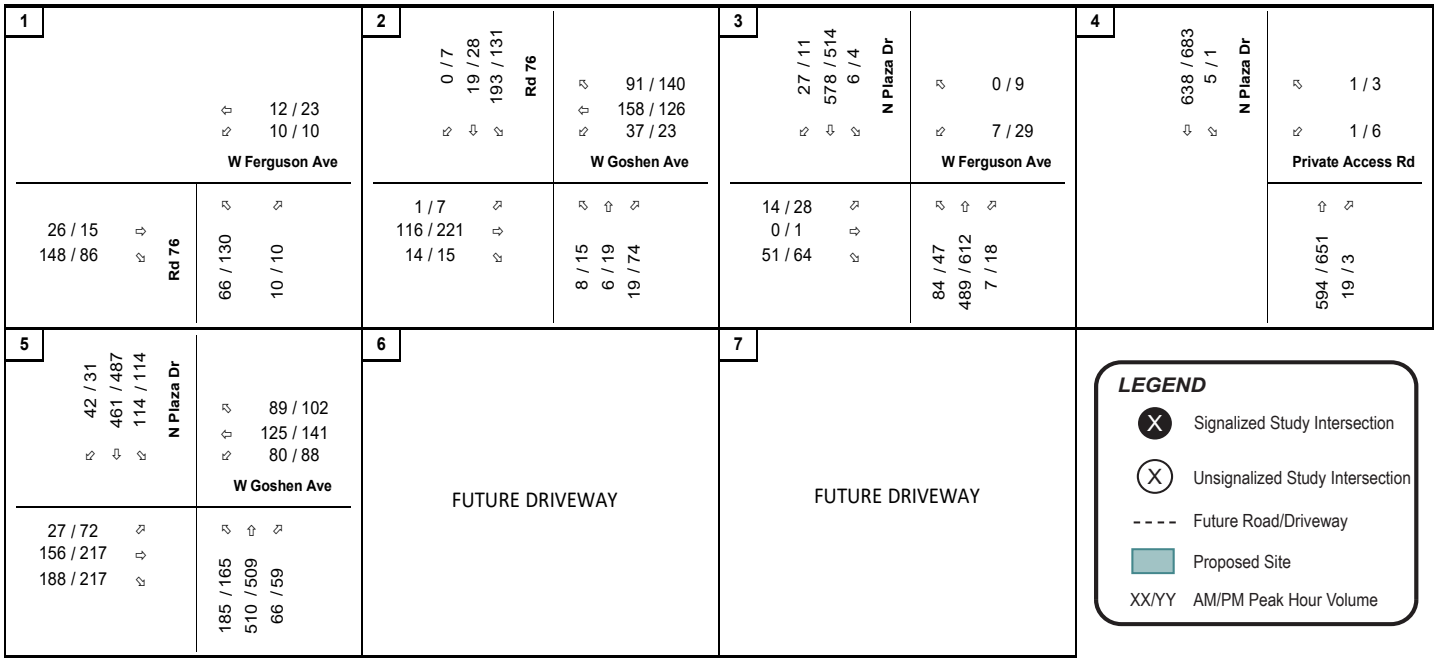
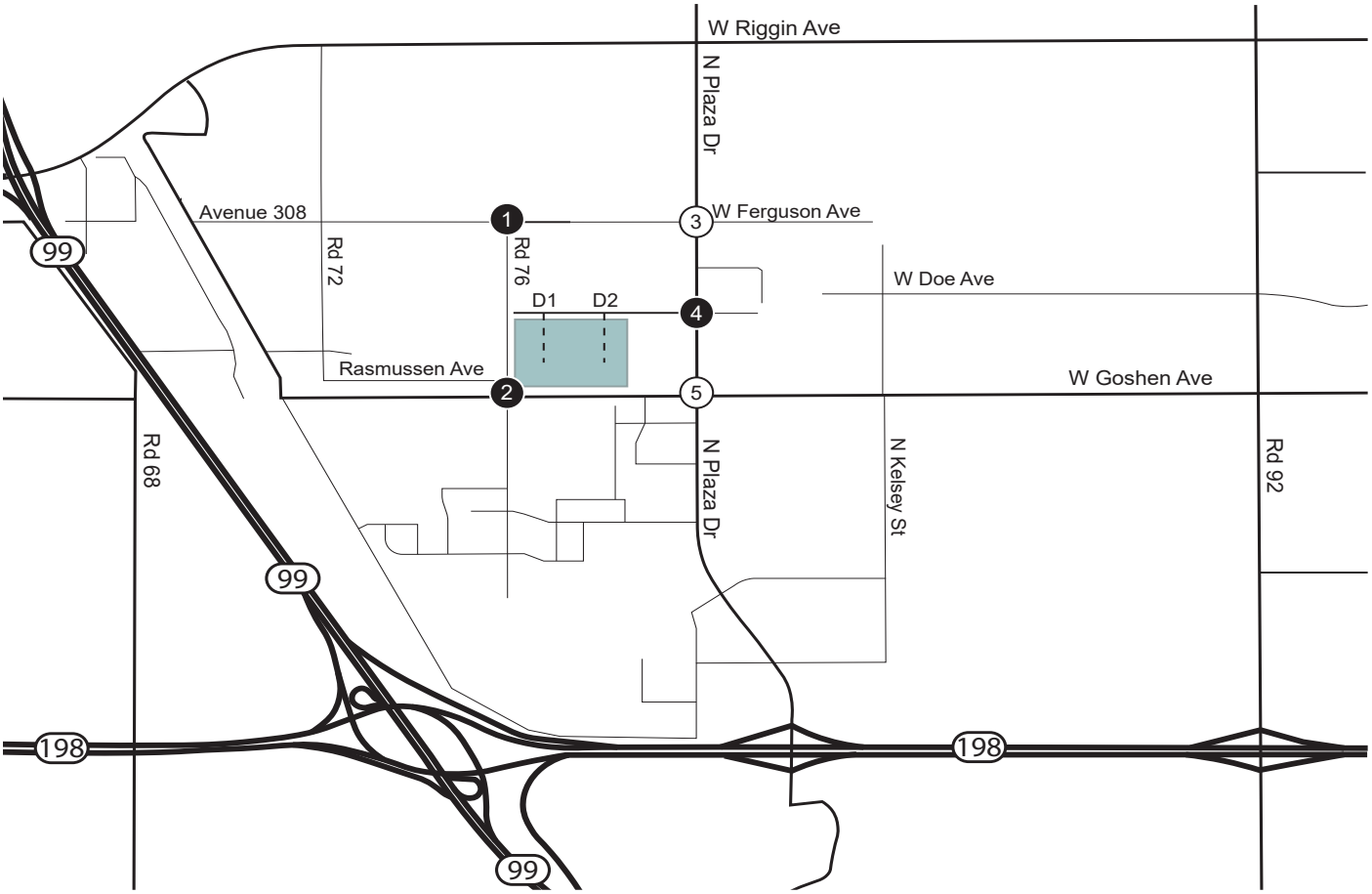


FIGURE 6 - OPENING YEAR (2024) BASELINE CONDITIONS PEAK HOUR TURNING MOVEMENT VOLUMES





4. PROJECT DESCRIPTION

This chapter presents a description of the proposed site use, trip generation, trip distribution, and trip assignment.

PROPOSED SITE USE AND IMPROVEMENTS

The Project includes an approximately 536,000-SF industrial building on an undeveloped 39.25-acre site, which is classified as Light Industrial Land Use by the City's General Plan. The Project proposes a "speculative" general light industrial development; meaning, a final user and operations for the site is not known at this time. The project proposes two (2) full-access, unsignalized driveways along the south side of the future Private Access Road. The Project is consistent with the City's Light Industrial Land Use designation: light manufacturing, warehousing, storage, distribution, research and development, and secondary office (limited customer access), and a FAR below 0.5 (0.31 proposed). The Project would be developed in one phase with completion expected in 2024. The site plan for the Project is shown in **Figure 2**.

TRIP GENERATION

Because a final user operating the site is unknown at this time ("spec" development) and since manufacturing is not intended, traffic generated by the Project is estimated based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*, for General Light Industrial (Land Use 110). ITE estimates that the Project would generate a total of 2,610 daily trips, with 397 trips (349 inbound / 48 outbound) during the a.m. commuter peak hour and 348 trips (49 inbound/299 outbound) during the p.m. commuter peak hour peak hour. 134 of these daily trips and 5 peak hour trips during both the AM / PM periods are expected by heavy trucks. Consistent with the *Highway Capacity Manual (HCM)* and the City of Visalia's *Procedures for Traffic Impact Analysis* (Updated March 2021), a Passenger Car Equivalent (PCE) of 2.0 was applied to the truck volumes to analyze their effects more accurately on roadway capacity and queueing. The resulting total of 2,744 daily PCE trips, with 403 PCE trips (351 inbound / 51 outbound) during the a.m. peak hour and 354 PCE trips (51 inbound / 303 outbound) during the p.m. peak hour are analyzed. **Table 4** contains a summary of the Project's expected trip generation. **Appendix E** contains relevant ITE Land Use 110 trip generation rate excerpts for passenger vehicles, trucks, and time of day distributions.

TABLE 4 - SUMMARY OF PROJECT TRIP GENERATION - COMMUTER PEAK HOUR

ITE Trip Generation - LU 110 General Light Industrial

Land Use	Land Use as listed in ITE	ITE Land Use Code	Units[1]	Trip Rate[2]	Daily Trips	AM Peak-Hour					PM Peak-Hour				
						% of ADT[2]	In:Out Ratio[2]	In	Out	Total	% of ADT[2]	In:Out Ratio[2]	In	Out	Total
Driveway Trips[3]															
Proposed Vehicles															
Warehouse	General Light Industrial	110	536 ksf	4.87 / ksf	2,610	15%	0.88 : 0.12	349	48	397	13%	0.14 : 0.86	49	299	348
Subtotal					**2,610**			**349**	**48**	**397**			**49**	**299**	**348**
Proposed Passenger Vehicles															
Warehouse	General Light Industrial	110	536 ksf	4.62 / ksf	**2,476**	16%	0.88 : 0.12	**346**	**46**	**392**	14%	0.13 : 0.87	**46**	**297**	**343**
Proposed Trucks															
Warehouse	General Light Industrial	110	536 ksf	0.25 / ksf	**134**	4%	0.60 : 0.40	**3**	**2**	**5**	4%	0.50 : 0.50	**3**	**2**	**5**
PCE Breakdown															
	2.0				268	4%	0.50 : 0.50	5	5	11	4%	0.46 : 0.54	5	6	11
Truck Subtotal (PCE)					**268**			**5**	**5**	**11**			**5**	**6**	**11**
NET TRIP GENERATION (PCE) =					***2,744***			***351***	***51***	***403***			***51***	***303***	***354***

Note:
1. ksf = Thousand Square Feet
2. Trip rates references from ITE Trip Generation, 11th Edition.
3. Driveway trips are the total number of trips generated by a site.
4. Passenger Car Equivalent (PCE) = 2.0 per City of Visalia TIS Guidelines

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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

The Project's trip distribution was based on Tulare County Association of Governments' Travel Demand Model (TCAG Model). The TCAG Model compiles a wide variety of data and forecasts future transportation demands. The model-based distribution was refined and adjusted based on the current roadway configurations and knowledge of the area. The following is the resulting general project traffic distribution assumed for the LOS analysis for the Opening Year (2024) Baseline Plus Project scenario:

- 35% to/from the north along N Plaza Drive;
- 5% to/from the south along Road 76;
- 40% to/from the south along N Plaza Drive;
- 5% to/from the east along W Fergusson Avenue;
- 5% to/from the east along W Goshen Avenue; and
- 10% to/from the west along W Goshen Avenue.

Appendix B contains the TCAG Model Plots and distribution calculations.

Figure 7 shows the trip distribution for the Opening Year (2024) Baseline Plus Project Conditions.

Based on the assumed trip distribution, the volumes generated by the Project were assigned to the street network. **Figure 8** presents the Project's trip assignment in PCE.

FIGURE 7 - PROJECT TRIP DISTRIBUTION

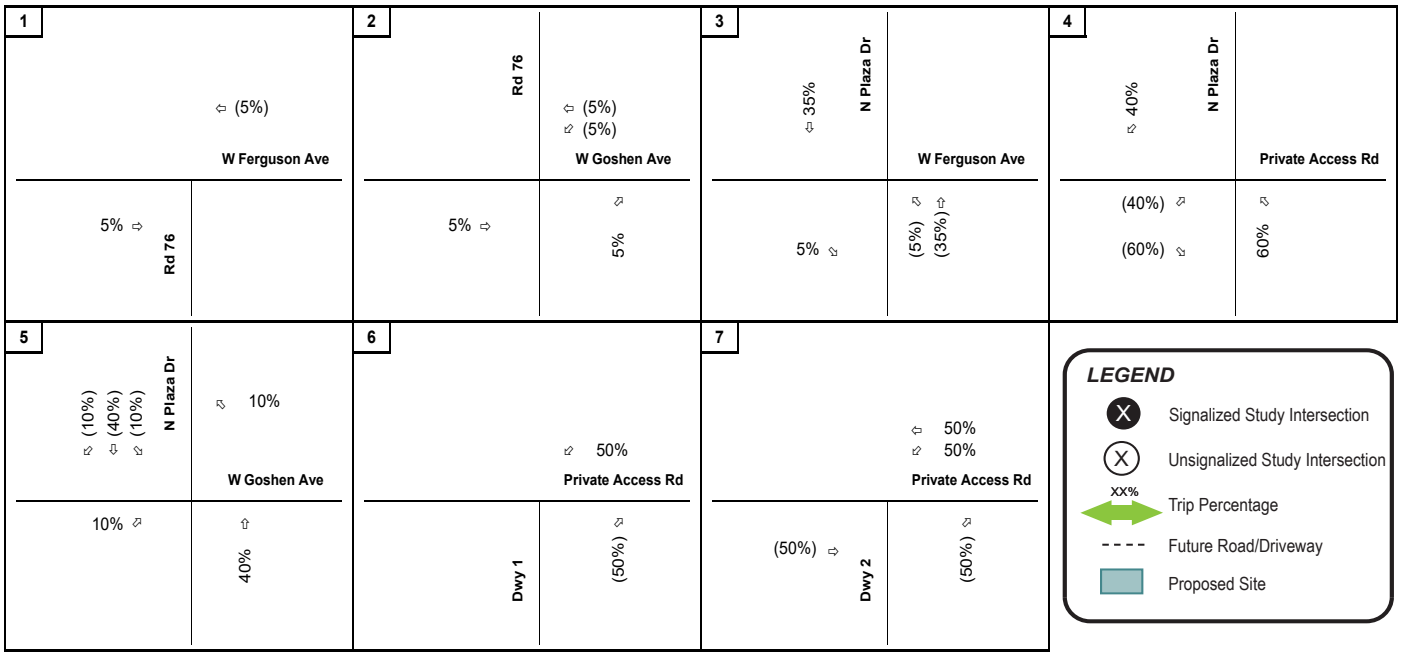
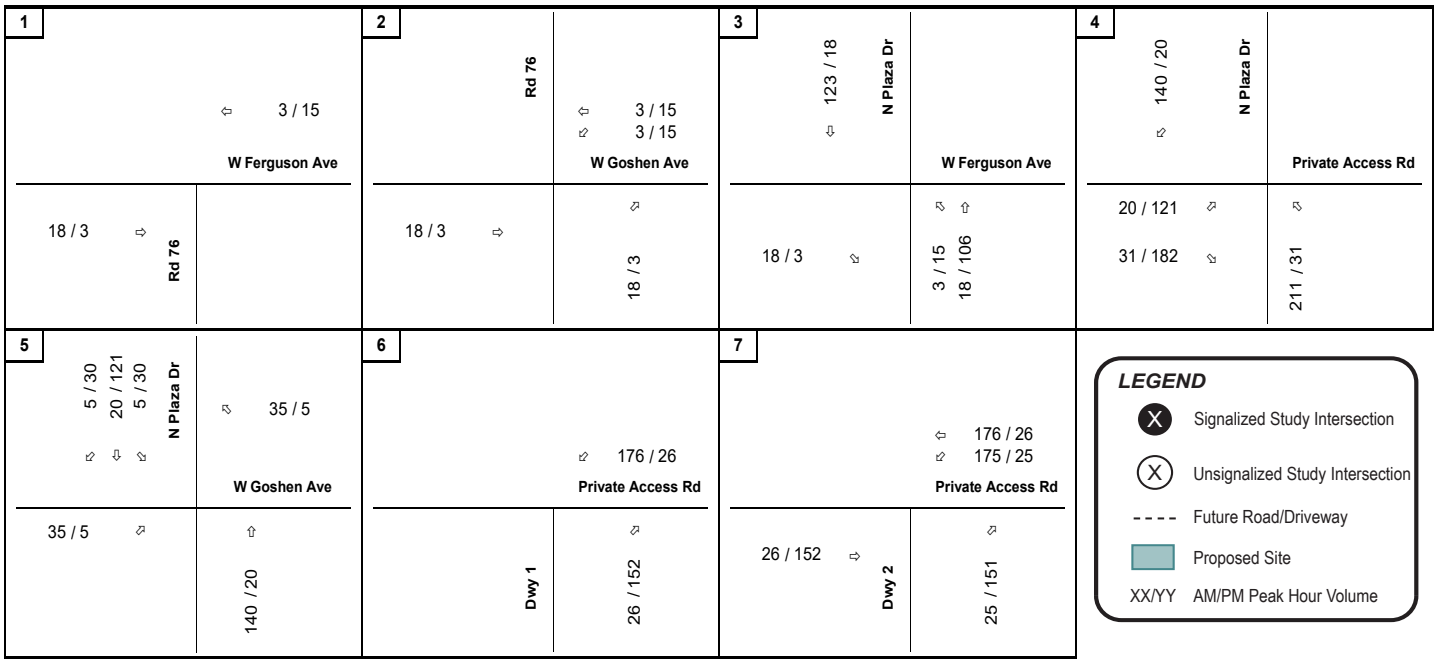
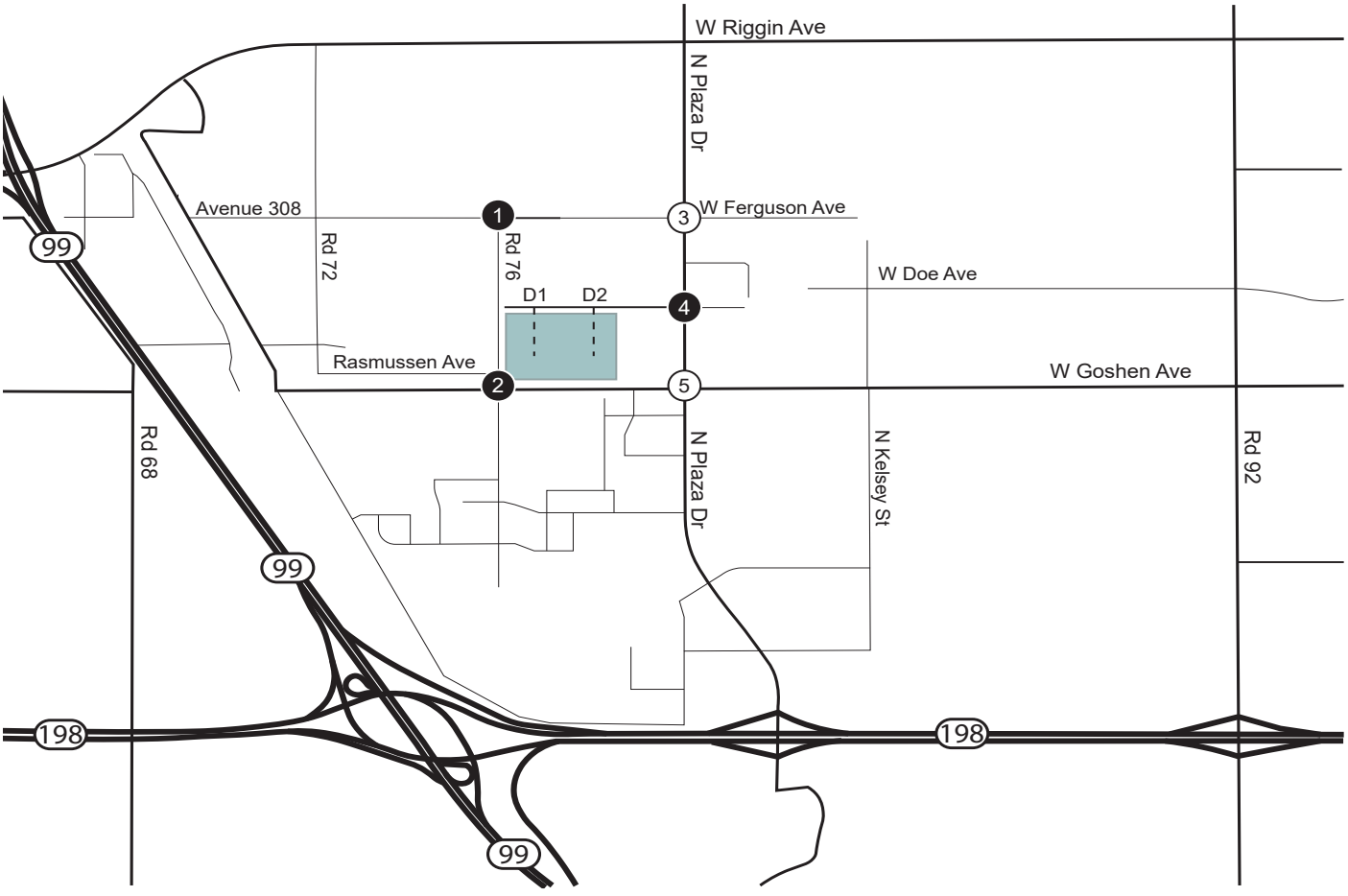


FIGURE 8 - PROJECT TRIP ASSIGNMENT PCE





5. OPENING YEAR (2024) BASELINE CONDITIONS PLUS PROJECT

This chapter summarizes the Opening Year (2024) Plus Project analysis used to determine the effects of the Project on the transportation system, including intersection LOS, signal warrant, and vehicle queuing analyses.

OPENING YEAR (2024) BASELINE PLUS PROJECT CONDITIONS ANALYSIS

Opening Year Plus Project Conditions represent the expected conditions in 2024, when the Project is expected to be complete, with the addition of the Project's improvements and traffic.

LANE GEOMETRY AND CONTROL

The Opening Year (2024) Plus Project Conditions are the same as the Opening Year (2024) conditions with the exception of:

- Private Access Road to provide two (2) one-way stop-controlled full-access driveways to the Project Visalia Plaza 39 site previously referenced in Figure 5.

TRAFFIC VOLUMES

Opening Year (2024) Plus Project volumes were determined by adding the total project traffic, Figure 8, to the Opening Year (2024) Condition's volumes, Figure 6. Opening Year (2024) Plus Project volumes are shown in **Figure 9**.

INTERSECTION LEVEL OF SERVICE

Table 5 displays the intersection LOS analysis results under Opening Year (2024) Plus Project Conditions, showing all intersections would continue to operate at LOS D or better during the commuter peak periods with the exception of:

- Intersection #4 - N Plaza Drive & Private Access Road operate at a LOS F during the AM peak and a LOS E during the PM peak hours of traffic.

Appendix D contains the intersection LOS calculation worksheets.

SIGNAL WARRANTS

Peak hour traffic signal warrants were evaluated at the following unsignalized intersection under the "Plus Project" scenarios using the CA MUTCD traffic signal warrants for the AM and PM peak hours:

- Intersection #4 - N Plaza Drive & Private Access Road

The study intersection met the CA MUTCD peak hour signal warrant under "Plus Project" scenarios with the addition of Project traffic. CA MUTCD Peak Hour signal warrants Peak hour traffic signal warrants were evaluated at the deficient intersection identified under the Opening Year (2024) Baseline Plus Project scenario. Based on the 8-hour warrant thresholds, this intersection would meet CA MUTCD warrants for signalization.

TABLE 5 - SUMMARY OF INTERSECTION OPERATIONS - OPENING YEAR (2024) BASELINE CONDITIONS WITH OPENING YEAR (2024) PLUS PROJECT CONDITIONS

OPENING YEAR (2024) BASELINE WITH OPENING YEAR (2024) PLUS PROJECT CONDITIONS

PEAK-HOUR INTERSECTION LEVEL OF SERVICE SUMMARY

	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	OPENING YEAR (2024) BASELINE		OPENING YEAR (2024) WITH PROJECT		
				DELAY (a)	LOS (b)	DELAY (a)	ΔDELAY (a)	LOS (b)
1	Road 76 & W Ferguson Avenue	Two-Way Stop	AM	9.8	A	10.0	0.2	B
			PM	9.9	A	10.0	0.1	B
2	W Goshen Avenue & Road 76	Two-Way Stop	AM	17.9	C	19.2	1.3	C
			PM	18.8	C	21.3	2.5	C
3	N Plaza Drive & W Ferguson Ave	Signal	AM	11.2	B	12.0	0.8	B
			PM	10.6	B	10.9	0.3	B
4	N Plaza Drive & Private Access Road	Two-Way Stop	AM	18.5	C	62.6	44.1	**F**
			PM	20.1	C	41.1	21.0	**E**
5	W Goshen Avenue & N Plaza Drive	Signal	AM	37.8	D	37.9	0.1	D
			PM	39.7	D	40.0	0.3	D
6	Dwy 1 & Private Access Road	One-Way Stop	AM	FUTURE DRIVEWAYS		8.4	0.0	A
			PM			8.9	0.0	A
7	Dwy 2 & Private Access Road	One-Way Stop	AM			8.5	0.0	A
			PM			10.0	0.0	B

Notes:

Bold values indicate intersections operating at LOS E or F.

ECL = Exceeds Calculable Limit. Reported when delay exceeds 180 seconds.

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition* and performed using Synchro 10.0

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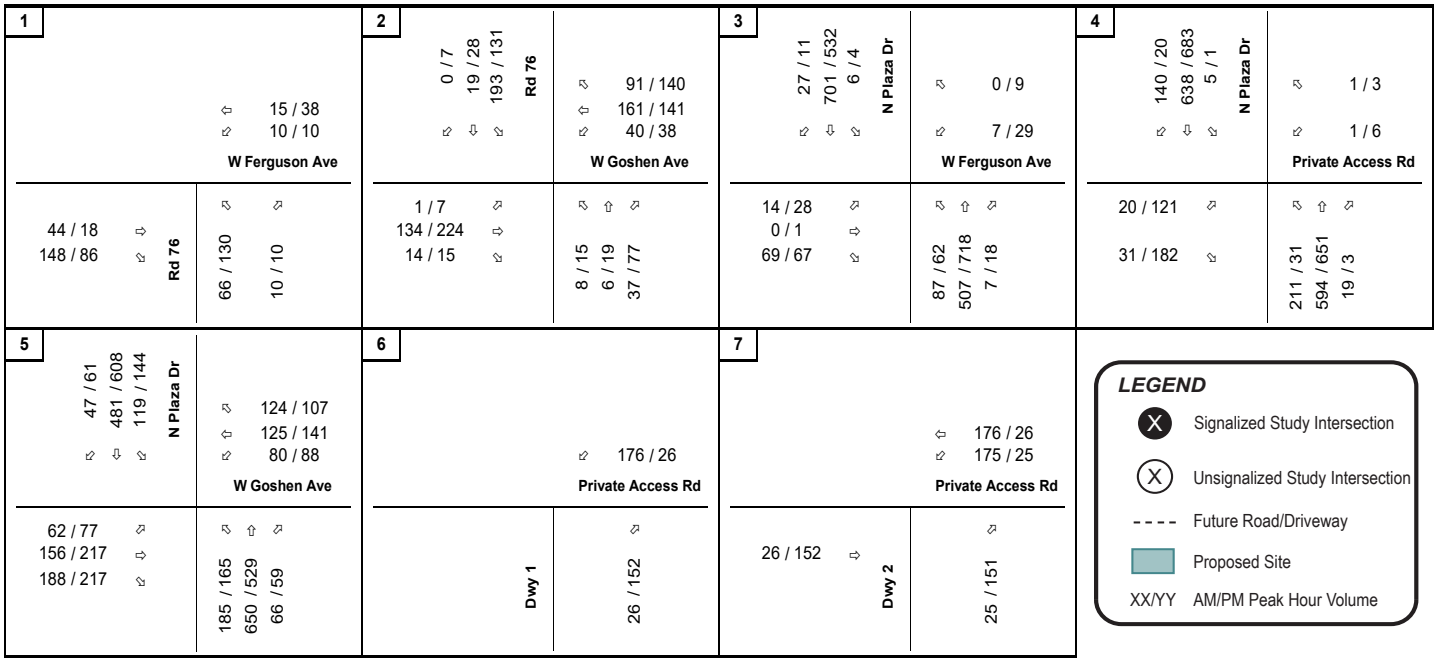
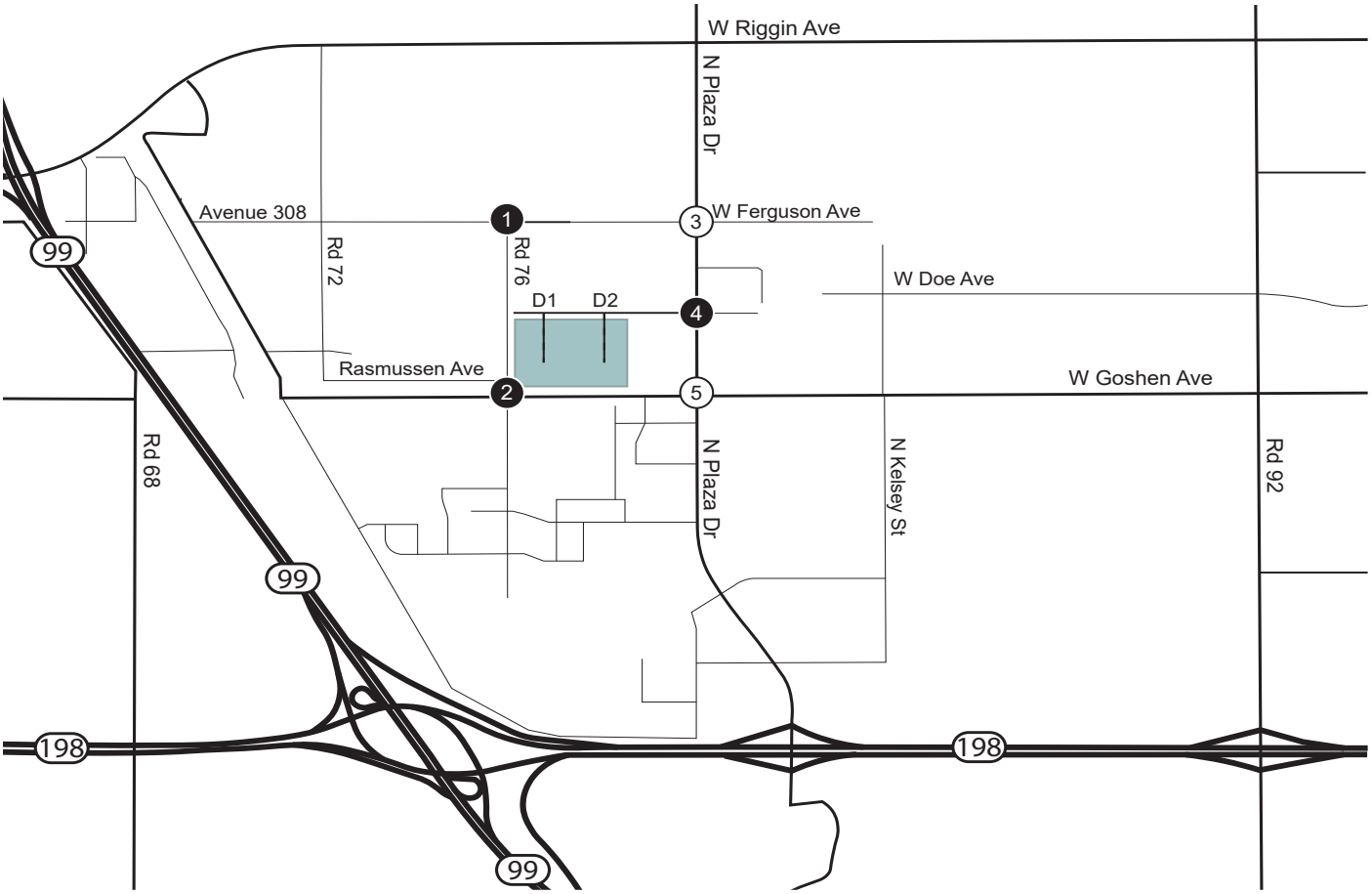
FIGURE 9 - OPENING YEAR (2024) BASELINE CONDITIONS PLUS PROJECT PEAK HOUR TURNING MOVEMENT VOLUMES





VEHICLE QUEUING

Vehicle queuing that exceeds a turn pocket length can create potentially hazardous conditions by blocking or disrupting through traffic in adjacent travel lanes. The effect of vehicle queuing was analyzed by reporting the 95th percentile queues for turning movements where the Project would add left-turn or right-turn trips at intersections and driveways. The 95th percentile is defined as the queue length that has only a 5-percent probability of being exceeded during the analysis time period. The following movements were evaluated:

- Intersection #1 - Road 76 & W Ferguson Avenue (eastbound thru-right, westbound thru-left, and northbound left-right)
- Intersection #2 - W Goshen Avenue & Road 76 (eastbound left, eastbound thru-right, westbound left, westbound thru-right, northbound left-thru-right, and southbound left-thru-right)
- Intersection #3 - N Plaza Drive & W Ferguson Avenue (eastbound left, eastbound right, westbound left, westbound right, northbound left, northbound right, southbound left, and southbound right)
- Intersection #4 - N Plaza Drive & Private Access Road (eastbound left, eastbound thru-right, westbound left-thru-right, northbound left, and southbound right)
- Intersection #5 - W Goshen Avenue & N Plaza Drive (eastbound left, eastbound right, westbound left, westbound right, northbound left, northbound right, southbound left, and southbound right)
- Intersection #6 - Dwy 1 & Private Access Road (eastbound thru-right, westbound thru-left, and northbound left-right)
- Intersection #7 - Dwy 2 & Private Access Road (eastbound thru-right, westbound thru-left, and northbound left-right)

The 95th percentile queue lengths are summarized in **Table 6.** For the Opening Year (2024) Plus Project conditions, there are no queueing deficiencies expected for all study intersections.

Queuing analysis calculation sheets are provided in **Appendix E**.

Table 6: Vehicle Queuing Summary

#	Intersection	Control	Movement	Queue Storage (ft)	95th Percentile Queue Length (ft)				
					Opening Year (2024)		Opening Year (2024) Plus Project		
					AM	PM	Queue Storage (ft)	AM	PM
1	Road 76 & W Ferguson Ave	One-Way Stop	EBTR	N/A[1]	-	-	N/A[1]	-	-
			WBTL	N/A[1]	-	-	N/A[1]	-	-
			NBLR	N/A[1]	<25	<25	N/A[1]	<25	<25
2	W Goshen Avenue & Road 76	Two-Way Stop	EBL	150	-	-	150	<25	-
			EBTR	N/A[1]	-	-	N/A[1]	-	-
			WBL	190	<25	<25	190	<25	<25
			WBTR	N/A[1]	-	-	N/A[1]	-	-
			NBLTR	N/A[1]	<25	<25	N/A[1]	<25	<25
			SBLTR	N/A[1]	60	50	N/A[1]	65	62.5
3	N Plaza Drive & W Ferguson Ave	Signal	EBL	300	20	36	300	20	36
			EBR	110	-	11	110	-	13
			WBL	120	15	37	120	15	37
			WBR	105	-	-	105	-	-
			NBL	250	#113	52	250	#118	#73
			NBR	275	-	-	275	-	-
			SBL	305	14	10	305	14	10
			SBR	110	-	-	110	-	-
4	N Plaza Drive & Private Access Road	Two-Way Stop	EBL	N/A[1]	-	-	N/A[1]	45	127.5
			EBTR	N/A[1]	-	-	N/A[1]	<25	30
			WBLTR	N/A[1]	-	<25	N/A[1]	<25	<25
			NBL	N/A[1]	-	-	150	35	<25
			SBL	N/A[1]	-	-	150	-	-
5	W Goshen Avenue & N Plaza Drive	Signal	EBL	250	42	#113	250	#99	#121
			EBR	110	59	61	110	59	61
			WBL	250	#131	#140	250	#131	#140
			WBR	90	38	43	90	48	44
			NBL	330	#256	#242	330	#256	#242
			NBR	105	11	8	105	11	8
			SBL	170	#145	#147	170	#153	#197
			SBR	140	-	-	140	3	9
6	Dwy 1 & Private Access Road	One-Way Stop	EBTR	DNE[2]	-	-	N/A[1]	-	-
			WBTL	DNE[2]	-	-	N/A[1]	<25	<25
			NBLR	DNE[2]	-	-	N/A[1]	<25	<25
7	Dwy 2 & Private Access Road	One-Way Stop	EBTR	DNE[2]	-	-	N/A[1]	-	-
			WBTL	DNE[2]	-	-	N/A[1]	<25	<25
			NBLR	DNE[2]	-	-	N/A[1]	<25	<25

Note:
NBR=northbound right, NBL=northbound left, NBLR = northbound left-right, NBLTR = northbound left-thru-right, SBL= southbound left, SBR = southbound right, SBLR = southbound left-right, SBLTR = southbound left-thru-right, EBL= eastbound left, EBR = eastbound right, EBTR = eastbound thru-right, WBL=westbound left, WBR = westbound right, WBTL = westbound thru-left, WBTR = westbound thru-right, WBLTR = westbound left-thru-right
# 95th percentile volume exceeds capacity; queue may be longer. Queue shown is maximum after two cycles.
N/A[1] – Queue storage length not available at this location since no turn pocket for this movement
DNE[2] – Does not exists, queue storage lengths available for with project scenario only
Project modifications to turn pocket lengths shown underlined. Queue lengths greater than queue storage are **bolded**. Queues length less than 25 feet are reported as <25.

FINDINGS AND CONCLUSIONS

The results of the foregoing analysis indicate that the Project would degrade the LOS operations with the addition of the Project's traffic at intersection of N Plaza Drive / Private Access Road. **Table 7** displays the intersection LOS analysis results under Opening Year (2024) Plus Project with a signalized intersection, showing that the installation of a traffic signal would improve the operations to LOS D or better. **Appendix E** contains the intersection LOS calculation worksheets.

Table 7: Opening Year (2024) Plus Project (With Improvement) Level of Service Summary

#	Intersection	Control	Opening (2024) Year Plus Project				Opening (2024) Year Plus Project (With Improvement)			
			AM Peak		PM Peak		AM Peak		PM Peak	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
4	N Plaza Drive & Private Access Road	Signal	**62.5**	**F**	**41.1**	**E**	8.8	A	9.5	A

6. ADDITIONAL TOPICS

This section discusses site access, pedestrian, bicycle and sight distance recommendations for the Project.

SITE ACCESS

Access to the Project site would be established through the construction of two (2) full-access unsignalized driveways along the future Private Access Road (under construction by Project Gold Bar). The following summarizes the project access locations:

- Local Access Road & Project Driveway 1
  - Construct a full-access driveway a minimum of 200-feet east of the Road 76 centerline per the City of Visalia standards;
  - Design driveway to accommodate inbound/outbound truck turning paths;
  - Provide one inbound lane; and
  - Provide one outbound lane (stop-controlled).
- Local Access Road & Project Driveway 2
  - Construct a full-access driveway per the City of Visalia standards;
  - Design driveway to accommodate inbound/outbound truck turning paths;
  - Provide one inbound lane; and
  - Provide one outbound lane (stop-controlled).

Appendix E contains the queuing worksheets for the Project's driveways. These AM/PM Peak Hour worksheets are the results of the Opening Year (2024) Plus Project Conditions and show that the proposed driveway throats are a sufficient length to accommodate the expected queues and not expected to impede the on-site vehicle circulation.

SIGHT DISTANCE

A sight distance analysis for each Project driveway was conducted to determine if vehicles and trucks exiting each of the Project driveways would have adequate sight distance to observe conflicting traffic along the intersecting roadway (Private Access Road). Intersection sight distance for the Project driveways were evaluated following methodology from the American Association of State Highway and Transportation Officials (AAHSTO), *A Policy on Geometric Design of Highway and Street, 7th Edition*[2]. No spot speed study was conducted since the Private Access Road has not yet been constructed. Because the future Private Access Road is unclassified, a 30-mph design speed was used to determine sight distance (assumed 25-mph posted speed plus 5-mph) for a required. Based on this assumed speed, a corner sight distance of 300-feet is required. **Appendix G** contains figures showing the two (2) proposed access driveways would exceed the 300-foot corner sight distance requirement.

[2] *A Policy on Geometric Design of Highway and Street, 7th Edition,* American Association of State Highway and Transportation Officials (AAHSTO), 2018.

7. CONCLUSIONS AND RECOMMENDATION SUMMARY

The Project proposes an approximately 536,000-SF industrial building located within the City of Visalia. The site is located on an undeveloped 39.25-acre site at 2045 N Plaza Drive, which is classified as Light Industrial Land Use by the City's General Plan. The site is bound by Route 76 to the west, W, Goshen Avenue to the south, existing industrial warehouses to the east and a future Private Access Road to the north. The Project proposes a "speculative" general light industrial development; meaning, a final user and operations for the site is not known at this time. The Project is expected to generate of 2,744 daily PCE trips, with 403 PCE trips (351 inbound / 51 outbound) during the a.m. peak hour and 354 PCE trips (51 inbound / 303 outbound) during the p.m. peak hour.

SITE ACCESS

Access to the Project site would be established through the construction of two (2) full-access unsignalized driveways along the future Private Access Road (under construction by Project Gold Bar). The following summarizes the project access locations:

- Local Access Road & Project Driveway 1
  - Construct a full-access driveway a minimum of 200-feet east of the Road 76 centerline per the City of Visalia standards;
  - Design driveway to accommodate inbound/outbound truck turning paths;
  - Provide one inbound lane; and
  - Provide one outbound lane (stop-controlled).
- Local Access Road & Project Driveway 2
  - Construct a full-access driveway per the City of Visalia standards;
  - Design driveway to accommodate inbound/outbound truck turning paths;
  - Provide one inbound lane; and
  - Provide one outbound lane (stop-controlled).

A sight distance analysis for each Project driveway shows the two (2) proposed access driveways would exceed the 300-foot corner sight distance requirement.

PEDESTRIAN FACILITIES

The Applicant is installing sidewalk and pedestrian ramps along the Local Access Road as part of the Project Goldbar Conditions of Approval. Pedestrian connectivity would also be enhanced by the installation of traffic signal at the N Plaza Drive / Local Access Road intersection.

BICYCLE FACILITIES

The Applicant is installing Class II bike lanes along N Plaza Drive, between W Fergusson Avenue and W Goshen Avenue Project, as part of the Project Gold Bar Conditions of Approval.

OFF-SITE RECOMMENDATIONS

The traffic operation analysis shows that the Project would degrade the LOS operations with the addition of the Project's traffic at intersection of N Plaza Drive / Private Access Road. This intersection meets the CA MUTCD 8-hour signal warrant under Opening Year (2024) conditions with the addition of project traffic, and the installation of traffic signals would improve the intersection operations to LOS B or better.

The following intersections improvements are recommended:

- Provide northbound left-turn pocket (150-foot minimum);
- Provide southbound left-turn pocket (150-foot minimum);
- Provide southbound right-turn lane between the southernmost Project Gold Bar driveway and intersection;
- Provide eastbound left-turn pocket (150-foot minimum);
- Provide eastbound through/right-turn lane;
- Provide westbound left/through/right-turn lane; and
- Install traffic signal (NB/SB Protected LT Phasing & EB/WB Permitted Phasing).

It is recommended that the Applicant modify the street improvement plans for Project Gold Bar for the construction of southbound right-turn pocket. **Appendix C** contains a drawing of the recommended modifications.

The Project is not expected to cause adverse effects to the turn lanes queuing.

APPENDIX

A – PROJECT TRAFFIC SCOPE OF WORK

B – EXISTING TRAFFIC VOLUME DATA SHEETS AND TRAVEL DEMAND MODELS

C – PROJECT GOLD BAR STREET IMPROVEMENTS AND MODIFICATIONS

D – LEVEL OF SERVICE CALCULATION SHEETS & VEHICLE QUEUING CALCULATION SHEETS

E – ITE TRIP GENERATION EXCERPTS

F – CA MUTCD TRAFFIC SIGNAL WARRANTS

G – SIGHT DISTANCE ASSESSMENT

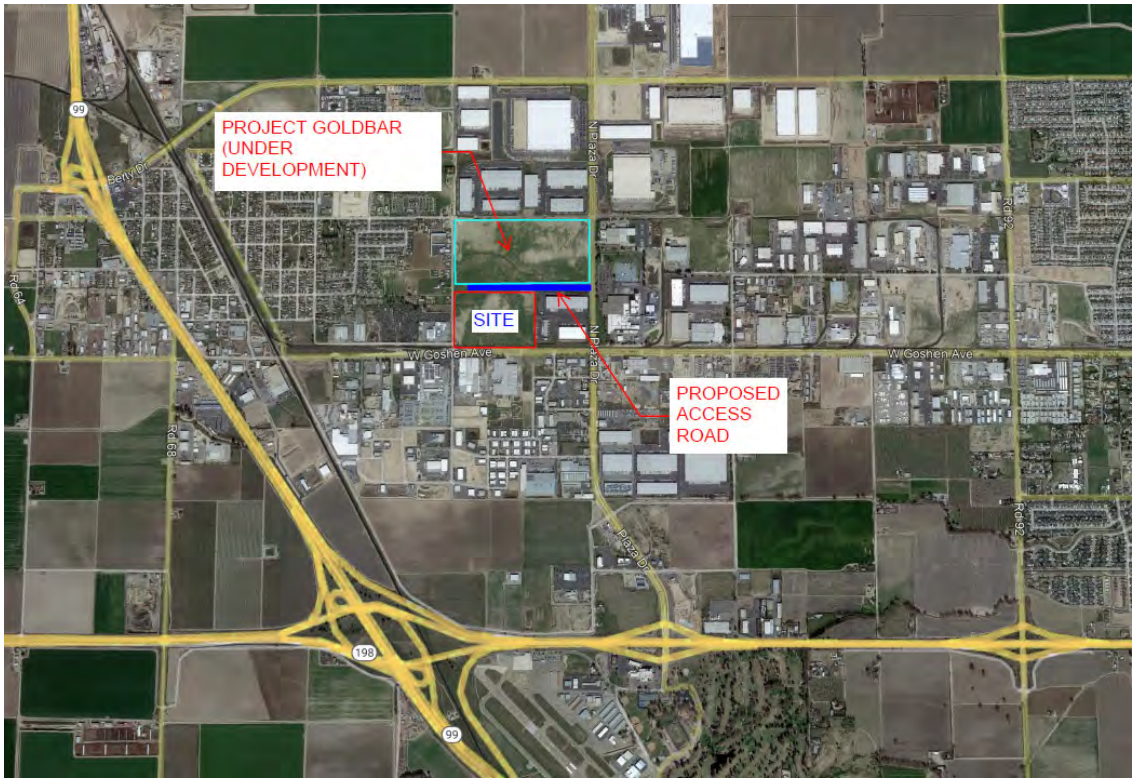
A – Project Traffic Scope of Work

MEMORANDUM

To:	Leslie Blair, P.E. City of Visalia
From:	Joe Shultz, P.E. Kimley-Horn and Associates, Inc.
Date:	April 11, 2022
Subject:	Seefried Industrial Development: Mid-Valley Logistics Center (Visalia Plaza 39) Trip Generation and Traffic Analysis Scope of Work

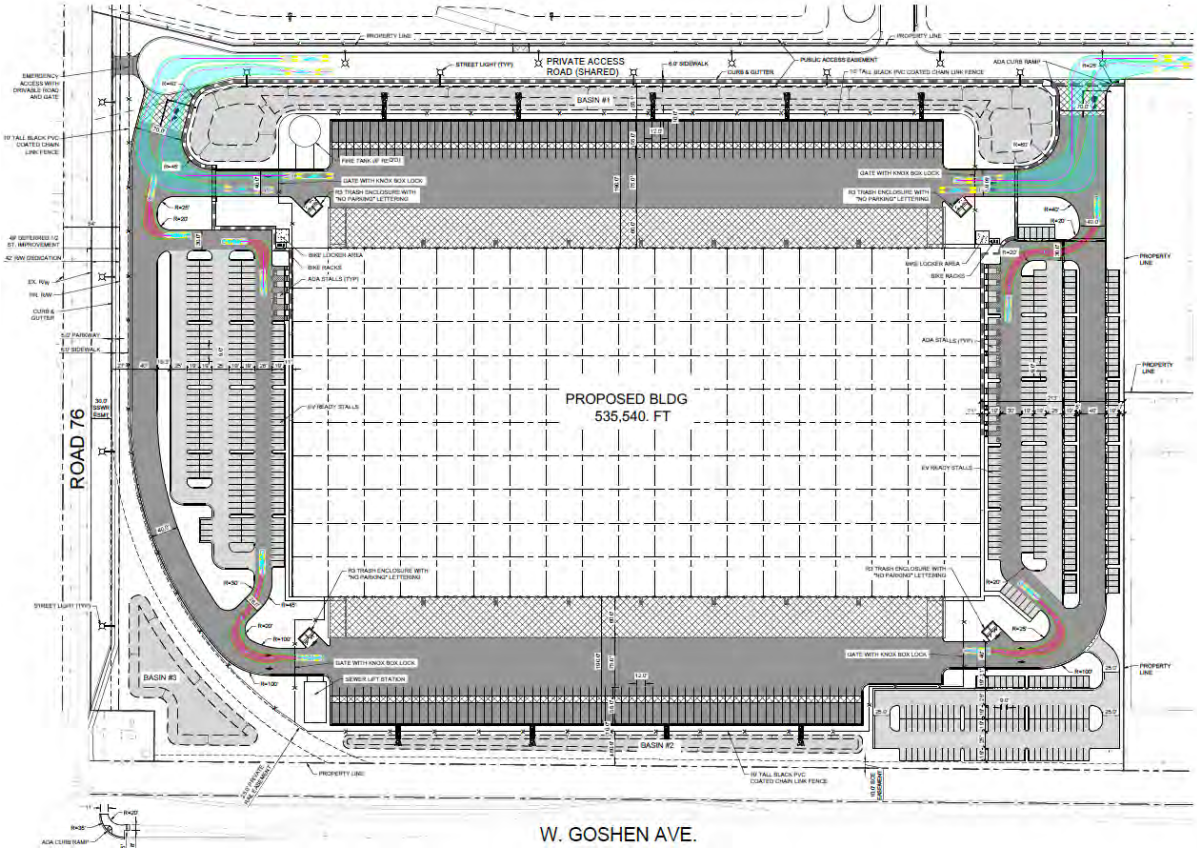
Kimley-Horn has prepared a trip generation assessment for an approximately 536,000-SF industrial warehouse (Project) proposed in Visalia, just east of the Tulare County border, in order to provide documentation as to concurrence with the City's General Plan. The Project site is located on an undeveloped 39.25-acre site at 2045 N Plaza Drive, approximately 1-mile east of State Route 99 (SR 99), and is classified as Light Industrial Land Use by the City's General Plan. The site is bound by Route 76 to the west, W, Goshen Avenue to the south, existing industrial warehouses to the east and a future Private Access Road to the north, as shown in **Figure 1**.

