Traffic Impact Analysis Addendum

Parc West

Located on the Northwest Quadrant of Grantland Avenue and Ashlan Avenue

In the City of Fresno, California

Prepared for:
Parc West Development, Inc.
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September 6, 2019

Project No. 004-067

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This Traffic Impact Analysis Addendum has been prepared under the direction of a licensed Traffic Engineer. The licensed Traffic Engineer attests to the technical information contained therein and has judged the qualifications of any technical specialists providing engineering data from which recommendations, conclusions, and decisions are based.

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Introduction and Summary

Introduction

This report describes a Traffic Impact Analysis (TIA) Addendum prepared by JLB Traffic Engineering, Inc. (JLB) for the proposed Parc West (Project) located on the northwest quadrant of Grantland Avenue and Ashlan Avenue in the City of Fresno. The reason for the Addendum was to include the intersection of Polk Avenue and Shaw Avenue, the State Route 99 Herndon Avenue interchange, the State Route 99 and Shaw Avenue interchange, and the State Route 99 and Ashlan Avenue interchange to the analysis. These intersections and interchanges were requested by the City of Fresno after their approval of the TIA draft scope of work on July 18, 2018. This TIA Addendum supplements the initial TIA Report previously prepared for Parc West but which will also be dated September 6, 2019. The Project proposes to develop up to 844 single-family residential units and a 1.819-acre neighborhood park on approximately 160 acres. Based on information provided to JLB, approximately 11 acres of the Project site generally located at the northwest corner of Grantland Avenue and Ashlan Avenue will undergo a General Plan Amendment to modify the land use from Community Commercial to Medium-Density Residential. Figure 1 shows the location of the proposed Project site relative to the surrounding roadway network.

The purpose of this TIA Addendum is to evaluate the potential off-site traffic impacts to the intersection of Shaw Avenue and Polk Avenue, the State Route 99 and Herndon Avenue interchange, the State Route 99 and Shaw Avenue interchange, and the State Route 99 and Ashlan Avenue interchange, and determine potential mitigation measures.

Summary

The potential traffic impacts of the proposed Project were evaluated in accordance with the standards set forth by the level of service (LOS) policy of the City of Fresno, County of Fresno and Caltrans.

Existing Traffic Conditions

- JLB conducted a search of the Statewide Integrated Traffic Records System (SWITRS) to obtain collision reports for the most recent five-year period (January 1, 2013 to December 31, 2017). In the five-year period, a total of 67 collisions were reported within the influence zone (assumed to be within 250 feet) of the study intersections.
- JLB was unable to reach a conclusion that would explain any justification for the modification of lane geometrics or traffic controls at the intersections. As a result, the number of correctable collisions experienced at the existing study intersections is considered less than significant.
- At present, all addendum study intersections operate at an acceptable LOS during both peak periods.

Existing plus Project (Phase I) Traffic Conditions

- Under this scenario, all addendum study intersections are projected to operate at an acceptable LOS during both peak periods.

Existing plus Project (Phase I & Phase II) Traffic Conditions

- Under this scenario, all addendum study intersections are projected to operate at an acceptable LOS during both peak periods.

Existing plus Project (Buildout) Traffic Conditions

- Under this scenario, all addendum study intersections are projected to operate at an acceptable LOS during both peak periods.

Near Term plus Project (Buildout) Traffic Conditions

- Under this scenario, the intersection of Polk Avenue and Shaw Avenue is projected to exceed its LOS threshold during both peak periods. To improve the LOS at this intersection, the addition of lanes and modification of traffic control mechanisms is recommended. Additional details as to the recommended improvements for these intersections are presented later in this Report.

Cumulative Year 2035 No Project Traffic Conditions

- Under this scenario, the intersections of Polk Avenue and Shaw Avenue, State Route 99 Southbound Ramps and Shaw Avenue, State Route 99 Northbound Ramps and Shaw Avenue, and State Route 99 Northbound Off-Ramp and Ashlan Avenue are projected to exceed their LOS threshold during one or both peak periods. To improve the LOS at the intersections projected to exceed their LOS threshold, the addition of lanes and modification of traffic control mechanisms is recommended. Additional details as to the recommended improvements for these intersections are presented later in this Report.

Cumulative Year 2035 plus Project Traffic Conditions

- Under this scenario, the intersections of Polk Avenue and Shaw Avenue, State Route 99 Southbound Ramps and Shaw Avenue, State Route 99 Northbound Ramps and Shaw Avenue, and State Route 99 Northbound Off-Ramp and Ashlan Avenue are projected to exceed their LOS threshold during one or both peak periods. To improve the LOS at the intersections projected to exceed their LOS threshold, the addition of lanes and modification of traffic control mechanisms is recommended. Additional details as to the recommended improvements for these intersections are presented later in this Report.

Queuing Analysis

- It is recommended that the City consider left-turn and right-turn lane storage lengths as indicated in the Queuing Analysis.

Project's Equitable Fair Share

- It is recommended that the Project contribute its equitable Fair Share as presented in Table X.

Study Facilities

The existing peak hour turning movement and segment volume counts were conducted for the study intersections between September 2018 and May 2019 while schools in the vicinity of the proposed Project were in session. The intersection turning movement counts included pedestrian volumes. The traffic counts for the existing study intersections are contained in Appendix A. The existing intersection turning movement volumes, intersection geometrics and traffic controls are illustrated in Figure 1.

Study Intersections:

1. Herndon Avenue / State Route 99 Northbound Off-Ramp
2. Grantland Avenue / State Route 99 Southbound On-Ramp
3. Polk Avenue / Shaw Avenue
4. State Route 99 Southbound Ramps / Shaw Avenue
5. State Route 99 Northbound Ramps / Shaw Avenue
6. State Route 99 Southbound Off-Ramp / Ashlan Avenue
7. State Route 99 Northbound Off-Ramp / Ashlan Avenue

Study Scenarios

Existing Traffic Conditions

This scenario evaluates the Existing Traffic Conditions based on existing traffic volumes and roadway conditions from traffic counts and field surveys conducted between September 2018 and May 2019.

Existing plus Project (Phase I) Traffic Conditions

This scenario evaluates total traffic volumes and roadway conditions based on the Existing plus Project Traffic Conditions. The Existing plus Project traffic volumes were obtained by adding the Project Only Trips (Phase I) to the Existing Traffic Conditions scenario. The Project Only Trips (Phase I) to the study facilities were developed based on e existing travel patterns, the Fresno COG Project (Phase I) Select Zone, the existing roadway network, engineering judgment, data provided by the developer, knowledge of the study area, existing residential and commercial densities, and the City of Fresno 2035 General Plan Circulation Element in the vicinity of the Project. The Fresno COG Models for the Project Select Zone are contained in Appendix B.

Existing plus Project (Phase I & Phase II) Traffic Conditions

This scenario evaluates total traffic volumes and roadway conditions based on the Existing plus Project (Phase I & Phase II) Traffic Conditions. The Existing plus Project (Phase I & Phase II) traffic volumes were obtained by adding the Project Only Trips (Phase II) to the Existing plus Project (Phase I) Traffic Conditions scenario. The Project Only Trips (Phase II) to the study facilities were developed based on existing travel patterns, the Fresno COG Project Select Zones, the existing roadway network, engineering judgment, data provided by the developer, knowledge of the study area, existing residential and commercial densities, and the City of Fresno 2035 General Plan Circulation Element in the vicinity of the Project.

Existing plus Project (Buildout) Traffic Conditions

This scenario evaluates total traffic volumes and roadway conditions based on the Existing plus Project (Buildout) Traffic Conditions. The Existing plus Project (Buildout) traffic volumes were obtained by adding the Project Only Trips (Buildout) to the Existing Traffic Conditions scenario. The Project Only Trips (Buildout) to the study facilities were developed based on existing travel patterns, the Fresno COG Project (Buildout) Select Zone, the existing roadway network, engineering judgment, data provided by the developer, knowledge of the study area, existing residential and commercial densities, and the City of Fresno 2035 General Plan Circulation Element in the vicinity of the Project.

Near Term plus Project (Buildout) Traffic Conditions

This scenario evaluates total traffic volumes and roadway conditions based on the Near Term plus Project Traffic Conditions. The Near Term plus Project traffic volumes were obtained by adding the Near Term related trips to the Existing plus Project (Buildout) Traffic Conditions scenario.

Cumulative Year 2035 No Project Traffic Conditions

This scenario evaluates total traffic volumes and roadway conditions based on the Cumulative Year 2035 No Project Traffic Conditions. The Cumulative Year 2035 No Project traffic volumes were obtained by subtracting the 2035 Project Only Trips from the Cumulative Year 2035 plus Project Traffic Conditions scenario.

Cumulative Year 2035 plus Project (Buildout) Traffic Conditions

This scenario evaluates total traffic volumes and roadway conditions based on the Cumulative Year 2035 plus Project (Buildout) Traffic Conditions. The Cumulative Year 2035 plus Project (Buildout) traffic volumes were obtained from the Fresno COG traffic model runs (Base Year 2018 and Cumulative Year 2035) and existing traffic counts. Under this scenario, the increment method, as recommended by the Model Steering Committee was utilized to determine the Cumulative Year 2035 plus Project (Buildout) traffic volumes. The Fresno COG Models are contained in Appendix B. It should be noted that by the year 2035, additional major streets and freeway interchanges will be implemented in the vicinity of the Project that will result in changes in travel patterns and volumes. The 2035 Project Only Trips to the study facilities were developed based on the potential changes to the roadway network, engineering judgment, knowledge of the study area, existing residential and commercial densities, and the City of Fresno 2035 General Plan Circulation Element in the vicinity of the Project.

Level of Service Analysis Methodology

Level of Service (LOS) is a qualitative index of the performance of an element of the transportation system. LOS is a rating scale running from "A" to "F", with "A" indicating no congestion of any kind and "F" indicating unacceptable congestion and delays. LOS in this study describes the operating conditions for signalized and unsignalized intersections.

The *2010 Highway Capacity Manual* (HCM) is the standard reference published by the Transportation Research Board and contains the specific criteria and methods to be used in assessing LOS. U-turn movements were analyzed using HCM 2000 methodologies and would yield more accurate results for the reason that HCM 2010 methodologies do not allow the analysis of U-turns. Synchro software was used to define LOS in this study. Details regarding these calculations are included in Appendix C.

Criteria of Significance

The City of Fresno 2035 General Plan has established various degrees of acceptable LOS on its major streets, which are dependent on four (4) Traffic Impact Zones (TIZ) within the City. The standard LOS threshold for TIZ I is LOS F, that for TIZ II is LOS E, that for TIZ III is LOS D, and that for TIZ IV is LOS E. Additionally, the 2035 MEIR made findings of overriding consideration to allow a lower LOS threshold than that established by the underlying TIZ's. For those cases in which a LOS criterion for a roadway segment differs from that of the underlying TIZ, such criteria are identified in the roadway description. As all study facilities fall within TIZ III, LOS D is used to evaluate the potential significance of LOS impacts to intersections within this TIA pursuant to the City of Fresno 2035 General Plan.

The County of Fresno has established LOS C as the acceptable level of traffic congestion on county roads and streets that fall entirely outside the Sphere of Influence (SOI) of a City. For those areas that fall within the SOI of a City, the LOS criteria of the City are the criteria of significance used in this report. LOS C is used to evaluate the potential significance of LOS impacts to Fresno County intersections and segments that fall outside the City of Fresno SOI. In this case, all study facilities fall within the City of Fresno SOI, therefore, the City of Fresno LOS is utilized.

Caltrans endeavors to maintain a target LOS at the transition between LOS C and D on State highway facilities consistent with the *Caltrans Guide for the Preparation of Traffic Impact Studies* dated December 2002. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. In this TIA Addendum, all study facilities within Caltrans jurisdiction utilize LOS D to evaluate the potential significance of LOS impacts to state facilities.

Operational Analysis Assumptions and Defaults

The following operational analysis values, assumptions and defaults were used in this study to ensure a consistent analysis of LOS among the various scenarios.

- Yellow time:
  - per Caltrans signal timing sheets for the intersections of State Route 99 Southbound Ramps and Shaw Avenue and State Route 99 Northbound Ramps and Shaw Avenue
  - consistent with the California Manual of Uniform Traffic Control Devices (CA MUTCD) based on approach speeds at the remaining study intersections
- Yellow time for left-turn phases:
  - per Caltrans signal timing sheets for the intersections of State Route 99 Southbound Ramps and Shaw Avenue and State Route 99 Northbound Ramps and Shaw Avenue
  - 3.2 seconds at the remaining study intersections
- All-red clearance intervals:
  - per Caltrans signal timing sheets for the intersections of State Route 99 Southbound Ramps and Shaw Avenue and State Route 99 Northbound Ramps and Shaw Avenue
  - 1.0 second for all phases at the remaining study intersections
- Walk intervals of 7.0 seconds
- Flashing Don't Walk based on 3.5 feet/second walking speed with yellow plus all-red clearance subtracted and 2.0 seconds added
- All new or modified signals utilize protective left-turn phasing
- Heavy vehicle factor:
  - The intersections of State Route 99 Southbound Ramps and Shaw Avenue and State Route 99 Northbound Ramps and Shaw Avenue utilize a:
    - 10 percent heavy vehicle factor in the AM peak
    - 8 percent heavy vehicle factor in the PM peak
  - 3 percent at the remaining study intersections
- The number of observed pedestrians at existing intersections was utilized under all study scenarios
- An average of 3 pedestrian calls per hour at signalized intersections
- At existing intersections, the observed approach Peak Hour Factor (PHF) is utilized in the Existing, Existing plus Project and Near Term plus Project scenarios
- A PHF of 0.92, or the existing PHF if higher, is utilized under the Cumulative Year 2035 scenarios

Existing Traffic Conditions

Roadway Network

The Project site and surrounding study area are illustrated in Figure 1. Important roadways serving the Project are discussed below.

Herndon Avenue is an existing east-west predominantly four-lane divided expressway in the vicinity of the proposed Project. Herndon Avenue extends through the City of Fresno westerly beyond its intersection with State Route 99 and easterly beyond the City of Clovis. The City of Fresno 2035 General Plan Circulation Element designates Herndon Avenue as a six-lane divided expressway between Golden State Boulevard and Willow Avenue. Herndon Avenue is continuous for just over 20 miles and is the most northerly, continuous east-west route on the Fresno County side of the San Joaquin River. The City of Fresno 2035 General Plan Circulation Element acknowledged that Herndon Avenue would exceed LOS D at various locations as a six-lane facility. Herndon Avenue was ultimately established at LOS E or F as a six-lane facility within the City of Fresno between the segments of State Route 99 and Golden State Boulevard, Polk Avenue and Milburn Avenue, West Avenue and Palm Avenue, and First Street and Millbrook Avenue.