Figure 1: Project Location



Access to the site would be facilitated via two (2) full-access driveways along the future access road to the north. The Project is consistent with the City's Light Industrial Land Use designation: light manufacturing, warehousing, storage, distribution, research and development, and secondary office (limited customer access), and a FAR below 0.5 (Project proposes 0.31). The Project site plan is presented in **Figure 2.**

Figure 2: Project Site Plan



Based on site plan review comments issued by City staff on March 2, 2022, the Project requires Non-Discretionary approvals, meaning a Traffic Impact Analysis (TIA) is not required. The Project is required to determine the expected trip generation and provide an analysis of the site's access, adjacent intersections, and on-site circulation. The following outlines the expected trip generation and summarizes the scope required for the Project's site-specific Traffic Analysis (TA).

Trip Generation

Because a final user operating the site is unknown at this time ("spec" development) and since manufacturing is not intended, traffic generated by the Project is estimated based on the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*, for General Light Industrial (Land Use 110). ITE estimates that the Project would generate a total of 2,610 daily trips, with 397 trips (349 inbound / 48 outbound) during the a.m. commuter peak hour and 348 trips (49 inbound/299 outbound) during the p.m. commuter peak hour peak hour. 134 of these daily trips and 5 peak hour trips during both the AM / PM periods are expected by heavy trucks. Consistent with the *Highway Capacity Manual (HCM)* and the City of Visalia's *Procedures for Traffic Impact Analysis* (Updated March 2021), a Passenger Car Equivalent (PCE) of 2.0 was applied to the truck volumes to analyze their effects more accurately on roadway capacity and queueing. The resulting total of 2,744 daily PCE trips, with 403 PCE trips (351 inbound / 51 outbound) during the a.m. peak hour and 354 PCE trips (51 inbound / 303 outbound) during the p.m. peak hour would be analyzed. **Table A** contains a summary of the project's proposed trip generation.

Table 1

Table A
ITE Trip Generation - LU 110 General Light Industrial

Land Use	Land Use as listed in ITE	ITE Land Use Code	Units[1]	Trip Rate[2]	Daily Trips	AM Peak-Hour					PM Peak-Hour				
						% of ADT[2]	In:Out Ratio[2]	In	Out	Total	% of ADT[2]	In:Out Ratio[2]	In	Out	Total
Driveway Trips[3]															
Proposed Vehicles															
Warehouse	General Light Industrial	110	536 ksf	4.87 / ksf	2,610	15%	0.88 : 0.12	349	48	397	13%	0.14 : 0.86	49	299	348
Subtotal					**2,610**			**349**	**48**	**397**			**49**	**299**	**348**
Proposed Passenger Vehicles															
Warehouse	General Light Industrial	110	536 ksf	4.62 / ksf	**2,476**	16%	0.88 : 0.12	**346**	**46**	**392**	14%	0.13 : 0.87	**46**	**297**	**343**
Proposed Trucks															
Warehouse	General Light Industrial	110	536 ksf	0.25 / ksf	**134**	4%	0.60 : 0.40	**3**	**2**	**5**	4%	0.50 : 0.50	**3**	**2**	**5**
PCE Breakdown															
	2.0				268	4%	0.50 : 0.50	5	5	11	4%	0.46 : 0.54	5	6	11
Truck Subtotal (PCE)					**268**			**5**	**5**	**11**			**5**	**6**	**11**
NET TRIP GENERATION (PCE) =					***2,744***			***351***	***51***	***403***			***51***	***303***	***354***

Note:
1. ksf = Thousand Square Feet
2. Trip rates references from ITE Trip Generation, 11th Edition.
3. Driveway trips are the total number of trips generated by a site.
4. Passenger Car Equivalent (PCE) = 2.0 per City of Visalia TIS Guidelines

Study Area

The Project's trip generation would be evaluated at the following locations:

1. Road 76 and W Ferguson Avenue (Unsignalized);
2. Road 76 and W Goshen Avenue (Unsignalized);
3. N Plaza Drive and W Ferguson Avenue (Signalized);
4. N Plaza Drive and Future Access Road (Unsignalized); and
5. N Plaza Drive and W Goshen Avenue (Signalized).

Figure 3 shows the location of the study intersections around the site.

Figure 3: Project Study Area

Methodology and Analysis Scenarios

The TA would analyze the following scenarios:

- Opening Year Conditions
- Opening Year Plus Project Conditions

Opening Year volumes will be developed using a growth factor determined by the Tulare County Associate of Governments (TCAG) travel demand model.

The following traffic operation analysis will be conducted:

- Level of Service: Conduct using Synchro software and HCM 6th Edition methodology.
- Traffic signal warrants: Conduct for the new unsignalized study intersection of the "Private Access Road" / N Plaza Drive based on guidance in California's Manual on Uniformed Controlled Devices (CA MUTCD). Assume full median opening for the intersection.
- Queuing Analysis: Evaluate turn lane queuing at study intersections using Synchro software.
- Site Access and On-Site Circulation Evaluation: Evaluate site plan for adequate site access and circulation. Conduct stopping sight and corner sight distance evaluation for proposed access driveways.
- Traffic Impact Fee (TIF): Identify improvements needed in concurrence with TIF

Kimley-Horn will identify any project-related deficiencies based on criteria within the City's TIA guidelines.

Vehicle Miles Traveled

Since the Project requires Non-Discretionary approvals, a CEQA Vehicle Miles Traveled (VMT) analysis is not required by the Project.

B – Existing Traffic Volume Data Sheets and Travel Demand Model

National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76 & Ave 308/W Ferguson Ave
City: Visalia
Control: No Control

Project ID: 22-090052-001
Date: 4/21/2022

Data - Total

NS/EW Streets:	Rd 76				Rd 76				Ave 308/W Ferguson Ave				Ave 308/W Ferguson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	8	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	20
6:15 AM	6	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	21
6:30 AM	6	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	28
6:45 AM	13	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	40
7:00 AM	14	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	31
7:15 AM	7	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	39
7:30 AM	10	0	0	0	0	0	0	0	0	0	62	0	0	0	0	0	72
7:45 AM	7	0	0	0	0	0	0	0	0	0	62	0	0	0	0	0	69
8:00 AM	27	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	55
8:15 AM	32	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	49
8:30 AM	13	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	33
8:45 AM	17	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	30
9:00 AM	8	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	30
9:15 AM	12	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	33
9:30 AM	7	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	20
9:45 AM	16	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	37
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	203	0	0	0	0	0	0	0	0	0	404	0	0	0	0	0	607
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	76	0	0	0	0	0	0	0	0	0	169	0	0	0	0	0	245
PEAK HR FACTOR :	0.594	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.681	0.000	0.000	0.000	0.000	0.000	0.851
	0.594				0.681												

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	13	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	31
10:15 AM	13	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	31
10:30 AM	16	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	30
10:45 AM	13	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	33
11:00 AM	15	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	39
11:15 AM	12	0	0	1	0	0	0	0	0	0	14	1	0	0	0	0	28
11:30 AM	16	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	29
11:45 AM	13	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	27
12:00 PM	13	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	23
12:15 PM	15	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	33
12:30 PM	21	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	41
12:45 PM	20	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	41
1:00 PM	18	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	28
1:15 PM	21	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	36
1:30 PM	22	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	46
1:45 PM	13	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	38
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	254	0	0	1	0	0	0	0	0	0	278	1	0	0	0	0	534
APPROACH %'s :	99.61%	0.00%	0.00%	0.39%					0.00%	0.00%	99.64%	0.36%					
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	81	0	0	0	0	0	0	0	0	0	70	0	0	0	0	0	151
PEAK HR FACTOR :	0.920	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.729	0.000	0.000	0.000	0.000	0.000	0.821
	0.920								0.729								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	26	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	52
2:15 PM	36	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	61
2:30 PM	19	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	46
2:45 PM	32	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	59
3:00 PM	28	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	49
3:15 PM	37	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	62
3:30 PM	47	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	67
3:45 PM	30	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	51
4:00 PM	35	0	0	0	0	0	0	0	0	0	32	0	0	0	0	0	67
4:15 PM	31	0	0	0	0	0	0	0	0	0	25	1	0	0	0	0	57
4:30 PM	37	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	64
4:45 PM	27	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	50
5:00 PM	39	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	59
5:15 PM	41	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	64
5:30 PM	33	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	60
5:45 PM	22	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	43
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	520	0	0	0	0	0	0	0	0	0	390	1	0	0	0	0	911
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	99.74%	0.26%					
PEAK HR :	03:15 PM - 04:15 PM																TOTAL
PEAK HR VOL :	149	0	0	0	0	0	0	0	0	0	98	0	0	0	0	0	247
PEAK HR FACTOR :	0.793	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.766	0.000	0.000	0.000	0.000	0.000	0.922
	0.793								0.766								

National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76 & Ave 308/W Ferguson Ave
City: Visalia
Control: No Control

Project ID: 22-090052-001
Date: 4/21/2022

Data - Cars

NS/EW Streets: Rd 76 | Rd 76 | Ave 308/W Ferguson Ave | Ave 308/W Ferguson Ave

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	6	0	0	0	0	0	0	0	0	0	11	0	0	0	0	0	17
6:15 AM	6	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	21
6:30 AM	6	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	28
6:45 AM	13	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	39
7:00 AM	13	0	0	0	0	0	0	0	0	0	16	0	0	0	0	0	29
7:15 AM	7	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	38
7:30 AM	10	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	70
7:45 AM	7	0	0	0	0	0	0	0	0	0	61	0	0	0	0	0	68
8:00 AM	27	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	55
8:15 AM	32	0	0	0	0	0	0	0	0	0	17	0	0	0	0	0	49
8:30 AM	13	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	33
8:45 AM	17	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	29
9:00 AM	8	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	29
9:15 AM	12	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	31
9:30 AM	6	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	19
9:45 AM	16	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	36
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	199	0	0	0	0	0	0	0	0	0	392	0	0	0	0	0	591
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	76	0	0	0	0	0	0	0	0	0	166	0	0	0	0	0	242
PEAK HR FACTOR :	0.594	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.680	0.000	0.000	0.000	0.000	0.000	0.864
	0.594				0.680												

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	9	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	27
10:15 AM	10	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	28
10:30 AM	14	0	0	0	0	0	0	0	0	0	13	0	0	0	0	0	27
10:45 AM	13	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	32
11:00 AM	14	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	36
11:15 AM	11	0	0	1	0	0	0	0	0	0	13	1	0	0	0	0	26
11:30 AM	16	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	28
11:45 AM	13	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	27
12:00 PM	12	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	22
12:15 PM	14	0	0	0	0	0	0	0	0	0	18	0	0	0	0	0	32
12:30 PM	21	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	41
12:45 PM	19	0	0	0	0	0	0	0	0	0	21	0	0	0	0	0	40
1:00 PM	16	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	26
1:15 PM	21	0	0	0	0	0	0	0	0	0	15	0	0	0	0	0	36
1:30 PM	22	0	0	0	0	0	0	0	0	0	24	0	0	0	0	0	46
1:45 PM	13	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	36
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	238	0	0	1	0	0	0	0	0	0	270	1	0	0	0	0	510
APPROACH %'s :	99.58%	0.00%	0.00%	0.42%					0.00%	0.00%	99.63%	0.37%					
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	78	0	0	0	0	0	0	0	0	0	70	0	0	0	0	0	148
PEAK HR FACTOR :	0.886	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.729	0.000	0.000	0.000	0.000	0.000	0.804
	0.886								0.729								

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	26	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	52
2:15 PM	36	0	0	0	0	0	0	0	0	0	25	0	0	0	0	0	61
2:30 PM	18	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	44
2:45 PM	31	0	0	0	0	0	0	0	0	0	26	0	0	0	0	0	57
3:00 PM	28	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	48
3:15 PM	36	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	58
3:30 PM	46	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	65
3:45 PM	29	0	0	0	0	0	0	0	0	0	19	0	0	0	0	0	48
4:00 PM	33	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	64
4:15 PM	30	0	0	0	0	0	0	0	0	0	23	1	0	0	0	0	54
4:30 PM	36	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	63
4:45 PM	27	0	0	0	0	0	0	0	0	0	22	0	0	0	0	0	49
5:00 PM	38	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	58
5:15 PM	41	0	0	0	0	0	0	0	0	0	23	0	0	0	0	0	64
5:30 PM	33	0	0	0	0	0	0	0	0	0	27	0	0	0	0	0	60
5:45 PM	20	0	0	0	0	0	0	0	0	0	20	0	0	0	0	0	40
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	508	0	0	0	0	0	0	0	0	0	376	1	0	0	0	0	885
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	99.73%	0.27%					
PEAK HR :	03:15 PM - 04:15 PM																TOTAL
PEAK HR VOL :	144	0	0	0	0	0	0	0	0	0	91	0	0	0	0	0	235
PEAK HR FACTOR :	0.783	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.734	0.000	0.000	0.000	0.000	0.000	0.904
	0.783								0.734								

National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76 & Ave 308/W Ferguson Ave
City: Visalia
Control: No Control

Project ID: 22-090052-001
Date: 4/21/2022

Data - HT

NS/EW Streets:	Rd 76				Rd 76				Ave 308/W Ferguson Ave				Ave 308/W Ferguson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:00 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
9:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
9:30 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	0	0	0	0	0	0	0	0	0	12	0	0	0	0	0	16
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.375
			0.000				0.000				0.375				0.000		

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
10:15 AM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
10:30 AM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
10:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:00 AM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
11:15 AM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
12:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
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	0	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	0	0	0	0	0	0	0	0	0	8	0	0	0	0	0	24
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
			0.375														

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
2:45 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
3:15 PM	1	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	4
3:30 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
3:45 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
4:00 PM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
4:15 PM	1	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	3
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	2	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	12	0	0	0	0	0	0	0	0	0	14	0	0	0	0	0	26
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	0.00%	100.00%	0.00%					
PEAK HR :	03:15 PM - 04:15 PM																TOTAL
PEAK HR VOL :	5	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	12
PEAK HR FACTOR :	0.625	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.583	0.000	0.000	0.000	0.000	0.000	0.750
			0.625								0.583						

National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76 & Ave 308/W Ferguson Ave
City: Visalia
Control: No Control

Project ID: 22-090052-001
Date: 4/21/2022

Data - Bikes

NS/EW Streets: Rd 76 | Rd 76 | Ave 308/W Ferguson Ave | Ave 308/W Ferguson Ave

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	12:45 PM - 01:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%					
PEAK HR :	03:15 PM - 04:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76 & Ave 308/W Ferguson Ave
City: Visalia
Project ID: 22-090052-001
Date: 4/21/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Rd 76		Rd 76		Ave 308/W Ferguson Ave		Ave 308/W Ferguson Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	1	1	2
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	0	1
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	1	0	1
1:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	2	1	4
APPROACH %'s :	0.00%	100.00%					66.67%	33.33%	
PEAK HR :	12:45 PM - 01:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	1	0	1
PEAK HR FACTOR :							0.250		0.250
							0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	1	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	1	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	1	0	0	0	0	0	0	2
APPROACH %'s :	50.00%	50.00%							
PEAK HR :	03:15 PM - 04:15 PM								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
	0.250								

Prepared by National Data & Surveying Services

Rd 76 & Ave 308/W Ferguson Ave

Peak Hour Turning Movement Count

ID: 22-090052-001
City: Visalia

Day: Thursday
Date: 4/21/2022

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	12:45 PM - 01:45 PM
PM	03:15 PM - 04:15 PM

COUNT PERIODS

AM	6:00 AM - 10:00 AM
NOON	10:00 AM - 02:00 PM
PM	2:00 PM - 06:00 PM

CONTROL: No Control

	AM	NOON	PM
TEV	245	151	247
PHF	0.85	0.82	0.92

SOUTHBOUND (Rd 76)

	AM	NOON	PM
Left	0	0	0
Through	0	0	0
Right	0	0	0
U-Turn	0	0	0
Total	0	0	0

EASTBOUND (Ave 308/W Ferguson Ave)

	AM	NOON	PM
Left	169	70	98
Through	0	0	0
Right	0	0	0
U-Turn	0	0	0
Total	169	70	98

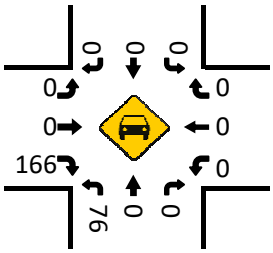
NORTHBOUND (Rd 76)

	AM	NOON	PM
Left	0	0	0
Through	76	81	149
Right	0	1	0
U-Turn	0	0	0
Total	76	81	149

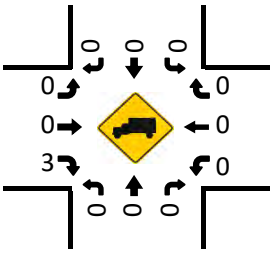
WESTBOUND (Ave 308/W Ferguson Ave)

	AM	NOON	PM
Left	0	0	0
Through	0	0	0
Right	0	0	0
U-Turn	0	0	0
Total	0	0	0

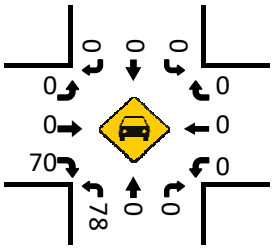
Cars (AM)



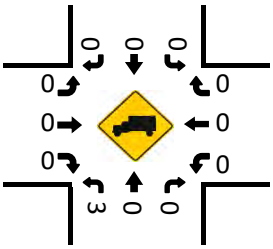
HT (AM)



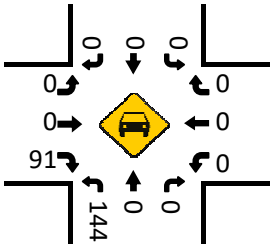
Cars (NOON)



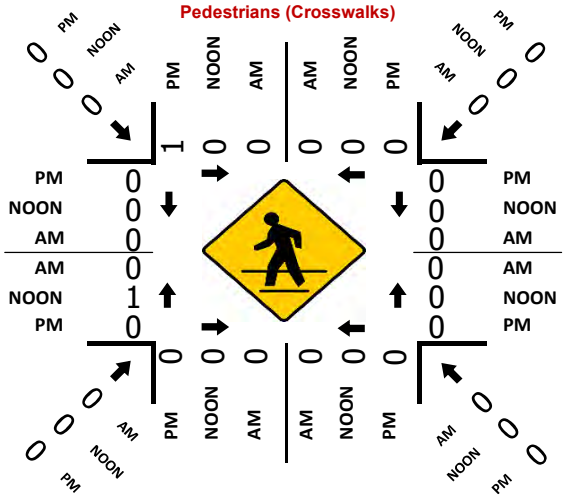
HT (NOON)



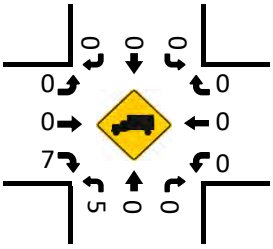
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76/N American St & W Goshen Ave
City: Visalia
Control: 2-Way Stop(NB/SB)

Project ID: 22-090052-002
Date: 4/21/2022

Data - Total

NS/EW Streets:	Rd 76/N American St				Rd 76/N American St				W Goshen Ave				W Goshen Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	5	3	6	0	9	3	0	0	0	39	1	0	23	30	10	0	129
6:15 AM	4	0	10	0	14	3	0	0	1	23	1	0	9	23	10	0	98
6:30 AM	4	3	17	0	25	8	0	0	0	12	1	0	9	24	9	0	112
6:45 AM	3	3	9	0	23	8	2	0	2	23	5	0	13	48	16	0	155
7:00 AM	4	5	6	0	13	1	0	0	0	26	1	0	8	23	13	0	100
7:15 AM	2	0	6	0	34	4	0	0	0	28	2	0	6	32	9	0	123
7:30 AM	2	0	5	0	62	8	0	0	1	24	4	0	14	30	11	0	161
7:45 AM	2	2	6	0	65	6	0	1	0	38	5	0	9	42	5	0	181
8:00 AM	1	1	3	0	42	4	0	0	0	27	3	0	6	41	29	0	157
8:15 AM	3	3	4	0	17	0	0	0	0	24	2	0	7	40	43	0	143
8:30 AM	2	3	11	0	17	7	0	0	1	22	2	0	6	19	22	0	112
8:45 AM	0	2	14	0	18	2	0	0	1	16	2	0	9	32	15	0	111
9:00 AM	2	3	6	0	23	3	1	0	0	29	1	0	17	20	9	0	114
9:15 AM	1	2	20	0	19	8	0	0	2	14	0	0	14	15	18	0	113
9:30 AM	0	4	11	0	16	3	0	0	0	19	5	0	12	21	8	0	99
9:45 AM	2	2	10	0	16	6	1	0	1	23	1	0	6	17	20	0	105
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	37	36	144	0	413	74	4	1	9	387	36	0	168	457	247	0	2013
APPROACH %'s :	17.05%	16.59%	66.36%	0.00%	83.94%	15.04%	0.81%	0.20%	2.08%	89.58%	8.33%	0.00%	19.27%	52.41%	28.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	8	6	18	0	186	18	0	1	1	113	14	0	36	153	88	0	642
PEAK HR FACTOR :	0.667	0.500	0.750	0.000	0.715	0.563	0.000	0.250	0.250	0.743	0.700	0.000	0.643	0.911	0.512	0.000	0.887
	0.800				0.712				0.744				0.769				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	3	10	0	18	4	1	0	1	28	0	0	7	25	10	0	108
10:15 AM	3	4	4	0	17	6	0	0	2	25	2	0	5	28	13	0	109
10:30 AM	1	2	10	0	18	3	2	0	1	31	2	1	9	29	17	0	126
10:45 AM	2	1	14	0	29	3	1	0	0	29	3	0	6	27	15	0	130
11:00 AM	4	5	15	0	16	7	1	0	0	33	4	0	10	31	21	0	147
11:15 AM	2	3	16	0	21	2	0	0	3	25	5	0	9	26	19	0	131
11:30 AM	8	1	20	0	14	6	0	0	2	29	2	0	10	29	16	1	138
11:45 AM	7	2	12	0	19	2	1	0	2	35	4	0	16	32	20	0	152
12:00 PM	2	4	26	0	17	1	2	0	1	41	6	0	16	32	13	0	161
12:15 PM	3	0	12	0	21	2	0	0	0	45	1	0	15	42	23	0	164
12:30 PM	7	3	11	0	21	5	0	0	0	49	3	0	8	27	24	0	158
12:45 PM	4	5	10	0	23	3	1	0	1	24	2	0	14	29	19	0	135
1:00 PM	1	4	6	0	16	2	1	0	1	22	2	0	3	30	18	0	106
1:15 PM	3	3	7	0	15	3	1	0	0	31	1	0	8	28	20	0	120
1:30 PM	4	2	6	0	25	4	0	0	0	29	4	0	8	28	29	0	139
1:45 PM	5	3	13	0	27	2	0	0	1	27	1	0	14	31	15	0	139
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	57	45	192	0	317	55	11	0	15	503	42	1	158	474	292	1	2163
APPROACH %'s :	19.39%	15.31%	65.31%	0.00%	82.77%	14.36%	2.87%	0.00%	2.67%	89.66%	7.49%	0.18%	17.08%	51.24%	31.57%	0.11%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	19	9	61	0	78	10	3	0	3	170	14	0	55	133	80	0	635
PEAK HR FACTOR :	0.679	0.563	0.587	0.000	0.929	0.500	0.375	0.000	0.375	0.867	0.583	0.000	0.859	0.792	0.833	0.000	0.968
	0.695				0.875				0.899				0.838				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	4	5	8	0	23	9	0	0	2	38	2	0	6	36	30	0	163
2:15 PM	2	5	16	0	28	4	0	0	1	33	4	0	11	33	47	0	184
2:30 PM	3	4	21	0	38	6	1	0	2	75	6	0	5	23	20	0	204
2:45 PM	5	2	16	0	27	12	0	0	0	27	4	0	7	28	34	0	162
3:00 PM	2	8	13	0	26	0	0	0	0	47	2	0	13	25	31	0	167
3:15 PM	5	8	21	0	16	7	2	0	0	37	6	0	11	34	31	0	178
3:30 PM	4	9	22	0	26	5	1	0	0	47	4	0	6	42	46	0	212
3:45 PM	3	6	17	0	21	5	1	0	2	26	3	0	10	32	40	0	166
4:00 PM	4	6	23	0	46	10	1	0	1	53	5	0	7	29	30	0	215
4:15 PM	7	5	17	0	30	6	3	0	2	40	1	0	2	33	36	0	182
4:30 PM	2	3	16	0	24	4	1	0	2	86	6	0	5	32	35	0	216
4:45 PM	2	4	16	0	27	7	2	0	2	36	3	0	8	28	35	0	170
5:00 PM	2	2	30	0	27	3	0	0	4	52	3	0	7	30	39	0	199
5:15 PM	1	5	11	0	20	2	0	0	0	34	0	0	7	19	42	0	141
5:30 PM	0	1	11	0	33	8	0	0	1	23	0	0	3	26	38	0	144
5:45 PM	1	3	2	0	23	1	0	0	1	30	0	0	4	16	19	0	100
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	47	76	260	0	435	89	12	0	20	684	49	0	112	466	553	0	2803
APPROACH %'s :	12.27%	19.84%	67.89%	0.00%	81.16%	16.60%	2.24%	0.00%	2.66%	90.84%	6.51%	0.00%	9.90%	41.20%	48.89%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	15	18	72	0	127	27	7	0	7	215	15	0	22	122	136	0	783
PEAK HR FACTOR :	0.536	0.750	0.783	0.000	0.690	0.675	0.583	0.000	0.875	0.625	0.625	0.000	0.688	0.924	0.944	0.000	0.906
	0.795				0.706				0.630				0.972				

National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76/N American St & W Goshen Ave
City: Visalia
Control: 2-Way Stop(NB/SB)

Project ID: 22-090052-002
Date: 4/21/2022

Data - Cars

NS/EW Streets:	Rd 76/N American St				Rd 76/N American St				W Goshen Ave				W Goshen Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	4	2	2	0	8	3	0	0	0	35	1	0	18	29	9	0	111
6:15 AM	3	0	4	0	14	3	0	0	1	21	1	0	8	19	10	0	84
6:30 AM	4	3	4	0	23	6	0	0	0	11	0	0	8	24	9	0	92
6:45 AM	3	3	6	0	21	8	2	0	2	18	4	0	11	44	15	0	137
7:00 AM	2	5	4	0	13	1	0	0	0	24	1	0	7	19	8	0	84
7:15 AM	1	0	6	0	33	4	0	0	0	25	2	0	6	31	9	0	117
7:30 AM	1	0	5	0	60	8	0	0	1	20	4	0	14	26	11	0	150
7:45 AM	1	2	2	0	61	6	0	1	0	30	3	0	9	40	5	0	160
8:00 AM	1	1	3	0	41	4	0	0	0	22	3	0	4	33	29	0	141
8:15 AM	3	3	2	0	17	0	0	0	0	19	2	0	5	36	43	0	130
8:30 AM	2	3	5	0	17	7	0	0	1	17	1	0	5	15	22	0	95
8:45 AM	0	2	12	0	16	2	0	0	1	13	2	0	8	24	15	0	95
9:00 AM	2	3	5	0	23	3	0	0	0	20	1	0	16	15	9	0	97
9:15 AM	1	2	14	0	17	8	0	0	2	10	0	0	10	12	18	0	94
9:30 AM	0	3	9	0	16	3	0	0	0	17	4	0	7	16	7	0	82
9:45 AM	2	2	6	0	15	5	1	0	1	17	1	0	5	13	19	0	87
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	30	34	89	0	395	71	3	1	9	319	30	0	141	396	238	0	1756
APPROACH %'s :	19.61%	22.22%	58.17%	0.00%	84.04%	15.11%	0.64%	0.21%	2.51%	89.11%	8.38%	0.00%	18.19%	51.10%	30.71%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	6	6	12	0	179	18	0	1	1	91	12	0	32	135	88	0	581
PEAK HR FACTOR :	0.500	0.500	0.600	0.000	0.734	0.563	0.000	0.250	0.250	0.758	0.750	0.000	0.571	0.844	0.512	0.000	0.908
	0.750				0.728				0.788				0.759				

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	1	1	9	0	18	4	1	0	1	23	0	0	7	20	10	0	95
10:15 AM	3	3	3	0	17	5	0	0	2	20	0	0	4	19	11	0	87
10:30 AM	1	2	6	0	17	2	2	0	1	22	0	0	1	24	15	0	93
10:45 AM	2	1	11	0	28	3	1	0	0	21	3	0	5	19	14	0	108
11:00 AM	4	5	10	0	14	7	1	0	0	29	2	0	10	26	19	0	127
11:15 AM	1	3	11	0	19	2	0	0	3	21	4	0	6	23	17	0	110
11:30 AM	7	1	16	0	12	6	0	0	2	24	1	0	5	27	16	0	117
11:45 AM	4	2	9	0	19	2	1	0	1	29	4	0	15	27	18	0	131
12:00 PM	1	4	23	0	17	1	2	0	1	38	4	0	15	29	13	0	148
12:15 PM	3	0	12	0	20	2	0	0	0	36	1	0	15	37	21	0	147
12:30 PM	6	3	9	0	21	5	0	0	0	43	3	0	7	23	24	0	144
12:45 PM	4	5	7	0	22	3	1	0	1	20	2	0	10	25	18	0	118
1:00 PM	1	4	4	0	15	2	0	0	1	16	2	0	2	25	15	0	87
1:15 PM	3	3	6	0	15	3	1	0	0	25	1	0	5	22	19	0	103
1:30 PM	3	2	5	0	25	4	0	0	0	25	2	0	6	20	29	0	121
1:45 PM	5	3	10	0	25	2	0	0	1	25	1	0	8	24	14	0	118
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	49	42	151	0	304	53	10	0	14	417	30	0	121	390	273	0	1854
APPROACH %'s :	20.25%	17.36%	62.40%	0.00%	82.83%	14.44%	2.72%	0.00%	3.04%	90.46%	6.51%	0.00%	15.43%	49.74%	34.82%	0.00%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	14	9	53	0	77	10	3	0	2	146	12	0	52	116	76	0	570
PEAK HR FACTOR :	0.583	0.563	0.576	0.000	0.917	0.500	0.375	0.000	0.500	0.849	0.750	0.000	0.867	0.784	0.792	0.000	0.963
	0.679				0.865				0.870				0.836				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	5	6	0	23	9	0	0	2	31	1	0	6	28	30	0	143
2:15 PM	1	5	15	0	28	4	0	0	1	30	4	0	7	25	44	0	164
2:30 PM	1	4	19	0	37	6	1	0	2	69	5	0	2	18	19	0	183
2:45 PM	4	2	13	0	25	12	0	0	0	22	3	0	7	23	32	0	143
3:00 PM	2	8	12	0	24	0	0	0	0	44	1	0	9	17	28	0	145
3:15 PM	5	8	17	0	15	7	1	0	0	33	2	0	9	27	31	0	155
3:30 PM	3	9	20	0	25	5	1	0	0	43	4	0	4	35	45	0	194
3:45 PM	1	4	16	0	21	5	1	0	2	23	1	0	7	26	38	0	145
4:00 PM	4	5	18	0	46	10	1	0	1	50	3	0	6	21	28	0	193
4:15 PM	6	5	14	0	28	6	3	0	2	34	1	0	2	29	33	0	163
4:30 PM	2	3	15	0	24	4	1	0	2	79	4	0	4	31	34	0	203
4:45 PM	1	4	14	0	25	7	2	0	2	34	3	0	6	26	35	0	159
5:00 PM	2	2	29	0	27	3	0	0	3	49	3	0	3	27	39	0	187
5:15 PM	1	5	10	0	20	2	0	0	0	32	0	0	3	17	42	0	132
5:30 PM	0	1	10	0	33	7	0	0	1	22	0	0	2	24	38	0	138
5:45 PM	1	2	2	0	22	1	0	0	1	30	0	0	2	16	19	0	96
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	36	72	230	0	423	88	11	0	19	625	35	0	79	390	535	0	2543
APPROACH %'s :	10.65%	21.30%	68.05%	0.00%	81.03%	16.86%	2.11%	0.00%	2.80%	92.05%	5.15%	0.00%	7.87%	38.84%	53.29%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	13	17	61	0	123	27	7	0	7	197	11	0	18	107	130	0	718
PEAK HR FACTOR :	0.542	0.850	0.847	0.000	0.668	0.675	0.583	0.000	0.875	0.623	0.688	0.000	0.750	0.863	0.929	0.000	0.884
	0.843				0.689				0.632				0.924				

National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76/N American St & W Goshen Ave
City: Visalia
Control: 2-Way Stop(NB/SB)

Project ID: 22-090052-002
Date: 4/21/2022

Data - HT

AM

NS/EW Streets:	Rd 76/N American St				Rd 76/N American St				W Goshen Ave				W Goshen Ave				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
AM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	1	1	4	0	1	0	0	0	0	4	0	0	5	1	1	0	18
6:15 AM	1	0	6	0	0	0	0	0	0	2	0	0	1	4	0	0	14
6:30 AM	0	0	13	0	2	2	0	0	0	1	1	0	1	0	0	0	20
6:45 AM	0	0	3	0	2	0	0	0	0	5	1	0	2	4	1	0	18
7:00 AM	2	0	2	0	0	0	0	0	0	2	0	0	1	4	5	0	16
7:15 AM	1	0	0	0	1	0	0	0	0	3	0	0	0	1	0	0	6
7:30 AM	1	0	0	0	2	0	0	0	0	4	0	0	0	4	0	0	11
7:45 AM	1	0	4	0	4	0	0	0	0	8	2	0	0	2	0	0	21
8:00 AM	0	0	0	0	1	0	0	0	0	5	0	0	2	8	0	0	16
8:15 AM	0	0	2	0	0	0	0	0	0	5	0	0	2	4	0	0	13
8:30 AM	0	0	6	0	0	0	0	0	0	5	1	0	1	4	0	0	17
8:45 AM	0	0	2	0	2	0	0	0	0	3	0	0	1	8	0	0	16
9:00 AM	0	0	1	0	0	0	1	0	0	9	0	0	1	5	0	0	17
9:15 AM	0	0	6	0	2	0	0	0	0	4	0	0	4	3	0	0	19
9:30 AM	0	1	2	0	0	0	0	0	0	2	1	0	5	5	1	0	17
9:45 AM	0	0	4	0	1	1	0	0	0	6	0	0	1	4	1	0	18
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	7	2	55	0	18	3	1	0	0	68	6	0	27	61	9	0	257
APPROACH %'s :	10.94%	3.13%	85.94%	0.00%	81.82%	13.64%	4.55%	0.00%	0.00%	91.89%	8.11%	0.00%	27.84%	62.89%	9.28%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	2	0	6	0	7	0	0	0	0	22	2	0	4	18	0	0	61
PEAK HR FACTOR :	0.500	0.000	0.375	0.000	0.438	0.000	0.000	0.000	0.000	0.688	0.250	0.000	0.500	0.563	0.000	0.000	0.726
	0.400				0.438				0.600				0.550				

NOON

NS/EW Streets:	Rd 76/N American St				Rd 76/N American St				W Goshen Ave				W Goshen Ave				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
NOON	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	2	1	0	0	0	0	0	0	5	0	0	0	5	0	0	13
10:15 AM	0	1	1	0	0	1	0	0	0	5	2	0	1	9	2	0	22
10:30 AM	0	0	4	0	1	1	0	0	0	9	2	1	8	5	2	0	33
10:45 AM	0	0	3	0	1	0	0	0	0	8	0	0	1	8	1	0	22
11:00 AM	0	0	5	0	2	0	0	0	0	4	2	0	0	5	2	0	20
11:15 AM	1	0	5	0	2	0	0	0	0	4	1	0	3	3	2	0	21
11:30 AM	1	0	4	0	2	0	0	0	0	5	1	0	5	2	0	1	21
11:45 AM	3	0	3	0	0	0	0	0	1	6	0	0	1	5	2	0	21
12:00 PM	1	0	3	0	0	0	0	0	0	3	2	0	1	3	0	0	13
12:15 PM	0	0	0	0	1	0	0	0	0	9	0	0	0	5	2	0	17
12:30 PM	1	0	2	0	0	0	0	0	0	6	0	0	1	4	0	0	14
12:45 PM	0	0	3	0	1	0	0	0	0	4	0	0	4	4	1	0	17
1:00 PM	0	0	2	0	1	0	1	0	0	6	0	0	1	5	3	0	19
1:15 PM	0	0	1	0	0	0	0	0	0	6	0	0	3	6	1	0	17
1:30 PM	1	0	1	0	0	0	0	0	0	4	2	0	2	8	0	0	18
1:45 PM	0	0	3	0	2	0	0	0	0	2	0	0	6	7	1	0	21
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	8	3	41	0	13	2	1	0	1	86	12	1	37	84	19	1	309
APPROACH %'s :	15.38%	5.77%	78.85%	0.00%	81.25%	12.50%	6.25%	0.00%	1.00%	86.00%	12.00%	1.00%	26.24%	59.57%	13.48%	0.71%	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	5	0	8	0	1	0	0	0	1	24	2	0	3	17	4	0	65
PEAK HR FACTOR :	0.417	0.000	0.667	0.000	0.250	0.000	0.000	0.000	0.250	0.667	0.250	0.000	0.750	0.850	0.500	0.000	0.774
	0.542				0.250				0.750				0.750				

PM

NS/EW Streets:	Rd 76/N American St				Rd 76/N American St				W Goshen Ave				W Goshen Ave				
	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
PM	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	2	0	2	0	0	0	0	0	0	7	1	0	0	8	0	0	20
2:15 PM	1	0	1	0	0	0	0	0	0	3	0	0	4	8	3	0	20
2:30 PM	2	0	2	0	1	0	0	0	0	6	1	0	3	5	1	0	21
2:45 PM	1	0	3	0	2	0	0	0	0	5	1	0	0	5	2	0	19
3:00 PM	0	0	1	0	2	0	0	0	0	3	1	0	4	8	3	0	22
3:15 PM	0	0	4	0	1	0	1	0	0	4	4	0	2	7	0	0	23
3:30 PM	1	0	2	0	1	0	0	0	0	4	0	0	2	7	1	0	18
3:45 PM	2	2	1	0	0	0	0	0	0	3	2	0	3	6	2	0	21
4:00 PM	0	1	5	0	0	0	0	0	0	3	2	0	1	8	2	0	22
4:15 PM	1	0	3	0	2	0	0	0	0	6	0	0	0	4	3	0	19
4:30 PM	0	0	1	0	0	0	0	0	0	7	2	0	1	1	1	0	13
4:45 PM	1	0	2	0	2	0	0	0	0	2	0	0	2	2	0	0	11
5:00 PM	0	0	1	0	0	0	0	0	1	3	0	0	4	3	0	0	12
5:15 PM	0	0	1	0	0	0	0	0	0	2	0	0	4	2	0	0	9
5:30 PM	0	0	1	0	0	1	0	0	0	1	0	0	1	2	0	0	6
5:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	11	4	30	0	12	1	1	0	1	59	14	0	33	76	18	0	260
APPROACH %'s :	24.44%	8.89%	66.67%	0.00%	85.71%	7.14%	7.14%	0.00%	1.35%	79.73%	18.92%	0.00%	25.98%	59.84%	14.17%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	2	1	11	0	4	0	0	0	0	18	4	0	4	15	6	0	65
PEAK HR FACTOR :	0.500	0.250	0.550	0.000	0.500	0.000	0.000	0.000	0.000	0.643	0.500	0.000	0.500	0.469	0.500	0.000	0.739
	0.583				0.500				0.611				0.568				

National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76/N American St & W Goshen Ave
City: Visalia
Control: 2-Way Stop(NB/SB)

Project ID: 22-090052-002
Date: 4/21/2022

Data - Bikes

NS/EW Streets:	Rd 76/N American St				Rd 76/N American St				W Goshen Ave				W Goshen Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	11:45 AM - 12:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	0	0	1	1	0	0	3
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%									50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: Rd 76/N American St & W Goshen Ave
City: Visalia
Project ID: 22-090052-002
Date: 4/21/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	Rd 76/N American St		Rd 76/N American St		W Goshen Ave		W Goshen Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	1	0	0	0	0	1	2
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	1	2
APPROACH %'s :			100.00%	0.00%			0.00%	100.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	1
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	1	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	1	1	2
APPROACH %'s :							50.00%	50.00%	
PEAK HR :	11:45 AM - 12:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	1
3:30 PM	0	0	0	0	1	0	0	0	1
3:45 PM	0	0	0	1	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	1	1	0	0	1	4
APPROACH %'s :	100.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	100.00%	
PEAK HR :	04:00 PM - 05:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Rd 76/N American St & W Goshen Ave

Peak Hour Turning Movement Count

ID: 22-090052-002
City: Visalia

Day: Thursday
Date: 4/21/2022

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	11:45 AM - 12:45 PM
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	6:00 AM - 10:00 AM
NOON	10:00 AM - 02:00 PM
PM	2:00 PM - 06:00 PM

CONTROL: 2-Way Stop(NB/SB)

	AM	NOON	PM
TEV	642	635	783
PHF	0.89	0.97	0.91

SOUTHBOUND (Rd 76/N American St)

	L	T	R	U	Total
AM	0	18	186	1	96
NOON	3	10	78	0	92
PM	7	27	127	0	161

EASTBOUND (W Goshen Ave)

	L	T	R	U	Total
AM	0	1	113	14	161
NOON	0	3	170	14	155
PM	0	7	215	15	144

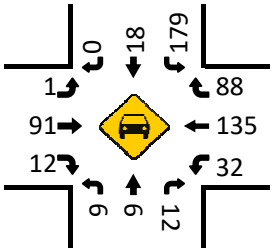
WESTBOUND (W Goshen Ave)

	L	T	R	U	Total
AM	0	2	122	153	414
NOON	0	1	133	55	309
PM	0	0	136	22	317

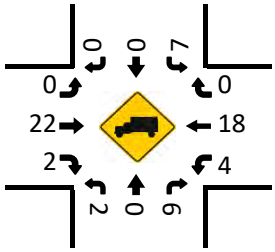
NORTHBOUND (Rd 76/N American St)

	L	T	R	U	Total
AM	0	0	1	0	68
NOON	0	0	1	0	79
PM	0	0	1	0	64

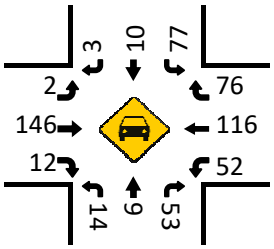
Cars (AM)



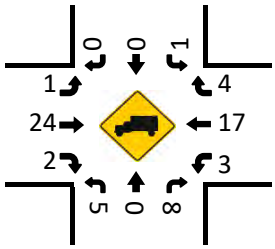
HT (AM)



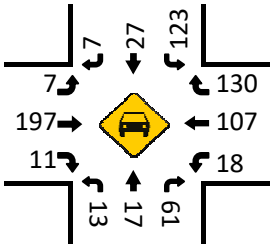
Cars (NOON)



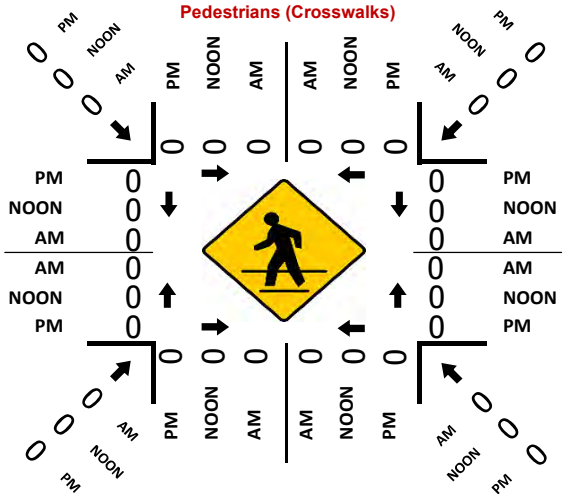
HT (NOON)



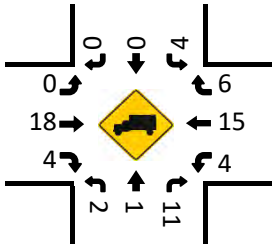
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: N Plaza Dr & W Ferguson Ave
City: Visalia
Control: Signalized