Parkway Drive is an existing two-lane undivided roadway in the vicinity of the proposed Project. In this area, Parkway Drive is a collector north of Herndon Avenue and a super arterial between Herndon Avenue and Grantland Avenue. The City of Fresno 2035 General Plan Circulation Element designates Parkway Drive as a four-lane super arterial between Herndon Avenue and Grantland Avenue.

Grantland Avenue is an existing north-south two-lane divided arterial in the vicinity of the proposed Project. In this area, Grantland Avenue extends south of Parkway Drive through the southern limits of the City of Fresno SOI. The City of Fresno 2035 General Plan Circulation Element designates Grantland Avenue as a two-lane arterial between Parkway Drive and Shaw Avenue, a four-lane collector between Shaw Avenue and Gettysburg Avenue, and a four-lane super arterial between Gettysburg Avenue and Belmont Avenue.

Polk Avenue is an existing north-south two- to four-lane divided arterial in the vicinity of the proposed Project. In this area, Polk Avenue extends south of Parkway Drive to Olive Avenue. The 2035 City of Fresno General Plan designates Polk Avenue as a four-lane divided arterial south of Shaw Avenue.

Shaw Avenue is an existing east-west two-lane undivided arterial in the vicinity of the proposed Project. Shaw Avenue extends through the City of Fresno easterly beyond the City of Clovis and westerly beyond Garfield Avenue in the County of Fresno. The 2035 City of Fresno General Plan Circulation Element designates Shaw Avenue as a two-lane divided arterial west of Grantland Avenue, a four-lane divided arterial between Grantland Avenue and Cornelia Avenue, and a six-lane divided arterial east of Cornelia Avenue. Furthermore, the 2035 City of Fresno General Plan Circulation Element acknowledged that Shaw Avenue would exceed LOS D as a four-lane facility between State Route 99 and Jennifer Avenue. However, City Council made the appropriate findings to designate LOS F as the criteria of significance for Shaw Avenue as a four-lane facility between State Route 99 and Jennifer Avenue. Additionally, the 2035 City of Fresno General Plan Circulation Element acknowledged that Shaw Avenue would exceed LOS D as a six-lane facility between Woodrow Avenue and Chestnut Avenue. However, City Council made appropriate findings to designate LOS E as the criteria of significance for Shaw Avenue as a six-lane facility between Woodrow Avenue and Chestnut Avenue.

Ashlan Avenue is an existing east-west two-lane undivided arterial in the vicinity of the proposed Project. In this area, Ashlan Avenue extends east of Grantland Avenue through the eastern limits of the City of Fresno SOI. The 2035 City of Fresno General Plan Circulation Element designates Ashlan Avenue as a four-lane divided arterial between Grantland Avenue and Fruit Avenue and east of Maroa Avenue and a two-lane collector between Fruit Avenue and Maroa Avenue. Furthermore, the 2035 City of Fresno General Plan Circulation Element acknowledged that Ashlan Avenue would exceed LOS D as a four-lane facility between Milburn Avenue and Blythe Avenue. However, City Council made the appropriate findings to designate LOS E as the criteria of significance for Ashlan Avenue as a four-lane facility between Milburn Avenue and Blythe Avenue. Additionally, the 2035 City of Fresno General Plan Circulation Element acknowledged that Ashlan Avenue would exceed LOS D as a four-lane facility between State Route 99 and Marty Avenue. However, City Council made appropriate findings to designate LOS F as the criteria of significance for Ashlan Avenue as a four-lane facility between State Route 99 and Marty Avenue.

State Route 99 is an existing four- to six-lane freeway near the vicinity of the proposed Project. State Route 99 traverses the City of Fresno in a northwest-southeast direction and serves as the principal connection to various metropolitan areas within the Central San Joaquin Valley.

Collision Analysis

JLB conducted a search of the Statewide Integrated Traffic Records System (SWITRS) to review collision reports for the most recent five-year period (January 1, 2013 to December 31, 2017). The SWITRS "is a database that serves as a means to collect and process data gathered from a collision scene. The internet SWITRS application is a tool by which CHP staff and members of its Allied Agencies throughout California can request various types of statistical reports in an electronic format." All collision reports found in SWITRS between January 1, 2013 and December 21, 2017 were included in the analysis. In the five-year period, a total of 67 collisions were reported within the influence zone (assumed to be within 250 feet) of the study intersections. Collision data for each study intersection are contained in Appendix D.

Table I summarizes the type of collision, severity, violations and if it involved another vehicle, a pedestrian/bicyclist or a fixed object. Based on the three-year collision data contained within SWITRS, most study intersections have experienced a relatively low average number of collisions per year. After thorough review of the data contained within the collision reports for the five-year analysis period, JLB was unable to reach a conclusion that would explain any justification for the modification of lane geometrics or traffic controls at the intersections. As a result, the number of correctable collisions experienced at the existing study intersections is considered less than significant.

Table I: Five-Year Intersection Collision Analysis

ID	Intersection	Number of Collisions	Type of Collision					Severity					Type of Violation							Motor Vehicle Involved with...		
			Broadside	Rear End	Head-On	Object	Sideswipe	Fatal	Severe Injury	Other Visible Injury	Complaint of Pain Injury	Property Damage Only	Traffic Signals & Signs	Right of Way	Unsafe Speed	Other	Improper Turning	Driving Under Influence	Pedestrian Violation	Pedestrian	Other Motor Vehicle	Fixed Object
1	Herndon Avenue / SR 99 NB Off-Ramp	6	-	5	-	-	1	-	-	-	-	6	-	-	5	-	-	1	-	-	6	-
2	Grantland Avenue / SR 99 SB On-Ramp	7	3	2	1	1	-	-	-	-	-	7	-	2	1	1	1	2	-	-	6	1
3	Polk Avenue / Shaw Avenue	6	2	1	1	1	1	-	-	1	2	3	-	-	1	2	2	1	-	-	4	2
4	SR 99 SB Ramps / Shaw Avenue	5	2	-	1	1	1	-	-	-	1	4	-	3	1	-	-	1	-	-	4	1
5	SR 99 NB Ramps / Shaw Avenue	12	2	5	1	4	-	-	-	1	4	7	-	-	5	3	1	3	-	-	8	4
6	SR 99 SB Off-Ramp / Ashlan Avenue	12	2	6	-	-	4	-	-	-	3	9	3	-	5	-	3	1	-	-	12	-
7	SR 99 NB Off-Ramp / Ashlan Avenue	19	5	9	3	1	1	-	-	3	6	10	4	3	9	1	1	1	-	-	17	2

Results of Existing Level of Service Analysis

Figure 1 illustrates the Existing Traffic Conditions turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Existing Traffic Conditions scenario are provided in Appendix E. Table II presents a summary of the Existing peak hour LOS at the study intersections.

At present, all addendum study intersections operate at an acceptable LOS during both peak periods.