Project ID: 22-090052-003
Date: 4/21/2022

Data - Total

NS/EW Streets:	N Plaza Dr				N Plaza Dr				W Ferguson Ave				W Ferguson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	15	110	0	0	1	117	4	2	2	0	2	0	0	1	1	0	255
7:15 AM	9	114	2	0	0	120	7	1	4	0	1	0	1	1	0	0	260
7:30 AM	22	129	3	0	0	166	3	1	4	0	4	0	2	0	0	0	334
7:45 AM	28	107	2	0	0	152	9	0	2	0	11	0	2	0	0	0	313
8:00 AM	10	108	2	1	0	123	6	1	6	0	6	0	2	0	0	0	265
8:15 AM	9	131	0	0	4	120	8	0	2	0	3	0	1	0	0	0	278
8:30 AM	12	100	0	0	0	115	5	1	4	1	8	0	1	0	2	0	249
8:45 AM	7	86	3	0	1	105	3	0	2	0	20	0	2	0	1	0	230
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	112	885	12	1	6	1018	45	6	26	1	55	0	11	2	4	0	2184
APPROACH %'s :	11.09%	87.62%	1.19%	0.10%	0.56%	94.70%	4.19%	0.56%	31.71%	1.22%	67.07%	0.00%	64.71%	11.76%	23.53%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	69	475	7	1	4	561	26	2	14	0	24	0	7	0	0	0	1190
PEAK HR FACTOR :	0.616	0.906	0.583	0.250	0.250	0.845	0.722	0.500	0.583	0.000	0.545	0.000	0.875	0.000	0.000	0.000	0.891
	0.896				0.872				0.731				0.875				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	130	9	0	0	136	3	0	9	1	19	0	5	0	2	0	323
4:15 PM	3	147	6	0	0	126	3	0	6	0	9	0	9	0	3	0	312
4:30 PM	5	153	1	1	0	122	2	1	4	0	10	0	10	0	1	0	310
4:45 PM	5	164	1	0	3	115	3	0	8	0	10	0	4	0	3	0	316
5:00 PM	4	146	3	1	1	121	1	1	7	0	22	0	6	0	2	0	315
5:15 PM	2	145	2	0	0	113	4	0	8	0	29	0	0	0	3	0	306
5:30 PM	2	140	1	1	0	134	1	0	7	0	11	0	1	0	0	0	298
5:45 PM	11	118	1	0	2	123	4	0	1	0	7	0	3	0	0	0	270
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	41	1143	24	3	6	990	21	2	50	1	117	0	38	0	14	0	2450
APPROACH %'s :	3.39%	94.38%	1.98%	0.25%	0.59%	97.15%	2.06%	0.20%	29.76%	0.60%	69.64%	0.00%	73.08%	0.00%	26.92%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	22	594	17	1	3	499	11	1	27	1	48	0	28	0	9	0	1261
PEAK HR FACTOR :	0.611	0.905	0.472	0.250	0.250	0.917	0.917	0.250	0.750	0.250	0.632	0.000	0.700	0.000	0.750	0.000	0.976
	0.932				0.924				0.655				0.771				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Plaza Dr & W Ferguson Ave
City: Visalia
Control: Signalized

Project ID: 22-090052-003
Date: 4/21/2022

Data - Cars

NS/EW Streets:	N Plaza Dr				N Plaza Dr				W Ferguson Ave				W Ferguson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	89	0	0	0	103	2	2	1	0	2	0	0	0	1	0	210
7:15 AM	7	103	2	0	0	107	7	1	2	0	1	0	0	0	0	0	230
7:30 AM	20	111	3	0	0	157	1	1	2	0	3	0	2	0	0	0	300
7:45 AM	25	93	2	0	0	138	8	0	1	0	10	0	2	0	0	0	279
8:00 AM	7	87	2	1	0	104	4	1	6	0	2	0	2	0	0	0	216
8:15 AM	5	110	0	0	3	110	6	0	1	0	2	0	1	0	0	0	238
8:30 AM	10	84	0	0	0	104	2	1	1	0	4	0	1	0	1	0	208
8:45 AM	6	72	2	0	0	90	2	0	1	0	13	0	2	0	0	0	188
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	90	749	11	1	3	913	32	6	15	0	37	0	10	0	2	0	1869
APPROACH %'s :	10.58%	88.01%	1.29%	0.12%	0.31%	95.70%	3.35%	0.63%	28.85%	0.00%	71.15%	0.00%	83.33%	0.00%	16.67%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	57	401	7	1	3	509	19	2	10	0	17	0	7	0	0	0	1033
PEAK HR FACTOR :	0.570	0.903	0.583	0.250	0.250	0.811	0.594	0.500	0.417	0.000	0.425	0.000	0.875	0.000	0.000	0.000	0.861
	0.869				0.838				0.614				0.875				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	7	112	7	0	0	124	2	0	6	1	18	0	4	0	2	0	283
4:15 PM	1	129	3	0	0	115	1	0	5	0	6	0	9	0	2	0	271
4:30 PM	3	142	1	1	0	108	1	1	2	0	8	0	10	0	1	0	278
4:45 PM	3	150	1	0	1	105	2	0	3	0	10	0	4	0	2	0	281
5:00 PM	3	130	2	1	1	111	0	1	6	0	19	0	5	0	1	0	280
5:15 PM	2	136	1	0	0	102	2	0	7	0	26	0	0	0	3	0	279
5:30 PM	2	126	1	1	0	125	1	0	6	0	9	0	1	0	0	0	272
5:45 PM	7	108	1	0	0	117	4	0	0	0	6	0	2	0	0	0	245
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	1033	17	3	2	907	13	2	35	1	102	0	35	0	11	0	2189
APPROACH %'s :	2.59%	95.56%	1.57%	0.28%	0.22%	98.16%	1.41%	0.22%	25.36%	0.72%	73.91%	0.00%	76.09%	0.00%	23.91%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	14	533	12	1	1	452	6	1	16	1	42	0	27	0	7	0	1113
PEAK HR FACTOR :	0.500	0.888	0.429	0.250	0.250	0.911	0.750	0.250	0.667	0.250	0.583	0.000	0.675	0.000	0.875	0.000	0.983
	0.909				0.913				0.590				0.773				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Plaza Dr & W Ferguson Ave
City: Visalia
Control: Signalized

Project ID: 22-090052-003
Date: 4/21/2022

Data - HT

NS/EW Streets:	N Plaza Dr				N Plaza Dr				W Ferguson Ave				W Ferguson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	21	0	0	1	14	2	0	1	0	0	0	0	1	0	0	45
7:15 AM	2	11	0	0	0	13	0	0	2	0	0	0	1	1	0	0	30
7:30 AM	2	18	0	0	0	9	2	0	2	0	1	0	0	0	0	0	34
7:45 AM	3	14	0	0	0	14	1	0	1	0	1	0	0	0	0	0	34
8:00 AM	3	21	0	0	0	19	2	0	0	0	4	0	0	0	0	0	49
8:15 AM	4	21	0	0	1	10	2	0	1	0	1	0	0	0	0	0	40
8:30 AM	2	16	0	0	0	11	3	0	3	1	4	0	0	0	1	0	41
8:45 AM	1	14	1	0	1	15	1	0	1	0	7	0	0	0	1	0	42
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	136	1	0	3	105	13	0	11	1	18	0	1	2	2	0	315
APPROACH %'s :	13.84%	85.53%	0.63%	0.00%	2.48%	86.78%	10.74%	0.00%	36.67%	3.33%	60.00%	0.00%	20.00%	40.00%	40.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	12	74	0	0	1	52	7	0	4	0	7	0	0	0	0	0	157
PEAK HR FACTOR :	0.750	0.881	0.000	0.000	0.250	0.684	0.875	0.000	0.500	0.000	0.438	0.000	0.000	0.000	0.000	0.000	0.801
	0.860				0.714				0.688								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	18	2	0	0	12	1	0	3	0	1	0	1	0	0	0	40
4:15 PM	2	18	3	0	0	11	2	0	1	0	3	0	0	0	1	0	41
4:30 PM	2	11	0	0	0	14	1	0	2	0	2	0	0	0	0	0	32
4:45 PM	2	14	0	0	2	10	1	0	5	0	0	0	0	0	1	0	35
5:00 PM	1	16	1	0	0	10	1	0	1	0	3	0	1	0	1	0	35
5:15 PM	0	9	1	0	0	11	2	0	1	0	3	0	0	0	0	0	27
5:30 PM	0	14	0	0	0	9	0	0	1	0	2	0	0	0	0	0	26
5:45 PM	4	10	0	0	2	6	0	0	1	0	1	0	1	0	0	0	25
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	110	7	0	4	83	8	0	15	0	15	0	3	0	3	0	261
APPROACH %'s :	10.00%	84.62%	5.38%	0.00%	4.21%	87.37%	8.42%	0.00%	50.00%	0.00%	50.00%	0.00%	50.00%	0.00%	50.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	8	61	5	0	2	47	5	0	11	0	6	0	1	0	2	0	148
PEAK HR FACTOR :	1.000	0.847	0.417	0.000	0.250	0.839	0.625	0.000	0.550	0.000	0.500	0.000	0.250	0.000	0.500	0.000	0.902
	0.804				0.900				0.850				0.750				

National Data & Surveying Services Intersection Turning Movement Count

Location: N Plaza Dr & W Ferguson Ave
City: Visalia
Control: Signalized

Project ID: 22-090052-003
Date: 4/21/2022

Data - Bikes

NS/EW Streets:	N Plaza Dr				N Plaza Dr				W Ferguson Ave				W Ferguson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
						0.250											

National Data & Surveying Services Intersection Turning Movement Count

Location: N Plaza Dr & W Ferguson Ave
City: Visalia
Project ID: 22-090052-003
Date: 4/21/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	N Plaza Dr		N Plaza Dr		W Ferguson Ave		W Ferguson Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	1	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	1	2
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	2	0	0	0	0	1	3
APPROACH %'s :			100.00%	0.00%			0.00%	100.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	1
PEAK HR FACTOR :			0.250						0.250
			0.250						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

N Plaza Dr & W Ferguson Ave

Peak Hour Turning Movement Count

ID: 22-090052-003
City: Visalia

Day: Thursday
Date: 4/21/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND (N Plaza Dr)

	L	T	R	U	Total	
AM	26	561	4	2	491	AM
NOON	0	0	0	0	0	NOON
PM	11	499	3	1	631	PM
	1	2	1	0		

EASTBOUND (W Ferguson Ave)

	AM	NOON	PM
	95	0	33
0	0	0	0
1	14	0	27
2	0	0	1
1	24	0	48
	AM	NOON	PM

WESTBOUND (W Ferguson Ave)

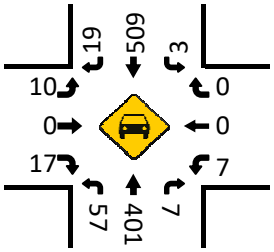
	PM	NOON	AM
1	9	0	0
2	0	0	0
1	28	0	7
0	0	0	0
	21	0	11
	PM	NOON	AM

NORTHBOUND (N Plaza Dr)

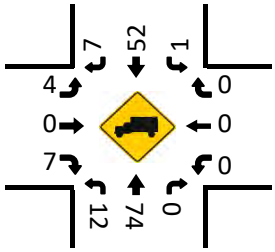
	L	T	R	U	Total	
PM	576	1	22	594	17	PM
NOON	0	0	0	0	0	NOON
AM	593	1	69	475	7	AM
	0	1	2	1		

CONTROL			
Signalized			
TEV	1190 AM	0 NOON	1261 PM
PHF	0.89		0.98

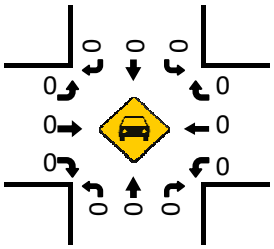
Cars (AM)



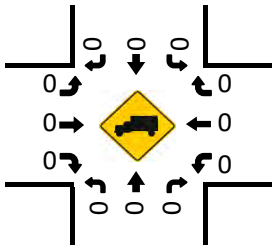
HT (AM)



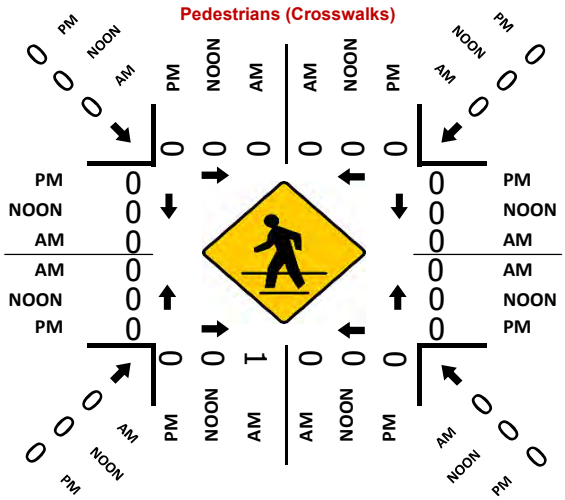
Cars (NOON)



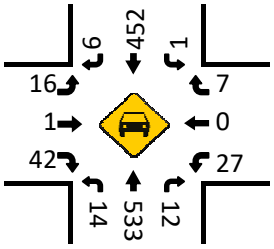
HT (NOON)



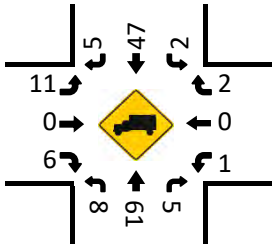
Pedestrians (Crosswalks)



Cars (PM)



HT (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & California Dairies Dwy
City: Visalia
Control: No Control

Project ID: 22-090052-004
Date: 4/21/2022

Data - Total

NS/EW Streets:	CR J19/Rd 80/N Plaza Dr				CR J19/Rd 80/N Plaza Dr				California Dairies Dwy				California Dairies Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	121	1	0	0	77	0	1	0	0	0	0	0	0	0	0	200
6:15 AM	0	146	0	0	1	82	0	0	0	0	0	0	0	0	1	0	230
6:30 AM	0	131	0	0	0	91	0	0	0	0	0	0	0	0	0	0	222
6:45 AM	0	136	0	0	0	146	0	0	0	0	0	0	0	0	0	0	282
7:00 AM	0	131	1	0	0	123	0	0	0	0	0	0	0	0	0	0	255
7:15 AM	0	137	2	0	1	112	0	0	0	0	0	0	0	0	0	0	252
7:30 AM	0	158	2	0	0	184	0	0	0	0	0	0	0	0	0	0	344
7:45 AM	0	141	9	0	4	163	0	0	0	0	0	0	0	0	1	0	318
8:00 AM	0	127	5	0	1	130	0	0	0	0	0	0	1	0	0	0	264
8:15 AM	0	139	2	0	0	117	0	0	0	0	0	0	0	0	0	0	258
8:30 AM	0	119	1	0	0	115	0	0	0	0	0	0	0	0	0	0	235
8:45 AM	0	101	0	0	1	144	0	0	0	0	0	0	0	0	0	0	246
9:00 AM	0	84	0	0	1	137	0	0	0	0	0	0	1	0	1	0	224
9:15 AM	0	87	1	0	1	123	0	0	0	0	0	0	0	0	0	0	212
9:30 AM	0	109	2	0	0	161	0	0	0	0	0	0	0	0	0	0	272
9:45 AM	0	85	2	0	0	120	0	0	0	0	0	0	1	0	2	0	210
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1952	28	0	10	2025	0	1	0	0	0	0	3	0	5	0	4024
APPROACH %'s :	0.00%	98.59%	1.41%	0.00%	0.49%	99.46%	0.00%	0.05%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	565	18	0	5	594	0	0	0	0	0	0	1	0	1	0	1184
PEAK HR FACTOR :	0.000	0.894	0.500	0.000	0.313	0.807	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.860
		0.911				0.814								0.500			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	110	0	0	0	117	0	0	0	0	0	0	0	0	0	0	227
10:15 AM	0	107	0	0	0	109	0	0	0	0	0	0	0	0	0	0	216
10:30 AM	0	105	0	0	0	110	0	0	0	0	0	0	0	0	0	0	215
10:45 AM	0	101	0	0	0	108	0	0	0	0	0	0	1	0	1	0	211
11:00 AM	0	82	0	0	0	155	0	0	0	0	0	0	1	0	2	0	240
11:15 AM	0	106	2	0	0	148	0	0	0	0	0	0	1	0	0	0	257
11:30 AM	0	125	0	0	1	136	0	0	0	0	0	0	3	0	1	0	266
11:45 AM	0	107	1	0	0	98	0	0	0	0	0	0	6	0	0	0	212
12:00 PM	0	124	0	0	0	111	0	0	0	0	0	0	0	0	1	0	236
12:15 PM	0	113	1	1	0	106	0	0	0	0	0	0	2	0	1	0	224
12:30 PM	0	108	3	0	0	92	0	0	0	0	0	0	0	0	0	0	203
12:45 PM	0	108	3	0	0	88	0	0	0	0	0	0	0	0	0	0	199
1:00 PM	0	98	0	1	2	92	0	0	0	0	0	0	0	0	0	0	193
1:15 PM	0	107	1	0	0	153	0	0	0	0	0	0	2	0	0	0	263
1:30 PM	0	161	2	0	0	194	0	0	0	0	0	0	2	0	1	0	360
1:45 PM	0	161	2	0	2	176	0	0	0	0	0	0	2	0	0	0	343
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1823	15	2	5	1993	0	0	0	0	0	0	20	0	7	0	3865
APPROACH %'s :	0.00%	99.08%	0.82%	0.11%	0.25%	99.75%	0.00%	0.00%					74.07%	0.00%	25.93%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	527	5	1	4	615	0	0	0	0	0	0	6	0	1	0	1159
PEAK HR FACTOR :	0.000	0.818	0.625	0.250	0.500	0.793	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.805
		0.817				0.798								0.583			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	123	2	0	2	144	0	0	0	0	0	0	1	0	2	0	274
2:15 PM	0	107	1	0	1	143	0	0	0	0	0	0	0	0	0	0	252
2:30 PM	0	129	0	0	0	161	0	0	0	0	0	0	0	0	0	0	290
2:45 PM	0	121	0	1	0	130	0	0	0	0	0	0	0	0	0	0	252
3:00 PM	0	119	0	0	0	133	0	0	0	0	0	0	0	0	0	0	252
3:15 PM	0	117	0	0	0	165	0	0	0	0	0	0	0	0	1	0	283
3:30 PM	0	122	0	0	0	155	0	0	0	0	0	0	0	0	0	0	277
3:45 PM	0	125	1	0	0	186	0	0	0	0	0	0	1	0	1	0	314
4:00 PM	0	156	2	0	0	157	0	0	0	0	0	0	2	0	1	0	318
4:15 PM	0	161	0	0	0	165	0	0	0	0	0	0	1	0	1	0	328
4:30 PM	0	168	0	0	1	141	0	0	0	0	0	0	2	0	0	0	312
4:45 PM	0	177	0	0	0	128	0	0	0	0	0	0	5	0	0	0	310
5:00 PM	0	160	1	0	0	150	0	0	0	0	0	0	4	0	3	0	318
5:15 PM	0	147	0	0	0	152	0	0	0	0	0	0	1	0	0	0	300
5:30 PM	0	139	0	1	0	142	0	0	0	0	0	0	1	0	0	0	283
5:45 PM	0	120	0	0	0	149	0	0	0	0	0	0	3	0	0	0	272
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2191	7	2	4	2401	0	0	0	0	0	0	21	0	9	0	4635
APPROACH %'s :	0.00%	99.59%	0.32%	0.09%	0.17%	99.83%	0.00%	0.00%					70.00%	0.00%	30.00%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	610	3	0	1	649	0	0	0	0	0	0	6	0	3	0	1272
PEAK HR FACTOR :	0.000	0.908	0.375	0.000	0.250	0.872	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.970
		0.912				0.874								0.750			

National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & California Dairies Dwy
City: Visalia
Control: No Control

Project ID: 22-090052-004
Date: 4/21/2022

Data - Cars

NS/EW Streets:	CR J19/Rd 80/N Plaza Dr				CR J19/Rd 80/N Plaza Dr				California Dairies Dwy				California Dairies Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	106	1	0	0	70	0	1	0	0	0	0	0	0	0	0	178
6:15 AM	0	127	0	0	1	71	0	0	0	0	0	0	0	0	1	0	200
6:30 AM	0	114	0	0	0	80	0	0	0	0	0	0	0	0	0	0	194
6:45 AM	0	119	0	0	0	131	0	0	0	0	0	0	0	0	0	0	250
7:00 AM	0	104	1	0	0	106	0	0	0	0	0	0	0	0	0	0	211
7:15 AM	0	125	2	0	1	97	0	0	0	0	0	0	0	0	0	0	225
7:30 AM	0	141	2	0	0	169	0	0	0	0	0	0	0	0	0	0	312
7:45 AM	0	121	9	0	4	153	0	0	0	0	0	0	0	0	1	0	288
8:00 AM	0	102	5	0	1	109	0	0	0	0	0	0	1	0	0	0	218
8:15 AM	0	119	2	0	0	107	0	0	0	0	0	0	0	0	0	0	228
8:30 AM	0	99	1	0	0	104	0	0	0	0	0	0	0	0	0	0	204
8:45 AM	0	85	0	0	1	121	0	0	0	0	0	0	0	0	0	0	207
9:00 AM	0	64	0	0	1	115	0	0	0	0	0	0	1	0	1	0	182
9:15 AM	0	71	1	0	1	84	0	0	0	0	0	0	0	0	0	0	157
9:30 AM	0	87	2	0	0	115	0	0	0	0	0	0	0	0	0	0	204
9:45 AM	0	72	2	0	0	104	0	0	0	0	0	0	1	0	2	0	181
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1656	28	0	10	1736	0	1	0	0	0	0	3	0	5	0	3439
APPROACH %'s :	0.00%	98.34%	1.66%	0.00%	0.57%	99.37%	0.00%	0.06%					37.50%	0.00%	62.50%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	483	18	0	5	538	0	0	0	0	0	0	1	0	1	0	1046
PEAK HR FACTOR :	0.000	0.856	0.500	0.000	0.313	0.796	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.838
		0.876				0.803								0.500			

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	98	0	0	0	103	0	0	0	0	0	0	0	0	0	0	201
10:15 AM	0	89	0	0	0	91	0	0	0	0	0	0	0	0	0	0	180
10:30 AM	0	79	0	0	0	86	0	0	0	0	0	0	0	0	0	0	165
10:45 AM	0	75	0	0	0	91	0	0	0	0	0	0	1	0	1	0	168
11:00 AM	0	64	0	0	0	139	0	0	0	0	0	0	1	0	2	0	206
11:15 AM	0	92	2	0	0	124	0	0	0	0	0	0	1	0	0	0	219
11:30 AM	0	104	0	0	1	112	0	0	0	0	0	0	3	0	1	0	221
11:45 AM	0	95	1	0	0	80	0	0	0	0	0	0	6	0	0	0	182
12:00 PM	0	104	0	0	0	89	0	0	0	0	0	0	0	0	1	0	194
12:15 PM	0	86	1	1	0	93	0	0	0	0	0	0	2	0	1	0	184
12:30 PM	0	91	3	0	0	83	0	0	0	0	0	0	0	0	0	0	177
12:45 PM	0	94	3	0	0	74	0	0	0	0	0	0	0	0	0	0	171
1:00 PM	0	84	0	1	2	82	0	0	0	0	0	0	0	0	0	0	169
1:15 PM	0	92	1	0	0	142	0	0	0	0	0	0	2	0	0	0	237
1:30 PM	0	144	2	0	0	178	0	0	0	0	0	0	2	0	1	0	327
1:45 PM	0	143	2	0	2	159	0	0	0	0	0	0	2	0	0	0	308
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1534	15	2	5	1726	0	0	0	0	0	0	20	0	7	0	3309
APPROACH %'s :	0.00%	98.90%	0.97%	0.13%	0.29%	99.71%	0.00%	0.00%					74.07%	0.00%	25.93%	0.00%	
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	463	5	1	4	561	0	0	0	0	0	0	6	0	1	0	1041
PEAK HR FACTOR :	0.000	0.804	0.625	0.250	0.500	0.788	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.250	0.000	0.796
		0.803				0.794								0.583			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	99	2	0	2	126	0	0	0	0	0	0	1	0	2	0	232
2:15 PM	0	88	1	0	1	123	0	0	0	0	0	0	0	0	0	0	213
2:30 PM	0	114	0	0	0	148	0	0	0	0	0	0	0	0	0	0	262
2:45 PM	0	102	0	1	0	111	0	0	0	0	0	0	0	0	0	0	214
3:00 PM	0	106	0	0	0	113	0	0	0	0	0	0	0	0	0	0	219
3:15 PM	0	103	0	0	0	147	0	0	0	0	0	0	0	0	1	0	251
3:30 PM	0	109	0	0	0	137	0	0	0	0	0	0	0	0	0	0	246
3:45 PM	0	111	1	0	0	172	0	0	0	0	0	0	1	0	1	0	286
4:00 PM	0	132	2	0	0	141	0	0	0	0	0	0	2	0	1	0	278
4:15 PM	0	138	0	0	0	145	0	0	0	0	0	0	1	0	1	0	285
4:30 PM	0	157	0	0	1	126	0	0	0	0	0	0	2	0	0	0	286
4:45 PM	0	163	0	0	0	111	0	0	0	0	0	0	5	0	0	0	279
5:00 PM	0	141	1	0	0	136	0	0	0	0	0	0	4	0	3	0	285
5:15 PM	0	136	0	0	0	137	0	0	0	0	0	0	1	0	0	0	274
5:30 PM	0	126	0	1	0	131	0	0	0	0	0	0	1	0	0	0	259
5:45 PM	0	108	0	0	0	140	0	0	0	0	0	0	3	0	0	0	251
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1933	7	2	4	2144	0	0	0	0	0	0	21	0	9	0	4120
APPROACH %'s :	0.00%	99.54%	0.36%	0.10%	0.19%	99.81%	0.00%	0.00%					70.00%	0.00%	30.00%	0.00%	
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	538	3	0	1	584	0	0	0	0	0	0	6	0	3	0	1135
PEAK HR FACTOR :	0.000	0.857	0.375	0.000	0.250	0.849	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.000	0.750	0.000	0.992
		0.861				0.850								0.750			

National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & California Dairies Dwy
City: Visalia
Control: No Control

Project ID: 22-090052-004
Date: 4/21/2022

Data - HT

NS/EW Streets: CR J19/Rd 80/N Plaza Dr | CR J19/Rd 80/N Plaza Dr | California Dairies Dwy | California Dairies Dwy

AM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	15	0	0	0	7	0	0	0	0	0	0	0	0	0	0	22
6:15 AM	0	19	0	0	0	11	0	0	0	0	0	0	0	0	0	0	30
6:30 AM	0	17	0	0	0	11	0	0	0	0	0	0	0	0	0	0	28
6:45 AM	0	17	0	0	0	15	0	0	0	0	0	0	0	0	0	0	32
7:00 AM	0	27	0	0	0	17	0	0	0	0	0	0	0	0	0	0	44
7:15 AM	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0	0	27
7:30 AM	0	17	0	0	0	15	0	0	0	0	0	0	0	0	0	0	32
7:45 AM	0	20	0	0	0	10	0	0	0	0	0	0	0	0	0	0	30
8:00 AM	0	25	0	0	0	21	0	0	0	0	0	0	0	0	0	0	46
8:15 AM	0	20	0	0	0	10	0	0	0	0	0	0	0	0	0	0	30
8:30 AM	0	20	0	0	0	11	0	0	0	0	0	0	0	0	0	0	31
8:45 AM	0	16	0	0	0	23	0	0	0	0	0	0	0	0	0	0	39
9:00 AM	0	20	0	0	0	22	0	0	0	0	0	0	0	0	0	0	42
9:15 AM	0	16	0	0	0	39	0	0	0	0	0	0	0	0	0	0	55
9:30 AM	0	22	0	0	0	46	0	0	0	0	0	0	0	0	0	0	68
9:45 AM	0	13	0	0	0	16	0	0	0	0	0	0	0	0	0	0	29
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	296	0	0	0	289	0	0	0	0	0	0	0	0	0	0	585
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	82	0	0	0	56	0	0	0	0	0	0	0	0	0	0	138
PEAK HR FACTOR :	0.000	0.820	0.000	0.000	0.000	0.667	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750
		0.820				0.667											

NOON

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	12	0	0	0	14	0	0	0	0	0	0	0	0	0	0	26
10:15 AM	0	18	0	0	0	18	0	0	0	0	0	0	0	0	0	0	36
10:30 AM	0	26	0	0	0	24	0	0	0	0	0	0	0	0	0	0	50
10:45 AM	0	26	0	0	0	17	0	0	0	0	0	0	0	0	0	0	43
11:00 AM	0	18	0	0	0	16	0	0	0	0	0	0	0	0	0	0	34
11:15 AM	0	14	0	0	0	24	0	0	0	0	0	0	0	0	0	0	38
11:30 AM	0	21	0	0	0	24	0	0	0	0	0	0	0	0	0	0	45
11:45 AM	0	12	0	0	0	18	0	0	0	0	0	0	0	0	0	0	30
12:00 PM	0	20	0	0	0	22	0	0	0	0	0	0	0	0	0	0	42
12:15 PM	0	27	0	0	0	13	0	0	0	0	0	0	0	0	0	0	40
12:30 PM	0	17	0	0	0	9	0	0	0	0	0	0	0	0	0	0	26
12:45 PM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	28
1:00 PM	0	14	0	0	0	10	0	0	0	0	0	0	0	0	0	0	24
1:15 PM	0	15	0	0	0	11	0	0	0	0	0	0	0	0	0	0	26
1:30 PM	0	17	0	0	0	16	0	0	0	0	0	0	0	0	0	0	33
1:45 PM	0	18	0	0	0	17	0	0	0	0	0	0	0	0	0	0	35
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	289	0	0	0	267	0	0	0	0	0	0	0	0	0	0	556
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	64	0	0	0	54	0	0	0	0	0	0	0	0	0	0	118
PEAK HR FACTOR :	0.000	0.889	0.000	0.000	0.000	0.794	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.843
		0.889				0.794											

PM

	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	24	0	0	0	18	0	0	0	0	0	0	0	0	0	0	42
2:15 PM	0	19	0	0	0	20	0	0	0	0	0	0	0	0	0	0	39
2:30 PM	0	15	0	0	0	13	0	0	0	0	0	0	0	0	0	0	28
2:45 PM	0	19	0	0	0	19	0	0	0	0	0	0	0	0	0	0	38
3:00 PM	0	13	0	0	0	20	0	0	0	0	0	0	0	0	0	0	33
3:15 PM	0	14	0	0	0	18	0	0	0	0	0	0	0	0	0	0	32
3:30 PM	0	13	0	0	0	18	0	0	0	0	0	0	0	0	0	0	31
3:45 PM	0	14	0	0	0	14	0	0	0	0	0	0	0	0	0	0	28
4:00 PM	0	24	0	0	0	16	0	0	0	0	0	0	0	0	0	0	40
4:15 PM	0	23	0	0	0	20	0	0	0	0	0	0	0	0	0	0	43
4:30 PM	0	11	0	0	0	15	0	0	0	0	0	0	0	0	0	0	26
4:45 PM	0	14	0	0	0	17	0	0	0	0	0	0	0	0	0	0	31
5:00 PM	0	19	0	0	0	14	0	0	0	0	0	0	0	0	0	0	33
5:15 PM	0	11	0	0	0	15	0	0	0	0	0	0	0	0	0	0	26
5:30 PM	0	13	0	0	0	11	0	0	0	0	0	0	0	0	0	0	24
5:45 PM	0	12	0	0	0	9	0	0	0	0	0	0	0	0	0	0	21
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	258	0	0	0	257	0	0	0	0	0	0	0	0	0	0	515
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	72	0	0	0	65	0	0	0	0	0	0	0	0	0	0	137
PEAK HR FACTOR :	0.000	0.750	0.000	0.000	0.000	0.813	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.797
		0.750				0.813											

National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & California Dairies Dwy
City: Visalia
Control: No Control

Project ID: 22-090052-004
Date: 4/21/2022

Data - Bikes

NS/EW Streets:	CR J19/Rd 80/N Plaza Dr				CR J19/Rd 80/N Plaza Dr				California Dairies Dwy				California Dairies Dwy				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

NOON	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%									
PEAK HR :	01:00 PM - 02:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	03:45 PM - 04:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & California Dairies Dwy
City: Visalia
Project ID: 22-090052-004
Date: 4/21/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	CR J19/Rd 80/N Plaza Dr		CR J19/Rd 80/N Plaza Dr		California Dairies Dwy		California Dairies Dwy		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
6:00 AM	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	1	0	0	1
APPROACH %'s :					0.00%	100.00%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

NOON	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
10:00 AM	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	01:00 PM - 02:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	03:45 PM - 04:45 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

CR J19/Rd 80/N Plaza Dr & California Dairies Dwy

Peak Hour Turning Movement Count

ID: 22-090052-004
City: Visalia

Day: Thursday
Date: 4/21/2022

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	01:00 PM - 02:00 PM
PM	03:45 PM - 04:45 PM

COUNT PERIODS

AM	6:00 AM - 10:00 AM
NOON	10:00 AM - 02:00 PM
PM	2:00 PM - 06:00 PM

SOUTHBOUND — CR J19/Rd 80/N Plaza Dr

AM	0	594	5	0	566	AM
NOON	0	615	4	0	528	NOON
PM	0	649	1	0	613	PM

EASTBOUND — California Dairies Dwy

AM	NOON	PM	
0	0	0	⇦
0	0	0	↶ 0
0	0	0	→ 0
0	0	0	↷ 0
0	0	0	⇩
AM	NOON	PM	

WESTBOUND — California Dairies Dwy

PM	NOON	AM	
3	1	1	↶ 0
0	0	0	← 1
6	6	1	↷ 0
0	0	0	↷ 0
4	9	23	⇨
PM	NOON	AM	

NORTHBOUND — CR J19/Rd 80/N Plaza Dr

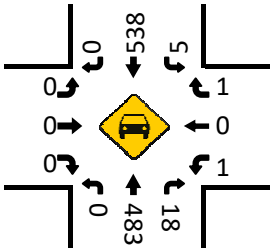
PM	655	0	0	610	3	PM
NOON	622	1	0	527	5	NOON
AM	595	0	0	565	18	AM

↶ 0	← 0	↑ 2	→ 0	⇧

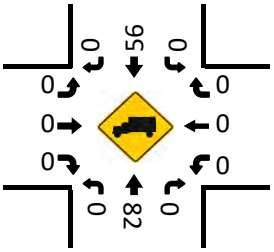
CONTROL: No Control

TEV	1184	1159	1272
	AM	NOON	PM
PHF	0.86	0.80	0.97

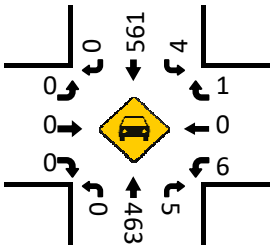
Cars (AM)



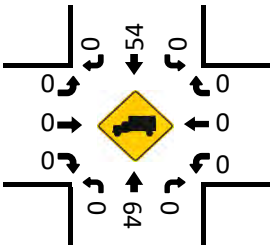
HT (AM)



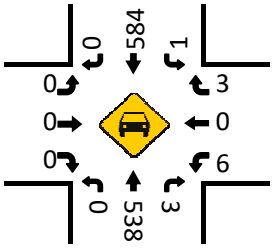
Cars (NOON)



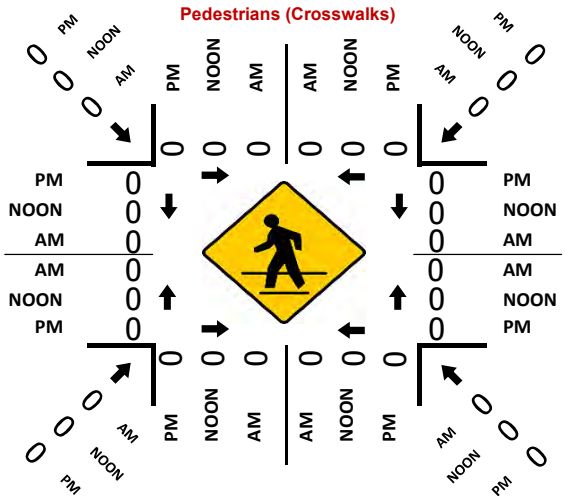
HT (NOON)



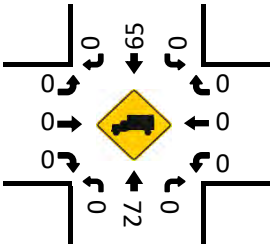
Cars (PM)



Pedestrians (Crosswalks)



HT (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & W Goshen Ave
City: Visalia
Control: Signalized

Project ID: 22-090052-005
Date: 4/21/2022

Data - Total

NS/EW Streets:	CR J19/Rd 80/N Plaza Dr				CR J19/Rd 80/N Plaza Dr				W Goshen Ave				W Goshen Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	25	113	13	2	34	85	9	0	6	21	33	0	4	22	15	1	383
7:15 AM	32	106	19	4	24	88	8	0	8	28	36	1	12	30	21	1	418
7:30 AM	34	140	16	5	29	126	11	0	4	42	59	0	8	25	19	6	524
7:45 AM	31	131	14	4	36	126	10	0	5	41	68	0	16	25	20	4	531
8:00 AM	42	110	19	4	26	104	11	0	8	46	29	0	17	34	21	7	478
8:15 AM	55	114	15	5	20	92	9	0	9	22	27	0	16	37	26	4	451
8:30 AM	24	97	8	2	22	85	9	0	3	27	28	0	15	24	18	9	371
8:45 AM	30	90	9	8	21	107	13	0	6	18	27	0	18	21	12	3	383
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	273	901	113	34	212	813	80	0	49	245	307	1	106	218	152	35	3539
APPROACH %'s :	20.67%	68.21%	8.55%	2.57%	19.19%	73.57%	7.24%	0.00%	8.14%	40.70%	51.00%	0.17%	20.74%	42.66%	29.75%	6.85%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	162	495	64	18	111	448	41	0	26	151	183	0	57	121	86	21	1984
PEAK HR FACTOR :	0.736	0.884	0.842	0.900	0.771	0.889	0.932	0.000	0.722	0.821	0.673	0.000	0.838	0.818	0.827	0.750	0.934
	0.947				0.872				0.789				0.858				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	29	116	19	7	33	124	12	0	14	66	63	0	22	36	23	3	567
4:15 PM	32	122	16	10	30	132	10	0	17	50	36	0	13	34	24	2	528
4:30 PM	32	124	13	6	29	111	6	0	22	57	75	0	16	36	25	2	554
4:45 PM	38	132	9	6	19	106	2	0	17	38	37	0	24	31	27	3	489
5:00 PM	33	117	17	4	17	147	6	0	21	52	55	0	22	34	22	3	550
5:15 PM	37	129	11	2	14	124	7	0	7	36	32	0	17	30	11	3	460
5:30 PM	37	108	16	4	21	119	6	0	9	39	27	0	14	29	20	6	455
5:45 PM	21	98	7	4	29	124	3	0	6	23	27	0	17	16	18	4	397
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	259	946	108	43	192	987	52	0	113	361	352	0	145	246	170	26	4000
APPROACH %'s :	19.10%	69.76%	7.96%	3.17%	15.60%	80.18%	4.22%	0.00%	13.68%	43.70%	42.62%	0.00%	24.70%	41.91%	28.96%	4.43%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	131	494	57	29	111	473	30	0	70	211	211	0	75	137	99	10	2138
PEAK HR FACTOR :	0.862	0.936	0.750	0.725	0.841	0.896	0.625	0.000	0.795	0.799	0.703	0.000	0.781	0.951	0.917	0.833	0.943
	0.961				0.892				0.799				0.944				

National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & W Goshen Ave
City: Visalia
Control: Signalized

Project ID: 22-090052-005
Date: 4/21/2022

Data - Cars

NS/EW Streets:	CR J19/Rd 80/N Plaza Dr				CR J19/Rd 80/N Plaza Dr				W Goshen Ave				W Goshen Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	21	91	9	1	30	75	6	0	6	20	29	0	3	19	13	1	324
7:15 AM	31	101	14	4	20	76	8	0	6	28	33	1	10	29	17	1	379
7:30 AM	32	129	15	5	28	116	10	0	4	41	57	0	7	23	14	6	487
7:45 AM	28	117	14	4	35	119	10	0	3	34	64	0	13	24	18	4	487
8:00 AM	40	89	16	4	23	93	8	0	6	44	26	0	17	33	19	7	425
8:15 AM	53	101	15	5	16	85	8	0	7	20	25	0	13	34	21	4	407
8:30 AM	22	83	7	2	22	72	8	0	2	23	23	0	9	22	14	9	318
8:45 AM	29	78	7	8	18	92	8	0	4	15	24	0	16	20	10	3	332
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	256	789	97	33	192	728	66	0	38	225	281	1	88	204	126	35	3159
APPROACH %'s :	21.79%	67.15%	8.26%	2.81%	19.47%	73.83%	6.69%	0.00%	6.97%	41.28%	51.56%	0.18%	19.43%	45.03%	27.81%	7.73%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	153	436	60	18	102	413	36	0	20	139	172	0	50	114	72	21	1806
PEAK HR FACTOR :	0.722	0.845	0.938	0.900	0.729	0.868	0.900	0.000	0.714	0.790	0.672	0.000	0.735	0.838	0.857	0.750	0.927
	0.921				0.840				0.811				0.845				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	26	98	16	7	31	113	10	0	12	63	58	0	20	32	20	3	509
4:15 PM	31	106	14	10	26	118	8	0	15	45	30	0	12	32	18	2	467
4:30 PM	31	116	12	6	24	102	4	0	21	52	72	0	13	35	23	2	513
4:45 PM	35	121	7	6	17	91	2	0	14	36	36	0	23	29	24	3	444
5:00 PM	31	102	15	4	14	142	3	0	17	52	53	0	19	30	21	3	506
5:15 PM	36	119	10	2	12	113	4	0	6	34	31	0	17	27	11	3	425
5:30 PM	34	99	12	4	18	114	4	0	7	38	27	0	14	28	17	6	422
5:45 PM	19	89	6	4	25	120	2	0	5	23	26	0	16	16	14	4	369
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	243	850	92	43	167	913	37	0	97	343	333	0	134	229	148	26	3655
APPROACH %'s :	19.79%	69.22%	7.49%	3.50%	14.95%	81.74%	3.31%	0.00%	12.55%	44.37%	43.08%	0.00%	24.95%	42.64%	27.56%	4.84%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	123	441	49	29	98	424	24	0	62	196	196	0	68	128	85	10	1933
PEAK HR FACTOR :	0.879	0.911	0.766	0.725	0.790	0.898	0.600	0.000	0.738	0.778	0.681	0.000	0.739	0.914	0.885	0.833	0.942
	0.950				0.886				0.783				0.921				

National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & W Goshen Ave
City: Visalia
Control: Signalized

Project ID: 22-090052-005
Date: 4/21/2022

Data - HT

NS/EW Streets:	CR J19/Rd 80/N Plaza Dr				CR J19/Rd 80/N Plaza Dr				W Goshen Ave				W Goshen Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	4	22	4	1	4	10	3	0	0	1	4	0	1	3	2	0	59
7:15 AM	1	5	5	0	4	12	0	0	2	0	3	0	2	1	4	0	39
7:30 AM	2	11	1	0	1	10	1	0	0	1	2	0	1	2	5	0	37
7:45 AM	3	14	0	0	1	7	0	0	2	7	4	0	3	1	2	0	44
8:00 AM	2	21	3	0	3	11	3	0	2	2	3	0	0	1	2	0	53
8:15 AM	2	13	0	0	4	7	1	0	2	2	2	0	3	3	5	0	44
8:30 AM	2	14	1	0	0	13	1	0	1	4	5	0	6	2	4	0	53
8:45 AM	1	12	2	0	3	15	5	0	2	3	3	0	2	1	2	0	51
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	17	112	16	1	20	85	14	0	11	20	26	0	18	14	26	0	380
APPROACH %'s :	11.64%	76.71%	10.96%	0.68%	16.81%	71.43%	11.76%	0.00%	19.30%	35.09%	45.61%	0.00%	31.03%	24.14%	44.83%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	9	59	4	0	9	35	5	0	6	12	11	0	7	7	14	0	178
PEAK HR FACTOR :	0.750	0.702	0.333	0.000	0.563	0.795	0.417	0.000	0.750	0.429	0.688	0.000	0.583	0.583	0.700	0.000	0.840
	0.692				0.721				0.558				0.636				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	3	18	3	0	2	11	2	0	2	3	5	0	2	4	3	0	58
4:15 PM	1	16	2	0	4	14	2	0	2	5	6	0	1	2	6	0	61
4:30 PM	1	8	1	0	5	9	2	0	1	5	3	0	3	1	2	0	41
4:45 PM	3	11	2	0	2	15	0	0	3	2	1	0	1	2	3	0	45
5:00 PM	2	15	2	0	3	5	3	0	4	0	2	0	3	4	1	0	44
5:15 PM	1	10	1	0	2	11	3	0	1	2	1	0	0	3	0	0	35
5:30 PM	3	9	4	0	3	5	2	0	2	1	0	0	0	1	3	0	33
5:45 PM	2	9	1	0	4	4	1	0	1	0	1	0	1	0	4	0	28
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	16	96	16	0	25	74	15	0	16	18	19	0	11	17	22	0	345
APPROACH %'s :	12.50%	75.00%	12.50%	0.00%	21.93%	64.91%	13.16%	0.00%	30.19%	33.96%	35.85%	0.00%	22.00%	34.00%	44.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	8	53	8	0	13	49	6	0	8	15	15	0	7	9	14	0	205
PEAK HR FACTOR :	0.667	0.736	0.667	0.000	0.650	0.817	0.750	0.000	0.667	0.750	0.625	0.000	0.583	0.563	0.583	0.000	0.840
	0.719				0.850				0.731				0.833				

National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & W Goshen Ave
City: Visalia
Control: Signalized

Project ID: 22-090052-005
Date: 4/21/2022

Data - Bikes

NS/EW Streets:	CR J19/Rd 80/N Plaza Dr				CR J19/Rd 80/N Plaza Dr				W Goshen Ave				W Goshen Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	2	1	0	1	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	1	1	0	1	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	33.33%	33.33%	0.00%	33.33%									
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	1	1	0	1	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.250	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
			0.250				0.250										

National Data & Surveying Services Intersection Turning Movement Count

Location: CR J19/Rd 80/N Plaza Dr & W Goshen Ave
City: Visalia
Project ID: 22-090052-005
Date: 4/21/2022

Data - Pedestrians (Crosswalks)

NS/EW Streets:	CR J19/Rd 80/N Plaza Dr		CR J19/Rd 80/N Plaza Dr		W Goshen Ave		W Goshen Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	1	1	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	1	0	1	1	0	0	0	3
APPROACH %'s :	0.00%	100.00%	0.00%	100.00%	100.00%	0.00%			
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	1	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	2	0	0	0	0	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	0	1	1	0	0	0	5
APPROACH %'s :	66.67%	33.33%	0.00%	100.00%	100.00%	0.00%			
PEAK HR :	**04:00 PM - 05:00 PM**								TOTAL
PEAK HR VOL :	0	1	0	1	0	0	0	0	2
PEAK HR FACTOR :	0.250		0.250						0.250

Prepared by National Data & Surveying Services

CR J19/Rd 80/N Plaza Dr & W Goshen Ave

Peak Hour Turning Movement Count

ID: 22-090052-005
City: Visalia

Day: Thursday
Date: 4/21/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:00 PM - 05:00 PM	4:00 PM - 06:00 PM

SOUTHBOUND — CR J19/Rd 80/N Plaza Dr

	Left	Thru	Right	U-Turn	Total	
AM	41	448	111	0	607	AM
NOON	0	0	0	0	0	NOON
PM	30	473	111	0	663	PM

EASTBOUND — W Goshen Ave

	Left	Thru	Right	U-Turn	
AM	324	0	298		AM
NOON	0	0	0	0	NOON
PM	26	0	70	1	PM
PM	151	0	211	2	PM
PM	183	0	211	1	PM

WESTBOUND — W Goshen Ave

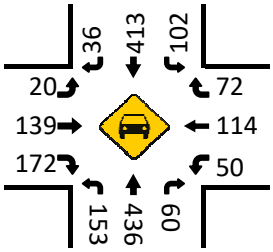
	Left	Thru	Right	U-Turn	
PM	99	0	86	1	PM
NOON	137	0	121	2	NOON
AM	75	0	57	1	AM
AM	10	0	21	0	AM
AM	389	0	347		AM

NORTHBOUND — CR J19/Rd 80/N Plaza Dr

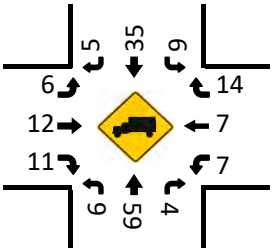
	Left	Thru	Thru	Right	U-Turn	
PM	788	29	131	494	57	PM
NOON	0	0	0	0	0	NOON
AM	706	18	162	495	64	AM

CONTROL			
Signalized			
TEV	1984 AM	0 NOON	2138 PM
PHF	0.93		0.94

Cars (AM)



HT (AM)



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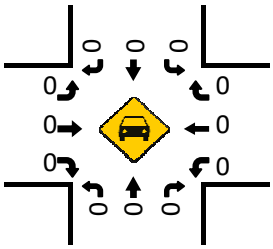
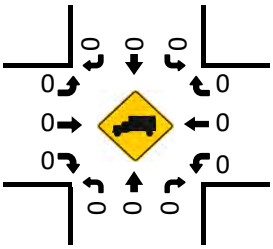
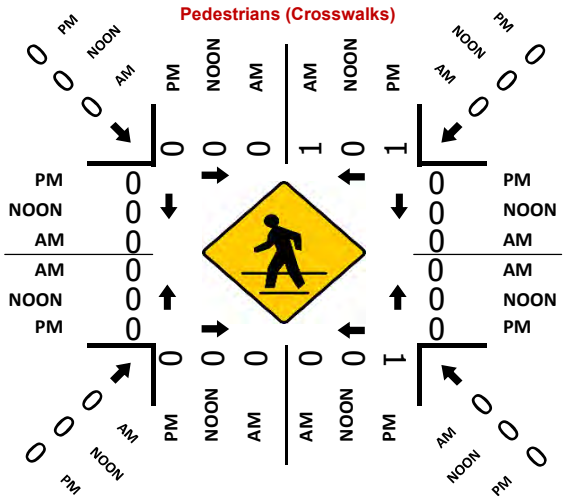


HT (NOON)



Pedestrians (Crosswalks)



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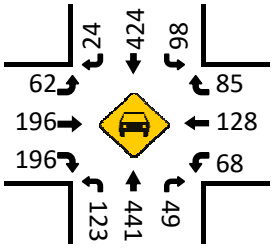
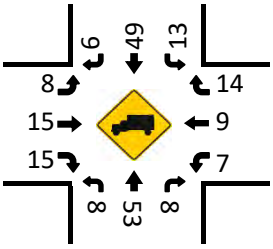
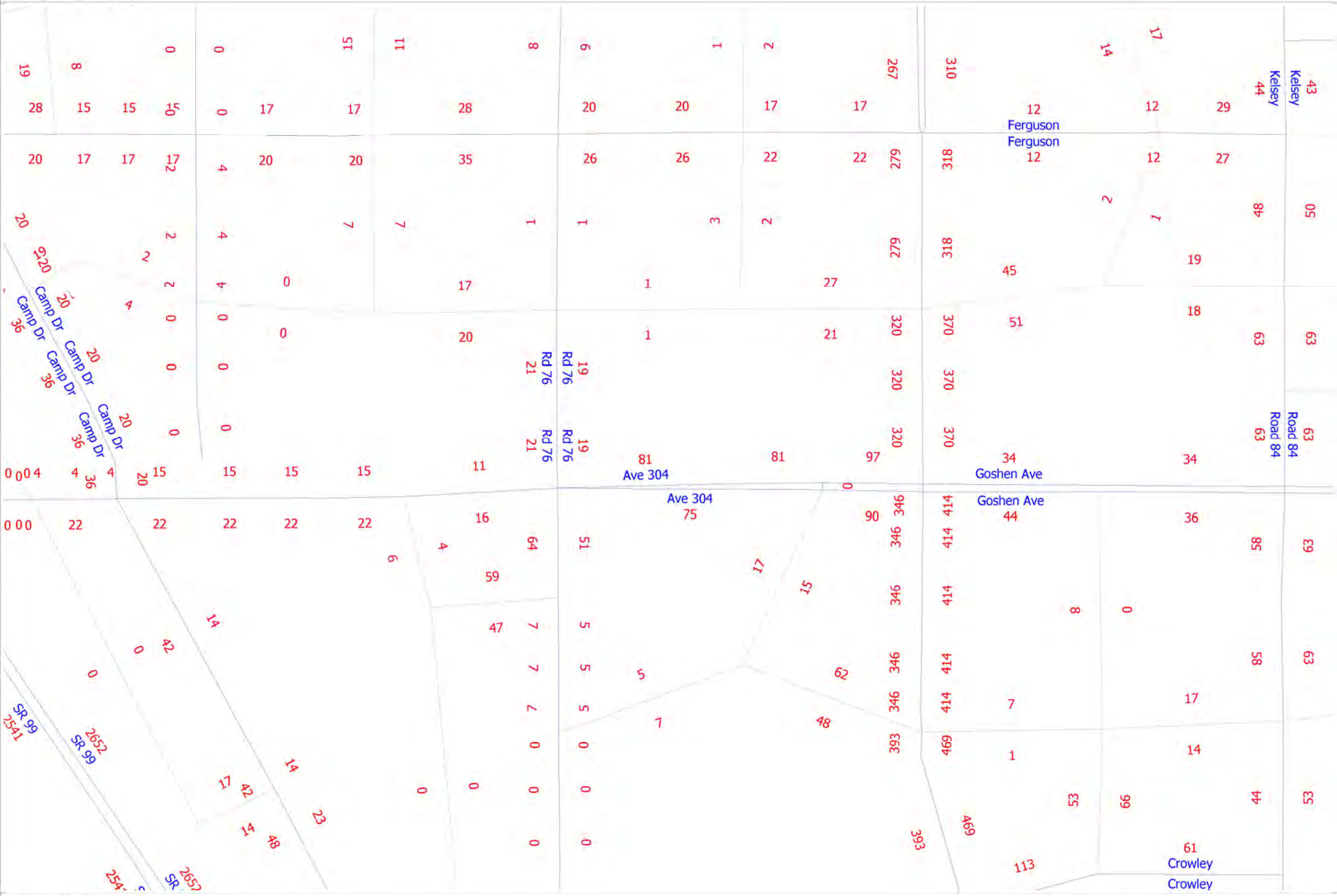
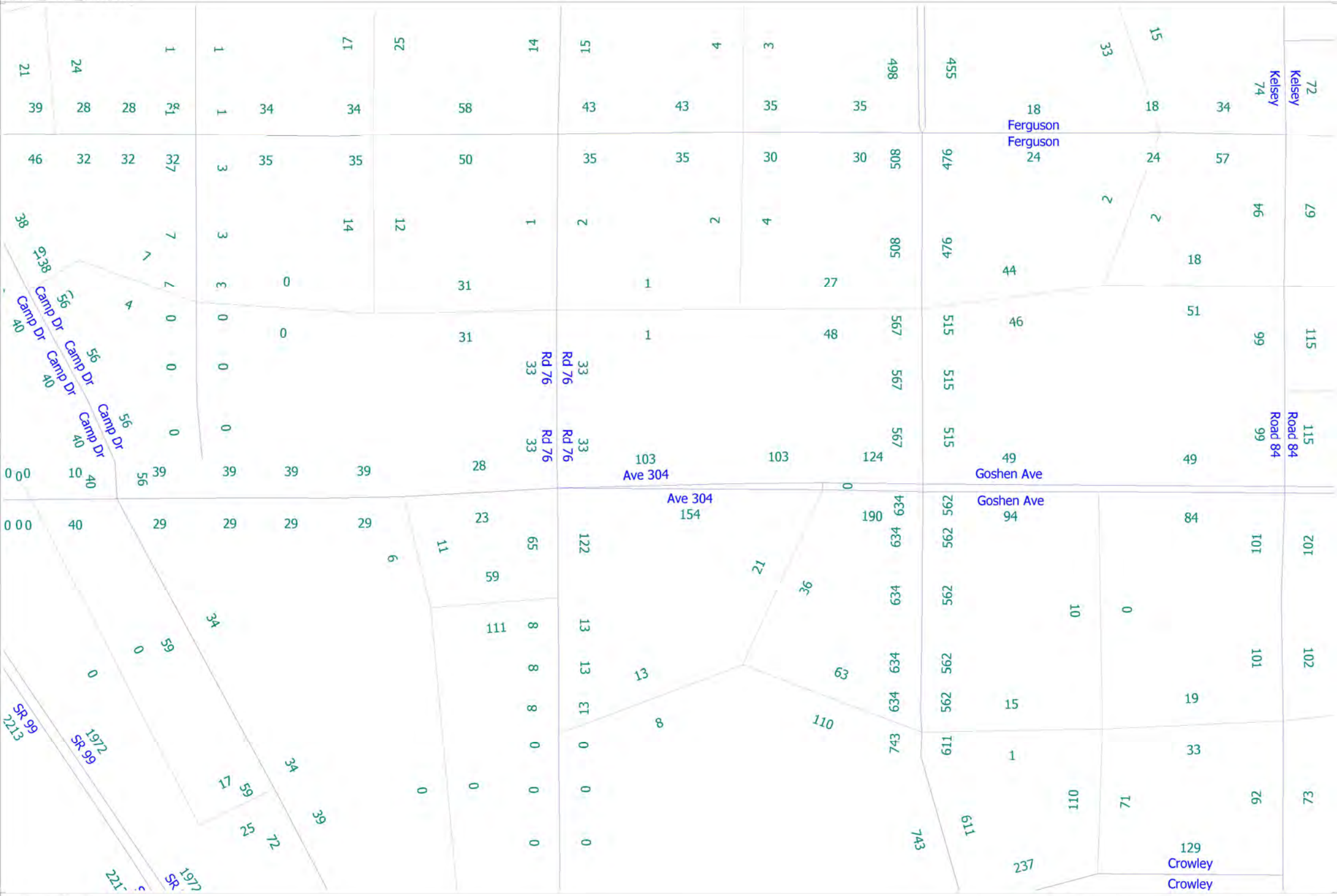
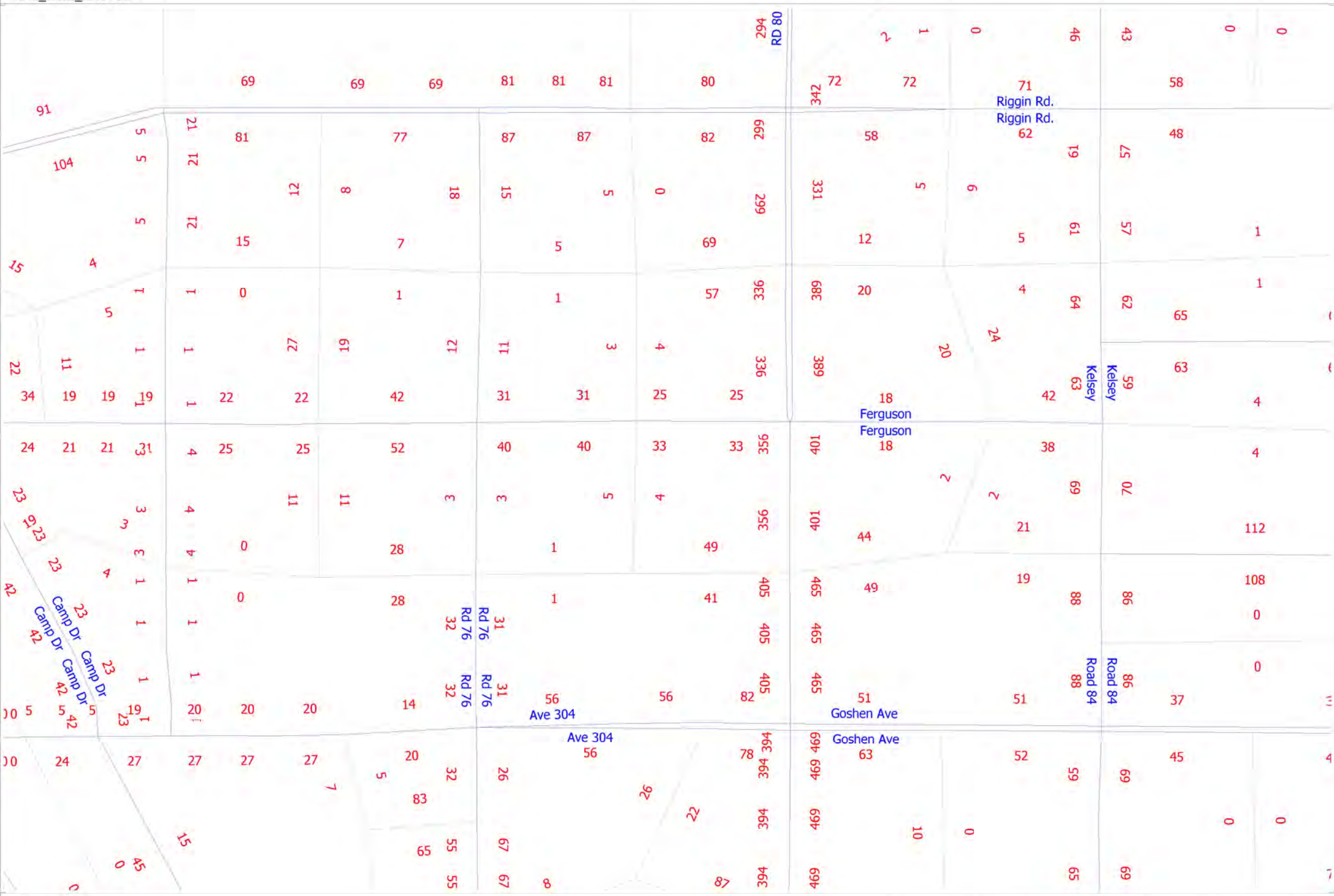


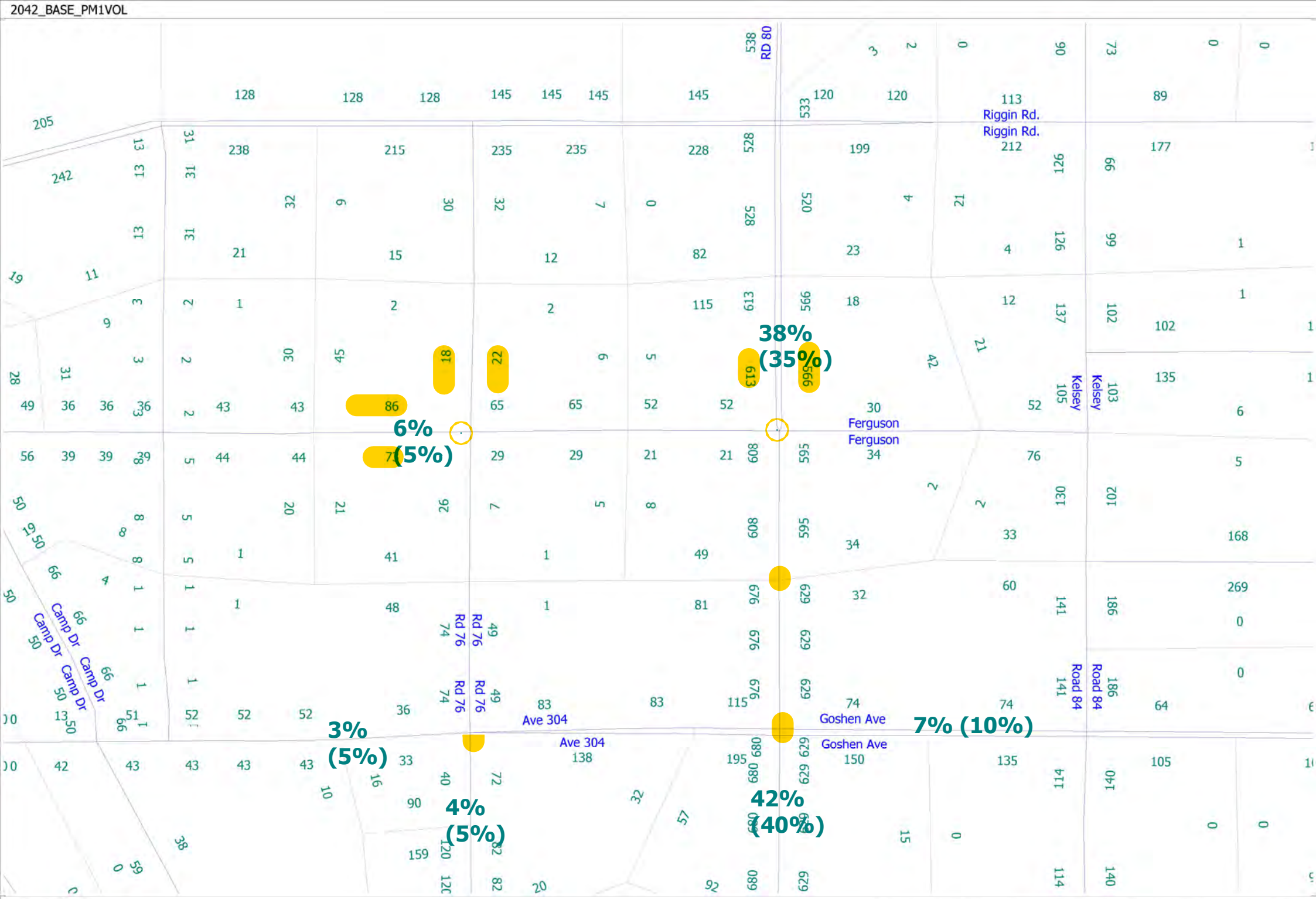
HT (PM)







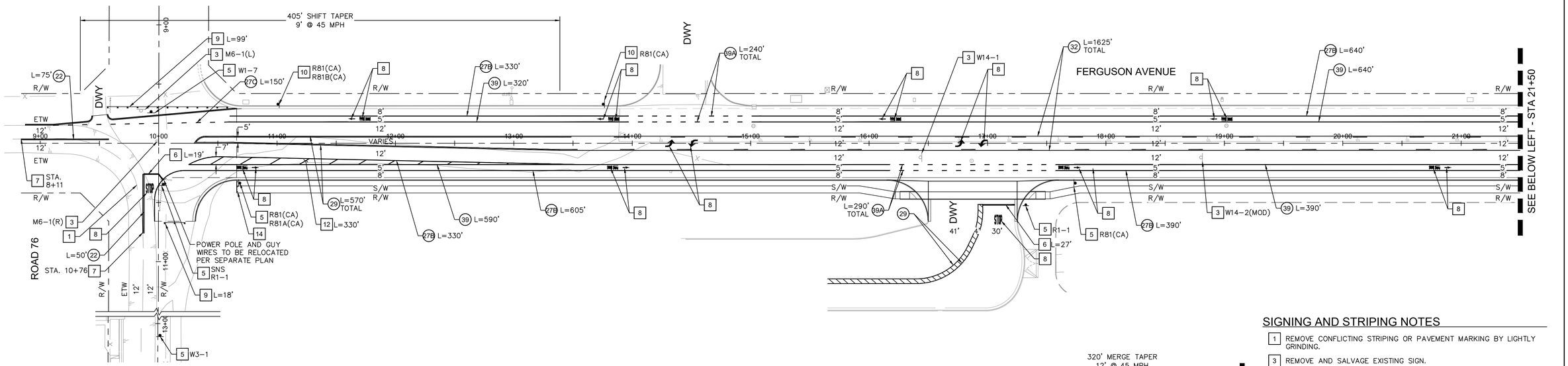




Project Distribution - 2042 BASE PM1VOL

Roadway	Vol	% Distribution	% Adjusted
Ferguson			
West of Rd 76	159	5%	***5%***
Road 76			
North of Ferguson	40	1%	***0%***
South of Ave 304	112	4%	***5%***
Ave 304			
West of Rd 76	69	2%	***5%***
Goshen Ave			
East of Plaza Rd	224	7%	***10%***
Plaza Rd			
South of Goshen	1309	42%	***40%***
North of Ferguson	1179	38%	***35%***
Total	***3092***	100%	***100%***

C – Project Gold Bar Street Improvements and Modifications



SIGNING AND STRIPING NOTES

1. REMOVE CONFLICTING STRIPING OR PAVEMENT MARKING BY LIGHTLY GRINDING.
3. REMOVE AND SALVAGE EXISTING SIGN.
5. FURNISH AND INSTALL NEW SIGN AND POST. SIGN TYPE PER PLAN.
6. INSTALL 12" WHITE CROSSWALK/LIMIT LINE PER CALTRANS STD. PLAN A24E.
7. MATCH EXISTING.
8. INSTALL PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN, SEE LEGEND.
9. INSTALL TIMBER BARRICADE PER CITY OF VISALIA STD. DWG. NO. B-1. LENGTH PER PLAN.
10. FURNISH AND INSTALL NEW SIGN ON EXISTING LUMINAIRE.
12. FURNISH AND INSTALL 6" WHITE STRIPE ANGLED AT 30 DEGREES AND SPACED AT 25'.
14. FURNISH AND INSTALL PEDESTRIAN BARACADE PER 2018 CALTRANS STD PLAN ES-7Q TYPE I.
15. PAINT CURB RED.

LEGEND

- XX' — LANE WIDTH
- (TS) — TRAFFIC SIGNAL
- PROPOSED SIGN LOCATION
- EXISTING SIGN
- PROPOSED TYPE IV ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
- PROPOSED TYPE I 10'-0" ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
- PROPOSED TYPE VII ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
- PROPOSED TYPE VI ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
- PROPOSED BIKE LANE WITH ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A AND A24D
- SHARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A AND A24C
- PROPOSED "STOP" PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24D
- PROPOSED "SIGNAL" PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24D

STRIPING DETAILS

9. INSTALL LANE LINE PATTERN (DETAIL 9) PER CALTRANS STANDARD PLAN A20A.
21. INSTALL TWO-DIRECTIONAL NO PASSING PATTERN (DETAIL 21) PER CALTRANS STANDARD PLAN A20A.
22. INSTALL TWO-DIRECTIONAL NO PASSING PATTERN (DETAIL 22) PER CALTRANS STANDARD PLAN A20A.
27B. INSTALL RIGHT EDGE LINE PATTERN (DETAIL 27B) PER CALTRANS STANDARD PLAN A20B.
27C. INSTALL RIGHT LANE EDGE LINE EXTENSION THROUGH INTERSECTION PATTERN (DETAIL 27C) PER CALTRANS STANDARD PLAN A20B.
29. INSTALL MEDIAN ISLAND PATTERN (DETAIL 29) PER CALTRANS STANDARD PLAN A20B.
32. INSTALL TWO-WAY LEFT TURN LANE PATTERN (DETAIL 32) PER CALTRANS STANDARD PLAN A20B.
38. INSTALL WHITE CHANNELIZING LINE PATTERN (DETAIL 38) PER CALTRANS STANDARD PLAN A20D.
38A. INSTALL WHITE CHANNELIZING LINE PATTERN (DETAIL 38A) PER CALTRANS STANDARD PLAN A20D.
39. INSTALL BIKE LANE LINE PATTERN (DETAIL 39) PER CALTRANS STANDARD PLAN A20D.
39A. INSTALL INTERSECTION LINE BIKE LANE PATTERN (DETAIL 39A) PER CALTRANS STANDARD PLAN A20D.

No.	REVISIONS	DATE	BY
12.			
11.			
10.			
9.			
8.			
7.			
6.			
5.			
4.			
3.			
2.			
1.			

DEVELOPER:

SEEFRIED INDUSTRIAL PROPERTIES
2321 ROSECRANS AVENUE, SUITE 2220
EL SEGUNDO, CA 90245

REGISTERED PROFESSIONAL ENGINEER — JOSIAH D. SHULTZ — No. 84152 — CIVIL — STATE OF CALIFORNIA

PRELIMINARY - NOT FOR CONSTRUCTION

PREPARED BY:

Kimley»Horn

401 B STREET, SUITE 600; SAN DIEGO, CA 92101
PHONE: 619-234-9411

04/29/2022
JOSIAH D. SHULTZ — R.C.E. 84152 — DATE

REVISIONS

REVISED BY: — RCE No.

APPROVED BY: — DATE:

CITY OF VISALIA
THIS SET OF PLANS HAS BEEN REVIEWED FOR COMPLIANCE WITH CITY REQUIREMENTS. THE CITY NEITHER ACCEPTS NOR ASSUMES ANY LIABILITY FOR ERRORS OR OMISSIONS. THIS APPROVAL SHALL NOT PREVENT THE CITY ENGINEER FROM REQUIRING CORRECTION OF ERRORS OR OMISSIONS IN PLANS FOUND TO BE IN VIOLATION OF ANY LAW OR ORDINANCE.

LESLIE BLAIR — DATE
TRAFFIC SAFETY DIVISION FOR CITY ENGINEER

THIS ACCEPTANCE IS VALID FOR 12 MONTHS. AN UPDATED ACCEPTANCE TO THIS PLAN SET IS SUBJECT TO ADDITIONAL REVIEW AND UPDATES AS DETERMINED BY THE CITY.

CITY OF VISALIA

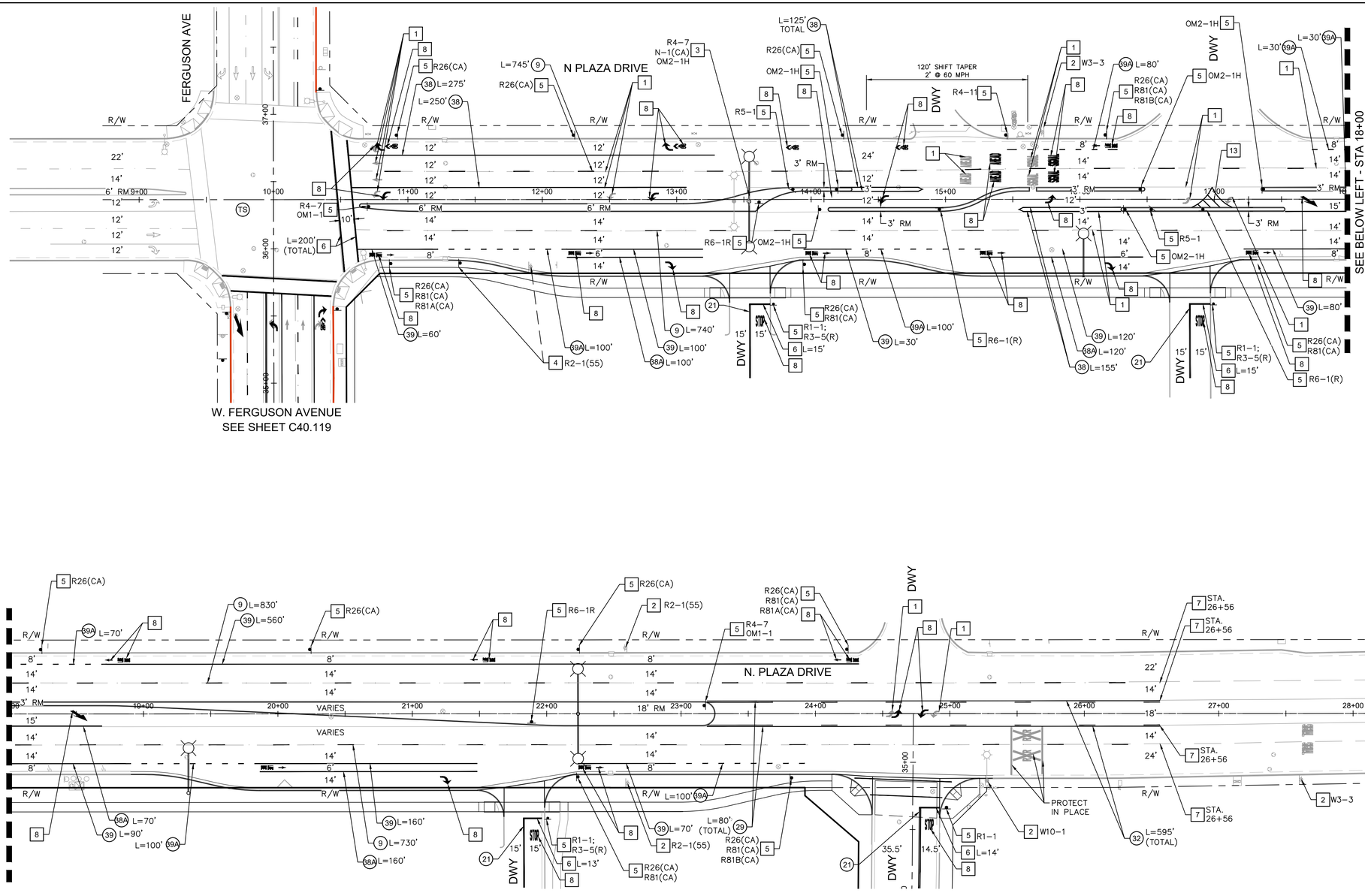
OFFSITE STREET IMPROVEMENT PLAN

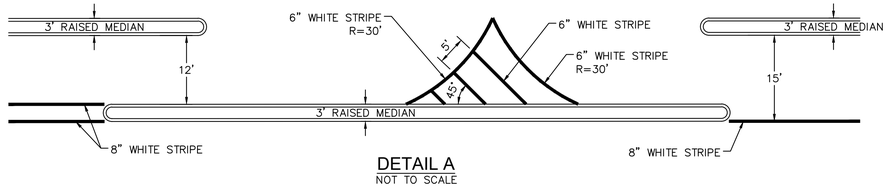
PROJECT GOLD BAR
N PLAZA DR & W FERGUSON AVE

SIGNING AND STRIPING PLAN

B213726 — WDID: 5F54C396281

DESIGNED: JS
DRAWN: MZ
CHECKED: JS
SCALE: AS SHOWN
SHEET No. C40.119





DETAIL A
NOT TO SCALE

LEGEND

XX'	LANE WIDTH
TS	TRAFFIC SIGNAL
	PROPOSED SIGN LOCATION
	EXISTING SIGN
	PROPOSED TYPE IV ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
	PROPOSED TYPE I 10'-0" ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
	PROPOSED TYPE VII ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
	PROPOSED TYPE VI ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
	PROPOSED BIKE LANE WITH ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A AND A24D
	SHARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A AND A24C
STOP	PROPOSED "STOP" PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24D
SIGNAL	PROPOSED "SIGNAL" PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24D
AHEAD	PROPOSED "AHEAD" PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24D

SIGNING AND STRIPING NOTES

1. REMOVE CONFLICTING STRIPING OR PAVEMENT MARKING BY LIGHTLY GRINDING.
2. EXISTING SIGN TO REMAIN.
3. REMOVE AND SALVAGE EXISTING SIGN.
4. RELOCATE EXISTING SIGN TO NEW POST.
5. FURNISH AND INSTALL NEW SIGN AND POST. SIGN TYPE PER PLAN.
6. INSTALL 12" WHITE CROSSWALK/LIMIT LINE PER CALTRANS STD. PLAN A24E.
7. MATCH EXISTING.
8. INSTALL PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN, SEE LEGEND.
13. FURNISH AND INSTALL PAINTED MEDIAN PER DETAIL A, THIS SHEET.

STRIPING DETAILS

9. INSTALL LANE LINE PATTERN (DETAIL 9) PER CALTRANS STANDARD PLAN A20A.
21. INSTALL TWO-DIRECTIONAL NO PASSING PATTERN (DETAIL 21) PER CALTRANS STANDARD PLAN A20A.
29. INSTALL MEDIAN ISLAND PATTERN (DETAIL 29) PER CALTRANS STANDARD PLAN A20B.
32. INSTALL TWO-WAY LEFT TURN LANE PATTERN (DETAIL 32) PER CALTRANS STANDARD PLAN A20B.
38. INSTALL WHITE CHANNELIZING LINE PATTERN (DETAIL 38) PER CALTRANS STANDARD PLAN A20D.
38A. INSTALL WHITE CHANNELIZING LINE PATTERN (DETAIL 38A) PER CALTRANS STANDARD PLAN A20D.
39. INSTALL BIKE LANE LINE PATTERN (DETAIL 39) PER CALTRANS STANDARD PLAN A20D.
39A. INSTALL INTERSECTION LINE BIKE LANE PATTERN (DETAIL 39A) PER CALTRANS STANDARD PLAN A20D.

NORTH

GRAPHIC SCALE IN FEET
0 20 40 80

No.	REVISIONS	DATE	BY
12.			
11.			
10.			
9.			
8.			
7.			
6.			
5.			
4.			
3.			
2.			
1.			

DEVELOPER:

SEEFRIED INDUSTRIAL PROPERTIES
2321 ROSECRANS AVENUE, SUITE 2220
EL SEGUNDO, CA 90245

PRELIMINARY - NOT FOR CONSTRUCTION
REGISTERED PROFESSIONAL ENGINEER
JOSIAH D. SHULTZ
No. 84152
CIVIL
STATE OF CALIFORNIA

PREPARED BY:

Kimley»Horn

401 B STREET, SUITE 600, SAN DIEGO, CA 92101
PHONE: 619-234-9411

04/29/2022
JOSIAH D. SHULTZ R.C.E. 84152 DATE

REVISIONS

REVISED BY: RCE No.

APPROVED BY: DATE:

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LESLIE BLAIR DATE
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CITY OF VISALIA

OFFSITE STREET IMPROVEMENT PLAN

PROJECT GOLD BAR
N PLAZA DR & W FERGUSON AVE

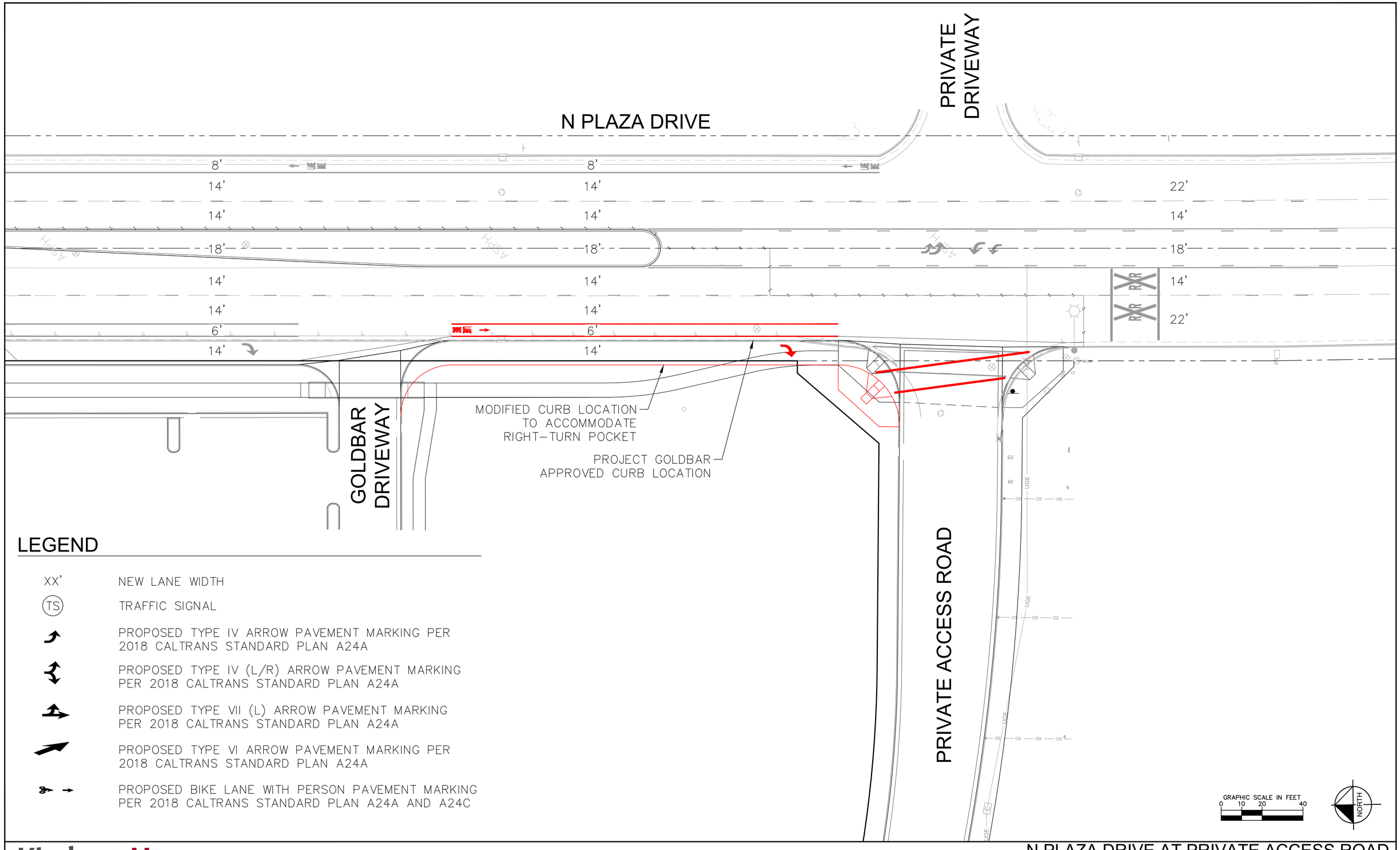
SIGNING AND STRIPING PLAN

B213726 WDID: 5F54C396281

DESIGNED: JS
DRAWN: MZ
CHECKED: JS

SCALE: AS SHOWN

SHEET No. C40.120



LEGEND

XX'	NEW LANE WIDTH
(TS)	TRAFFIC SIGNAL
	PROPOSED TYPE IV ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
	PROPOSED TYPE IV (L/R) ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
	PROPOSED TYPE VII (L) ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
	PROPOSED TYPE VI ARROW PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A
	PROPOSED BIKE LANE WITH PERSON PAVEMENT MARKING PER 2018 CALTRANS STANDARD PLAN A24A AND A24C

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N PLAZA DRIVE AT PRIVATE ACCESS ROAD RIGHT-TURN POCKET CONCEPT PROJECT PLAZA 39

D – Level of Service Calculation Sheets & Vehicle Queuing Calculation Sheets

Intersection	
Int Delay, s/veh	3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	148	10	12	66	10
Future Vol, veh/h	26	148	10	12	66	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	31	174	12	14	78	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	205	0	156	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	38	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1366	-	835	934
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	984	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1366	-	827	934
Mov Cap-2 Maneuver	-	-	-	-	827	-
Stage 1	-	-	-	-	907	-
Stage 2	-	-	-	-	975	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.5	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	840	-	-	1366	-
HCM Lane V/C Ratio	0.106	-	-	0.009	-
HCM Control Delay (s)	9.8	-	-	7.7	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	116	14	37	158	91	8	6	19	193	19	0
Future Vol, veh/h	1	116	14	37	158	91	8	6	19	193	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	130	16	42	178	102	9	7	21	217	21	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	280	0	0	146	0	0	324	504	73	384	461	140
Stage 1	-	-	-	-	-	-	140	140	-	313	313	-
Stage 2	-	-	-	-	-	-	184	364	-	71	148	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1280	-	-	1434	-	-	605	469	974	549	496	882
Stage 1	-	-	-	-	-	-	849	780	-	672	656	-
Stage 2	-	-	-	-	-	-	800	622	-	931	774	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1280	-	-	1434	-	-	571	455	974	519	481	882
Mov Cap-2 Maneuver	-	-	-	-	-	-	571	455	-	519	481	-
Stage 1	-	-	-	-	-	-	848	779	-	671	637	-
Stage 2	-	-	-	-	-	-	751	604	-	902	773	-

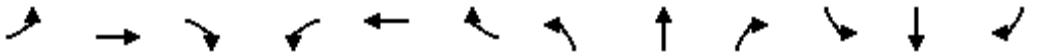
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1	10.4	17.9
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	707	1280	-	-	1434	-	-	515
HCM Lane V/C Ratio	0.052	0.001	-	-	0.029	-	-	0.463
HCM Control Delay (s)	10.4	7.8	-	-	7.6	-	-	17.9
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	2.4

Lane Group	EBL	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	16	57	8	94	549	8	7	649	30
v/c Ratio	0.09	0.14	0.06	0.68	0.19	0.01	0.05	0.28	0.03
Control Delay	25.1	0.7	29.6	56.8	3.9	0.0	29.3	6.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	0.7	29.6	56.8	3.9	0.0	29.3	6.3	0.0
Queue Length 50th (ft)	6	0	3	35	20	0	2	52	0
Queue Length 95th (ft)	20	0	15	#113	93	0	14	111	0
Internal Link Dist (ft)					1413			2950	
Turn Bay Length (ft)	200	110	120	250		275	305		110
Base Capacity (vph)	188	942	138	138	2866	1304	138	2336	1085
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.06	0.06	0.68	0.19	0.01	0.05	0.28	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	51	7	0	0	84	489	7	6	578	27
Future Volume (veh/h)	14	0	51	7	0	0	84	489	7	6	578	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	0	57	8	0	0	94	549	8	7	649	30
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	202	90	18	171	76	120	2276	1015	16	2068	922
Arrive On Green	0.02	0.00	0.06	0.01	0.00	0.00	0.07	0.64	0.64	0.01	0.58	0.58
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	16	0	57	8	0	0	94	549	8	7	649	30
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.6	0.0	2.2	0.3	0.0	0.0	3.3	4.2	0.1	0.2	5.9	0.5
Cycle Q Clear(g_c), s	0.6	0.0	2.2	0.3	0.0	0.0	3.3	4.2	0.1	0.2	5.9	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	202	90	18	171	76	120	2276	1015	16	2068	922
V/C Ratio(X)	0.46	0.00	0.63	0.43	0.00	0.00	0.78	0.24	0.01	0.43	0.31	0.03
Avail Cap(c_a), veh/h	140	1750	780	140	1789	798	140	2276	1015	140	2068	922
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.8	0.0	29.3	31.3	0.0	0.0	29.2	4.9	4.1	31.3	6.8	5.7
Incr Delay (d2), s/veh	9.4	0.0	7.1	15.2	0.0	0.0	21.3	0.3	0.0	16.9	0.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.0	0.2	0.0	0.0	1.9	0.8	0.0	0.2	1.4	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.2	0.0	36.4	46.5	0.0	0.0	50.4	5.1	4.1	48.2	7.2	5.7
LnGrp LOS	D	A	D	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		73			8			651			686	
Approach Delay, s/veh		37.2			46.5			11.6			7.5	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	45.2	5.2	8.1	8.8	41.5	5.7	7.6
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	37.0	5.0	31.3	5.0	37.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	2.2	6.2	2.3	4.2	5.3	7.9	2.6	0.0
Green Ext Time (p_c), s	0.0	3.3	0.0	0.1	0.0	4.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	11.2
HCM 6th LOS	B

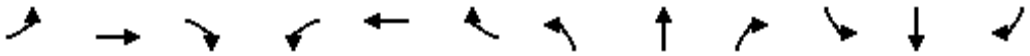
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	1	0	1	0	594	19	5	638	0
Future Vol, veh/h	0	0	0	1	0	1	0	594	19	5	638	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	1	0	1	0	691	22	6	742	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1100	1467	371	1085	1456	357	742	0	0	713	0	0
Stage 1	754	754	-	702	702	-	-	-	-	-	-	-
Stage 2	346	713	-	383	754	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	167	127	626	171	129	639	861	-	-	883	-	-
Stage 1	367	415	-	395	439	-	-	-	-	-	-	-
Stage 2	643	434	-	611	415	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	166	126	626	170	128	639	861	-	-	883	-	-
Mov Cap-2 Maneuver	166	126	-	170	128	-	-	-	-	-	-	-
Stage 1	367	412	-	395	439	-	-	-	-	-	-	-
Stage 2	642	434	-	607	412	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	18.5	0	0.1
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	861	-	-	-	-	269	883	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.009	0.007	-	-
HCM Control Delay (s)	0	-	-	0	0	18.5	9.1	-	-
HCM Lane LOS	A	-	-	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0	0	-	-

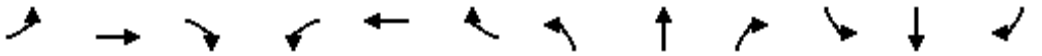


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	168	202	86	134	96	199	548	71	123	496	45
v/c Ratio	0.27	0.42	0.56	0.80	0.21	0.26	1.09	0.31	0.08	0.67	0.28	0.05
Control Delay	44.5	37.1	11.9	88.1	31.0	8.4	131.5	12.9	1.4	55.4	12.6	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.5	37.1	11.9	88.1	31.0	8.4	131.5	12.9	1.4	55.4	12.6	0.1
Queue Length 50th (ft)	15	43	0	45	29	0	~117	82	0	62	73	0
Queue Length 95th (ft)	42	73	59	#131	60	38	#256	125	11	#145	113	0
Internal Link Dist (ft)		2572			1230			2364			1021	
Turn Bay Length (ft)	250		110	250		90	330		105	170		140
Base Capacity (vph)	107	1588	821	107	1588	768	182	1778	847	184	1782	848
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.27	0.11	0.25	0.80	0.08	0.13	1.09	0.31	0.08	0.67	0.28	0.05

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	156	188	80	125	89	185	510	66	114	461	42
Future Volume (veh/h)	27	156	188	80	125	89	185	510	66	114	461	42
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	168	202	86	134	96	199	548	71	123	496	45
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	52	578	258	102	679	303	174	1731	772	154	1691	754
Arrive On Green	0.03	0.16	0.16	0.06	0.19	0.19	0.10	0.49	0.49	0.09	0.48	0.48
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	29	168	202	86	134	96	199	548	71	123	496	45
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.4	3.6	10.7	4.2	2.8	4.5	8.5	8.2	2.1	5.9	7.4	1.3
Cycle Q Clear(g_c), s	1.4	3.6	10.7	4.2	2.8	4.5	8.5	8.2	2.1	5.9	7.4	1.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	52	578	258	102	679	303	174	1731	772	154	1691	754
V/C Ratio(X)	0.56	0.29	0.78	0.84	0.20	0.32	1.15	0.32	0.09	0.80	0.29	0.06
Avail Cap(c_a), veh/h	102	1508	673	102	1508	673	174	1731	772	176	1691	754
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.8	32.1	35.0	40.7	29.6	30.4	39.3	13.6	12.0	39.1	13.9	12.3
Incr Delay (d2), s/veh	9.3	0.3	5.2	43.7	0.1	0.6	113.0	0.5	0.2	20.3	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	1.5	4.2	3.0	1.1	1.7	8.9	2.8	0.7	3.3	2.6	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.1	32.4	40.2	84.4	29.8	31.0	152.3	14.0	12.2	59.4	14.4	12.5
LnGrp LOS	D	C	D	F	C	C	F	B	B	E	B	B
Approach Vol, veh/h		399			316			818			664	
Approach Delay, s/veh		37.7			45.0			47.5			22.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	47.0	9.5	18.7	13.0	46.0	7.0	21.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.6	41.4	5.0	37.0	8.5	41.5	5.0	37.0
Max Q Clear Time (g_c+I1), s	7.9	10.2	6.2	12.7	10.5	9.4	3.4	6.5
Green Ext Time (p_c), s	0.0	3.5	0.0	1.5	0.0	3.1	0.0	1.0

Intersection Summary	
HCM 6th Ctrl Delay	37.8
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	5.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	15	86	10	23	130	10
Future Vol, veh/h	15	86	10	23	130	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	93	11	25	141	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	109	0	110	63
Stage 1	-	-	-	-	63	-
Stage 2	-	-	-	-	47	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1481	-	887	1002
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	975	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1481	-	880	1002
Mov Cap-2 Maneuver	-	-	-	-	880	-
Stage 1	-	-	-	-	960	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.3	9.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	888	-	-	1481	-
HCM Lane V/C Ratio	0.171	-	-	0.007	-
HCM Control Delay (s)	9.9	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	221	15	23	126	140	15	19	74	131	28	7
Future Vol, veh/h	7	221	15	23	126	140	15	19	74	131	28	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	91	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	248	17	26	142	157	16	21	83	147	31	8

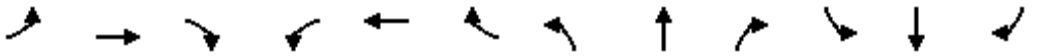
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	299	0	0	265	0	0	412	624	133	424	554	150
Stage 1	-	-	-	-	-	-	273	273	-	273	273	-
Stage 2	-	-	-	-	-	-	139	351	-	151	281	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1259	-	-	1296	-	-	524	400	892	514	439	870
Stage 1	-	-	-	-	-	-	710	683	-	710	683	-
Stage 2	-	-	-	-	-	-	850	631	-	836	677	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1259	-	-	1296	-	-	481	390	892	438	428	870
Mov Cap-2 Maneuver	-	-	-	-	-	-	481	390	-	438	428	-
Stage 1	-	-	-	-	-	-	706	679	-	706	669	-
Stage 2	-	-	-	-	-	-	787	618	-	730	673	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.6	11.6	18.8
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	664	1259	-	-	1296	-	-	446
HCM Lane V/C Ratio	0.182	0.006	-	-	0.02	-	-	0.418
HCM Control Delay (s)	11.6	7.9	-	-	7.8	-	-	18.8
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	2