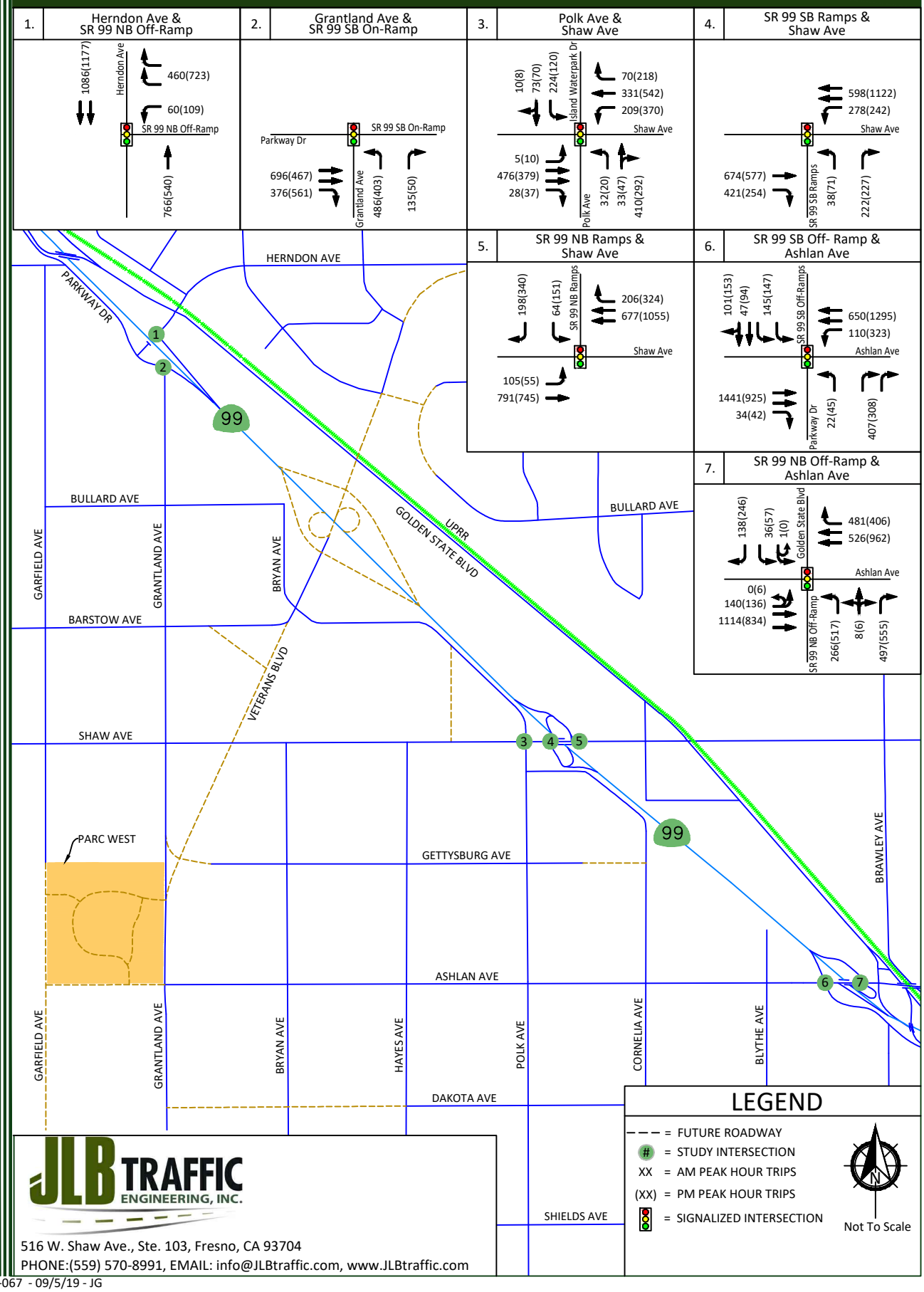
Table II: Existing Intersection LOS Results

ID	*Intersection*	*Intersection Control*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (sec/veh)	*LOS*	*Average Delay (sec/veh)*	*LOS*
1	Herndon Avenue / SR 99 NB Off-Ramp	Signalized	16.7	B	17.0	B
2	Grantland Avenue / SR 99 SB On-Ramp	Signalized	0.3	A	0.3	A
3	Polk Avenue / Shaw Avenue	Signalized	41.7	D	31.8	C
4	SR 99 SB Ramps / Shaw Avenue	Signalized	14.1	B	14.2	B
5	SR 99 NB Ramps / Shaw Avenue	Signalized	8.6	A	30.3	C
6	SR 99 SB Off-Ramp / Ashlan Avenue	Signalized	19.4	B	24.4	C
7	SR 99 NB Off-Ramp / Ashlan Avenue	Signalized	27.3	C	41.2	D

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls
LOS for two-way and one-way STOP controlled intersections are based on the worst approach/movement of the minor street.

Parc West - City of Fresno
Existing - Traffic Volumes, Geometrics and Controls

Figure 1



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Existing plus Project (Phase I) Traffic Conditions

Trip Distribution (Phase I)

The trip distribution assumptions were developed based on existing travel patterns, the Fresno COG Project (Phase I) Select Zone, the existing roadway network, engineering judgment, data provided by the developer, knowledge of the study area, existing residential and commercial densities, and the City of Fresno 2035 General Plan Circulation Element in the vicinity of the Project. Figure 2 illustrates the Project Only Trips to the study intersections under Phase I.

Results of Existing plus Project (Phase I) Level of Service Analysis

The Existing plus Project (Phase I) Traffic Conditions scenario assumes that the existing roadway geometrics and traffic controls will remain in place. Figure 3 illustrates the Existing plus Project (Phase I) turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Existing plus Project (Phase I) Traffic Conditions scenario are provided in Appendix F. Table III presents a summary of the Existing plus Project (Phase I) peak hour LOS at the study intersections.

Under this scenario, all addendum study intersections are projected to operate at an acceptable LOS during both peak periods.

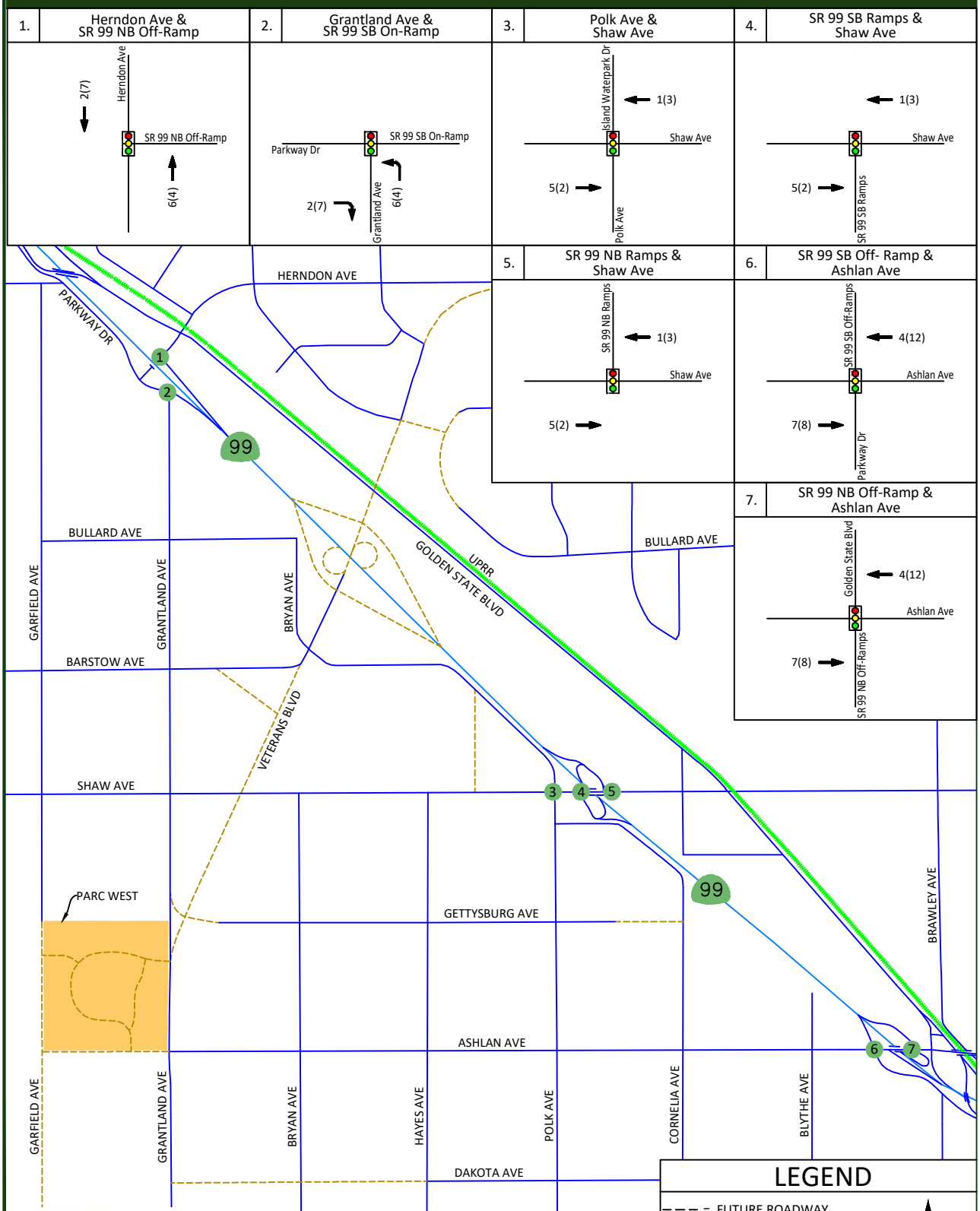
Table III: Existing plus Project (Phase I) Intersection LOS Results

ID	*Intersection*	*Intersection Control*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (sec/veh)	*LOS*	*Average Delay (sec/veh)*	*LOS*
1	Herndon Avenue / SR 99 NB Off-Ramp	Signalized	16.7	B	17.4	B
2	Grantland Avenue / SR 99 SB On-Ramp	Signalized	0.3	A	0.3	A
3	Polk Avenue / Shaw Avenue	Signalized	41.9	D	33.0	C
4	SR 99 SB Ramps / Shaw Avenue	Signalized	14.1	B	14.7	B
5	SR 99 NB Ramps / Shaw Avenue	Signalized	8.6	A	29.4	C
6	SR 99 SB Off-Ramp / Ashlan Avenue	Signalized	19.4	B	24.4	C
7	SR 99 NB Off-Ramp / Ashlan Avenue	Signalized	27.3	C	41.2	D

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls
LOS for two-way and one-way STOP controlled intersections are based on the worst approach/movement of the minor street.

Parc West - City of Fresno
Project Only Trips (Phase I)

Figure 2



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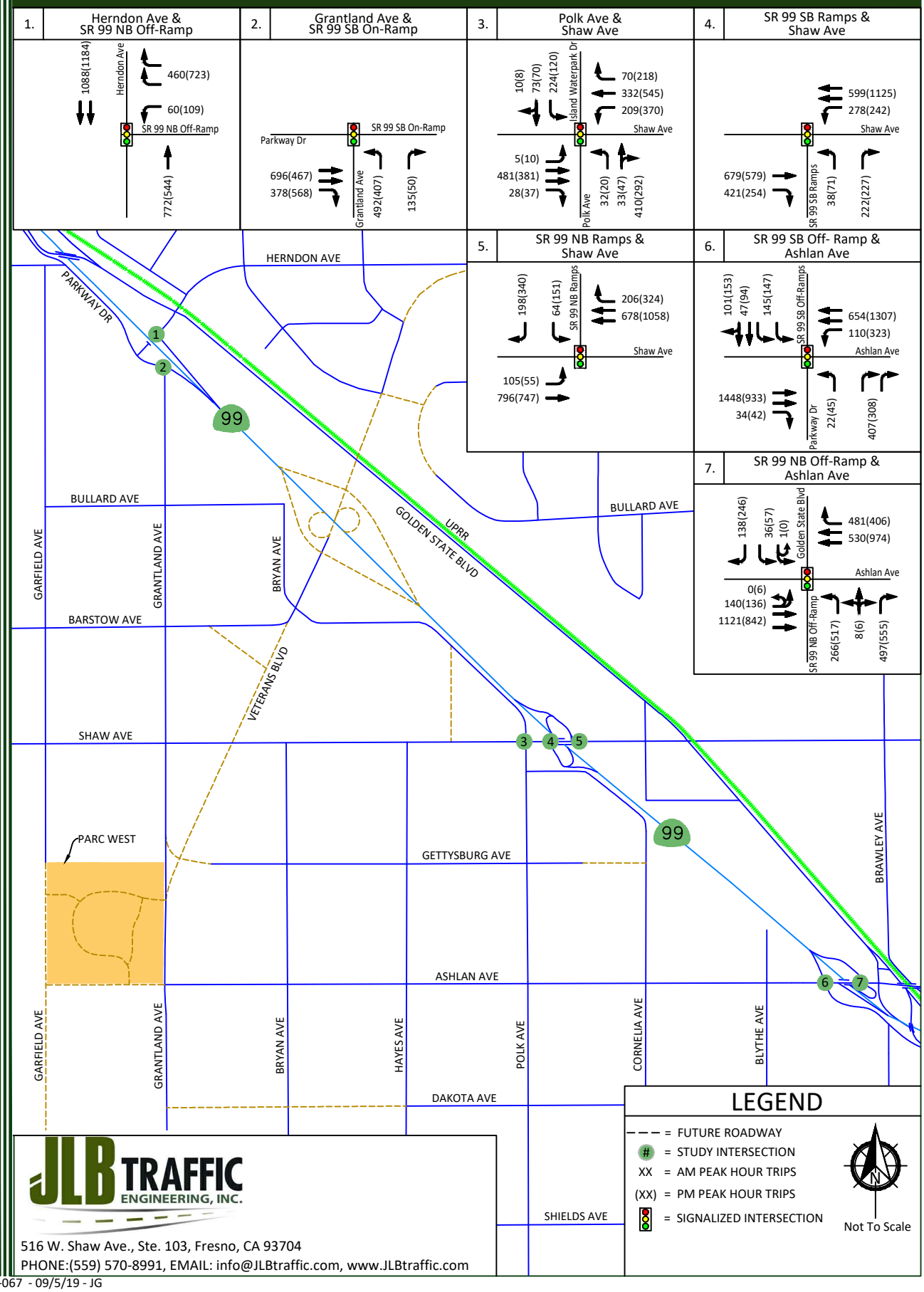
Parc West - City of Fresno

Figure 3

Existing plus Project (Phase I) - Traffic Volumes, Geometrics and Controls



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Existing plus Project (Phase I & Phase II) Traffic Conditions

Trip Distribution (Phase II)

The trip distribution assumptions were developed based on existing travel patterns, the Fresno COG Project Select Zones, the existing roadway network, engineering judgment, data provided by the developer, knowledge of the study area, existing residential and commercial densities, and the City of Fresno 2035 General Plan Circulation Element in the vicinity of the Project. Figure 4 illustrates the Project Only Trips to the study intersections under Phase II.