Lane Group	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	1	65	30	9	48	624	18	4	524	11
v/c Ratio	0.16	0.00	0.27	0.22	0.02	0.35	0.24	0.01	0.03	0.22	0.01
Control Delay	29.7	30.0	4.6	34.3	0.1	37.9	5.1	0.0	30.8	6.8	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	30.0	4.6	34.3	0.1	37.9	5.1	0.0	30.8	6.8	0.0
Queue Length 50th (ft)	10	0	0	11	0	17	23	0	1	40	0
Queue Length 95th (ft)	36	2	11	37	0	52	110	0	10	91	0
Internal Link Dist (ft)		223					1413			2950	
Turn Bay Length (ft)	200		110	120	105	250		275	305		110
Base Capacity (vph)	187	1753	843	137	921	137	2637	1209	137	2431	1124
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.00	0.08	0.22	0.01	0.35	0.24	0.01	0.03	0.22	0.01

Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1	64	29	0	9	47	612	18	4	514	11
Future Volume (veh/h)	28	1	64	29	0	9	47	612	18	4	514	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	1	65	30	0	9	48	624	18	4	524	11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	234	104	57	236	105	80	2189	977	10	2049	914
Arrive On Green	0.03	0.07	0.07	0.03	0.00	0.07	0.04	0.62	0.62	0.01	0.58	0.58
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	29	1	65	30	0	9	48	624	18	4	524	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.0	0.0	2.6	1.1	0.0	0.3	1.7	5.2	0.3	0.1	4.7	0.2
Cycle Q Clear(g_c), s	1.0	0.0	2.6	1.1	0.0	0.3	1.7	5.2	0.3	0.1	4.7	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	234	104	57	236	105	80	2189	977	10	2049	914
V/C Ratio(X)	0.52	0.00	0.62	0.52	0.00	0.09	0.60	0.29	0.02	0.42	0.26	0.01
Avail Cap(c_a), veh/h	139	1734	773	139	1772	791	139	2189	977	139	2049	914
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.6	28.0	29.2	30.6	0.0	28.1	30.1	5.7	4.8	31.8	6.7	5.8
Incr Delay (d2), s/veh	7.2	0.0	6.0	7.1	0.0	0.3	7.1	0.3	0.0	26.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.1	0.6	0.0	0.1	0.8	1.2	0.1	0.1	1.2	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	37.8	28.0	35.2	37.7	0.0	28.5	37.2	6.1	4.8	58.4	7.0	5.8
LnGrp LOS	D	C	D	D	A	C	D	A	A	E	A	A
Approach Vol, veh/h		95			39			690			539	
Approach Delay, s/veh		35.9			35.6			8.2			7.4	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	44.0	6.6	8.7	7.4	41.5	6.5	8.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	37.0	5.0	31.3	5.0	37.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	2.1	7.2	3.1	4.6	3.7	6.7	3.0	2.3
Green Ext Time (p_c), s	0.0	3.9	0.0	0.2	0.0	3.2	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.6
HCM 6th LOS	B

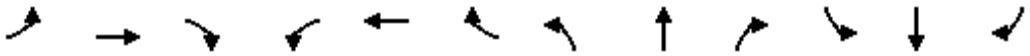
Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	0	6	0	3	0	651	3	1	683	0
Future Vol, veh/h	0	0	0	6	0	3	0	651	3	1	683	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	0	6	0	3	0	671	3	1	704	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1042	1380	352	1027	1379	337	704	0	0	674	0	0
Stage 1	706	706	-	673	673	-	-	-	-	-	-	-
Stage 2	336	674	-	354	706	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	184	143	644	189	143	659	890	-	-	913	-	-
Stage 1	393	437	-	411	452	-	-	-	-	-	-	-
Stage 2	652	452	-	636	437	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	143	644	189	143	659	890	-	-	913	-	-
Mov Cap-2 Maneuver	183	143	-	189	143	-	-	-	-	-	-	-
Stage 1	393	437	-	411	452	-	-	-	-	-	-	-
Stage 2	649	452	-	635	437	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	20.1	0	0
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	890	-	-	-	-	248	913	-	-
HCM Lane V/C Ratio	-	-	-	-	-	0.037	0.001	-	-
HCM Control Delay (s)	0	-	-	0	0	20.1	8.9	-	-
HCM Lane LOS	A	-	-	A	A	C	A	-	-
HCM 95th %tile Q(veh)	0	-	-	-	-	0.1	0	-	-

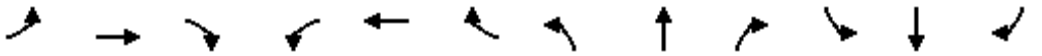


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	77	231	231	94	150	109	176	541	63	121	518	33
v/c Ratio	0.66	0.50	0.57	0.81	0.33	0.36	1.11	0.31	0.08	0.68	0.29	0.04
Control Delay	67.8	37.8	10.8	87.0	34.9	10.6	145.4	13.9	1.1	57.5	13.1	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	67.8	37.8	10.8	87.0	34.9	10.6	145.4	13.9	1.1	57.5	13.1	0.1
Queue Length 50th (ft)	40	60	0	50	38	0	~107	85	0	63	79	0
Queue Length 95th (ft)	#113	95	61	#140	66	43	#242	131	8	#147	122	0
Internal Link Dist (ft)		2572			1230			2364			1021	
Turn Bay Length (ft)	250		110	250		90	330		105	170		140
Base Capacity (vph)	116	1560	827	116	1560	759	158	1729	826	179	1771	844
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.66	0.15	0.28	0.81	0.10	0.14	1.11	0.31	0.08	0.68	0.29	0.04

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	72	217	217	88	141	102	165	509	59	114	487	31
Future Volume (veh/h)	72	217	217	88	141	102	165	509	59	114	487	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	77	231	231	94	150	109	176	541	63	121	518	33
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	99	653	291	110	674	301	149	1666	743	151	1669	744
Arrive On Green	0.06	0.18	0.18	0.06	0.19	0.19	0.08	0.47	0.47	0.08	0.47	0.47
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	77	231	231	94	150	109	176	541	63	121	518	33
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.8	5.1	12.5	4.7	3.2	5.4	7.5	8.5	2.0	6.0	8.1	1.0
Cycle Q Clear(g_c), s	3.8	5.1	12.5	4.7	3.2	5.4	7.5	8.5	2.0	6.0	8.1	1.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	99	653	291	110	674	301	149	1666	743	151	1669	744
V/C Ratio(X)	0.78	0.35	0.79	0.86	0.22	0.36	1.18	0.32	0.08	0.80	0.31	0.04
Avail Cap(c_a), veh/h	110	1470	656	110	1470	656	149	1666	743	169	1669	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.7	31.9	34.9	41.6	30.6	31.5	41.0	14.9	13.1	40.2	14.7	12.8
Incr Delay (d2), s/veh	27.1	0.3	4.9	45.2	0.2	0.7	129.5	0.5	0.2	21.4	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.1	4.9	3.3	1.3	2.0	8.4	3.1	0.7	3.3	2.9	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.8	32.2	39.7	86.8	30.8	32.3	170.5	15.4	13.4	61.6	15.2	13.0
LnGrp LOS	E	C	D	F	C	C	F	B	B	E	B	B
Approach Vol, veh/h		539			353			780			672	
Approach Delay, s/veh		40.7			46.2			50.2			23.4	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.1	46.4	10.0	20.9	12.0	46.5	9.5	21.5
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	41.0	5.5	37.0	7.5	42.0	5.5	37.0
Max Q Clear Time (g_c+I1), s	8.0	10.5	6.7	14.5	9.5	10.1	5.8	7.4
Green Ext Time (p_c), s	0.0	3.4	0.0	2.0	0.0	3.2	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	39.7
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	0	0	0	0
Future Vol, veh/h	0	0	0	0	0	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	0	0	0	0

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	2	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	1	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	1021	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	1021	1084
Mov Cap-2 Maneuver	-	-	-	-	1021	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	1022	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	0
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	-	-	-	1622	-
HCM Lane V/C Ratio	-	-	-	-	-
HCM Control Delay (s)	0	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	-	-	-	0	-

Intersection	
Int Delay, s/veh	2.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	44	148	10	15	66	10
Future Vol, veh/h	44	148	10	15	66	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	52	174	12	18	78	12

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	226	0	181	139
Stage 1	-	-	-	-	139	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1342	-	808	909
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1342	-	801	909
Mov Cap-2 Maneuver	-	-	-	-	801	-
Stage 1	-	-	-	-	888	-
Stage 2	-	-	-	-	971	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.1	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	814	-	-	1342	-
HCM Lane V/C Ratio	0.11	-	-	0.009	-
HCM Control Delay (s)	10	-	-	7.7	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	6.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	134	14	40	161	91	8	6	37	193	19	0
Future Vol, veh/h	1	134	14	40	161	91	8	6	37	193	19	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	151	16	45	181	102	9	7	42	217	21	0

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	283	0	0	167	0	0	352	534	84	403	491	142
Stage 1	-	-	-	-	-	-	161	161	-	322	322	-
Stage 2	-	-	-	-	-	-	191	373	-	81	169	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1276	-	-	1408	-	-	578	451	958	532	477	880
Stage 1	-	-	-	-	-	-	825	764	-	664	650	-
Stage 2	-	-	-	-	-	-	792	617	-	918	758	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1276	-	-	1408	-	-	544	436	958	491	461	880
Mov Cap-2 Maneuver	-	-	-	-	-	-	544	436	-	491	461	-
Stage 1	-	-	-	-	-	-	824	763	-	663	629	-
Stage 2	-	-	-	-	-	-	741	597	-	870	757	-

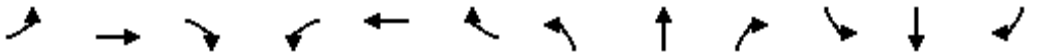
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	1	10.1	19.2
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	760	1276	-	-	1408	-	-	488
HCM Lane V/C Ratio	0.075	0.001	-	-	0.032	-	-	0.488
HCM Control Delay (s)	10.1	7.8	-	-	7.6	-	-	19.2
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0	-	-	0.1	-	-	2.6

Lane Group	EBL	EBR	WBL	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	16	78	8	98	570	8	7	788	30
v/c Ratio	0.09	0.21	0.06	0.72	0.21	0.01	0.05	0.35	0.03
Control Delay	25.1	1.2	29.6	60.8	4.2	0.0	29.3	7.3	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	25.1	1.2	29.6	60.8	4.2	0.0	29.3	7.3	0.0
Queue Length 50th (ft)	6	0	3	36	21	0	2	66	0
Queue Length 95th (ft)	20	0	15	#118	96	0	14	139	0
Internal Link Dist (ft)					1413			2950	
Turn Bay Length (ft)	200	110	120	250		275	305		110
Base Capacity (vph)	187	917	137	137	2709	1239	137	2236	1043
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.09	0.06	0.72	0.21	0.01	0.05	0.35	0.03

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	14	0	69	7	0	0	87	507	7	6	701	27
Future Volume (veh/h)	14	0	69	7	0	0	87	507	7	6	701	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	0	78	8	0	0	98	570	8	7	788	30
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	34	239	106	18	207	92	125	2255	1006	16	2037	909
Arrive On Green	0.02	0.00	0.07	0.01	0.00	0.00	0.07	0.63	0.63	0.01	0.57	0.57
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	16	0	78	8	0	0	98	570	8	7	788	30
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	0.6	0.0	3.1	0.3	0.0	0.0	3.5	4.5	0.1	0.3	7.8	0.5
Cycle Q Clear(g_c), s	0.6	0.0	3.1	0.3	0.0	0.0	3.5	4.5	0.1	0.3	7.8	0.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	34	239	106	18	207	92	125	2255	1006	16	2037	909
V/C Ratio(X)	0.46	0.00	0.73	0.43	0.00	0.00	0.78	0.25	0.01	0.43	0.39	0.03
Avail Cap(c_a), veh/h	138	1723	769	138	1762	786	138	2255	1006	138	2037	909
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	31.3	0.0	29.5	31.8	0.0	0.0	29.5	5.1	4.3	31.8	7.6	6.0
Incr Delay (d2), s/veh	9.4	0.0	9.3	15.3	0.0	0.0	22.7	0.3	0.0	16.9	0.6	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.0	1.4	0.2	0.0	0.0	2.1	0.9	0.0	0.2	2.0	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.8	0.0	38.8	47.0	0.0	0.0	52.2	5.4	4.3	48.7	8.1	6.1
LnGrp LOS	D	A	D	D	A	A	D	A	A	D	A	A
Approach Vol, veh/h		94			8			676			825	
Approach Delay, s/veh		39.2			47.0			12.2			8.4	
Approach LOS		D			D			B			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.1	45.5	5.2	8.8	9.0	41.5	5.7	8.3
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	37.0	5.0	31.3	5.0	37.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	2.3	6.5	2.3	5.1	5.5	9.8	2.6	0.0
Green Ext Time (p_c), s	0.0	3.5	0.0	0.2	0.0	5.1	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	12.0
HCM 6th LOS	B

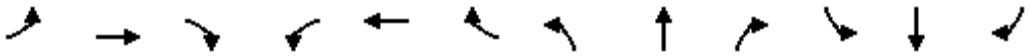
Intersection	
Int Delay, s/veh	3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	20	0	31	1	0	1	211	594	19	5	638	140
Future Vol, veh/h	20	0	31	1	0	1	211	594	19	5	638	140
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	0	36	1	0	1	245	691	22	6	742	163

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1672	2039	453	1575	2109	357	905	0	0	713	0	0
Stage 1	836	836	-	1192	1192	-	-	-	-	-	-	-
Stage 2	836	1203	-	383	917	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	63	56	554	74	51	639	747	-	-	883	-	-
Stage 1	328	381	-	199	259	-	-	-	-	-	-	-
Stage 2	328	256	-	611	349	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	47	37	554	51	34	639	747	-	-	883	-	-
Mov Cap-2 Maneuver	47	37	-	51	34	-	-	-	-	-	-	-
Stage 1	220	378	-	134	174	-	-	-	-	-	-	-
Stage 2	220	172	-	567	347	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	62.6	44.3	3.1	0.1
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	747	-	-	47	554	94	883	-	-
HCM Lane V/C Ratio	0.328	-	-	0.495	0.065	0.025	0.007	-	-
HCM Control Delay (s)	12.2	-	-	141.1	12	44.3	9.1	-	-
HCM Lane LOS	B	-	-	F	B	E	A	-	-
HCM 95th %tile Q(veh)	1.4	-	-	1.8	0.2	0.1	0	-	-

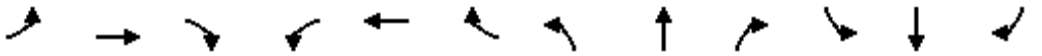


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	67	168	202	86	134	133	199	699	71	128	517	51
v/c Ratio	0.63	0.42	0.56	0.80	0.33	0.45	1.09	0.41	0.09	0.70	0.30	0.06
Control Delay	65.5	37.1	11.9	88.1	35.7	11.6	131.5	14.8	1.5	57.5	13.6	0.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	65.5	37.1	11.9	88.1	35.7	11.6	131.5	14.8	1.5	57.5	13.6	0.4
Queue Length 50th (ft)	34	43	0	45	34	0	~117	115	0	65	80	0
Queue Length 95th (ft)	#99	73	59	#131	60	48	#256	170	12	#153	123	3
Internal Link Dist (ft)		2572			1230			2364			1021	
Turn Bay Length (ft)	250		110	250		90	330		105	170		140
Base Capacity (vph)	107	1588	821	107	1588	783	182	1713	820	184	1718	821
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.63	0.11	0.25	0.80	0.08	0.17	1.09	0.41	0.09	0.70	0.30	0.06

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	62	156	188	80	125	124	185	650	66	119	481	47
Future Volume (veh/h)	62	156	188	80	125	124	185	650	66	119	481	47
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	67	168	202	86	134	133	199	699	71	128	517	51
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	578	258	102	611	272	174	1659	740	159	1630	727
Arrive On Green	0.05	0.16	0.16	0.06	0.17	0.17	0.10	0.47	0.47	0.09	0.46	0.46
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	67	168	202	86	134	133	199	699	71	128	517	51
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	3.2	3.6	10.7	4.2	2.8	6.6	8.5	11.4	2.2	6.1	8.0	1.6
Cycle Q Clear(g_c), s	3.2	3.6	10.7	4.2	2.8	6.6	8.5	11.4	2.2	6.1	8.0	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	578	258	102	611	272	174	1659	740	159	1630	727
V/C Ratio(X)	0.78	0.29	0.78	0.84	0.22	0.49	1.15	0.42	0.10	0.80	0.32	0.07
Avail Cap(c_a), veh/h	102	1508	673	102	1508	673	174	1659	740	176	1630	727
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.0	32.1	35.0	40.7	31.1	32.6	39.3	15.4	13.0	38.9	14.9	13.2
Incr Delay (d2), s/veh	26.8	0.3	5.2	43.7	0.2	1.4	113.0	0.8	0.3	21.4	0.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.5	4.2	3.0	1.2	2.5	8.9	4.1	0.7	3.4	2.9	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.8	32.4	40.2	84.4	31.3	34.0	152.3	16.2	13.2	60.4	15.5	13.4
LnGrp LOS	E	C	D	F	C	C	F	B	B	E	B	B
Approach Vol, veh/h		437			353			969			696	
Approach Delay, s/veh		41.4			45.2			43.9			23.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.3	46.7	9.5	18.7	13.0	46.0	8.7	19.5
Change Period (Y+Rc), s	4.5	6.0	4.5	4.5	4.5	6.0	4.5	4.5
Max Green Setting (Gmax), s	8.6	39.9	5.0	37.0	8.5	40.0	5.0	37.0
Max Q Clear Time (g_c+I1), s	8.1	13.4	6.2	12.7	10.5	10.0	5.2	8.6
Green Ext Time (p_c), s	0.0	4.5	0.0	1.5	0.0	3.2	0.0	1.1

Intersection Summary	
HCM 6th Ctrl Delay	37.9
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	7.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	176	0	0	26
Future Vol, veh/h	0	0	176	0	0	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	191	0	0	28

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	383	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	382	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	620	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	690	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	547	1084
Mov Cap-2 Maneuver	-	-	-	-	547	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	609	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.5	8.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.026	-	-	0.118	-
HCM Control Delay (s)	8.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	26	0	175	176	0	25
Future Vol, veh/h	26	0	175	176	0	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	28	0	190	191	0	27

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	28	0	599	28
Stage 1	-	-	-	-	28	-
Stage 2	-	-	-	-	571	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1585	-	465	1047
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	565	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1585	-	403	1047
Mov Cap-2 Maneuver	-	-	-	-	403	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	489	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.8	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1047	-	-	1585	-
HCM Lane V/C Ratio	0.026	-	-	0.12	-
HCM Control Delay (s)	8.5	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.4	-

Intersection	
Int Delay, s/veh	5.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	18	86	10	38	130	10
Future Vol, veh/h	18	86	10	38	130	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	20	93	11	41	141	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	113	0	130	67
Stage 1	-	-	-	-	67	-
Stage 2	-	-	-	-	63	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1476	-	864	997
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	960	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1476	-	857	997
Mov Cap-2 Maneuver	-	-	-	-	857	-
Stage 1	-	-	-	-	956	-
Stage 2	-	-	-	-	952	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.6	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	866	-	-	1476	-
HCM Lane V/C Ratio	0.176	-	-	0.007	-
HCM Control Delay (s)	10	-	-	7.5	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection	
Int Delay, s/veh	6.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	7	224	15	38	141	140	15	19	77	131	28	7
Future Vol, veh/h	7	224	15	38	141	140	15	19	77	131	28	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	90	-	-	190	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	91	89	89	89	89	89
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	8	252	17	43	158	157	16	21	87	147	31	8

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	315	0	0	269	0	0	458	678	135	476	608	158
Stage 1	-	-	-	-	-	-	277	277	-	323	323	-
Stage 2	-	-	-	-	-	-	181	401	-	153	285	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	1242	-	-	1292	-	-	486	373	889	472	409	859
Stage 1	-	-	-	-	-	-	706	680	-	663	649	-
Stage 2	-	-	-	-	-	-	803	599	-	834	674	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1242	-	-	1292	-	-	438	358	889	395	393	859
Mov Cap-2 Maneuver	-	-	-	-	-	-	438	358	-	395	393	-
Stage 1	-	-	-	-	-	-	702	676	-	659	628	-
Stage 2	-	-	-	-	-	-	731	579	-	724	670	-

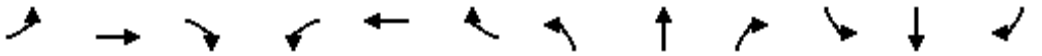
Approach	EB	WB	NB	SB
HCM Control Delay, s	0.2	0.9	12	21.3
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	639	1242	-	-	1292	-	-	404
HCM Lane V/C Ratio	0.195	0.006	-	-	0.033	-	-	0.462
HCM Control Delay (s)	12	7.9	-	-	7.9	-	-	21.3
HCM Lane LOS	B	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	2.4

Lane Group	EBL	EBT	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	29	1	68	30	9	63	733	18	4	543	11
v/c Ratio	0.16	0.00	0.28	0.22	0.03	0.46	0.28	0.01	0.03	0.23	0.01
Control Delay	29.7	30.0	5.0	34.3	0.1	42.7	5.3	0.0	30.8	7.4	0.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	29.7	30.0	5.0	34.3	0.1	42.7	5.3	0.0	30.8	7.4	0.0
Queue Length 50th (ft)	10	0	0	11	0	23	28	0	1	42	0
Queue Length 95th (ft)	36	2	13	37	0	#73	132	0	10	95	0
Internal Link Dist (ft)		223					1413			2950	
Turn Bay Length (ft)	200		110	120	105	250		275	305		110
Base Capacity (vph)	187	1757	845	137	906	137	2633	1208	137	2325	1080
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.00	0.08	0.22	0.01	0.46	0.28	0.01	0.03	0.23	0.01

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	28	1	67	29	0	9	62	718	18	4	532	11
Future Volume (veh/h)	28	1	67	29	0	9	62	718	18	4	532	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	29	1	68	30	0	9	63	733	18	4	543	11
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	56	234	105	57	237	106	93	2198	980	10	2031	906
Arrive On Green	0.03	0.07	0.07	0.03	0.00	0.07	0.05	0.62	0.62	0.01	0.57	0.57
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	29	1	68	30	0	9	63	733	18	4	543	11
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	1.0	0.0	2.7	1.1	0.0	0.3	2.2	6.4	0.3	0.1	5.0	0.2
Cycle Q Clear(g_c), s	1.0	0.0	2.7	1.1	0.0	0.3	2.2	6.4	0.3	0.1	5.0	0.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	56	234	105	57	237	106	93	2198	980	10	2031	906
V/C Ratio(X)	0.52	0.00	0.65	0.52	0.00	0.09	0.68	0.33	0.02	0.42	0.27	0.01
Avail Cap(c_a), veh/h	138	1718	766	138	1756	783	138	2198	980	138	2031	906
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	28.3	29.5	30.8	0.0	28.4	30.1	5.9	4.8	32.1	7.0	6.0
Incr Delay (d2), s/veh	7.3	0.0	6.6	7.2	0.0	0.3	8.2	0.4	0.0	26.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.2	0.6	0.0	0.1	1.1	1.4	0.1	0.1	1.3	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	38.1	28.3	36.2	38.0	0.0	28.7	38.4	6.3	4.8	58.7	7.3	6.0
LnGrp LOS	D	C	D	D	A	C	D	A	A	E	A	A
Approach Vol, veh/h		98			39			814			558	
Approach Delay, s/veh		36.7			35.9			8.8			7.7	
Approach LOS		D			D			A			A	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.8	44.5	6.6	8.8	7.9	41.5	6.5	8.8
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	5.0	37.0	5.0	31.3	5.0	37.0	5.0	32.0
Max Q Clear Time (g_c+I1), s	2.1	8.4	3.1	4.7	4.2	7.0	3.0	2.3
Green Ext Time (p_c), s	0.0	4.7	0.0	0.2	0.0	3.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	10.9
HCM 6th LOS	B

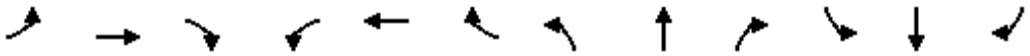
Intersection	
Int Delay, s/veh	7.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	121	0	182	6	0	3	31	651	3	1	683	20
Future Vol, veh/h	121	0	182	6	0	3	31	651	3	1	683	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	0	-	-	-	-	-	150	-	-	150	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	125	0	188	6	0	3	32	671	3	1	704	21

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1117	1455	363	1091	1464	337	725	0	0	674	0	0
Stage 1	717	717	-	737	737	-	-	-	-	-	-	-
Stage 2	400	738	-	354	727	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	162	129	634	169	127	659	874	-	-	913	-	-
Stage 1	387	432	-	376	423	-	-	-	-	-	-	-
Stage 2	597	422	-	636	427	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	157	124	634	116	122	659	874	-	-	913	-	-
Mov Cap-2 Maneuver	157	124	-	116	122	-	-	-	-	-	-	-
Stage 1	373	432	-	362	407	-	-	-	-	-	-	-
Stage 2	572	406	-	447	427	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	41.1	28.9	0.4	0
HCM LOS	E	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	874	-	-	157	634	160	913	-	-
HCM Lane V/C Ratio	0.037	-	-	0.795	0.296	0.058	0.001	-	-
HCM Control Delay (s)	9.3	-	-	83.4	13	28.9	8.9	-	-
HCM Lane LOS	A	-	-	F	B	D	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	5.1	1.2	0.2	0	-	-

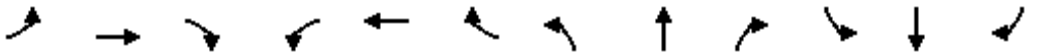


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Group Flow (vph)	82	231	231	94	150	114	176	563	63	153	647	65
v/c Ratio	0.71	0.50	0.57	0.81	0.33	0.38	1.11	0.33	0.08	0.85	0.37	0.08
Control Delay	72.4	37.8	10.8	87.0	34.9	10.6	145.4	14.0	1.1	78.2	13.9	1.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	72.4	37.8	10.8	87.0	34.9	10.6	145.4	14.0	1.1	78.2	13.9	1.2
Queue Length 50th (ft)	43	60	0	50	38	0	~107	90	0	80	103	0
Queue Length 95th (ft)	#121	95	61	#140	66	44	#242	136	8	#197	155	9
Internal Link Dist (ft)		2572			1230			2364			1021	
Turn Bay Length (ft)	250		110	250		90	330		105	170		140
Base Capacity (vph)	116	1560	827	116	1560	762	158	1729	826	179	1771	844
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.71	0.15	0.28	0.81	0.10	0.15	1.11	0.33	0.08	0.85	0.37	0.08

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	77	217	217	88	141	107	165	529	59	144	608	61
Future Volume (veh/h)	77	217	217	88	141	107	165	529	59	144	608	61
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	82	231	231	94	150	114	176	563	63	153	647	65
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	105	653	291	110	662	295	149	1629	727	169	1669	744
Arrive On Green	0.06	0.18	0.18	0.06	0.19	0.19	0.08	0.46	0.46	0.10	0.47	0.47
Sat Flow, veh/h	1781	3554	1585	1781	3554	1585	1781	3554	1585	1781	3554	1585
Grp Volume(v), veh/h	82	231	231	94	150	114	176	563	63	153	647	65
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1777	1585	1781	1777	1585	1781	1777	1585
Q Serve(g_s), s	4.1	5.1	12.5	4.7	3.2	5.6	7.5	9.1	2.0	7.6	10.6	2.0
Cycle Q Clear(g_c), s	4.1	5.1	12.5	4.7	3.2	5.6	7.5	9.1	2.0	7.6	10.6	2.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	105	653	291	110	662	295	149	1629	727	169	1669	744
V/C Ratio(X)	0.78	0.35	0.79	0.86	0.23	0.39	1.18	0.35	0.09	0.90	0.39	0.09
Avail Cap(c_a), veh/h	110	1470	656	110	1470	656	149	1629	727	169	1669	744
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.5	31.9	34.9	41.6	30.9	31.9	41.0	15.6	13.7	40.1	15.4	13.1
Incr Delay (d2), s/veh	28.7	0.3	4.9	45.2	0.2	0.8	129.5	0.6	0.2	42.7	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	2.1	4.9	3.3	1.3	2.1	8.4	3.3	0.7	5.1	3.8	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.2	32.2	39.7	86.8	31.1	32.7	170.5	16.2	13.9	82.7	16.1	13.3
LnGrp LOS	E	C	D	F	C	C	F	B	B	F	B	B
Approach Vol, veh/h		544			358			802			865	
Approach Delay, s/veh		41.1			46.2			49.8			27.6	
Approach LOS		D			D			D			C	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	45.5	10.0	20.9	12.0	46.5	9.8	21.2
Change Period (Y+Rc), s	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Max Green Setting (Gmax), s	8.5	41.0	5.5	37.0	7.5	42.0	5.5	37.0
Max Q Clear Time (g_c+I1), s	9.6	11.1	6.7	14.5	9.5	12.6	6.1	7.6
Green Ext Time (p_c), s	0.0	3.6	0.0	2.0	0.0	4.2	0.0	1.2

Intersection Summary	
HCM 6th Ctrl Delay	40.0
HCM 6th LOS	D

Intersection	
Int Delay, s/veh	8.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	0	0	26	0	0	152
Future Vol, veh/h	0	0	26	0	0	152
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	0	28	0	0	165

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1	0	57	1
Stage 1	-	-	-	-	1	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1622	-	950	1084
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1622	-	934	1084
Mov Cap-2 Maneuver	-	-	-	-	934	-
Stage 1	-	-	-	-	1022	-
Stage 2	-	-	-	-	951	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1084	-	-	1622	-
HCM Lane V/C Ratio	0.152	-	-	0.017	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

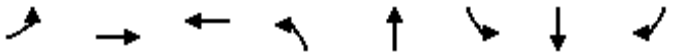
Intersection	
Int Delay, s/veh	4.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	152	0	25	26	0	151
Future Vol, veh/h	152	0	25	26	0	151
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	165	0	27	28	0	164

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	165	0	247	165
Stage 1	-	-	-	-	165	-
Stage 2	-	-	-	-	82	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1413	-	741	879
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	941	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1413	-	727	879
Mov Cap-2 Maneuver	-	-	-	-	727	-
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	923	-

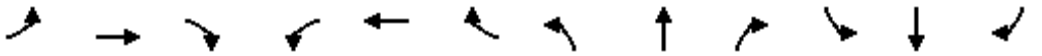
Approach	EB	WB	NB
HCM Control Delay, s	0	3.7	10
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	879	-	-	1413	-
HCM Lane V/C Ratio	0.187	-	-	0.019	-
HCM Control Delay (s)	10	-	-	7.6	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.7	-	-	0.1	-



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	23	36	2	245	713	6	742	163
v/c Ratio	0.09	0.07	0.01	0.51	0.26	0.03	0.51	0.22
Control Delay	23.4	0.3	0.0	21.3	4.0	24.2	13.8	3.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.4	0.3	0.0	21.3	4.0	24.2	13.8	3.5
Queue Length 50th (ft)	6	0	0	62	30	2	94	0
Queue Length 95th (ft)	24	0	0	135	97	11	144	27
Internal Link Dist (ft)		1103	226		1021		1413	
Turn Bay Length (ft)	150			150		150		190
Base Capacity (vph)	841	896	715	604	3124	409	2949	1346
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.03	0.04	0.00	0.41	0.23	0.01	0.25	0.12

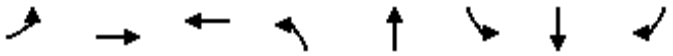
Intersection Summary



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	0	31	1	0	1	211	594	19	5	638	140
Future Volume (veh/h)	20	0	31	1	0	1	211	594	19	5	638	140
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	23	0	36	1	0	1	245	691	22	6	742	163
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	302	0	101	183	4	35	323	1922	61	14	1328	592
Arrive On Green	0.06	0.00	0.06	0.06	0.00	0.06	0.18	0.55	0.55	0.01	0.37	0.37
Sat Flow, veh/h	1416	0	1585	484	58	542	1781	3515	112	1781	3554	1585
Grp Volume(v), veh/h	23	0	36	2	0	0	245	349	364	6	742	163
Grp Sat Flow(s),veh/h/ln	1416	0	1585	1084	0	0	1781	1777	1850	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	0.8	0.0	0.0	0.0	4.6	3.9	3.9	0.1	5.9	2.5
Cycle Q Clear(g_c), s	0.4	0.0	0.8	0.8	0.0	0.0	4.6	3.9	3.9	0.1	5.9	2.5
Prop In Lane	1.00		1.00	0.50		0.50	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	302	0	101	222	0	0	323	972	1012	14	1328	592
V/C Ratio(X)	0.08	0.00	0.36	0.01	0.00	0.00	0.76	0.36	0.36	0.42	0.56	0.28
Avail Cap(c_a), veh/h	1031	0	918	980	0	0	780	2283	2378	528	4065	1813
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	15.9	15.5	0.0	0.0	13.8	4.5	4.5	17.5	8.8	7.7
Incr Delay (d2), s/veh	0.1	0.0	2.1	0.0	0.0	0.0	3.7	0.2	0.2	18.0	0.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.3	0.0	0.0	0.0	1.5	0.3	0.3	0.1	1.1	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.8	0.0	18.0	15.6	0.0	0.0	17.4	4.7	4.7	35.5	9.1	8.0
LnGrp LOS	B	A	B	B	A	A	B	A	A	D	A	A
Approach Vol, veh/h		59			2			958			911	
Approach Delay, s/veh		17.2			15.6			8.0			9.1	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.8	23.9		6.8	10.9	17.7		6.8				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	45.5		20.5	15.5	40.5		20.5				
Max Q Clear Time (g_c+I1), s	2.1	5.9		2.8	6.6	7.9		2.8				
Green Ext Time (p_c), s	0.0	4.0		0.2	0.4	5.4		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		8.8	
HCM 6th LOS		A	



Lane Group	EBL	EBT	WBT	NBL	NBT	SBL	SBT	SBR
Lane Group Flow (vph)	125	188	9	32	674	1	704	21
v/c Ratio	0.37	0.29	0.02	0.11	0.40	0.00	0.47	0.03
Control Delay	18.4	1.1	0.1	20.3	8.5	23.0	11.3	0.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.4	1.1	0.1	20.3	8.5	23.0	11.3	0.1
Queue Length 50th (ft)	15	0	0	4	35	0	36	0
Queue Length 95th (ft)	78	0	0	32	128	4	146	0
Internal Link Dist (ft)		1103	226		1021		1413	
Turn Bay Length (ft)	150			150		150		190
Base Capacity (vph)	774	1027	856	740	3288	501	3163	1428
Starvation Cap Reductn	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.16	0.18	0.01	0.04	0.20	0.00	0.22	0.01

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	121	0	182	6	0	3	31	651	3	1	683	20
Future Volume (veh/h)	121	0	182	6	0	3	31	651	3	1	683	20
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	0	188	6	0	3	32	671	3	1	704	21
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	536	0	312	258	35	56	69	1430	6	5	1268	566
Arrive On Green	0.20	0.00	0.20	0.20	0.00	0.20	0.04	0.39	0.39	0.00	0.36	0.36
Sat Flow, veh/h	1414	0	1585	392	175	284	1781	3628	16	1781	3554	1585
Grp Volume(v), veh/h	125	0	188	9	0	0	32	329	345	1	704	21
Grp Sat Flow(s),veh/h/ln	1414	0	1585	851	0	0	1781	1777	1867	1781	1777	1585
Q Serve(g_s), s	0.0	0.0	3.6	0.0	0.0	0.0	0.6	4.6	4.6	0.0	5.3	0.3
Cycle Q Clear(g_c), s	2.0	0.0	3.6	3.6	0.0	0.0	0.6	4.6	4.6	0.0	5.3	0.3
Prop In Lane	1.00		1.00	0.67		0.33	1.00		0.01	1.00		1.00
Lane Grp Cap(c), veh/h	536	0	312	349	0	0	69	700	736	5	1268	566
V/C Ratio(X)	0.23	0.00	0.60	0.03	0.00	0.00	0.47	0.47	0.47	0.19	0.56	0.04
Avail Cap(c_a), veh/h	1132	0	981	898	0	0	834	2441	2566	565	4346	1938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.5	0.0	12.1	10.8	0.0	0.0	15.6	7.5	7.5	16.5	8.5	6.9
Incr Delay (d2), s/veh	0.2	0.0	1.9	0.0	0.0	0.0	4.9	0.5	0.5	15.8	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	0.0	1.1	0.0	0.0	0.0	0.2	0.7	0.7	0.0	0.9	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	11.7	0.0	14.0	10.9	0.0	0.0	20.4	7.9	7.9	32.3	8.9	7.0
LnGrp LOS	B	A	B	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		313			9			706			726	
Approach Delay, s/veh		13.1			10.9			8.5			8.9	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	4.5	17.5		11.0	5.8	16.3		11.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	10.5	45.5		20.5	15.5	40.5		20.5				
Max Q Clear Time (g_c+I1), s	2.0	6.6		5.6	2.6	7.3		5.6				
Green Ext Time (p_c), s	0.0	3.7		1.3	0.0	4.6		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		9.5	
HCM 6th LOS		A	

E – ITE Trip Generation Excerpts

Land Use: 110
General Light Industrial

Description

A light industrial facility is a free-standing facility devoted to a single use. The facility has an emphasis on activities other than manufacturing and typically has minimal office space. Typical light industrial activities include printing, material testing, and assembly of data processing equipment. Industrial park (Land Use 130) and manufacturing (Land Use 140) are related uses.

Additional Data

The technical appendices provide supporting information on time-of-day distributions for this land use. The appendices can be accessed through either the ITETripGen web app or the trip generation resource page on the ITE website (https://www.ite.org/technical-resources/topics/trip-and-parking-generation/).

The sites were surveyed in the 1980s, the 2000s, and the 2010s in Colorado, Connecticut, Indiana, New Jersey, New York, Oregon, Pennsylvania, and Texas.

Source Numbers

106, 157, 174, 177, 179, 184, 191, 251, 253, 286, 300, 611, 874, 875, 912

General Light Industrial
(110)

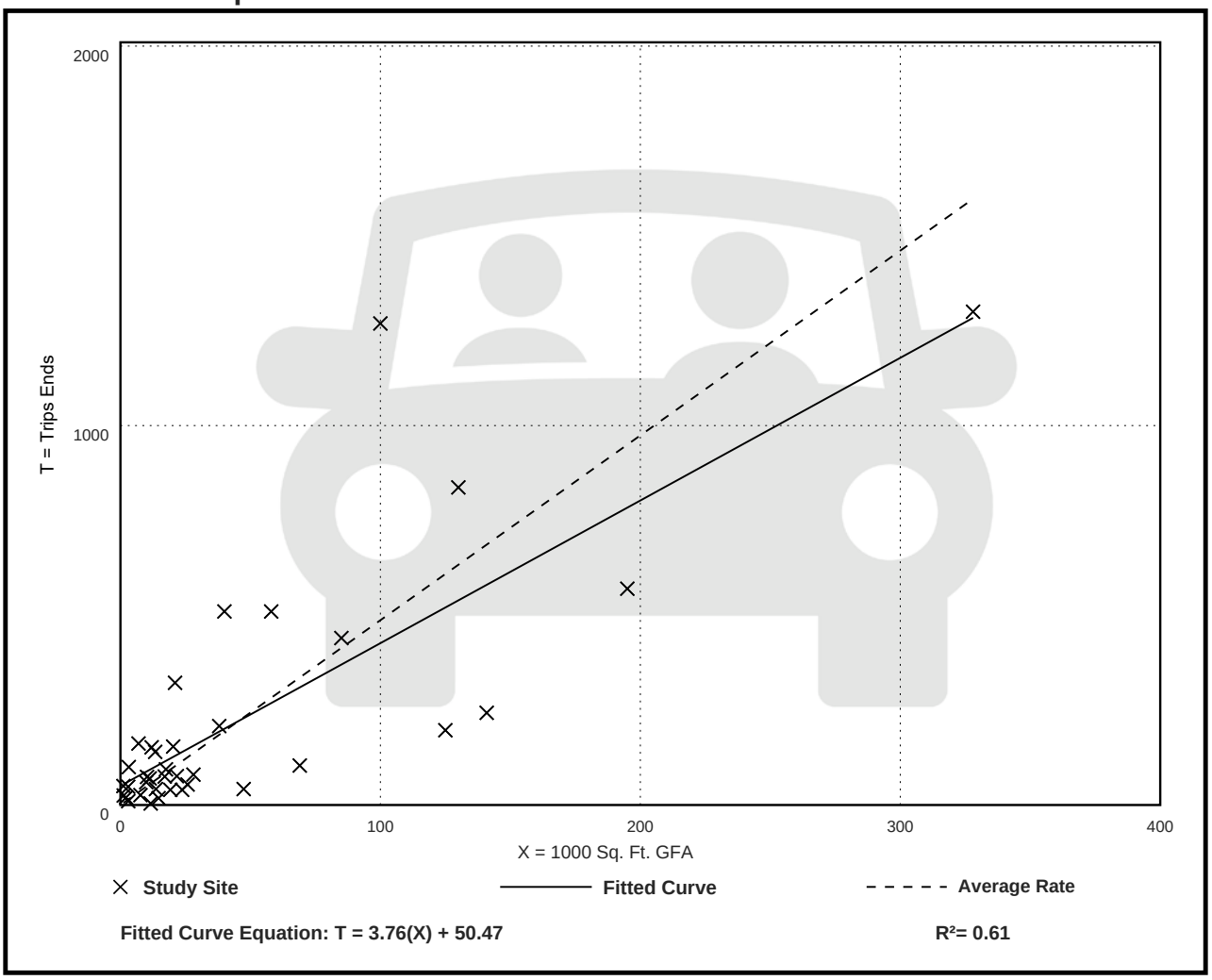
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. 1000 Sq. Ft. GFA: 45
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
4.87	0.34 - 43.86	4.08

Data Plot and Equation



Fitted Curve Equation: T = 3.76(X) + 50.47

R^2= 0.61

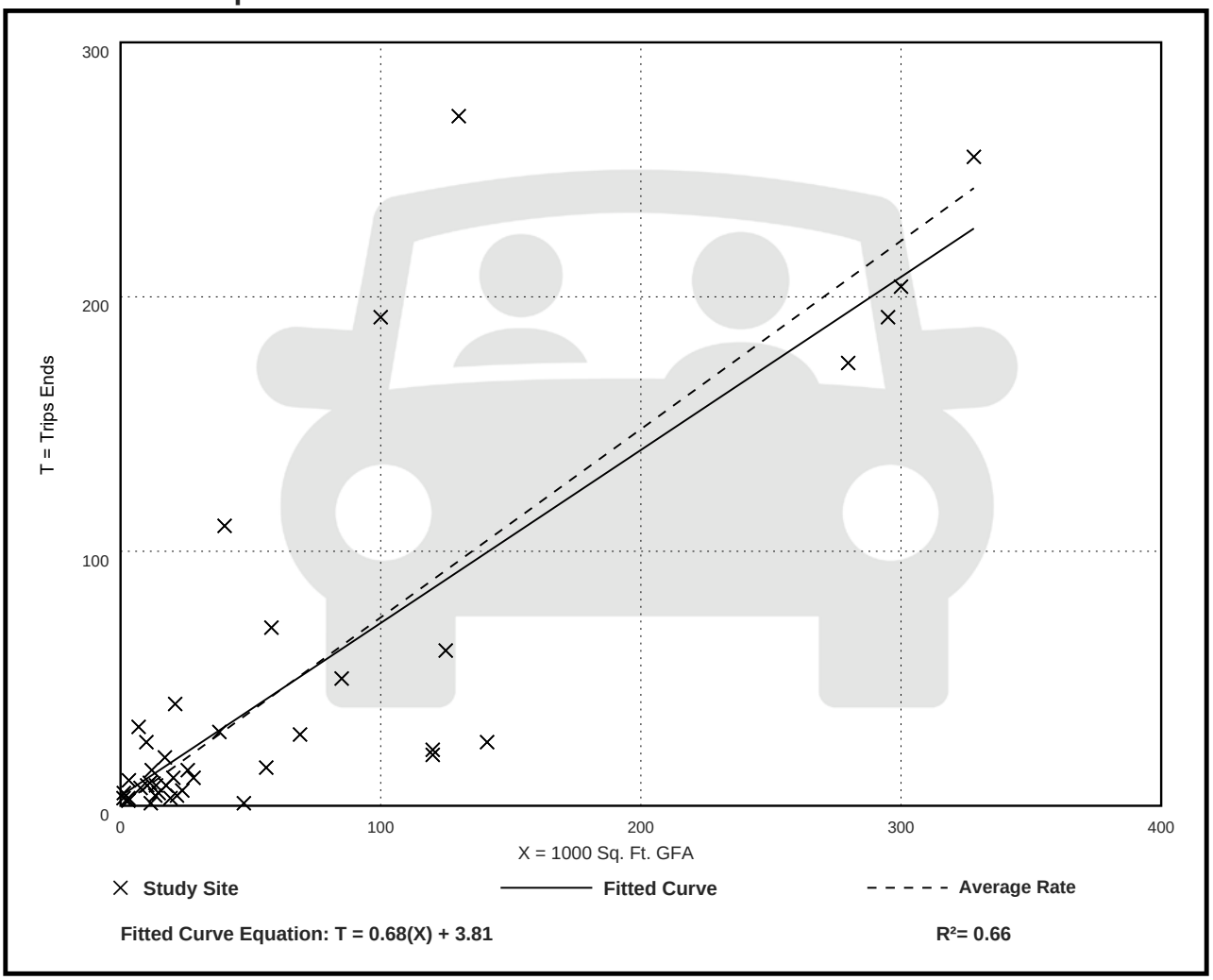
General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 65
Directional Distribution: 88% entering, 12% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.74	0.02 - 4.46	0.61

Data Plot and Equation



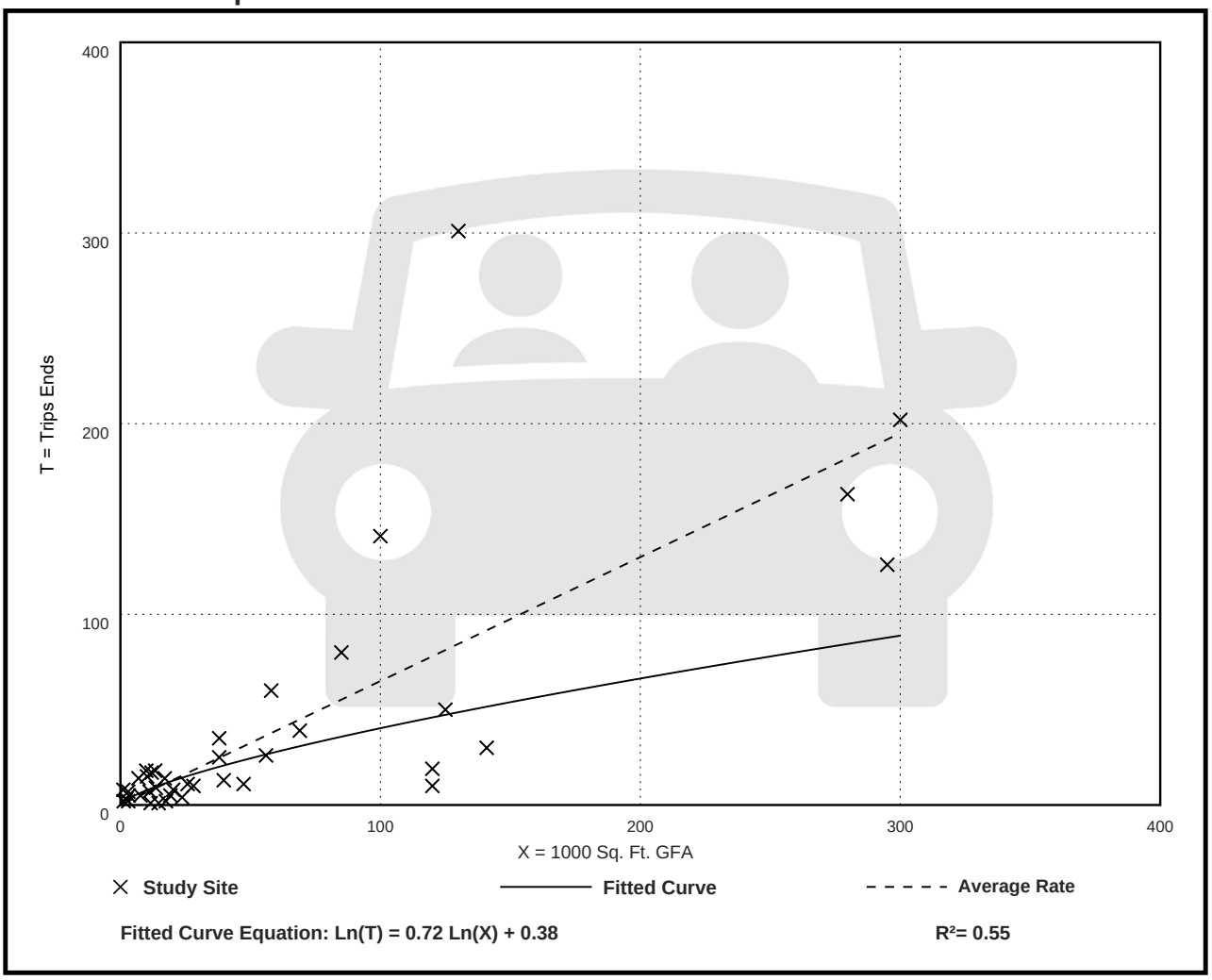
General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: 14% entering, 86% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.65	0.07 - 7.02	0.56

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.72 Ln(X) + 0.38

R^2= 0.55

General Light Industrial
(110)

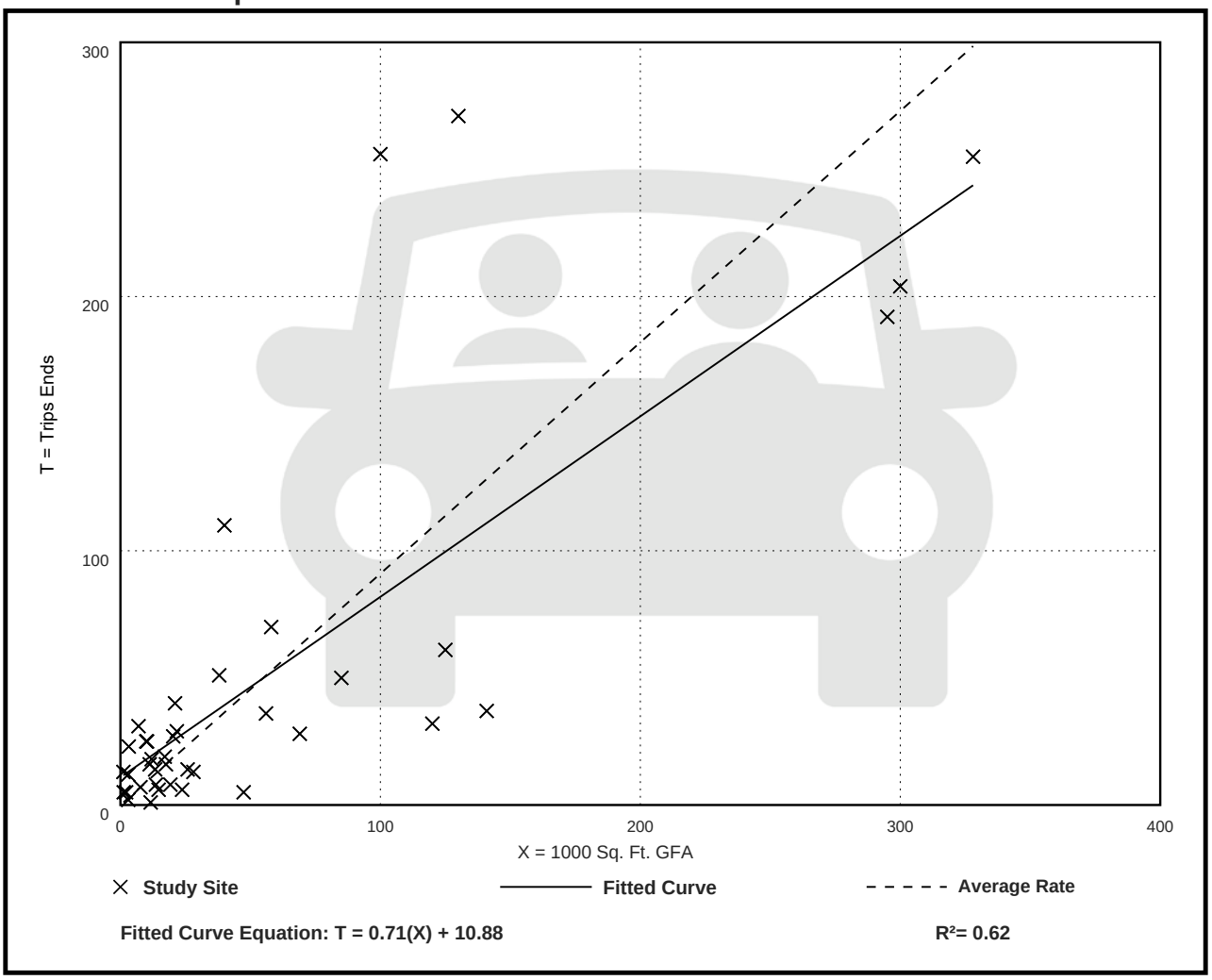
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 40
Avg. 1000 Sq. Ft. GFA: 56
Directional Distribution: 87% entering, 13% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.91	0.09 - 11.40	0.78

Data Plot and Equation



Fitted Curve Equation: T = 0.71(X) + 10.88

R^2= 0.62

General Light Industrial
(110)

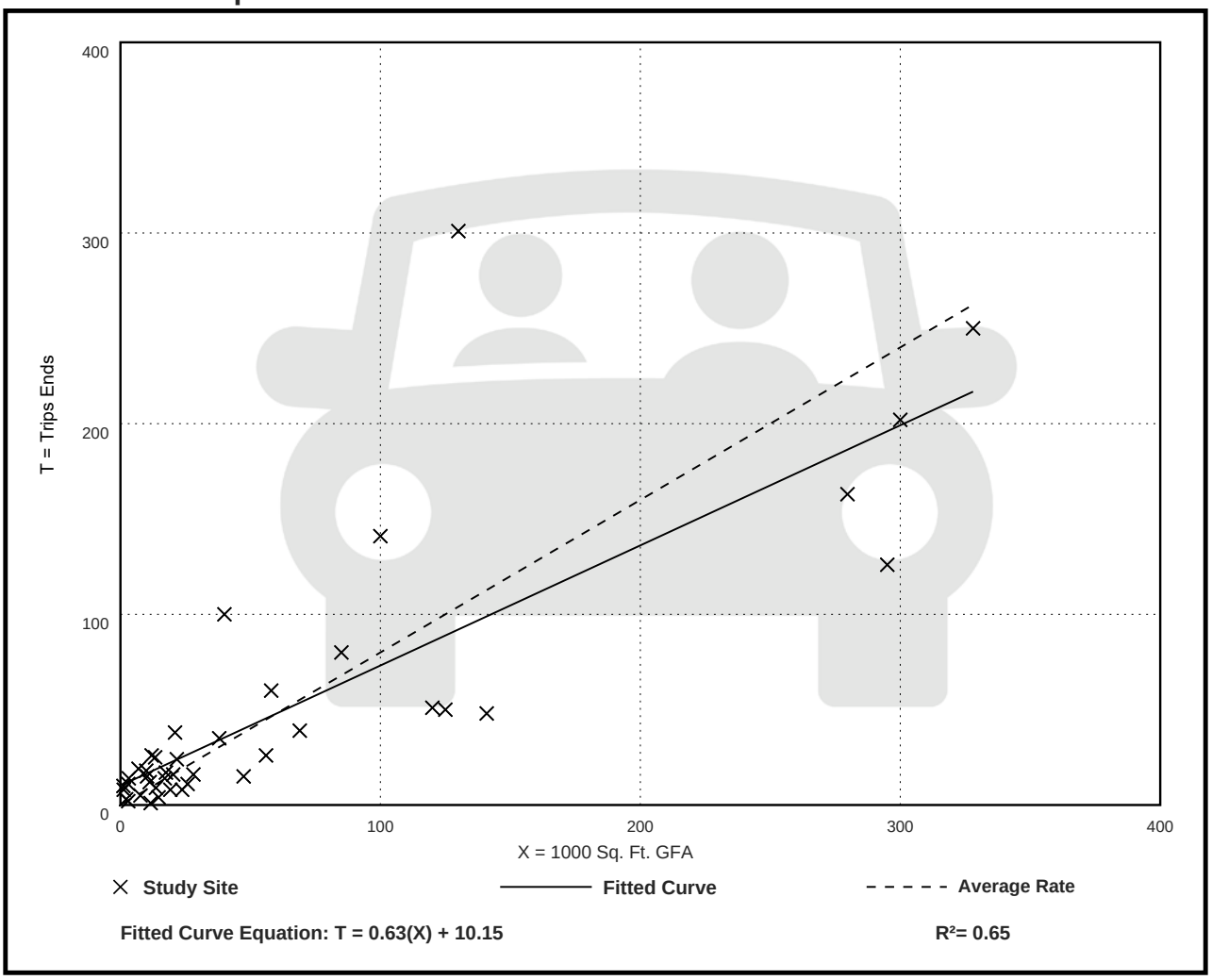
Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. 1000 Sq. Ft. GFA: 62
Directional Distribution: 18% entering, 82% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.80	0.09 - 8.77	0.61

Data Plot and Equation



General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Saturday

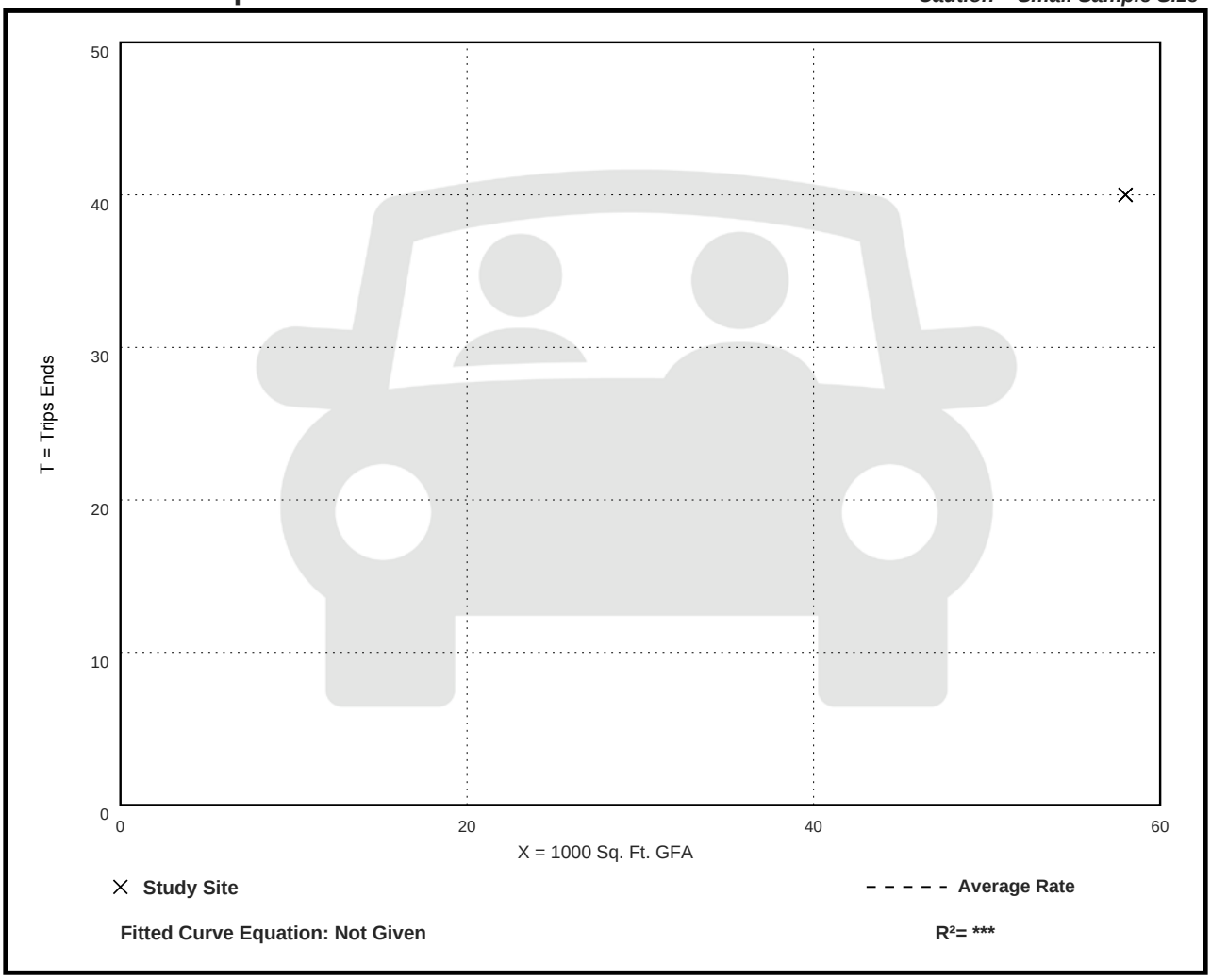
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.69	0.69 - 0.69	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday

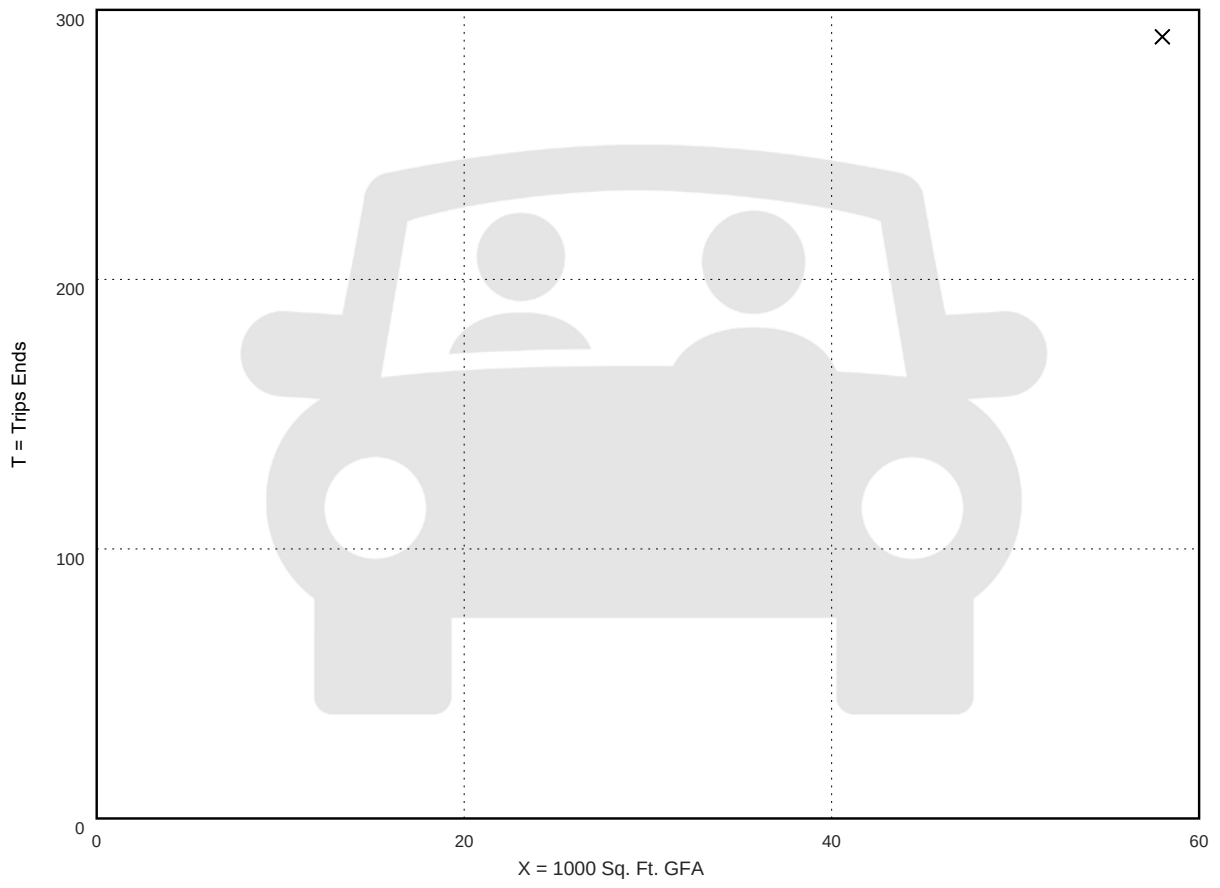
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
5.00	5.00 - 5.00	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

General Light Industrial
(110)

Vehicle Trip Ends vs: 1000 Sq. Ft. GFA
On a: Sunday, Peak Hour of Generator

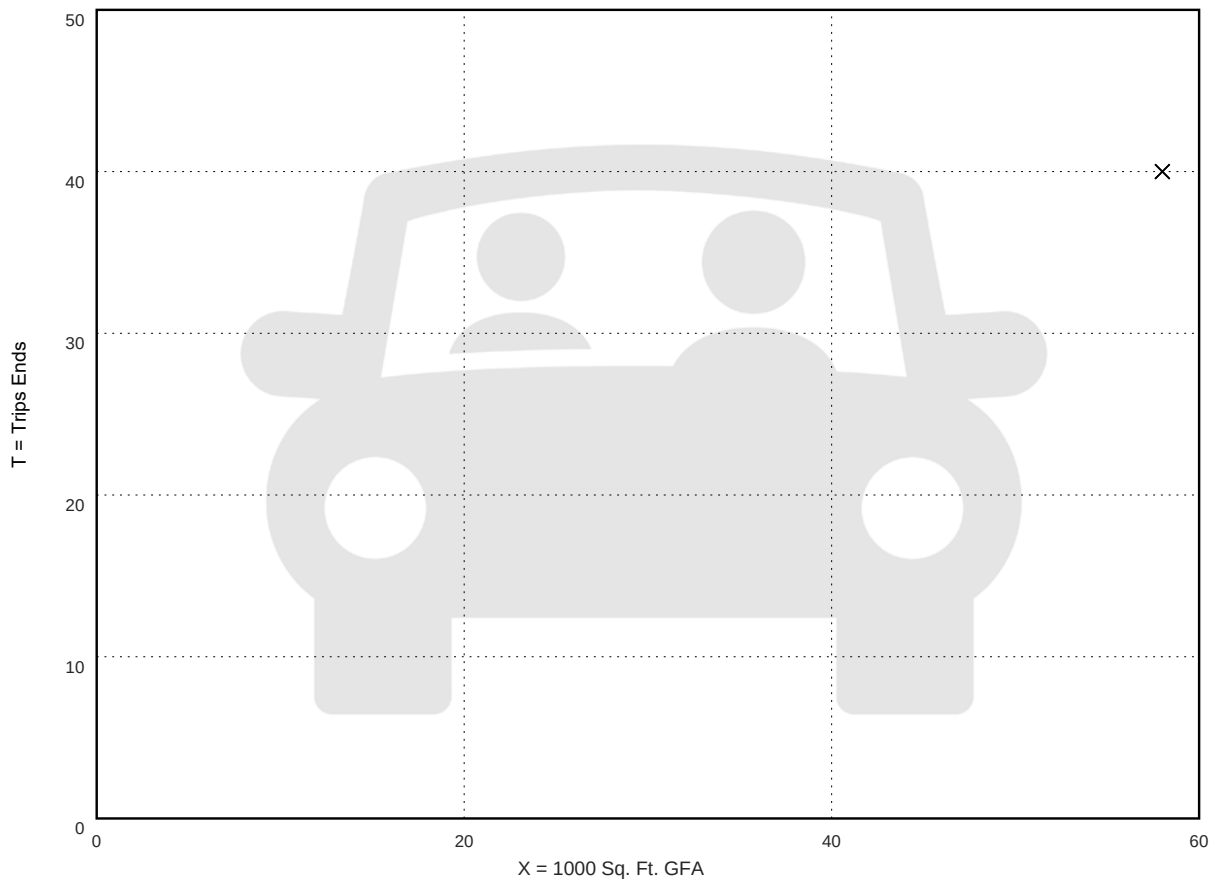
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. 1000 Sq. Ft. GFA: 58
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
0.69	0.69 - 0.69	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

General Light Industrial
(110)

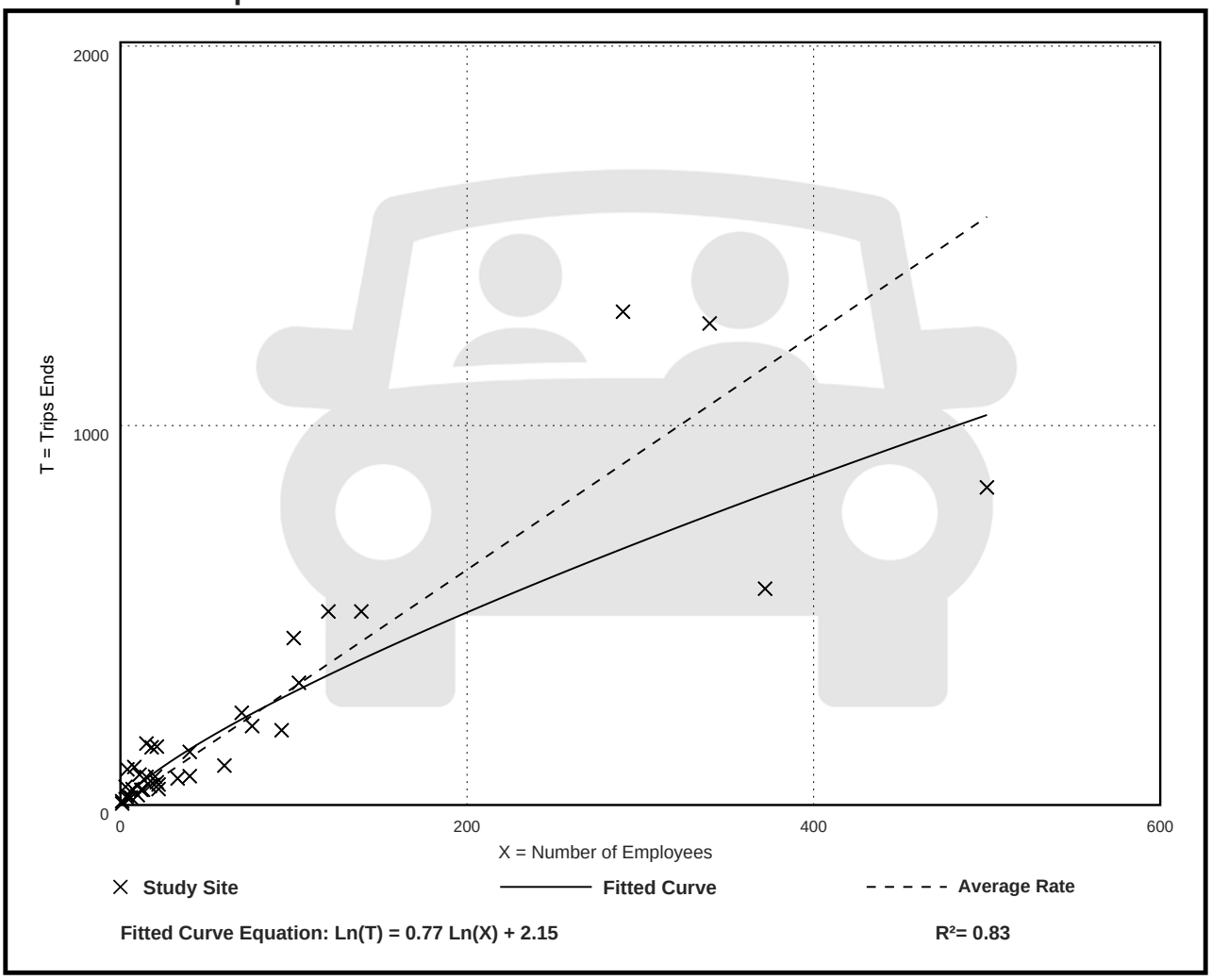
Vehicle Trip Ends vs: Employees
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 37
Avg. Num. of Employees: 71
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.10	1.53 - 23.50	1.81

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.77 Ln(X) + 2.15

R^2= 0.83

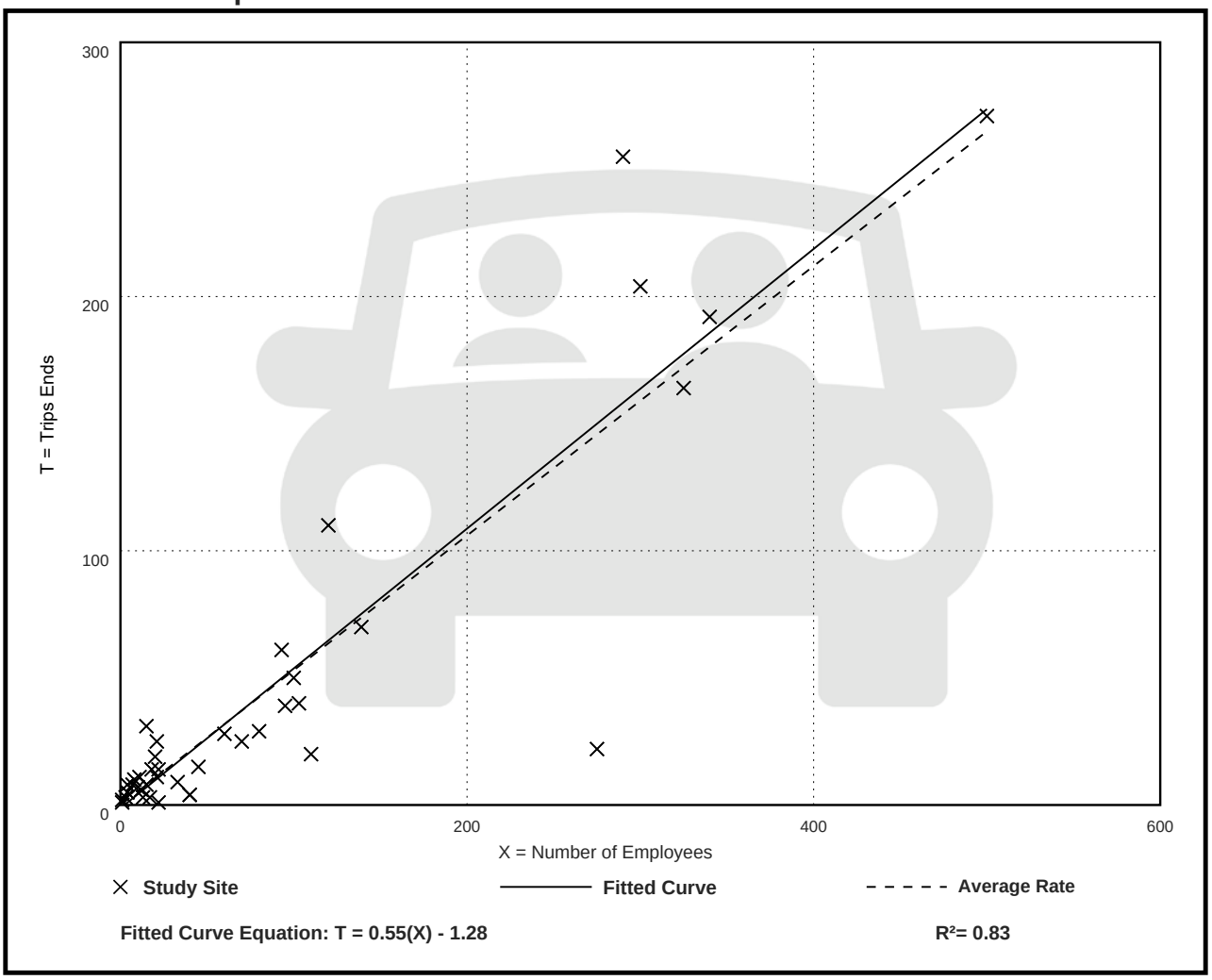
General Light Industrial
(110)

Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. Num. of Employees: 83
Directional Distribution: 83% entering, 17% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.53	0.05 - 2.07	0.27

Data Plot and Equation



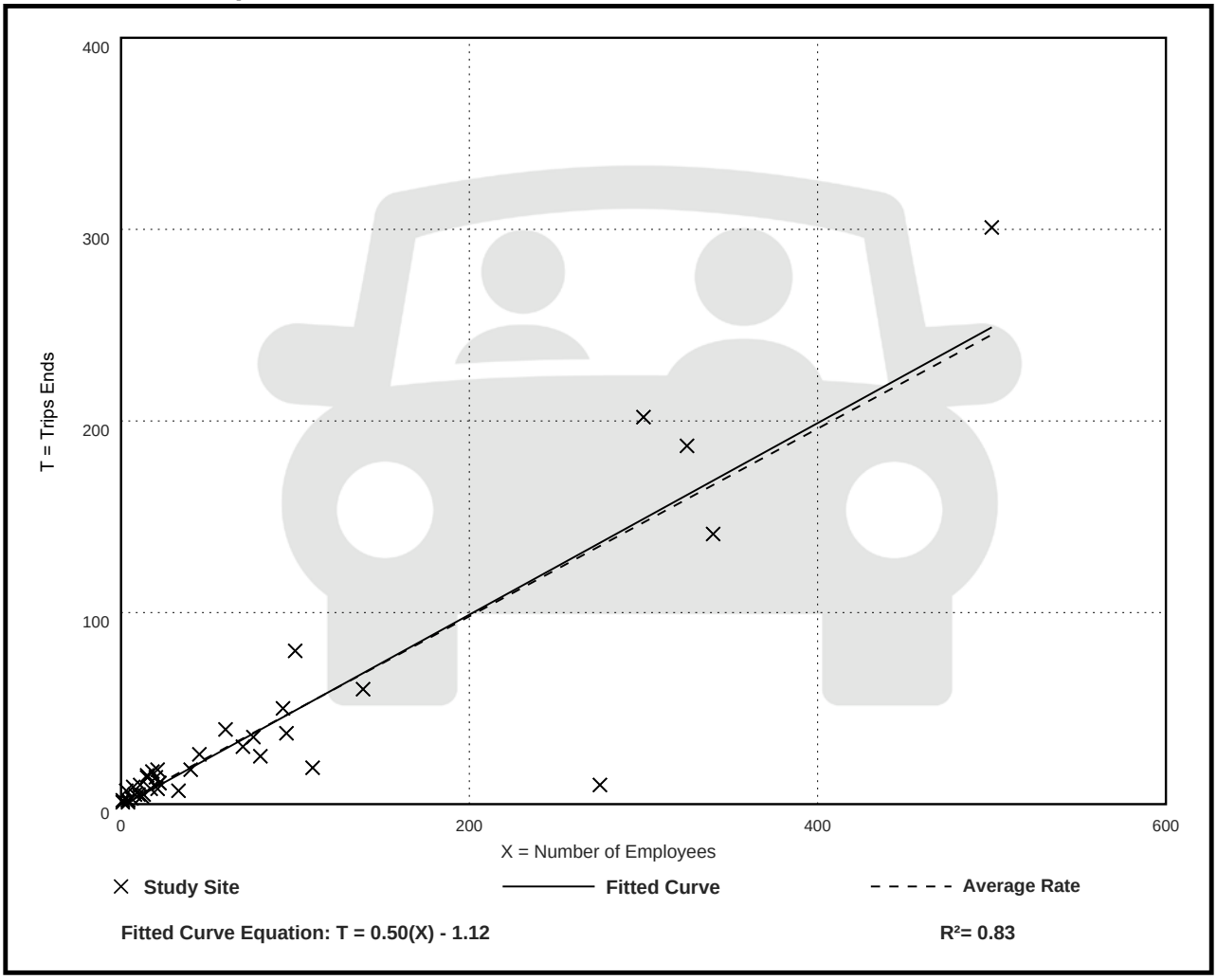
General Light Industrial
(110)

Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 39
Avg. Num. of Employees: 75
Directional Distribution: 22% entering, 78% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.49	0.04 - 2.33	0.22

Data Plot and Equation



General Light Industrial
(110)

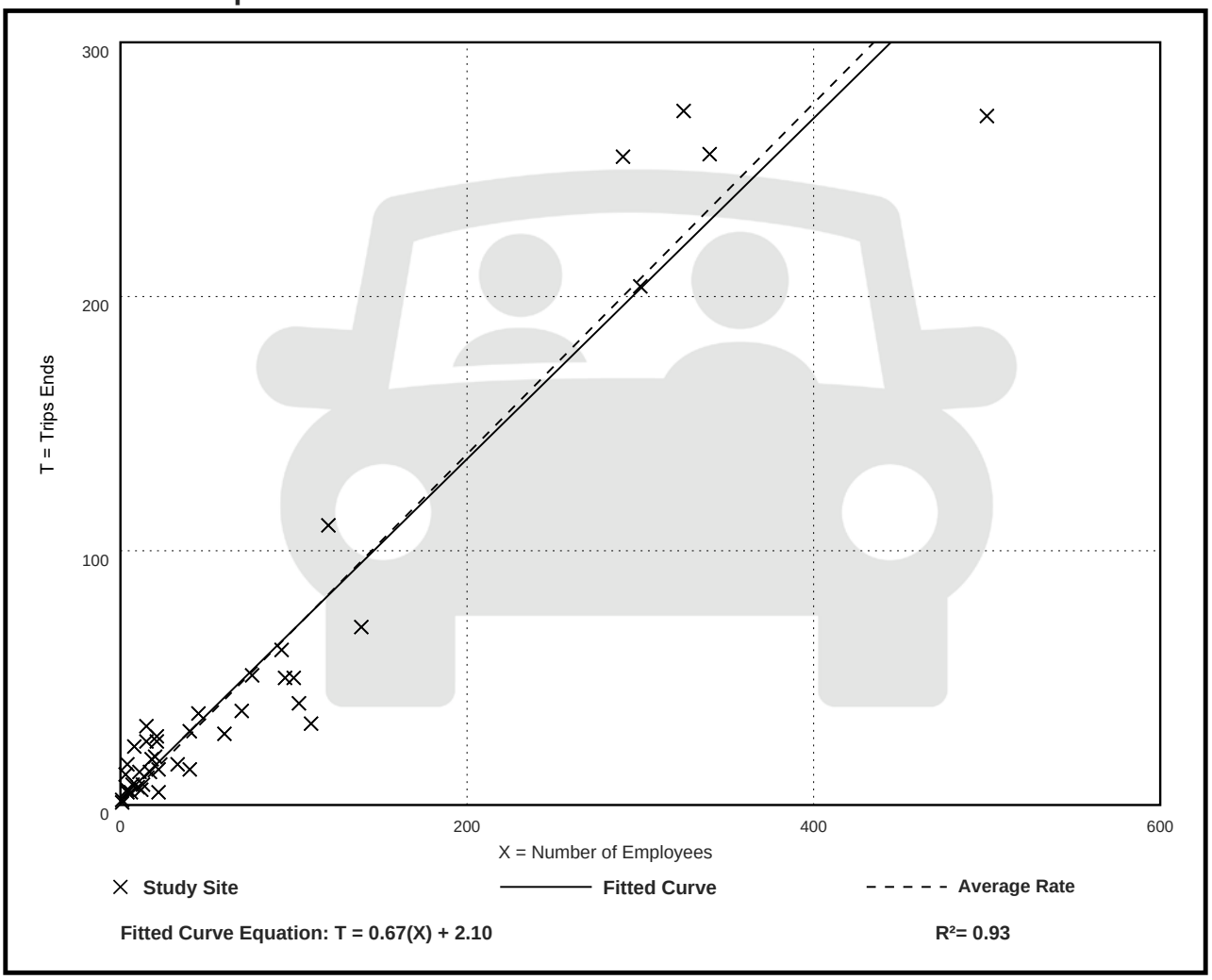
Vehicle Trip Ends vs: Employees
On a: Weekday,
AM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. Num. of Employees: 76
Directional Distribution: 85% entering, 15% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.69	0.23 - 4.00	0.30

Data Plot and Equation



Fitted Curve Equation: T = 0.67(X) + 2.10

R^2= 0.93

General Light Industrial
(110)

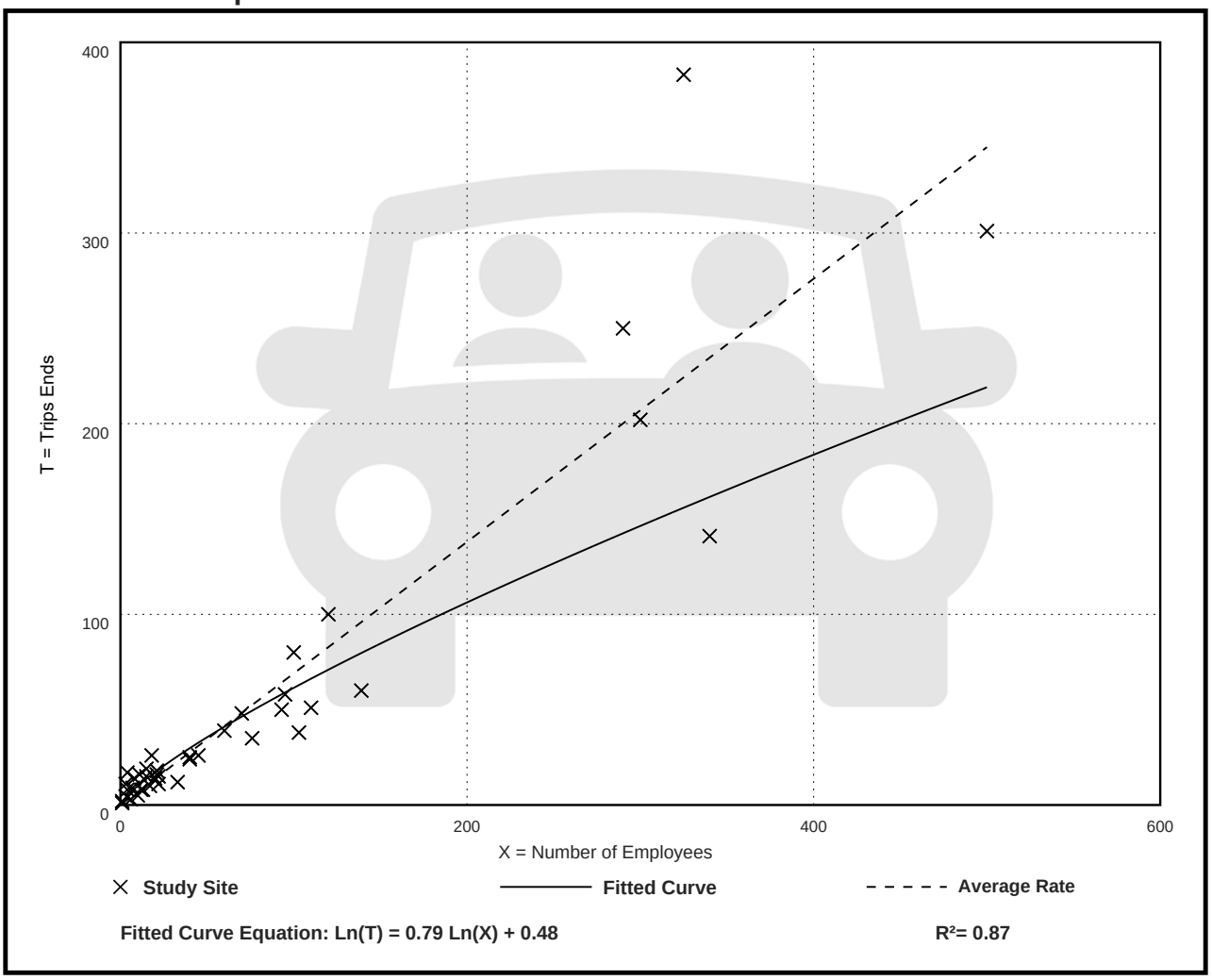
Vehicle Trip Ends vs: Employees
On a: Weekday,
PM Peak Hour of Generator

Setting/Location: General Urban/Suburban
Number of Studies: 41
Avg. Num. of Employees: 76
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.69	0.36 - 4.25	0.30

Data Plot and Equation



General Light Industrial
(110)

Vehicle Trip Ends vs: Employees
On a: Saturday

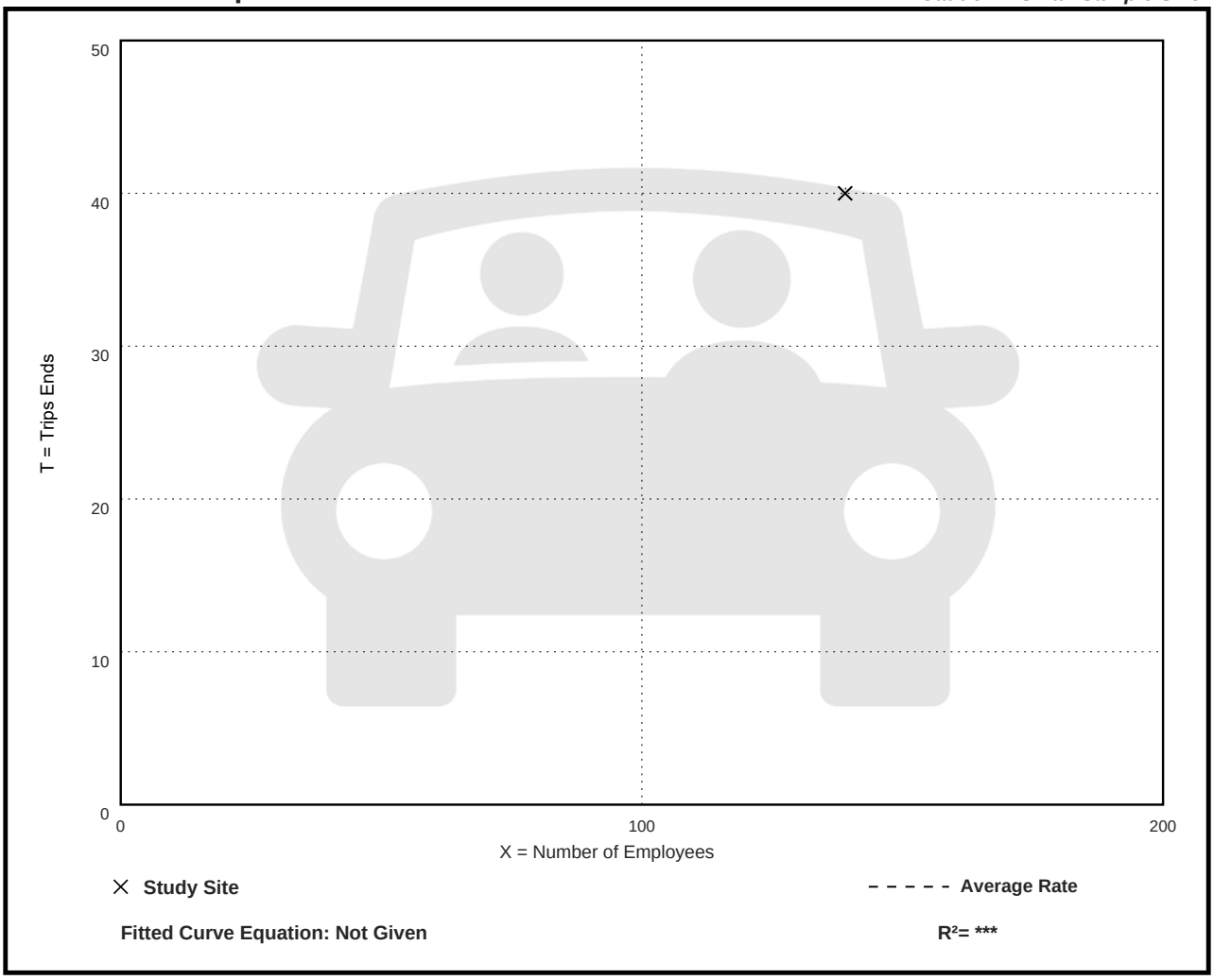
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 139
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.29	0.29 - 0.29	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

General Light Industrial
(110)

Vehicle Trip Ends vs: Employees
On a: Sunday

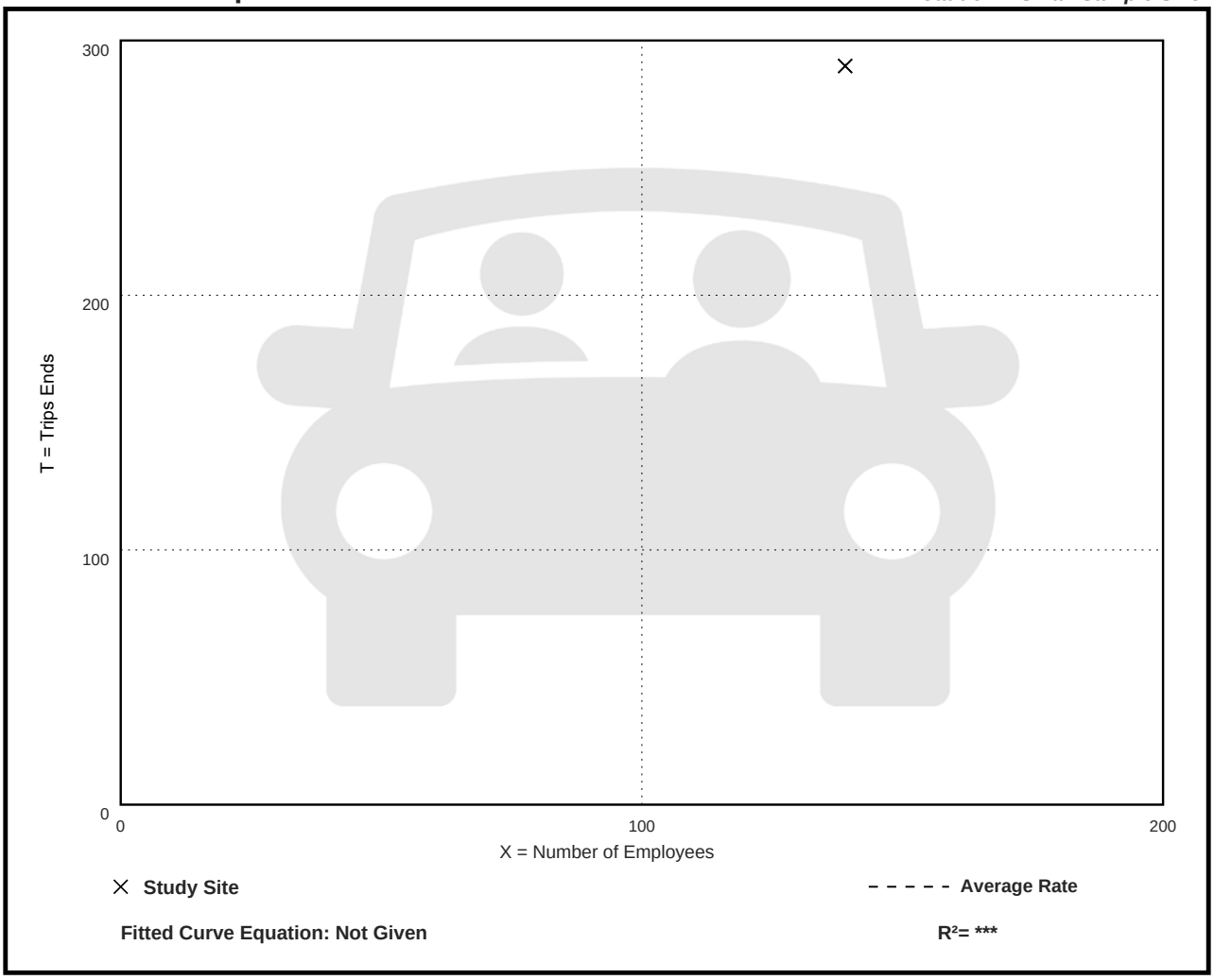
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 139
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.09	2.09 - 2.09	***

Data Plot and Equation

Caution – Small Sample Size



General Light Industrial
(110)