Results of Existing plus Project (Phase I & Phase II) Level of Service Analysis

The Existing plus Project (Phase I & Phase II) Traffic Conditions scenario assumes that the existing roadway geometrics and traffic controls will remain in place. Figure 5 illustrates the Existing plus Project (Phase I & Phase II) turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Existing plus Project (Phase I & Phase II) Traffic Conditions scenario are provided in Appendix G. Table IV presents a summary of the Existing plus Project (Phase I & Phase II) peak hour LOS at the study intersections.

Under this scenario, all addendum study intersections are projected to operate at an acceptable LOS during both peak periods.

Table IV: Existing plus Project (Phase I & Phase II) Intersection LOS Results

ID	*Intersection*	*Intersection Control*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (sec/veh)	*LOS*	*Average Delay (sec/veh)*	*LOS*
1	Herndon Avenue / SR 99 NB Off-Ramp	Signalized	16.8	B	17.9	B
2	Grantland Avenue / SR 99 SB On-Ramp	Signalized	0.3	A	0.3	A
3	Polk Avenue / Shaw Avenue	Signalized	44.6	D	30.8	C
4	SR 99 SB Ramps / Shaw Avenue	Signalized	14.0	B	14.3	B
5	SR 99 NB Ramps / Shaw Avenue	Signalized	9.3	A	38.2	D
6	SR 99 SB Off-Ramp / Ashlan Avenue	Signalized	19.4	B	24.4	C
7	SR 99 NB Off-Ramp / Ashlan Avenue	Signalized	27.3	C	41.3	D

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls
LOS for two-way and one-way STOP controlled intersections are based on the worst approach/movement of the minor street.

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Project Only Trips (Phase II)