Vehicle Trip Ends vs: Employees
On a: Sunday, Peak Hour of Generator

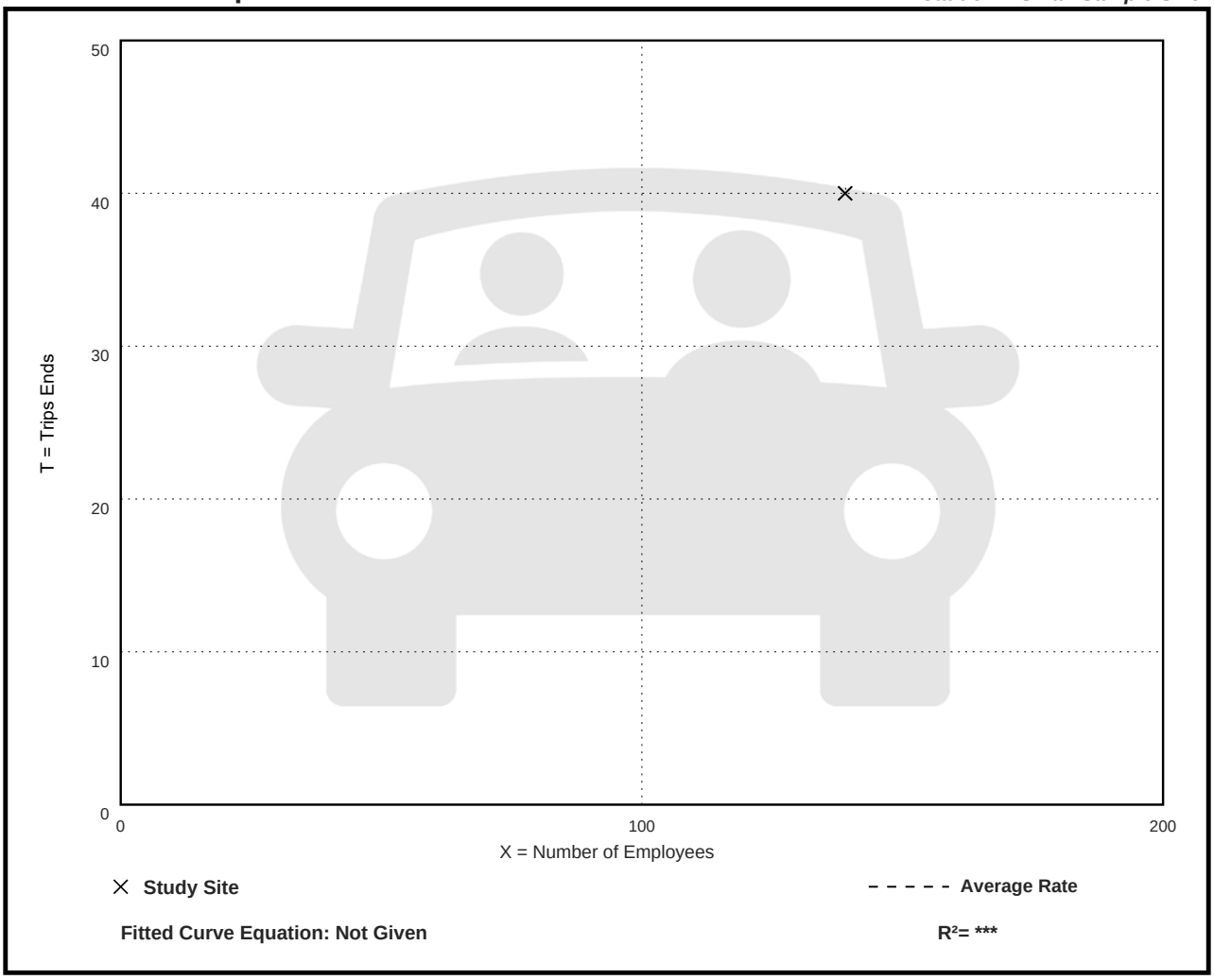
Setting/Location: General Urban/Suburban
Number of Studies: 1
Avg. Num. of Employees: 139
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.29	0.29 - 0.29	***

Data Plot and Equation

Caution – Small Sample Size



Fitted Curve Equation: Not Given

R^2= *

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use			
Source: ITE *Trip Generation Manual* , 11th Edition			
Land Use Code	110		
Land Use	General Light Industrial		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	27		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.0%	0.0%	0.0%
1:00 - 2:00 AM	0.0%	0.0%	0.1%
2:00 - 3:00 AM	0.0%	0.0%	0.1%
3:00 - 4:00 AM	0.0%	0.1%	0.0%
4:00 - 5:00 AM	0.3%	0.6%	0.0%
5:00 - 6:00 AM	2.9%	5.4%	0.4%
6:00 - 7:00 AM	3.9%	7.2%	0.7%
7:00 - 8:00 AM	10.1%	18.0%	2.3%
8:00 - 9:00 AM	7.7%	10.8%	4.6%
9:00 - 10:00 AM	7.3%	7.3%	7.3%
10:00 - 11:00 AM	7.7%	7.7%	7.8%
11:00 - 12:00 PM	7.5%	6.5%	8.5%
12:00 - 1:00 PM	9.9%	9.0%	10.8%
1:00 - 2:00 PM	7.9%	8.5%	7.3%
2:00 - 3:00 PM	8.1%	7.3%	8.9%
3:00 - 4:00 PM	8.7%	6.0%	11.3%
4:00 - 5:00 PM	7.5%	4.1%	10.8%
5:00 - 6:00 PM	9.0%	1.2%	16.7%
6:00 - 7:00 PM	1.2%	0.1%	2.4%
7:00 - 8:00 PM	0.0%	0.0%	0.1%
8:00 - 9:00 PM	0.0%	0.0%	0.0%
9:00 - 10:00 PM	0.0%	0.0%	0.0%
10:00 - 11:00 PM	0.0%	0.0%	0.0%
11:00 - 12:00 AM	0.0%	0.0%	0.0%

F – CA MUTCD Traffic Signal Warrants

Warrant	Title			Standard
1	Eight-Hour Volume			The need for a traffic control signal shall be considered if an engineering study finds that 1 of the following conditions exist for each of any 8 hours of an average day. In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.
-	Condition A	Part 1	Part 2	A. The vehicles per hour given in both of the 100%/80% columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection, or
-	Condition B	Part 1	Part 2	A. The vehicles per hour given in both of the 100%/80% columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.
2	Four-Hour Volume			See Figure 4C-1 or 4C-2 in MUTCD.
3	Peak Hour Volume			This signal warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time. The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following 2 categories are met: A. If all 3 of the following conditions exist for the same 1 hour of an average day: 1. The total stopped time delay experience by the traffic on 1 minor-street approach (1 direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a 1-lane approach; or 5 vehicle-hours for a 2-lane approach, and 2. The volume on the same minor-street approach (1 direction only) equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes, and 3. The total entering volume serviced during the hour equals or exceeds 650 vph for intersections with 3 approaches or 800 vph for intersections with 4 or more approaches. B. See Figure 4C-3 or 4C-4 in MUTCD.
4	Pedestrian Volume			See Page 4C-5 in MUTCD
5	School Crossing			See Page 4C-5 in MUTCD
6	Coordinated Signal System			See Page 4C-6 in MUTCD
7	Crash Experience			The need for a traffic control signal shall be considered if an engineering study finds that all of the following criteria are met: A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and B. 5 or more reported crashes, of types susceptible to correction by a traffic control signal, have occurred within a 12-month period, each crash involving personal injury or property damage apparently exceeding the applicable requirements for a reportable crash; and C. For each of any 8 hours of an average day, the vph given in both the 80% columns of Condition A in Table 4C-1, or the vph in both of the 80% columns of Condition B in Table 4C-1 exists on the major-street and the higher-volume minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80% of the requirements specified in the Pedestrian Volume warrant. These major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.
8	Roadway Network			See page 4C-7 in MUTCD

			LU 110	1,372		1,372		2,744		
			Entering		Exiting		Total			
			% Daily	Trips	% Daily	Trip	% Daily	Trip		
6:00	to	7:00	7.20%	99	0.70%	10	3.90%	107		
7:00	to	8:00	18.00%	247	2.30%	32	10.10%	277		
8:00	to	9:00	10.80%	148	4.60%	63	7.70%	211		
9:00	to	10:00	7.30%	100	7.30%	100	7.30%	200		
10:00	to	11:00	7.70%	106	7.80%	107	7.70%	211		
11:00	to	12:00	6.50%	89	8.50%	117	7.50%	206		
12:00	to	13:00	9.00%	123	10.80%	148	9.90%	272		
13:00	to	14:00	8.50%	117	7.30%	100	7.90%	217		
14:00	to	15:00	7.30%	100	8.90%	122	8.10%	222		
15:00	to	16:00	6.00%	82	11.30%	155	8.70%	239		
16:00	to	17:00	4.10%	56	10.80%	148	7.50%	206		
17:00	to	18:00	1.20%	16	16.70%	229	9.00%	247		

Hourly Distribution of Entering and Exiting Vehicle Trips by Land Use

Source: ITE *Trip Generation Manual*, 11th Edition

Land Use Code	110		
Land Use	General Light Industrial		
Setting	General Urban/Suburban		
Time Period	Weekday		
# Data Sites	27		
	% of 24-Hour Vehicle Trips		
Time	Total	Entering	Exiting
12:00 - 1:00 AM	0.00%	0.00%	0.00%
1:00 - 2:00 AM	0.00%	0.00%	0.10%
2:00 - 3:00 AM	0.00%	0.00%	0.10%
3:00 - 4:00 AM	0.00%	0.10%	0.00%
4:00 - 5:00 AM	0.30%	0.60%	0.00%
5:00 - 6:00 AM	2.90%	5.40%	0.40%
6:00 - 7:00 AM	3.90%	7.20%	0.70%
7:00 - 8:00 AM	10.10%	18.00%	2.30%
8:00 - 9:00 AM	7.70%	10.80%	4.60%
9:00 - 10:00 AM	7.30%	7.30%	7.30%
10:00 - 11:00 AM	7.70%	7.70%	7.80%
11:00 - 12:00 PM	7.50%	6.50%	8.50%
12:00 - 1:00 PM	9.90%	9.00%	10.80%
1:00 - 2:00 PM	7.90%	8.50%	7.30%
2:00 - 3:00 PM	8.10%	7.30%	8.90%
3:00 - 4:00 PM	8.70%	6.00%	11.30%
4:00 - 5:00 PM	7.50%	4.10%	10.80%
5:00 - 6:00 PM	9.00%	1.20%	16.70%
6:00 - 7:00 PM	1.20%	0.10%	2.40%
7:00 - 8:00 PM	0.00%	0.00%	0.10%
8:00 - 9:00 PM	0.00%	0.00%	0.00%
9:00 - 10:00 PM	0.00%	0.00%	0.00%
10:00 - 11:00 PM	0.00%	0.00%	0.00%
11:00 - 12:00 AM	0.00%	0.00%	0.00%

#3 Plaza & Private Access Road

Existing Intersection Counts

			NB	SB	EB	WB	Major Total	Minor Total	Total
6:00	to	7:00	535	398	0	1	933	1	934
7:00	to	8:00	581	587	0	1	1168	1	1169
8:00	to	9:00	494	508	0	1	1002	1	1003
9:00	to	10:00	370	543	0	5	913	5	918
10:00	to	11:00	423	444	0	2	867	2	869
11:00	to	12:00	423	538	0	14	961	14	975
12:00	to	13:00	461	397	0	4	858	4	862
13:00	to	14:00	533	619	0	7	1152	7	1159
14:00	to	15:00	484	581	0	3	1065	3	1068
15:00	to	16:00	484	639	0	3	1123	3	1126
16:00	to	17:00	664	592	0	12	1256	12	1268
17:00	to	18:00	568	593	0	12	1161	12	1173

Project Trip Assignment

			NB	SB	EB	WB	Major Total	Minor Total	Total
			60%	40%	100%	0%			
6:00	to	7:00	59	40	10	0	99	10	109
7:00	to	8:00	148	99	32	0	247	32	279
8:00	to	9:00	89	59	63	0	148	63	211
9:00	to	10:00	60	40	100	0	100	100	200
10:00	to	11:00	64	42	107	0	106	107	213
11:00	to	12:00	53	36	117	0	89	117	206
12:00	to	13:00	74	49	148	0	123	148	271
13:00	to	14:00	70	47	100	0	117	100	217
14:00	to	15:00	60	40	122	0	100	122	222
15:00	to	16:00	49	33	155	0	82	155	237
16:00	to	17:00	34	22	148	0	56	148	204
17:00	to	18:00	10	6	229	0	16	229	245

Total Intersection Volumes Growth = 0.03

			NB	SB	EB	WB	Major Total	Minor Total	Total
6:00	to	7:00	610	450	10	1	1060	11	1071
7:00	to	8:00	746	704	32	1	1450	33	1483
8:00	to	9:00	598	582	63	1	1180	64	1244
9:00	to	10:00	441	599	100	5	1040	105	1145
10:00	to	11:00	500	499	107	2	999	109	1108
11:00	to	12:00	489	590	117	14	1079	131	1210
12:00	to	13:00	549	458	148	4	1007	152	1159
13:00	to	14:00	619	685	100	7	1304	107	1411
14:00	to	15:00	559	638	122	3	1197	125	1322
15:00	to	16:00	548	691	155	3	1239	158	1397
16:00	to	17:00	718	632	148	12	1350	160	1510
17:00	to	18:00	595	617	229	12	1212	241	1453

TRAFFIC SIGNAL VOLUME WARRANT ANALYSIS (2014 MUTCD, REV. 6)

MAJOR STREET: **N Plaza Drive** NB SB # OF APPROACH LANES: **2**

MINOR STREET: **Private Access Road** EB WB # OF APPROACH LANES: **1**

CITY, STATE: **Visalia, California**

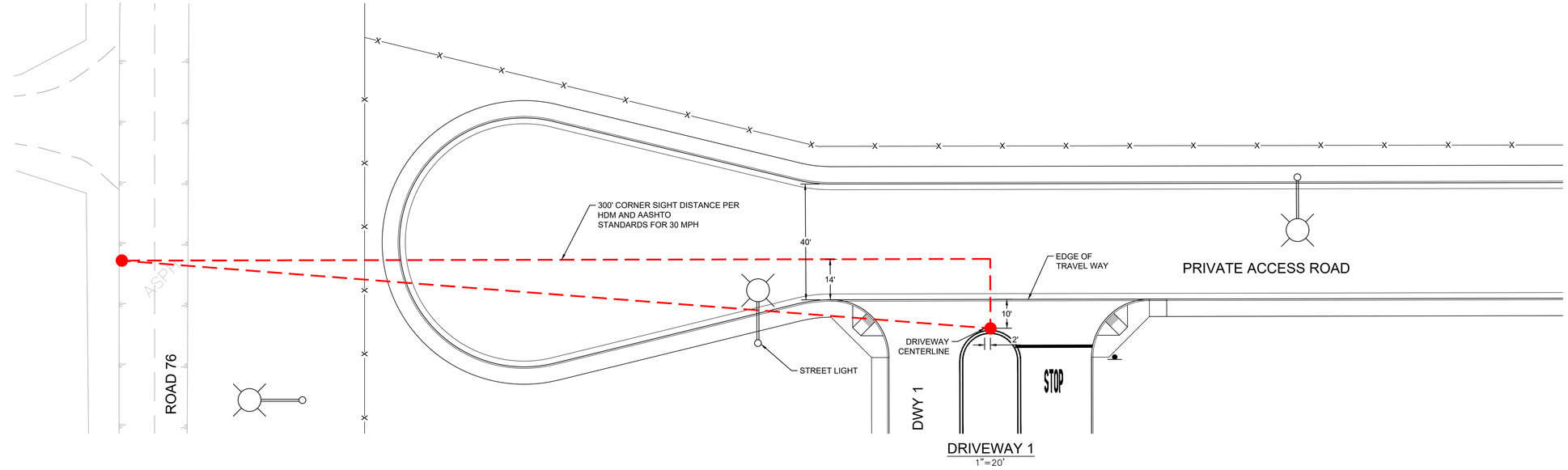
COMMENTS: **Opening Year Plus Project Traffic Conditions**

ISOLATED COMMUNITY WITH POPULATION LESS THAN 10,000 (Y OR N): **N**
85TH PERCENTILE SPEED GREATER THAN 40 MPH ON MAJOR STREET (Y OR N): **Y**

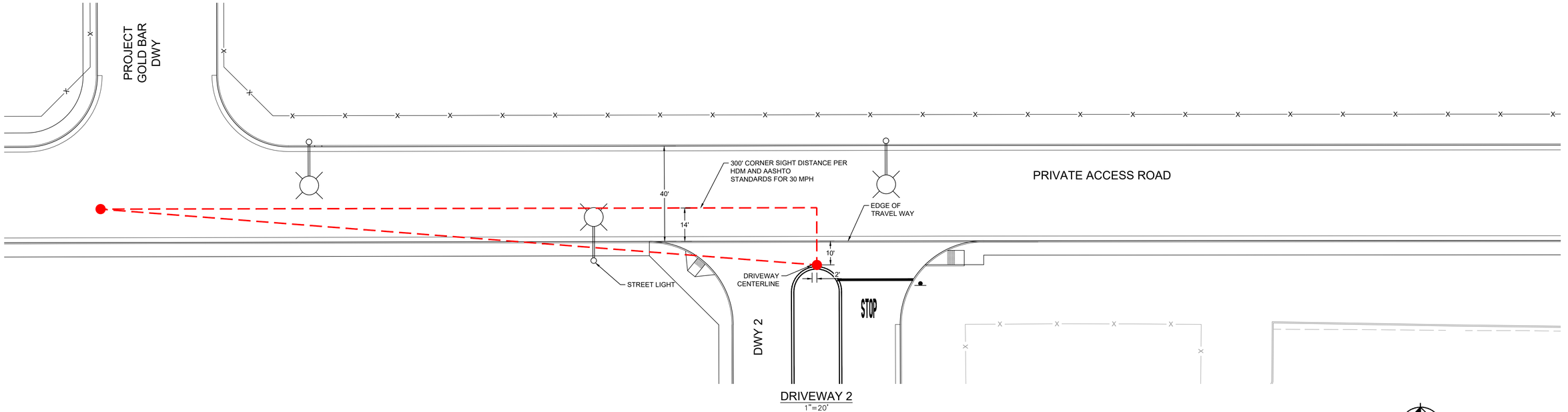
			MAJOR ST	MINOR ST	Ped Count	WARRANT 1 - Condition A, Part 1			WARRANT 1 - Condition B, Part 1			WARRANT 1 - Condition A, Part 2			WARRANT 1 - Condition B, Part 2			WARRANT 2 Four-Hour	WARRANT 3 Peak Hour	WARRANT 4	
			TWO-WAY TRAFFIC	TRAFFIC HEAVY LEG	CROSSING MAJOR ST	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET	MAIN LINE	SIDE STREET	BOTH MET			Ped Volume (Four-hour)	Ped Volume (Peak-hour)
THRESHOLD VALUES				→		**420**	**105**		**630**	**53**		**336**	**84**		**504**	**42**		**60**	**75**	**100**	**190**
06:00 AM	TO	07:00 AM	1,060	11		Y			Y			Y			Y						
07:00 AM	TO	08:00 AM	1,450	33		Y			Y			Y			Y						
08:00 AM	TO	09:00 AM	1,180	64		Y			Y	Y	**Y**	Y			Y	Y	**Y**	**Y**			
09:00 AM	TO	10:00 AM	1,040	105		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**		
10:00 AM	TO	11:00 AM	999	109		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**			
11:00 AM	TO	12:00 PM	1,079	131		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**		
12:00 PM	TO	01:00 PM	1,007	152		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**		
01:00 PM	TO	02:00 PM	1,304	107		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**		
02:00 PM	TO	03:00 PM	1,197	125		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**		
03:00 PM	TO	04:00 PM	1,239	158		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**		
04:00 PM	TO	05:00 PM	1,350	160		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**		
05:00 PM	TO	06:00 PM	1,212	241		Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	Y	Y	**Y**	**Y**	**Y**		
06:00 PM	TO	07:00 PM																			
07:00 PM	TO	08:00 PM																			
08:00 PM	TO	09:00 PM																			
09:00 PM	TO	10:00 PM																			
			14,117	1,396		12	9	**9**	12	10	**10**	12	9	**9**	12	10	**10**	**10**	**8**	**0**	**0**
						8 HOURS NEEDED			8 HOURS NEEDED			8 HOURS NEEDED for both Condition A & B						4 HRS NEEDED	1 HR NEEDED	4 HRS NEEDED	1 HR NEEDED
						SATISFIED			**SATISFIED**			**SATISFIED**						**SATISFIED**	**SATISFIED**	**NOT SATISFIED**	**NOT SATISFIED**

05/19/22
Kimley-Horn and Associates

G – Sight Distance Assessment



DRIVEWAY 1
1"=20'



DRIVEWAY 2
1"=20'

LEGEND

MINIMUM CORNER SIGHT DISTANCE

STREET LIGHT POLE

NOTE

DESIGN SPEED OF 30 MPH FOR PRIVATE ACCESS ROAD WITH MINIMUM CORNER SIGHT DISTANCE OF 300' PER HDM AND AASHTO STANDARDS IS DISPLAYED.

NORTH

GRAPHIC SCALE IN FEET
0 10 20 40

Kimley»Horn
401 B STREET, SUITE 600, SAN DIEGO, CA 92101
PHONE: 619-234-9411
WWW.KIMLEY-HORN.COM

SIGHT DISTANCE EXHIBIT
VISALIA PLAZA 39
PRIVATE ACCESS ROAD AND PROJECT DRIVEWAYS

k:\snd_ldev\195170022 - visalia-plaza 35\design\exhibits\2022.05.19 - sight distance exhibit\2022.05.19 - sight distance exhibit.dwg 5/19/2022

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: Adam & Eve Visalia Date: ~~XX/XX/XX~~ 05/13/2022

Project Description: Retail lingerie & boutique store

Site Plan Review Resubmittal: Yes ☑ No ○ If Resubmittal, Previous Site Plan Review Number: _____

Property Owner: LM Capital, LLC

Applicant(s) Name: Progressive Management Group LB Inc dba Adam & Eve

Project Address/Location: 1312 S Mooney Blvd, Visalia CA 93277

Assessor Parcel Number: 096-321-009

Parcel Size (Acreage or Square Feet): ~~11,000~~ 11,000 Square Ft Building or Suite Square Footage: 1,550 ft²

Are There Any Proposed Building Modifications: Yes ○ No ☑

Estimated Cost of Modifications to Building: $ n/a

Describe All Proposed Building Modifications: _____

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 05/13/2022

SPR Agenda: 05/25/2022 Item No. ____

Zone: _____ SPR No. 22-053

Historic District: Yes ○ No ○

Flood Zone: X ○ AE ○ X/AE ○

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: Retail

Proposed Building Use: Retail

Proposed Hours of Operation: 11:00 AM - 10:00 PM

Days of Week In Operation (Circle): (Su) M T W Th F Sa

Number of Employees Per Day: Existing 1-2 Proposed 2

Number of Customers Per Day (Estimated): Existing 10 Proposed 10

Predicted Peak Operating Hour: 6-7 pm

Describe Any Truck Delivery Schedule & Operations: none

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): none

Describe Any Special Events Planned for the Facility: none

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

⇨ Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).

⇨ Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: LM Capital, LLC
Address: 9461 Charleville Blvd, #500
City, State, Zip Beverly Hills CA 90212
Phone: (310) 405-9778
Email: michael@pmgar.com

Signature of Owner or Authorized Agent*

Owner — Date: 3/29/22

Authorized Agent* — Date

* If signed by an authorized agent , the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, _____, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

_____ _____ _____

AGENT:

I designate _____, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

Signatures	
OWNER	AGENT
Signature of Owner	Signature of Agent
9461 Charleville Blvd, #500 (Owner Mailing Address)	Agent Mailing Address
Beverly Hills CA 90212	
Owner Phone Number: (310) 405-9778	Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

Proposed Location: 1312 S Mooney Blvd, Visalia CA 93277

Proposed Square Footage: 1,550 Square Feet

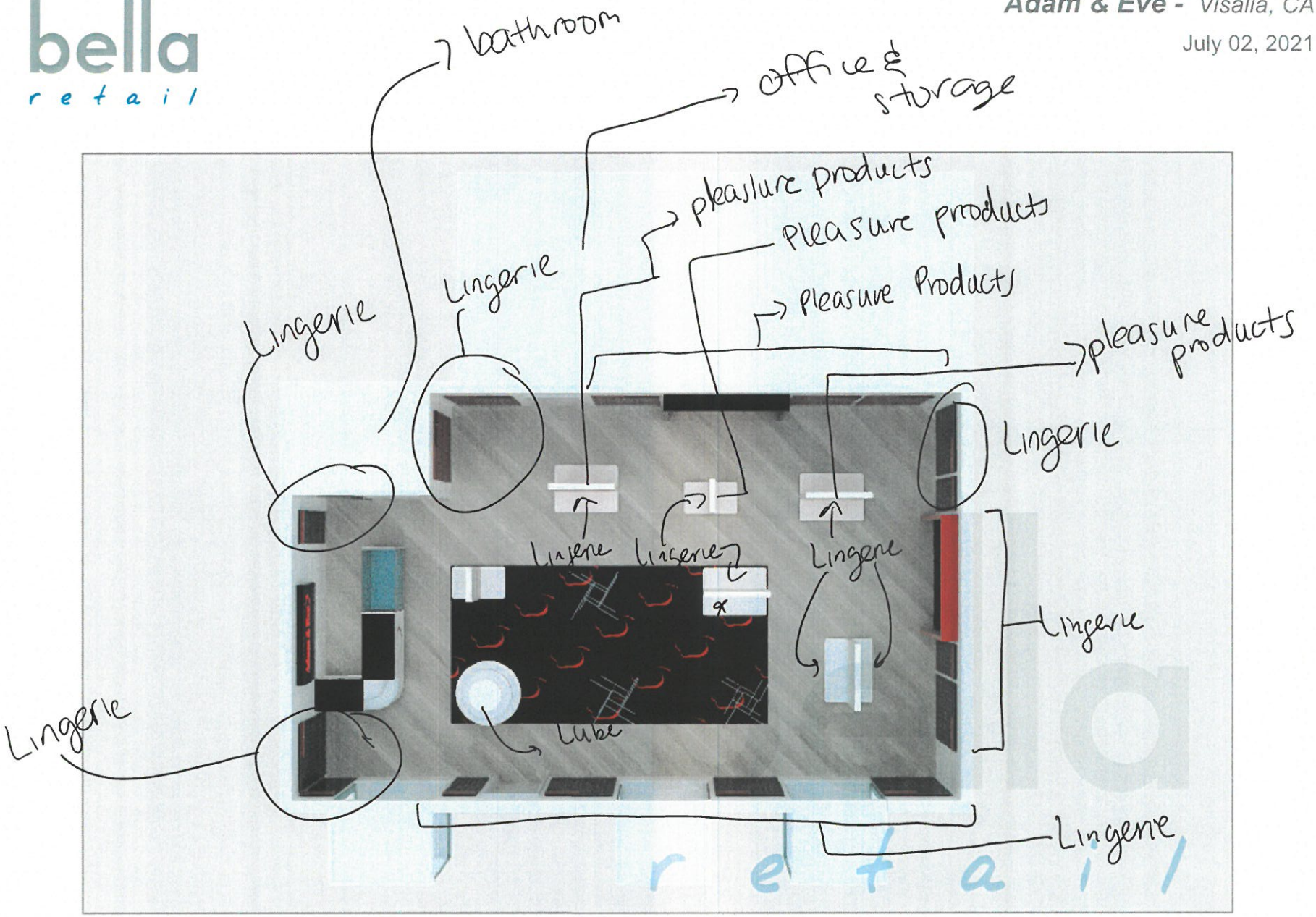
Store Description: We are opening an up-scale retail boutique. Our retail store provides an area for women and couples to come and shop in person versus online. We provide a wide variety of items for all people such as, apparel, lingerie, hosiery, shoes, games, apparel, pleasure products, massage oils, and lotions. We provide customers a comfortable, safe, and friendly retail shopping experience.

Products by Category & Percentage of Display:

- Women's Apparel – 5%
- Lingerie (regular & plus size) – 55%
- Hosiery, Shoes, and Boots – 2.5%
- Men's Apparel – 2.5%
- Lotions (edible & non-edible) – 2.5%
- Oils (edible & non-edible) – 10%
- Candles (edible & non-edible) – 2.5%
- Pleasure Products (Adult Toys) – 20%

Products by Category & Percentage of Sales:

- Women's Apparel – 10%
- Lingerie (regular & plus size) – 35%
- Hosiery, Shoes, and Boots – 5%
- Men's Apparel – 5%
- Lotions (edible & non-edible) – 10%
- Oils (edible & non-edible) – 15%
- Candles (edible & non-edible) – 5%
- Pleasure Products (Adult Toys) – 15%



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GENERAL PROJECT INFORMATION

Project/Business Name: GA INDUSTRIAL COMPLEX Date: 5/19/22

Project Description: NEW 112,550 sq ft. BUILDING AND LOADING DOCKS.

Site Plan Review Resubmittal: Yes ⊗ No ○ If Resubmittal, Previous Site Plan Review Number: SPR 22072

Property Owner: AMERICAN INC

Applicant(s) Name: CORWYN "BUTCH" OLDFIELD

Project Address/Location: GOSHEN AVE 600 FT WEST OF CLANCY ST

Assessor Parcel Number: 081-180-003

Parcel Size (Acreage or Square Feet): 327,296 sq ft. Building or Suite Square Footage:

Are There Any Proposed Building Modifications: Yes ⊗ No ○

Estimated Cost of Modifications to Building: $ 8 MILLION

Describe All Proposed Building Modifications: NEW METAL BUILDING W/ LOADING DOCKS

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received:

SPR Agenda: Item No.

Zone: SPR No.

Historic District: Yes ○ No ○

Flood Zone: X ○ AE ○ X/AE ○

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: N/A

Proposed Building Use: WAREHOUSING

Proposed Hours of Operation: 6AM - 6PM

Days of Week In Operation (Circle): (Su) (M) (T) (W) (Th) (F) (Sa)

Number of Employees Per Day: Existing N/A Proposed

Number of Customers Per Day (Estimated): Existing N/A Proposed

Predicted Peak Operating Hour: N/A

Describe Any Truck Delivery Schedule & Operations: N/A

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees (Provide Separate Attachment if Necessary): N/A

Describe Any Special Events Planned for the Facility: N/A

Page 1 of 2 - Application continues on back of this page

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
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- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: CORWYN OLDFIELD
Address: 1345 N. AMERICAN ST.
City, State, Zip VISALIA CA 93291
Phone: 559-730-6910
Email: BOLDFIELD@AMINL.COM

Signature of Owner or Authorized Agent*

Owner _____ Date _____

Authorized Agent* _____ Date _____

* If signed by an authorized agent, the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, _____, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

_____ _____ _____

AGENT:

I designate _____, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

Signatures	
OWNER	AGENT
Signature of Owner	Signature of Agent
Owner Mailing Address	Agent Mailing Address
Owner Phone Number	Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

PROJECT INFORMATION

A.P.N.	—	081-180-003
ADDRESS	—	TBD City of Visalia County of Tulare State of California
ZONING	—	Industrial
FLOOD ZONE	—	AE

THIS PROJECT WILL INCLUDE A "LOMR-F" SUBMISSION TO THE FEDERAL EMERGENCY MANAGEMENT AGENCY TO HAVE THE PROJECT REMOVED FROM THE "AE" ZONE.

LOT AREA	—	327,296 sf (7.51 Acres)
BUILDING AREA	—	112,550 sf
BUILDING COVERAGE	—	34.3%
SITE PLAN REVIEW	—	SPR22072
VARIANCE NO.	—	----------
STORIES	—	Single
CONSTRUCTION TYPE	—	II-B
OCCUPANCY	—	S-2
ARCHITECTURE STYLE	---	Modern Industrial

ALL STRUCTURES SHALL BE BUILT IN A HARMONIOUS FINISH.

SPRINKLERED	—	YES
PARKING	—	See Plan

WAREHOUSE (1/1000)
107,550 / 1000 = 108 STALLS

OFFICE (1/250)
5,000 / 250 = 20 STALLS

TOTAL REQUIRED = 128 STALLS

TOTAL PROVIDED = 131 STALLS
(of which 5 stalls are to be accessible per Table 11B-208,2)

LANDSCAPING

— TOTAL PARKING LOT AREA = 168,065 sf
168,065 x 10% = 16,907 sf REQUIRED

— LANDSCAPING PROVIDED = 18,103 sf > 16,907 sf O.K.!
(does not include 5' required landscaping along frontage)
(does not include Ponding Basin)

506.2.2 Mixed-Occupancy, One-Story Buildings

The allowable area of a mixed-occupancy building with no more than one story above grade plane shall be determined in accordance with the applicable provisions of Section 508.1 based on Equation 5-1 for each applicable occupancy.

BASE ALLOWABLE BUILDING AREAS:
(TABLE 506.2)

S-2 OCCUPANCY	104,000 SF
B OCCUPANCY	92,000 SF

ALLOWABLE AREA INCREASE DUE TO OPEN AREAS

Minimum Frontage Distance W = 30' MAX ALLOWED (PER 506.3.2)

S-2 OCCUPANCY

Equation 5-5: $I_f = [F/P - 0.25] W/30$ per 506.2.3
I_f = [1,174 ft. / 2,028 ft. - 0.25] x 30/30
I_f = [0.33] x 1
I_f = 0.33

Equation 5-1: $A_a = A_t + (NS \times I_f)$ PER CBC 506.2.1
A_a = 104,000 sf. + (26,000 sf. x 0.33)
A_a = 104,000 sf. + (8580)
A_a = 112,580 sf > 112,550 sf (S-2)

TOTAL ALLOWABLE BUILDING AREA = 112,580 SF

TOTAL ACTUAL BUILDING AREA = 112,550 SF

508.2 Accessory Occupancies

Accessory occupancies are those occupancies that are ancillary to the main occupancy of the building or portion thereof. Accessory occupancies shall comply with the provisions of Sections 508.2.1 through 508.2.4.

508.2.1 Occupancy Classification

Accessory occupancies shall be individually classified in accordance with Section 302.1. The requirements of this code shall apply to each portion of the building based on the occupancy classification of that space.

508.2.2 Allowable Building Height

The allowable height and number of stories of the building containing accessory occupancies shall be in accordance with Section 504 for the main occupancy of the building.

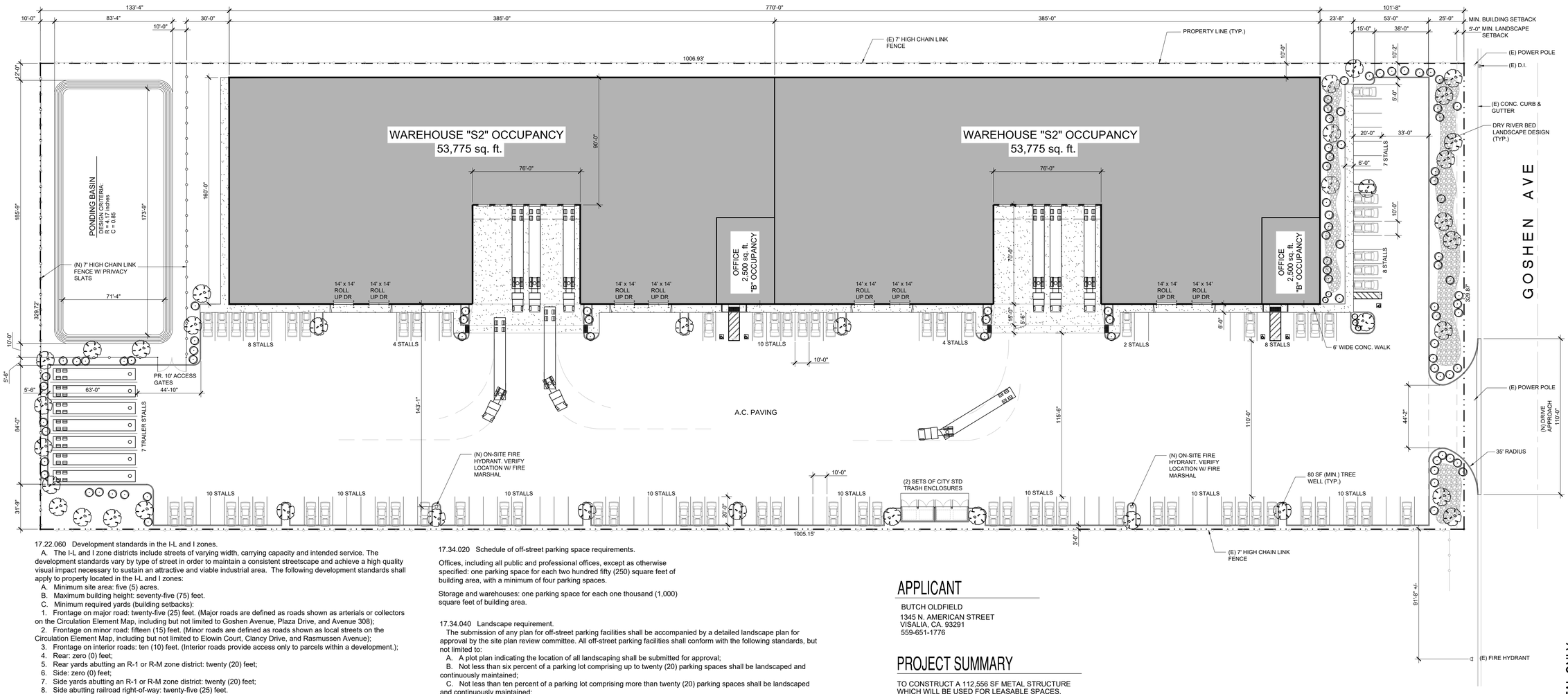
508.2.3 Allowable Building Area

The allowable area of the building shall be based on the applicable provisions of Section 506 for the main occupancy of the building. Aggregate accessory occupancies shall not occupy more than 10 percent of the floor area of the story in which they are located and shall not exceed the tabular values for nonsprinklered buildings in Table 506.2 for each such accessory occupancy.

MAIN OCCUPANCY AREA = 107,550 SF
ALLOWABLE AREA FOR ACCESSORY OCCUPANCY = 107,550 x 10% = 10,755 SF > 5,000 SF OK.
NO FIRE SEPARATION REQUIRED BETWEEN S-2 & B OCCUPANCY

VICINITY MAP
NO SCALE

PLAN NORTH
A-1 2



PRELIMINARY SITE PLAN

40' 0 40' 80' 1" = 40'

PLAN NORTH
A100 1

17.22.060 Development standards in the I-L and I zones.

A. The I-L and I zone districts include streets of varying width, carrying capacity and intended service. The development standards vary by type of street in order to maintain a consistent streetscape and achieve a high quality visual impact necessary to sustain an attractive and viable industrial area. The following development standards shall apply to property located in the I-L and I zones:

A. Minimum site area: five (5) acres.
B. Maximum building height: seventy-five (75) feet.
C. Minimum required yards (building setbacks):
1. Frontage on major road: twenty-five (25) feet. (Major roads are defined as roads shown as arterials or collectors on the Circulation Element Map, including but not limited to Goshen Avenue, Plaza Drive, and Avenue 308);
2. Frontage on minor road: fifteen (15) feet. (Minor roads are defined as roads shown as local streets on the Circulation Element Map, including but not limited to Elowin Court, Clancy Drive, and Rasmussen Avenue);
3. Frontage on interior roads: ten (10) feet. (Interior roads provide access only to parcels within a development.);
4. Rear: zero (0) feet;
5. Rear yards abutting an R-1 or R-M zone district: twenty (20) feet;
6. Side: zero (0) feet;
7. Side yards abutting an R-1 or R-M zone district: twenty (20) feet;
8. Side abutting railroad right-of-way: twenty-five (25) feet.
D. Minimum required landscaped yard (setback) areas:
1. Frontage on major road: twenty-five (25) feet. (Major roads are defined as roads shown as arterials or collectors on the Circulation Element Map, including but not limited to Goshen Avenue, Plaza Drive, and Avenue 308);
2. Frontage on minor road: fifteen (15) feet. (Minor roads are defined as roads shown as local streets on the Circulation Element Map, including but not limited to Elowin Court,

17.34.020 Schedule of off-street parking space requirements.

Offices, including all public and professional offices, except as otherwise specified: one parking space for each two hundred fifty (250) square feet of building area, with a minimum of four parking spaces.

Storage and warehouses: one parking space for each one thousand (1,000) square feet of building area.

17.34.040 Landscape requirement.

The submission of any plan for off-street parking facilities shall be accompanied by a detailed landscape plan for approval by the site plan review committee. All off-street parking facilities shall conform with the following standards, but not limited to:

A. A plot plan indicating the location of all landscaping shall be submitted for approval;
B. Not less than six percent of a parking lot comprising up to twenty (20) parking spaces shall be landscaped and continuously maintained;
C. Not less than ten percent of a parking lot comprising more than twenty (20) parking spaces shall be landscaped and continuously maintained;
D. Not more than ten consecutive parking stalls shall be allowed without an approved landscaped tree well of eighty (80) square feet or more;
E. A minimum five-foot landscape strip shall be provided outside the public right-of-way along the street frontage perimeter of all proposed parking facilities.
F. A planting list shall be shown on the required plot plan to obtain a grading permit, or building permit, for the buildings for which the parking lot is provided, which planting list shall give the botanical and common names of the plants to be used, the sizes to be planted, the quantity of each, and the spacing to insure balance and design. The plants shall be listed alphabetically and assigned key numbers to be used in locating the plants on the plan;
G. The site plan review committee shall approve all landscaping plans within a parking area and shall have the right to require additional landscaping if the committee deems it necessary to improve the aesthetic character of the project. (Ord. 2017-01 (part), 2017: prior code § 7498)

APPLICANT

BUTCH OLDFIELD
1345 N. AMERICAN STREET
VISALIA, CA. 93291
559-651-1776

PROJECT SUMMARY

TO CONSTRUCT A 112,556 SF METAL STRUCTURE WHICH WILL BE USED FOR LEASABLE SPACES.

(2) SEPARATE OFFICE SPACES
(2) SEPARATE TRUCK DOCK AREAS
THE REMAINING AREAS WILL BE USED FOR WAREHOUSE

THE PROJECT WILL INCORPORATE ASSOCIATED ON-SITE IMPROVEMENTS.

SITE PLAN REVIEW SUBMITTAL ONLY

LICENSED ARCHITECT
MARTIN CHARLES SMITH
C29948
NOT IN FINAL FORM
Exp. June 30, 2023
STATE OF CALIFORNIA

AMERICAN INCORPORATED
1345 North American Street Visalia, CA 93291
Lic. 292529 Phone: (559) 651-1776 Fax: (559) 651-0205

REV:	DATE:	DESCRIPTION:
1	05-16-22	SECOND SUBMITTAL FOR SPR

PROJECT
Goshen Avenue Industrial Complex
Visalia, CA

SHEET TITLE
SITE PLAN

PROJECT NO:	XX-XXXX
CHECKED BY: XXX	DRAWN BY: MHALE
DATE:	5/16/2022
SHEET:	XX OF 40
SHEET NO.	A100

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and help in filling out this application can be found at the City of Visalia website (www.ci.visalia.ca.us) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see details below). Failure to provide all requested information may result in your application being rejected for additional information and excluded from the Site Plan Review agenda

- All plans to be considered on the next available agenda must be submitted by 4:00 p.m. on the Thursday prior to the meeting -

- Site plan review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant or representative must be present -

GENERAL PROJECT INFORMATION

Project/Business Name: Alejandra's and Jimmy John's Date: 5-18-22

Project Description: Rebuild of existing restaurants and retail building.

Site Plan Review Resubmittal: Yes ◯ No ⊗ If Resubmittal, Previous Site Plan Review Number: _____

Property Owner: 312-316 West Main St., LLC

Applicant(s) Name: Dave Franey

Project Address/Location: 312, 314 and 316 W Main St, Visalia, CA 93291

Assessor Parcel Number: 094 - 322 - 004

Parcel Size (Acreage or Square Feet): 8,406 sf Building or Suite Square Footage: 8,406 sf

Are There Any Proposed Building Modifications: Yes ⊗ No ◯

Estimated Cost of Modifications to Building: $ tbd

Describe All Proposed Building Modifications:

Rebuild of existing restaurants and retail building.

- - - THIS AREA FOR CITY STAFF USE ONLY - - -

Date Received: 05/18/2022

SPR Agenda: 05/25/2022 Item No. _____

Zone: D-MU SPR No. 22-085

Historic District: Yes ◯ No ⊗

Flood Zone: X ◯ AE ⊗ X/AE ◯

OPERATIONS & TRAFFIC INFORMATION

- - A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS - -

Existing/Prior Building Use: Restaurants and Retail

Proposed Building Use: Restaurants and Retail

Proposed Hours of Operation: 10:00 am - 10:00 pm

Days of Week In Operation (Circle): (Su) M T W Th F Sa

Number of Employees Per Day: Existing 10 Proposed 10

Number of Customers Per Day (Estimated): Existing _____ Proposed _____

Predicted Peak Operating Hour: _____

Describe Any Truck Delivery Schedule & Operations: _____

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): _____

Describe Any Special Events Planned for the Facility: _____

Page 1 of 2 - Application continues on back of this page

SITE PLAN MINIMUM REQUIREMENTS

SITE PLAN REQUIREMENTS

⇨ Plan(s) must be clear, legible, and on a sheet size appropriate to easily convey all necessary project information. Suggested minimum sheet size for site plans is 11"x17" (Excludes tentative parcel and final maps)

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

⇨ Submit 20 copies of the site plan with this application, folded to a legal size of 9" x 12" with the print on the outside (no rolled plans)

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: DAVE FRANEY

Address: 121 N. ENCINA ST

City, State, Zip VISALIA, CA 93291

Phone: 559 804 4100

Email: Franeys@live.com

Signature of Owner or Authorized Agent*

Owner PARTNER

Date 5/17/2022

Authorized Agent*

Date

* If signed by an authorized agent , the "Agency Authorization" information below must be completed for this application to be considered complete

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, _____, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

_____ _____ _____

AGENT:

I designate _____, to act as my duty authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

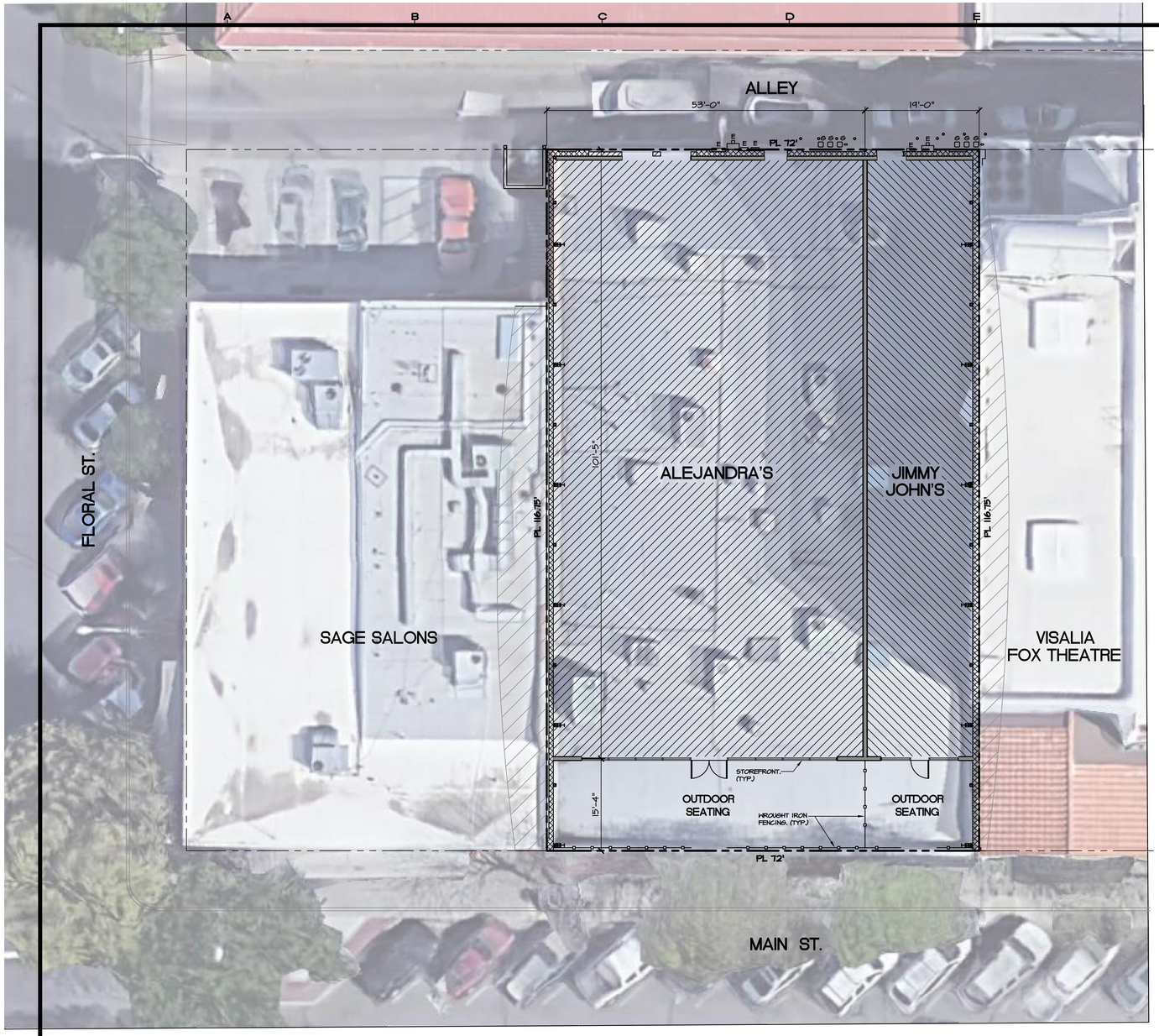
Executed this _____ day of _____, 20____

OWNER	Signatures	AGENT
Signature of Owner (Notary Required)		Signature of Agent
Owner Mailing Address		Agent Mailing Address
Owner Phone Number		Agent Phone Number

Approved by City of Visalia:

By: _____ Date: _____

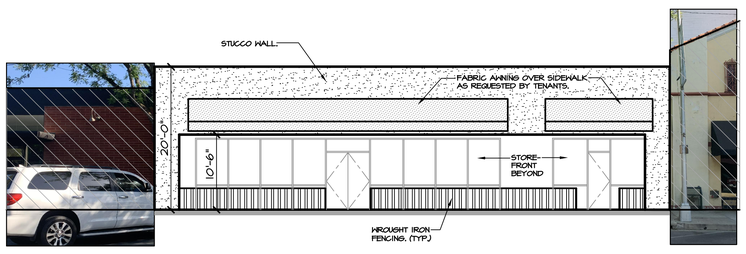
SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440



SITE KEY PLAN

REFERENCE ONLY
APPROX. 1" = 10'

NORTH



SOUTH ELEVATION

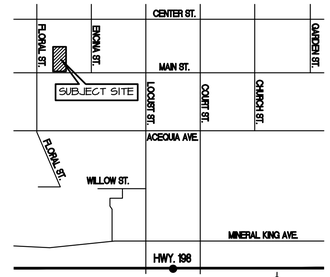
REFERENCE ONLY
APPROX. 1" = 10'

SITE NOTES

1. EXISTING UNDERGROUND UTILITIES, PIPING, CONDUITS, IMPROVEMENTS OR OTHER UNDERGROUND ENCUMBERANCES FOR THIS EXISTING SITE ARE NOT SHOWN ON THESE PLANS. NO ATTEMPT HAS BEEN MADE BY COLLINS ENGINEERING TO LOCATE, VERIFY OR SHOW ANY NEW OR EXISTING UNDERGROUND UTILITIES, PIPING, CONDUITS, TANKS, IMPROVEMENTS OR OTHER UNDERGROUND ENCUMBERANCES FOR THIS EXISTING SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING AND VERIFYING ALL UNDERGROUND UTILITIES, PIPING, CONDUITS, TANKS, IMPROVEMENTS AND SIMILAR UNDERGROUND ENCUMBERANCES AND TAKE ALL NECESSARY PRECAUTIONS AND PREVENTATIVE MEASURES TO INSURE THAT SUCH EXISTING UTILITIES ARE NOT DAMAGED OR DISRUPTED DURING CONSTRUCTION. OWNER AND ENGINEER SHALL BE NOTIFIED OF ANY UTILITIES, PIPING, ETC. THAT IS UNCOVERED PRIOR TO OR DURING CONSTRUCTION WHICH MAY INTERFERE WITH OR BE AFFECTED BY THE PROPOSED CONSTRUCTION SO CONDITIONS AND ALTERNATIVES CAN BE REVIEWED PRIOR TO PROCEEDING WITH CONSTRUCTION.
2. ALL PROPERTY LINE DIMENSIONS, LOCATIONS, DETAILS, EASEMENTS, ETC. ARE BASED ON AVAILABLE COUNTY ASSESSOR'S MAP INFORMATION AND SHALL BE VERIFIED AND SURVEYED BY A CALIF. LICENSED LAND SURVEYOR.
3. SEE DESIGNS AND DRAWINGS BY OTHERS FOR SITE UTILITIES, PAVING AND PATCHING.
4. FIELD VERIFY EXISTING CONDITIONS. ALL DIMENSIONS SHALL BE FIELD VERIFIED.

FIRE DEPARTMENT NOTES

1. NOTHING IN THESE PLANS OR SPECIFICATIONS SHALL BE CONSTRUED TO PERMIT WORK NOT CONFORMING TO THE MOST STRINGENT OF APPLICABLE CODES. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE CALIFORNIA BUILDING CODE (CBC), CALIFORNIA FIRE CODE (CFC), AND ALL OTHER FEDERAL, STATE, COUNTY, AND CITY ORDINANCES.
2. COMBUSTIBLE OR FLAMMABLE WASTE MATERIAL OR RUBBISH OF ANY KIND SHALL NOT BE PERMITTED ON ANY YARD, VACANT LOT, OR OPEN SPACE. COMBUSTIBLE DEBRIS, RUBBISH, OR WASTE MATERIAL SHALL BE REMOVED AS OFTEN AS PRACTICAL. (CFC 3304)
3. FIRE EXTINGUISHERS - PER CFC 906: PROVIDE PORTABLE FIRE EXTINGUISHERS, CLASS 2A:10B:C MINIMUM. ONE FOR EACH 3000 SQUARE FEET OR PORTION THEREOF OF FLOOR SPACE AND MAXIMUM TRAVEL DISTANCE FROM ANY POINT IN THE BUILDING TO AN EXTINGUISHER NOT TO EXCEED 75 FEET. WHEN POSSIBLE, THE FIRE EXTINGUISHERS SHOULD BE MOUNTED NEAR EXITS OR IN NORMAL EXIT PATHWAYS. IF NECESSARY, A SIGN SHALL BE POSTED TO CLEARLY INDICATE THE LOCATION OF THE EXTINGUISHER.
4. PLANS ARE NOT APPROVED FOR HIGH PILED COMBUSTIBLE STORAGE. STORAGE OF COMBUSTIBLE MATERIALS IN CLOSELY PACKED PILES OR COMBUSTIBLE MATERIALS ON PALLETS, IN RACKS, OR ON SHELVES WHERE THE TOP OF STORAGE IS GREATER THAN 12 FEET IN HEIGHT SHALL NOT BE ALLOWED.
5. ADDRESS - APPROVED NUMBERS OR ADDRESSES SHALL BE PLACED ON ALL NEW AND EXISTING BUILDINGS IN SUCH A POSITION AS TO BE PLAINLY VISIBLE AND LEGIBLE FROM THE STREET OR ROAD FRONTING THE PROPERTY. SAID NUMBERS SHALL BE AT LEAST 6" HIGH AND SHALL BE OF A COLOR TO CONTRAST WITH THEIR BACKGROUND. (CFC 505)
6. ALL REQUIRED EXITS SHALL BE CLEAR OF OBSTRUCTIONS FOR THE DURATION OF THE CONSTRUCTION PROJECT.
7. DOOR HARDWARE- EGRESS DOORS SHALL BE READILY OPENABLE FROM THE EGRESS SIDE WITHOUT THE USE OF A KEY OR ANY SPECIAL KNOWLEDGE OR EFFORT. ALL HARDWARE SHALL COMPLY WITH CHAPTER 10 OF THE CALIFORNIA BUILDING CODE (CBC).
8. MEANS OF EGRESS ILLUMINATION-. AT ANY TIME THE BUILDING IS OCCUPIED, THE MEANS OF EGRESS SHALL BE ILLUMINATED AT AN INTENSITY OF NOT LESS THAN 1 FOOT-CANDLE AT FLOOR LEVEL.
9. EXIT SIGNS - THE PATH OF TRAVEL TO AND WITHIN EXITS IN A BUILDING SHALL BE IDENTIFIED BY EXIT SIGNS CONFORMING TO THE REQUIREMENTS OF CBC CHAPTER 10. EXIT SIGNS SHALL BE READILY VISIBLE FROM THE DIRECTION OF APPROACH. EXIT SIGNS SHALL BE LOCATED AS NECESSARY TO INDICATE THE DIRECTION OF EGRESS TRAVEL. NO POINT SHALL BE MORE THAN 100 FEET FROM THE NEAREST VISIBLE SIGN.
10. AMOUNTS OF FLAMMABLE AND COMBUSTIBLE MATERIAL STORED IN THE BUILDING SHALL NOT EXCEED THE EXEMPT AMOUNTS QUANTIFIED IN CBC 307 AND CFC 5704.
11. WHEN FIRE FACILITIES SUCH AS, BUT NOT LIMITED TO, FIRE HYDRANTS AND ACCESS ROADS ARE TO BE INSTALLED BY THE DEVELOPER, THEY SHALL BE INSTALLED AND MADE SERVICEABLE PRIOR TO AND DURING THE TIME OF CONSTRUCTION. (CFC 901)
12. PROVIDE NEW AUTOMATIC FIRE SPRINKLER SYSTEM AT ALL NEW AND/OR REMODELED STRUCTURES AND ADDITIONS. GENERAL CONTRACTOR SHALL INCLUDE IN BID THE PRICE FOR APPROVED PLANS, ENGINEERING, MATERIALS AND INSTALLATION OF NEW FIRE SPRINKLER SYSTEM INCLUDING ANY NEW RISERS AND TIE-IN TO EXISTING FIRE SPRINKLER AND ALARM SYSTEM WHICH MAY BE REQUIRED.
13. FIRE SPRINKLER CONTRACTOR SHALL SUBMIT PLANS TO AND OBTAIN PERMIT FROM THE JURISDICTION FIRE DEPARTMENT FOR ALL REQUIRED NEW INSTALLATIONS AND/OR MODIFICATIONS AND ADDITIONS TO EXISTING FIRE SPRINKLER SYSTEM. DESIGNATE ON SPRINKLER SUBMITTAL THE COMMODITY CLASS AND STORAGE HEIGHT.
14. ALL WORK SHALL COMPLY WITH NFPA STANDARDS, CBC AND CFC.
15. SUBMIT PLANS TO AND OBTAIN PERMITS FROM THE JURISDICTION FIRE DEPARTMENT FOR ALL FIRE ALARM INSTALLATIONS AND/OR MODIFICATIONS.
16. A SET OF PLANS SHOWING THE WORK TO BE DONE SHALL ALSO BE FORWARDED TO THE JURISDICTION BUILDING DEPARTMENT FOR REVIEW AND APPROVAL.
17. FINAL APPROVAL IS SUBJECT TO ACCEPTANCE AFTER A FIELD INSPECTION.
18. A KNOX BOX LOCK SYSTEM IS REQUIRED FOR THE BUILDING. APPLICATION IS AVAILABLE AT THE BUILDING DEPARTMENT. RETURN THE COMPLETED APPLICATION, ALONG WITH YOUR CHECK MADE PAYABLE TO "THE KNOX COMPANY" TO THE BUILDING DEPARTMENT FOR SIGN OFF AND MAILING PRIOR TO FINAL INSPECTION FOR OCCUPANCY. (CFC 902)
19. ANY FENCE GATE ACROSS THE ENTRY TO THE PROPERTY SHALL REQUIRE A KNOX BOX FOR FIRE DEPARTMENT ACCESS.



VICINITY MAP

N.T.S.

Call Two Working Days Before You Dig!

1-800-227-2600

811

GOVERNING AGENCY AND CODES

CITY OF VISALIA

CALIFORNIA BUILDING STANDARDS CODE (CCR TITLE 24)

2019 CALIFORNIA BUILDING CODE
2019 CALIFORNIA PLUMBING CODE
2019 CALIFORNIA MECHANICAL CODE
2019 CALIFORNIA ENERGY CODE
2019 CALIFORNIA GREEN BUILDING STANDARDS CODE
2019 CALIFORNIA FIRE CODE
2019 CALIFORNIA ELECTRICAL CODE
NFPA 13, 2019 EDITION
NFPA 24, 2019 EDITION
ADA ACCESSIBLE GUIDELINES (ADAAG)

PROJECT INFO.

SITE PLAN REVIEW NO.: tbd

OWNER: DAVE FRANEY
121 N ENCINA STREET
VISALIA, CA 93291
559-804-4100

LOCATION: 312, 314 AND 316 W MAIN STREET
VISALIA, CA 93291

APN: 094-322-004

SITE AREA: 8,406 SF

ZONING: DMU

FLOOD ZONE: XL

USE: RESTAURANT

OCCUPANCY: A-2

NUMBER OF STORIES: 1

TYPE OF CONSTRUCTION: V-B (SPRINKLERED)

FLOOR AREA: 8,406 SF

ALLOWABLE FLOOR AREA:
24,000 SF (BASIC FOR OCC. A-2 , TYPE V-B-SI)
F = 72'
P = 377'
W = 30
If = (12/377 - 0.25) x 30/30 = 0.00
Aa = 24,000 SF

5-17-22

REGISTERED PROFESSIONAL ENGINEER
BRETON R. COLLINS
No. S 4068
Exp. 09/30/23
STRUCTURAL
STATE OF CALIFORNIA

SPR

C Collins Engineering
Structural & Civil Engineering
P.O. Box 6065 - Visalia, CA 93290
(559) 734-4060
License S-4068

NEW DEVELOPMENT FOR:
....
314 W. MAIN STREET
VISALIA, CA 93291
CONTRACTOR: BJ PERCH CONSTRUCTION, INC.

MARK	DATE	DESCRIPTION

DATE: 5/17/22
DRAWN BY: BC
PROJECT NO: 22-1475

SHEET TITLE
PROJECT INFO AND SITE KEY PLAN

SHEET
G100
SHEET __ OF __

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: LARRY & PENNY OWSLEY Date: 5/10/22

Project Description: lot split

Site Plan Review Resubmittal: Yes ○ No ✓ If Resubmittal, Previous Site Plan Review Number:

Property Owner: LARRY & PENNY OWSLEY

Applicant(s) Name:

Project Address/Location: 3307 E. HOUSTON AVE

Assessor Parcel Number: 103-330-100 000

Parcel Size (Acreage or Square Feet): 2.82 ACRE Building or Suite Square Footage:

Are There Any Proposed Building Modifications: Yes ○ No ✓

Estimated Cost of Modifications to Building: $ N/A

Describe All Proposed Building Modifications: N/A

Split two approx ½ acre parcels on Research.

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 05/18/2022

SPR Agenda: 05/25/2022 Item No.

Zone: R-1-5 SPR No. 22-086

Historic District: Yes ○ No ⊗

Flood Zone: X ⊗ AE ○ X/AE ○

OPERATIONS & TRAFFIC INFORMATION

- - A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS - -

Existing/Prior Building Use:

Proposed Building Use:

Proposed Hours of Operation:

Days of Week In Operation (Circle): Su M T W Th F Sa

Number of Employees Per Day: Existing Proposed

Number of Customers Per Day (Estimated): Existing Proposed

Predicted Peak Operating Hour:

Describe Any Truck Delivery Schedule & Operations:

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary):

Describe Any Special Events Planned for the Facility:

Page 1 of 2 - Application continues on back of this page

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291

IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

- Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).
- Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.
- Site plan shall provide for and indicate all of the following:
  - North arrow
  - All existing & proposed site features
  - Site dimensions, including building
  - Existing and proposed fencing at site
  - Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
  - Existing & proposed structures
  - Adjacent street names
  - Refuse enclosures & containers
  - Valley oak trees (show drip line)
  - Existing & proposed landscaping
  - Parking stalls (include ADA)
  - Loading/unloading areas
  - Accessible path of travel from right of way
  - Accessible path of travel from ADA stall
  - Location and width of drive approaches to site
  - Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Larry & Penny Owsley

Address: 3318 E Douglas

City, State, Zip Visalia CA 93292

Phone: 559-696 5600

Email: larrynpenny@yahoo.com

Signature of Owner or Authorized Agent*

Owner Larry Owsley + Penny Owsley Date 5/10/22

Authorized Agent* Richard Bueno (559) 798-5844 Date 5-10-22

* If signed by an authorized agent , the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, _____, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

_____ _____ _____

AGENT:

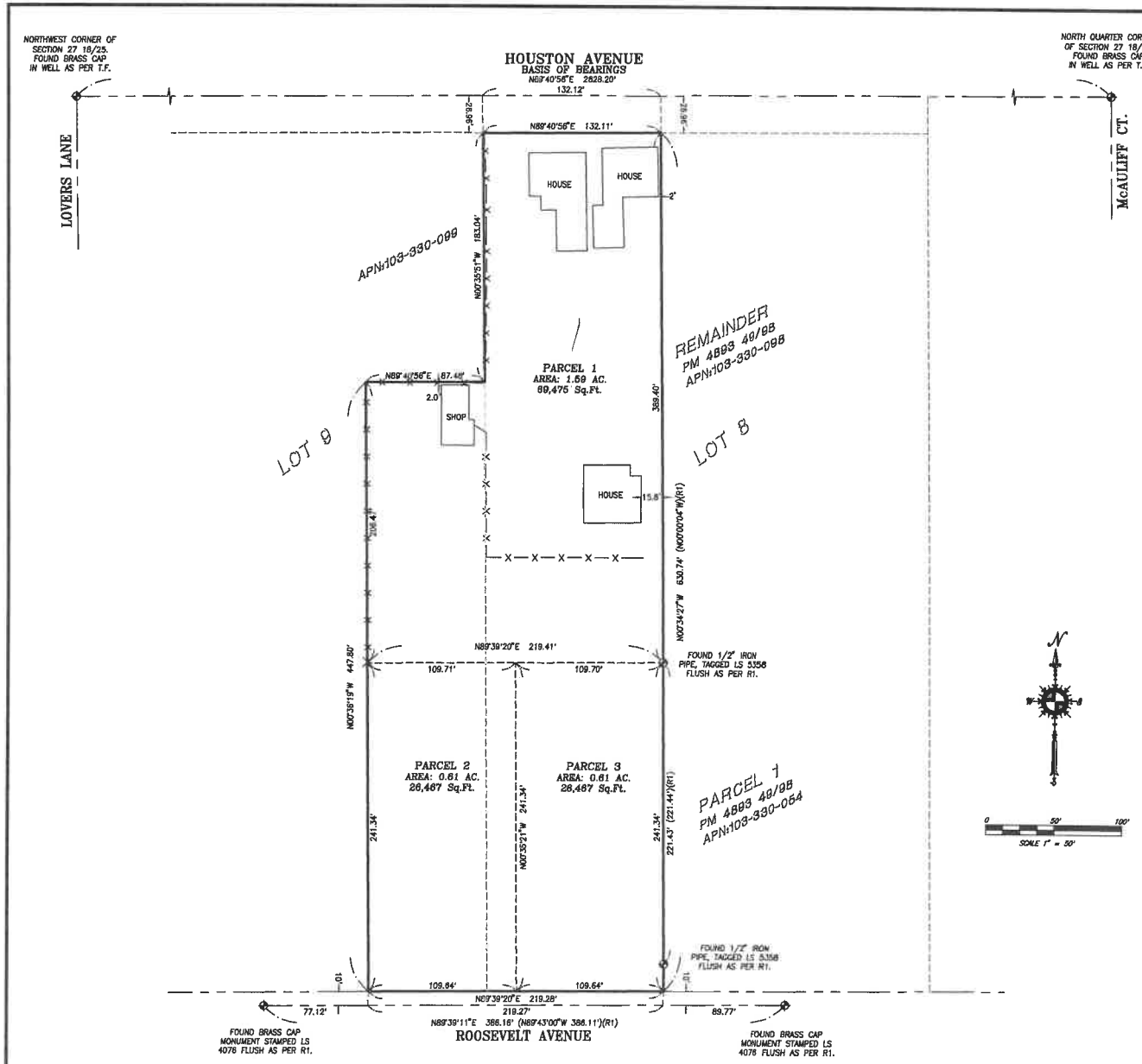
I designate _____, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this _____ day of _____, 20____.

OWNER	Signatures	AGENT
Signature of Owner		Signature of Agent
Owner Mailing Address		Agent Mailing Address
Owner Phone Number		Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440



SITE PLAN

CITY OF VISALIA - COUNTY OF TULARE
STATE OF CALIFORNIA

LOTS 8 AND 9 OF THE OAKS AS PER MAP RECORDED IN BOOK 7 AT PAGE 50 OF MAPS, TULARE COUNTY RECORDS. EXCEPTING THE EAST 3 ACRES OF LOT 8 AND EXCEPTING THE WEST 242 FEET AND THE NORTH 210 FEET OF LOT 9. BEING LOCATED IN THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 18 SOUTH, RANGE 25 EAST, MOUNT DIABLO BASE AND MERIDIAN
(CONSISTING OF ONE SHEET)

BASIS OF BEARINGS:

THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 17, TOWNSHIP 18 SOUTH, RANGE 25 EAST, MOUNT DIABLO BASE & MERIDIAN, TAKEN TO BE N89°40'56"E AS PER GNSS OBSERVATION.

LEGEND:

- ⊕ MONUMENTS FOUND AND ACCEPTED UNLESS OTHERWISE NOTED.
- (R1) RECORD DATA PER PARCEL MAP No. 4893 RECORDED IN BOOK 48 AT PAGE 98 OF PARCEL MAPS, TULARE COUNTY RECORDS.
- T.F. TIES ON FILE WITH THE TULARE COUNTY SURVEYOR.
- ——— INDICATES SUBJECT PARCEL BOUNDARY.
- DISTANCES NOT MONUMENTED ARE CALCULATED.

PARCEL No.	1	2	3
PROPOSED USE:	SFR	SFR	SFR
PRESENT USE:	SFR	VACANT	VACANT
ZONING:	R-1-5	R-1-5	R-1-5
WATER:	CITY	N/A	PROPOSED CITY
SEWER:	CITY	N/A	PROPOSED CITY

FEMA FLOOD ZONE: SHADED ZONE X

ADDITIONAL NOTES:

NO NEW PROPOSED ROADS OR EASEMENTS - ACCESS TO PARCEL 2 AND 3 WILL BE OFF OF ROOSEVELT AVENUE.

PROPOSED METHOD OF SOLID WASTE WITH BE THE CITY OF VISALIA.

THERE ARE NO PROPOSED PUBLIC BUS STOPS OR TURNOUTS.

M & L
LAND SURVEYING
3949 N. CONDOR CT.
SANGER, CA 93657
Tel. (559) 531-9673
Email:
MLWEYANT@ICLOUD.COM

DATE OF SURVEY	00/00/21
JOB No.	21XX
DRAWN BY	M.R. WEYANT
DRAWING NAME	21XX
REVISION DATE	

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: Facial X'pressions Skin Care Salon Date: 5-16-22

Project Description: Skin Care Salon and retail facials- skin care services and retail of skin products

Site Plan Review Resubmittal: Yes ○ No ⊗ If Resubmittal, Previous Site Plan Review Number: _____

Property Owner: Catherine Doe

Applicant(s) Name: Norma A. Peña

Project Address/Location: 400 W. Caldwell Ave #B

Assessor Parcel Number: 123-240-024

Parcel Size (Acreage or Square Feet): _____ Building or Suite Square Footage: 1271 sq. ft.

Are There Any Proposed Building Modifications: Yes ○ No ⊗

Estimated Cost of Modifications to Building: $ N/A

Describe All Proposed Building Modifications: Paint to the interior of the building; no building projects needed.

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 05/16/2022

SPR Agenda: 05/25/2022 Item No. ____

Zone: O-PA SPR No. 22-087

Historic District: Yes ○ No ⊗

Flood Zone: X ⊗ AE ○ X/AE ○

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: Radio Station - Radio La Campesina

Proposed Building Use: Skin Care Salon

Proposed Hours of Operation: By Appointment Only 8-9 pm.

Days of Week In Operation (Circle): Su (M) (T) (W) (Th) (F) (Sa)

Number of Employees Per Day: Existing 1 Proposed 2-3

Number of Customers Per Day (Estimated): Existing 5-7 Proposed 7-10

Predicted Peak Operating Hour: 9-6pm but Varies because I work by appointment only.

Describe Any Truck Delivery Schedule & Operations: None

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): No accomodations needed This unit has 6 parking spots, one being ADA compliant & ramp.

Describe Any Special Events Planned for the Facility: None

Page 1 of 2 - Application continues on back of this page

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

- Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).
- Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.
- Site plan shall provide for and indicate all of the following:
  - North arrow
  - All existing & proposed site features
  - Site dimensions, including building
  - Existing and proposed fencing at site
  - Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
  - Existing & proposed structures
  - Adjacent street names
  - Refuse enclosures & containers
  - Valley oak trees (show drip line)
  - Existing & proposed landscaping
  - Parking stalls (include ADA)
  - Loading/unloading areas
  - Accessible path of travel from right of way
  - Accessible path of travel from ADA stall
  - Location and width of drive approaches to site
  - Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Norma A. Peña
Address: 3524 S. Heritage St.
City, State, Zip Visalia, CA 93277
Phone: 559- 967- 7687
Email: facialxpressions@sbcglobal.net

Signature of Owner or Authorized Agent*

Owner: Catherine Doe — Date: 5/16/22

Authorized Agent* — Date: 5-16-22

* If signed by an authorized agent, the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, Catherine Doe, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

123-240-024-000

AGENT:

I designate Norma A. Peña, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to operate as a skin care salon. relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

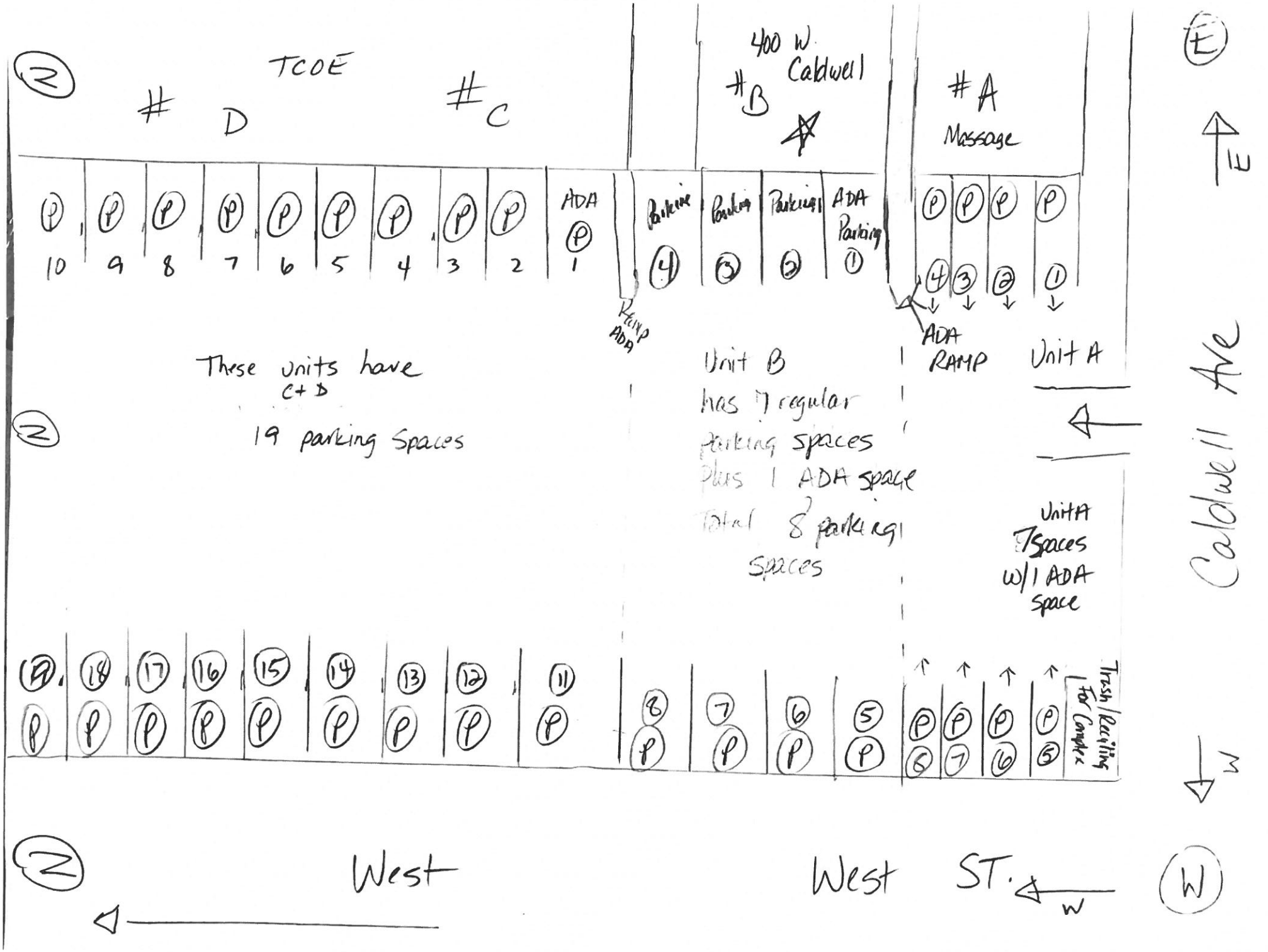
Executed this 16th day of May, 2022

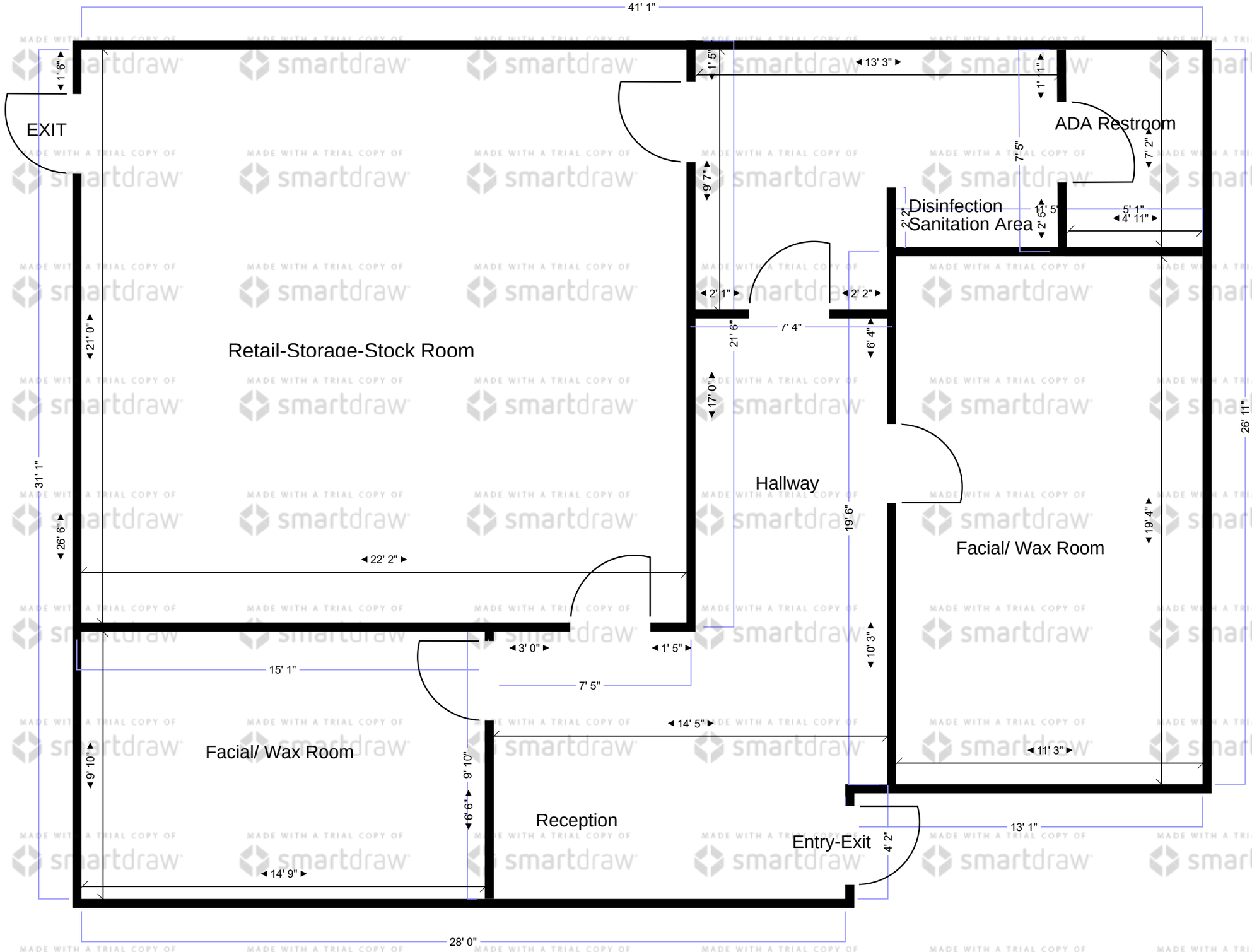
Signatures

OWNER	AGENT
Catherine Doe	
Signature of Owner	Signature of Agent
P.O. Box 325	3524 S. Heritage St.
Owner Mailing Address	Agent Mailing Address
Ivanhoe, CA 93235	Visalia, CA 93277
Owner Phone Number 559 972- 7778	559- 967-7687 Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440


400 W
Shell
Gas station
Oral
Specialists A
Mezquite Nurse
W Caldwell Av


TCOE
D
C
400 W. Caldwell
B
A
Massage
ADA Parking
ADA RAMP
Unit A
Unit B
These units have C+D
19 parking Spaces
Unit B has 7 regular parking spaces Plus 1 ADA space Total 8 parking spaces
Unit A 7 Spaces W/1 ADA space
Trash/Recycling for Complex
Caldwell Ave
West
West ST.


41' 1"
1' 6"
EXIT
Retail-Storage-Stock Room
21' 0"
31' 1"
26' 6"
22' 2"
15' 1"
9' 10"
14' 9"
3' 0"
1' 5"
7' 5"
9' 10"
6' 6"
Facial/ Wax Room
Reception
14' 5"
28' 0"
1' 5"
13' 3"
1' 11"
ADA Restroom
7' 5"
7' 2"
9' 7"
Disinfection
Sanitation Area
2' 2"
5' 1"
4' 11"
2' 1"
2' 2"
21' 6"
6' 4"
17' 0"
Hallway
19' 6"
10' 3"
Facial/ Wax Room
19' 4"
26' 11"
11' 3"
13' 1"
Entry-Exit
4' 2"

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirements & submittal details on Page 2). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

- Site Plan Review meetings are held on Wednesdays at 9am at City Hall East - 315 E Acequia Ave - Applicant(s) or Representative(s) must be present -

- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

GENERAL PROJECT INFORMATION

Project/Business Name: Visalia / Kelsey St. Industrial Date: 5/18/22

Project Description: Construction of two (2) warehouse/distribution buildings for a total of 2,098,000 sqft

Site Plan Review Resubmittal: Yes ◯ No ✓ If Resubmittal, Previous Site Plan Review Number:

Property Owner: SE LAND, LLC

Applicant(s) Name: Greenlaw Partners

Project Address/Location: 29811 Road 88, Visalia, CA

Assessor Parcel Number: 081-040-001; Ptn of 081-071-020; 081-071-013

Parcel Size (Acreage or Square Feet): 111.436 Building or Suite Square Footage: 1,373,000 & 725,000

Are There Any Proposed Building Modifications: Yes ◯ No ◯

Estimated Cost of Modifications to Building: $

Describe All Proposed Building Modifications:

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 05/18/2022

SPR Agenda: 05/25/2022 Item No. ____

Zone: X SPR No. 22-088

Historic District: Yes ◯ No ⓧ

Flood Zone: X ◯ AE ◯ X/AE ⓧ

OPERATIONS & TRAFFIC INFORMATION

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: Agricultural land

Proposed Building Use: Industrial Warehouse & Distribution Facility

Proposed Hours of Operation: Operational Hours will be determined by future tenant.

Days of Week In Operation (Circle): Su M T W Th F Sa

Number of Employees Per Day: Existing None Proposed TBD

Number of Customers Per Day (Estimated): Existing None Proposed TBD

Predicted Peak Operating Hour: Operational Hours will be determined by the future tenant.

Describe Any Truck Delivery Schedule & Operations: Truck/Trailer trips associated with the facility will consist of shipping, receiving, and other industrial-related activities. The number, type, and frequency of truck/vans for service and delivery will be decided by future tenants.

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): Operations would include office and industrial uses, such as warehousing and distribution. Detailed operations, equipment, supplies and materials will be determined by the future tenants of the site.

Describe Any Special Events Planned for the Facility: There are no special events currently planned for the facility. Future events at the facility will be determined by the future tenant.

Page 1 of 2 - Application continues on back of this page

SITE PLAN REQUIREMENTS

SITE PLAN MINIMUM REQUIREMENTS

- Submit a digital copy of the site plan(s) and completed application on a flash drive or equivalent (PDF format preferred, hard paper copies not accepted).
- Digital copies must be clear, legible, and on a layout sized appropriately to convey all necessary project information.
- Site plan shall provide for and indicate all of the following:
  - North arrow
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  - Existing and proposed fencing at site
  - Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
  - Existing & proposed structures
  - Adjacent street names
  - Refuse enclosures & containers
  - Valley oak trees (show drip line)
  - Existing & proposed landscaping
  - Parking stalls (include ADA)
  - Loading/unloading areas
  - Accessible path of travel from right of way
  - Accessible path of travel from ADA stall
  - Location and width of drive approaches to site
  - Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Derek Meddings
Address: 18301 Von Karman Ave
City, State, Zip Irvine, CA 92612
Phone: (949) 331-1332
Email: derek@greenlawpartners.com

Signature of Owner or Authorized Agent*

Owner _____ Date _____

Authorized Agent* [signature] Date 5/11/22

* If signed by an authorized agent, the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, SE Land, LLC, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

081-040-001 081-071-013 Ptn of 081-071-020

AGENT:

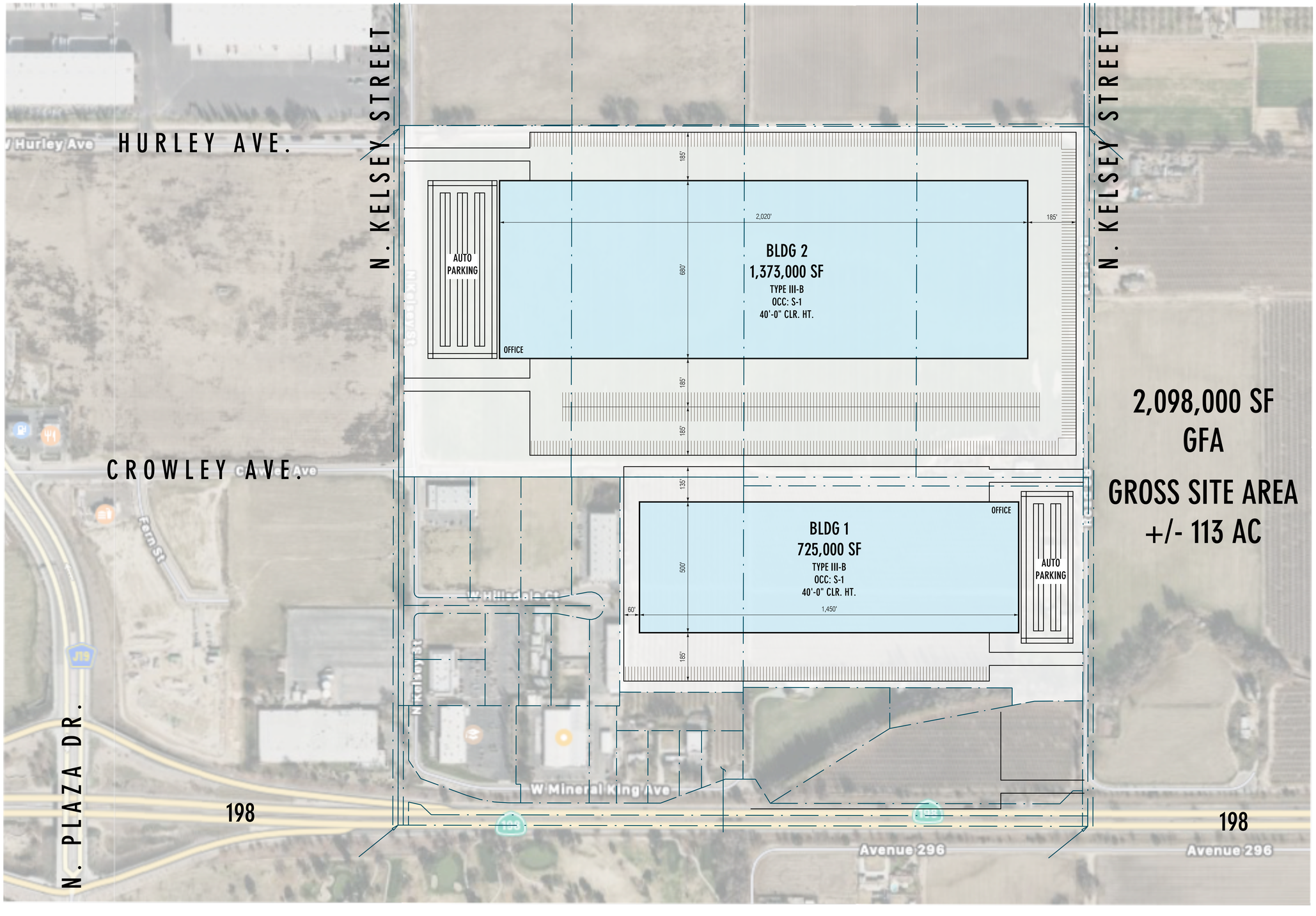
I designate Provost & Pritchard, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this 11th day of May, 2022.

Signatures	
OWNER	AGENT
[signature]	[signature]
Signature of Owner	Signature of Agent
P.O. Box 964	18301 Von Karman Ave
Owner Mailing Address	Agent Mailing Address
Visalia, CA 93279	Irvine, CA 92612
661-387-0200	(949) 331-1332
Owner Phone Number	Agent Phone Number

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440



SCALE: 1" = 150'-0"

WEST VISALIA INDUSTRIAL DEVELOPMENT

KELSEY ST. / HWY 198 - VISALIA / TULARE CTY, CA

SCHEMATIC SITE PLAN

RGA
Office of Architectural Design
15231 Alton Parkway, Suite 100
Irvine, CA 92618
T 949-341-0920
FX 949-341-0922

GREENLAW
18301 VON KARMAN, SUITE 250
IRVINE, CA 92612
TEL: 949-331-1300
CONTACT: DEREK MEDDINGS
EMAIL:

MARK	DATE	DESCRIPTION
	5/2/22	PRELIMINARY SITE PLAN

RGA PROJECT NO:	22048.00
CAD FILE NAME:	22048-00-A1-01
DRAWN BY:	CS
CHK'D BY:	CS
COPYRIGHT: RGA, OFFICE OF ARCHITECTURAL DESIGN	
SHEET TITLE	

A1-01.1

CITY OF VISALIA SITE PLAN REVIEW APPLICATION

- Additional information and assistance in filling out this application can be found at the City of Visalia website (www.visalia.city) or by calling (559) 713-4440-

This application MUST be filled out in its entirety and submitted with an acceptable site plan (see site plan minimum requirement details below). Failure to provide all requested information may result in rejection of your application and exclusion from the Site Plan Review agenda.

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- Application submittal deadline is 4pm on Thursdays to be scheduled for the next available meeting -

Project/Business Name: Super Serranos Taco Truck Date:

Project Description:

Site Plan Review Resubmittal: Yes ⊘ No ○ If Resubmittal, Previous Site Plan Review Number:

Property Owner: SUCHA SINGH

Applicant(s) Name: Susana Ocampo

Project Address/Location: 3332 E. Mineral King Ave.

Assessor Parcel Number: 103-152-010

Parcel Size (Acreage or Square Feet): .40 acres Building or Suite Square Footage: 17,524 sq ft

Are There Any Proposed Building Modifications: Yes ○ No ⊘

Estimated Cost of Modifications to Building: $

Describe All Proposed Building Modifications:

--- THIS AREA FOR CITY STAFF USE ONLY ---

Date Received: 05/19/2022

SPR Agenda: 05/25/2022 Item No.

Zone: C-N SPR No.

Historic District: Yes ○ No (X)

Flood Zone: X (X) AE ○ X/AE ○

-- A SEPARATE, DETAILED OPERATIONAL STATEMENT IS HIGHLY RECOMMENDED FOR ALL SUBMITTALS --

Existing/Prior Building Use: Mini mart / Gas station

Proposed Building Use: Taco Truck

Proposed Hours of Operation: Mon-Fri 7AM-5pm

Days of Week In Operation (Circle): Su (M) (T) (W) (Th) (F) Sa

Number of Employees Per Day: Existing ~~2~~ 30 Proposed

Number of Customers Per Day (Estimated): Existing 50 Proposed

Predicted Peak Operating Hour: 10 AM

Describe Any Truck Delivery Schedule & Operations: None

Please Identify Any Unique or Specific Traffic Patterns That Will Require Accommodations For Operations, Customers, or Employees

(Provide Separate Attachment if Necessary): —

Describe Any Special Events Planned for the Facility: —

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291

SITE PLAN MINIMUM REQUIREMENTS

SITE PLAN REQUIREMENTS

⇨ Plan(s) must be clear, legible, and on a sheet size appropriate to easily convey all necessary project information. Suggested minimum sheet size for site plans is 11"x17" (Excludes tentative parcel and final maps)

⇨ Site plan shall provide for and indicate all of the following:

- North arrow
- All existing & proposed site features
- Site dimensions, including building
- Existing and proposed fencing at site
- Public improvements (curbs, sidewalks, utility poles, hydrants, street lights, etc.)
- Existing & proposed structures
- Adjacent street names
- Refuse enclosures & containers
- Valley oak trees (show drip line)
- Existing & proposed landscaping
- Parking stalls (include ADA)
- Loading/unloading areas
- Accessible path of travel from right of way
- Accessible path of travel from ADA stall
- Location and width of drive approaches to site
- Tentative maps shall adhere to requirements of Visalia Municipal Code Section 16

⇨ Submit 20 copies of the site plan with this application, folded to a legal size of 9" x 12" with the print on the outside (no rolled plans)

REQUIRED SIGNATURE

Applicant Information (Final comments will be mailed to the name and address provided below)

Name: Susana Ocampo

Address: 3437 E. Sycamore Ave

City, State, Zip Visalia CA, 93292

Phone: 559-786-3221

Email: Susana Ocampo 99@yahoo.com

Signature of Owner or Authorized Agent*

Owner _____ Date _____

Authorized Agent* _____ Date _____

* If signed by an authorized agent, the "Agency Authorization" information below must be completed for this application to be considered acceptable.

AGENCY AUTHORIZATION FORM

AGENCY AUTHORIZATION

OWNER:

I, SUCHA SINGH, declare as follows; I am the owner of certain real property bearing assessor's parcel number (APN):

103 152 010

AGENT:

I designate _____, to act as my duly authorized agent for all purposes necessary to file an application for, and obtain a permit to _____ relative to the property mentioned herein.

I declare under penalty of perjury the foregoing is true and correct.

Executed this 17 day of May, 2022

Signatures

OWNER	AGENT
Sucha Singh	
Signature of Owner	Signature of Agent
3332 E. Mineral King Ave	Agent Mailing Address
Visalia, CA 93292	
(559) 303-1608	Agent Phone Number
Owner Phone Number	

SUBMIT APPLICATION TO: CITY OF VISALIA COMMUNITY DEVELOPMENT DEPT - 315 E ACEQUIA AVE - VISALIA CA 93291
IF ANY QUESTIONS, PLEASE CALL THE CITY OF VISALIA AT (559) 713-4440

3332
S Crumal St
E Mineral King Ave
E Mineral King Ave