Figure 4

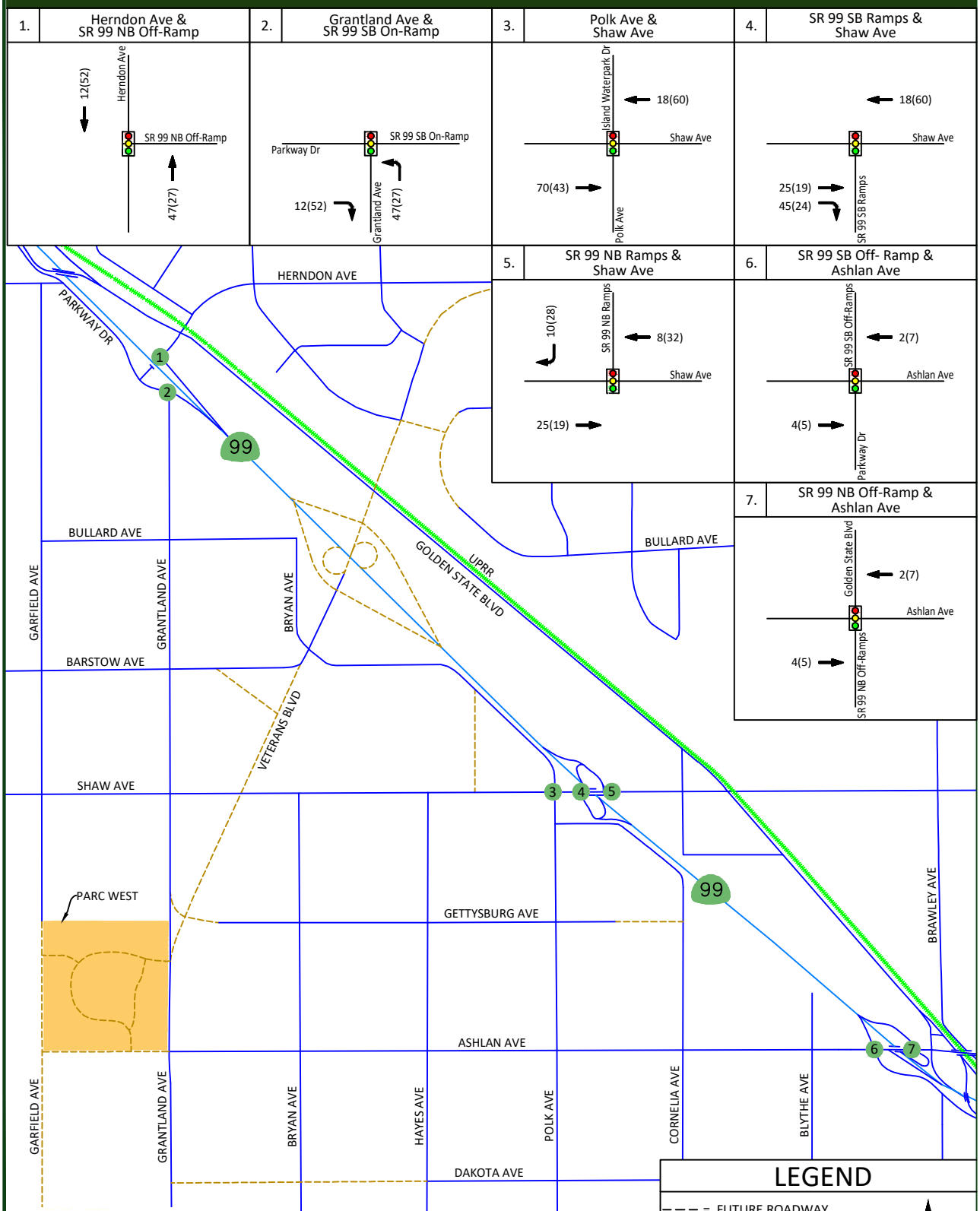

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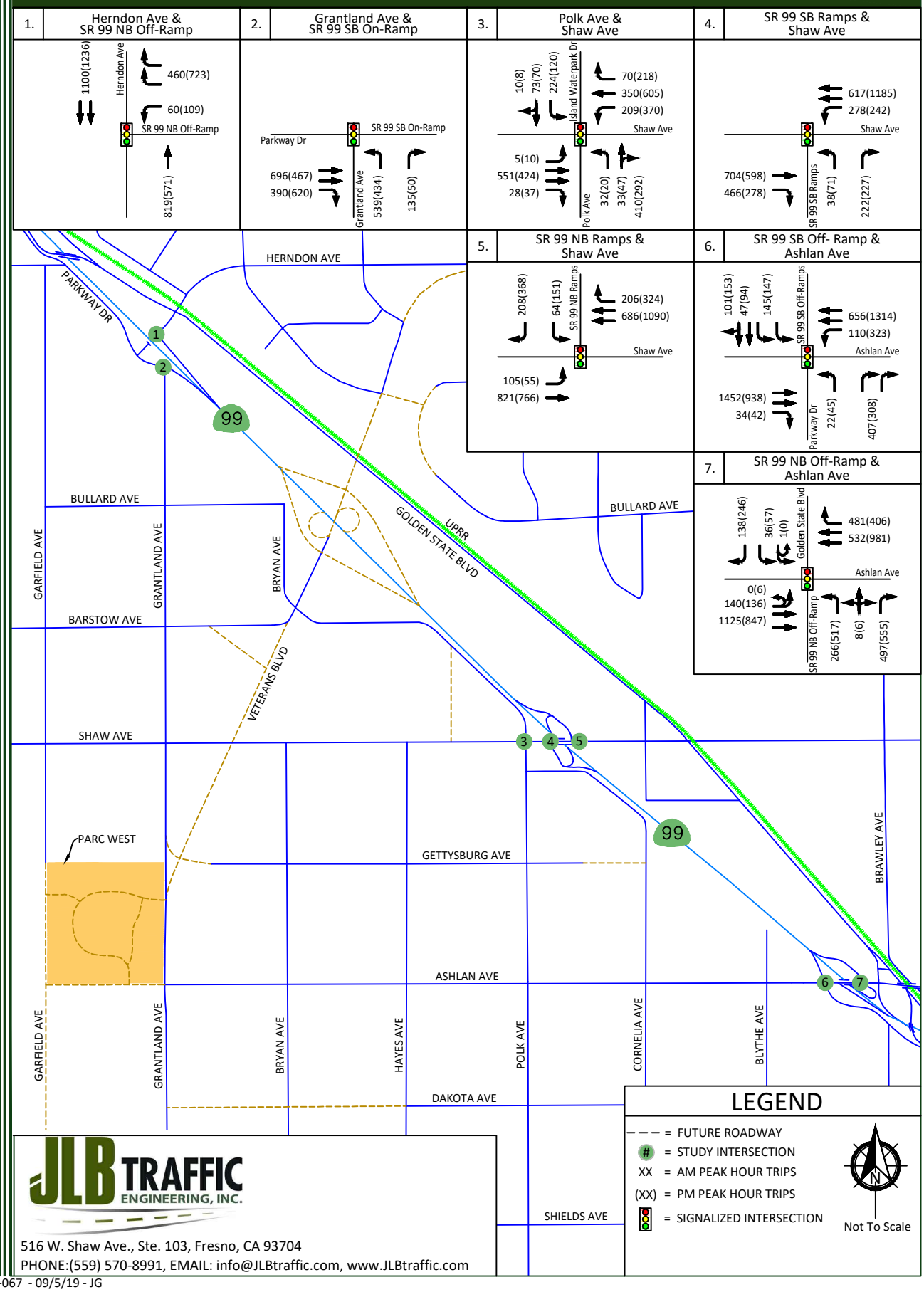
Figure 5

Existing plus Project (Phase I & Phase II) - Traffic Volumes, Geometrics and Controls



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Existing plus Project (Buildout) Traffic Conditions

Trip Distribution (Buildout)

The trip distribution assumptions were developed based on existing travel patterns, the Fresno COG Project (Buildout) Select Zone, the existing roadway network, engineering judgment, data provided by the developer, knowledge of the study area, existing residential and commercial densities, and the City of Fresno 2035 General Plan Circulation Element in the vicinity of the Project. Figure 6 illustrates the Project Only Trips to the study intersections under buildout.

Results of Existing plus Project (Buildout) Level of Service Analysis

The Existing plus Project (Buildout) Traffic Conditions scenario assumes that the existing roadway geometrics and traffic controls will remain in place. Figure 7 illustrates the Existing plus Project (Buildout) turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Existing plus Project (Buildout) Traffic Conditions scenario are provided in Appendix H. Table V presents a summary of the Existing plus Project (Buildout) peak hour LOS at the study intersections.

Under this scenario, all addendum study intersections are projected to operate at an acceptable LOS during both peak periods.

Table V: Existing plus Project (Buildout) Intersection LOS Results

ID	*Intersection*	*Intersection Control*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (sec/veh)	*LOS*	*Average Delay (sec/veh)*	*LOS*
1	Herndon Avenue / SR 99 NB Off-Ramp	Signalized	16.8	B	18.5	B
2	Grantland Avenue / SR 99 SB On-Ramp	Signalized	0.3	A	0.3	A
3	Polk Avenue / Shaw Avenue	Signalized	48.3	D	31.4	C
4	SR 99 SB Ramps / Shaw Avenue	Signalized	14.1	B	13.0	B
5	SR 99 NB Ramps / Shaw Avenue	Signalized	10.7	B	50.5	D
6	SR 99 SB Off-Ramp / Ashlan Avenue	Signalized	19.4	B	24.4	C
7	SR 99 NB Off-Ramp / Ashlan Avenue	Signalized	27.3	C	41.3	D

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls
LOS for two-way and one-way STOP controlled intersections are based on the worst approach/movement of the minor street.

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Project Only Trips (Buildout)

Figure 6

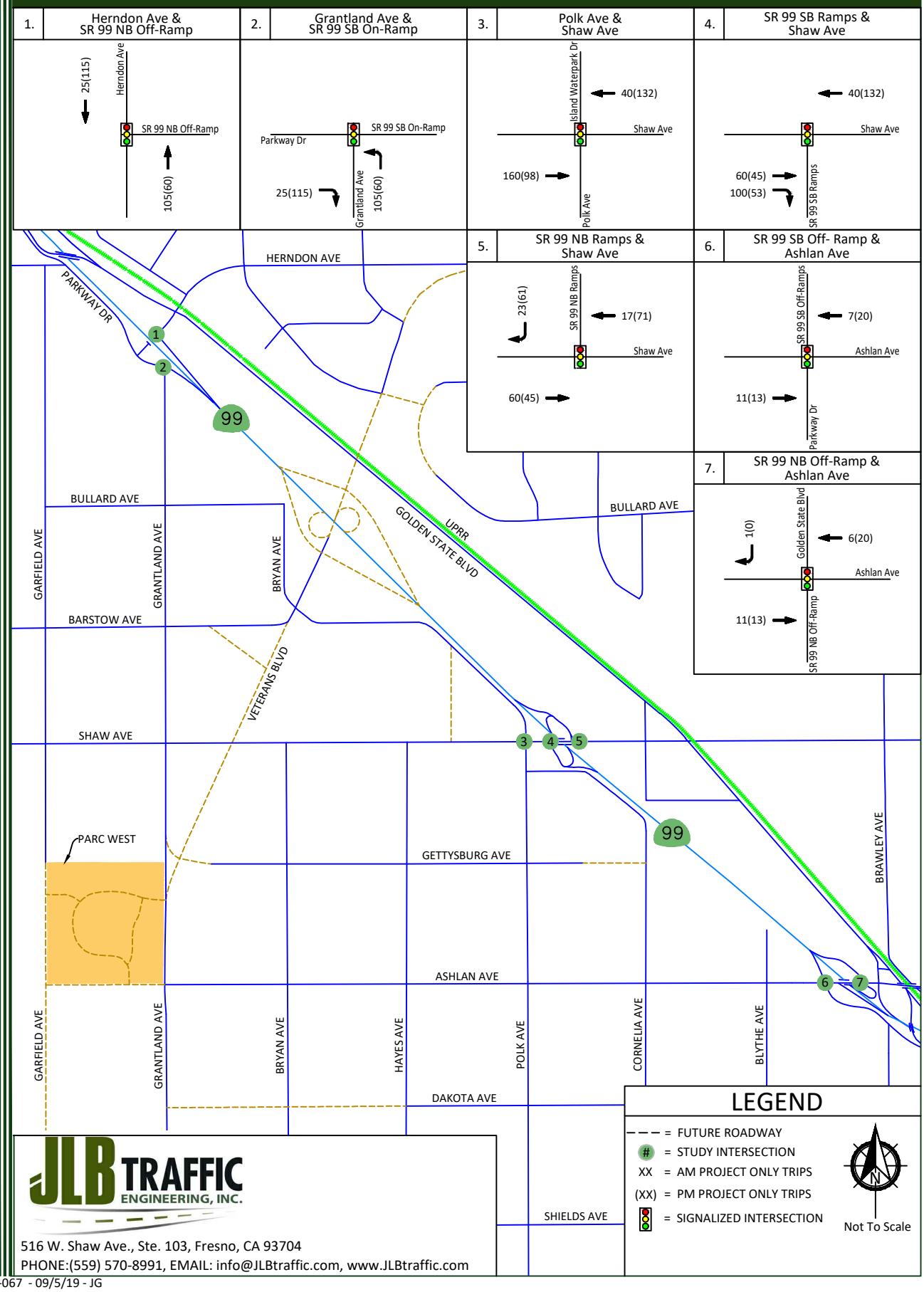

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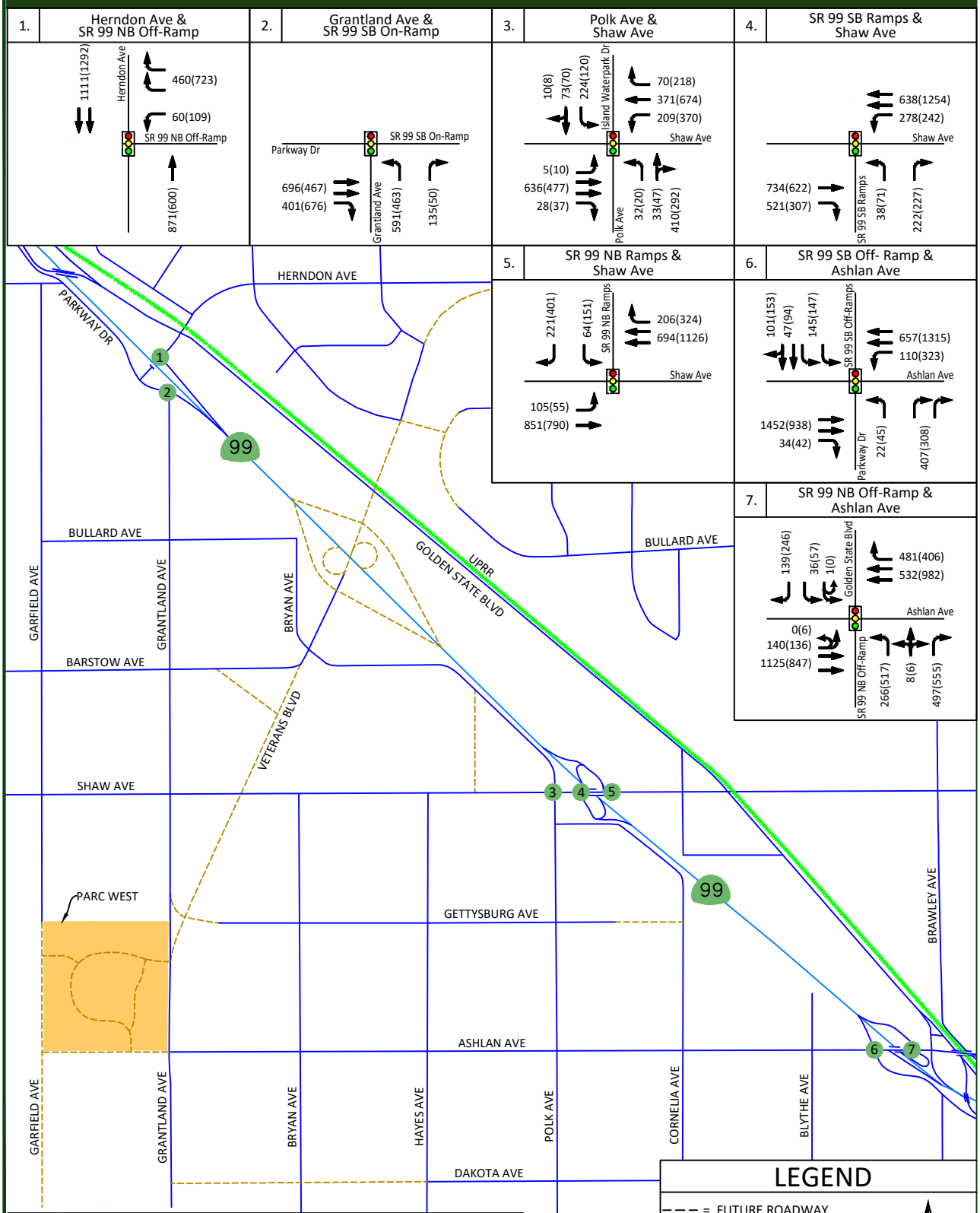
Figure 7

Existing plus Project (Buildout) - Traffic Volumes, Geometrics and Controls



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Near Term plus Project (Buildout) Traffic Conditions

Figure 8 illustrates the location of the approved, near approval, or pipeline projects and their combined trip assignment to the addendum study intersections under the Near Term plus Project (Buildout) Traffic Conditions scenario.

Results of Near Term plus Project (Buildout) Level of Service Analysis

The Near Term plus Project (Buildout) Traffic Conditions scenario assumes that the existing roadway geometrics and traffic controls will remain in place. Figure 9 illustrates the Near Term plus Project (Buildout) turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Near Term plus Project (Buildout) Traffic Conditions scenario are provided in Appendix I. Table VI presents a summary of the Near Term plus Project (Buildout) peak hour LOS at the study intersections.

Under this scenario, the intersection of Polk Avenue and Shaw Avenue is projected to exceed its LOS threshold during both peak periods. To improve the LOS at this intersection, it is recommended that the following improvements be implemented.

- Polk Avenue and Shaw Avenue
  - Modify the northbound through-right lane to a through lane;
  - Add a northbound right-turn lane;
  - Prohibit westbound to eastbound U-turn movements; and
  - Modify the traffic signals to implement overlap phasing of the northbound right-turn with the westbound left-turn phase and accommodate the added lanes.

Table VI: Near Term plus Project (Buildout) Intersection LOS Results

ID	*Intersection*	*Intersection Control*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (sec/veh)	*LOS*	*Average Delay (sec/veh)*	*LOS*
1	Herndon Avenue / SR 99 NB Off-Ramp	Signalized	32.2	C	25.4	C
2	Grantland Avenue / SR 99 SB On-Ramp	Signalized	0.2	A	0.3	A
3	Polk Avenue / Shaw Avenue	Signalized	**78.0**	**E**	**73.2**	**E**
		Signalized (Mitigated)	48.8	D	54.4	D
4	SR 99 SB Ramps / Shaw Avenue	Signalized	17.7	B	21.6	C
5	SR 99 NB Ramps / Shaw Avenue	Signalized	28.7	C	31.2	C
6	SR 99 SB Off-Ramp / Ashlan Avenue	Signalized	25.4	C	22.1	C
7	SR 99 NB Off-Ramp / Ashlan Avenue	Signalized	44.5	D	27.2	C

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls
LOS for two-way and one-way STOP controlled intersections are based on the worst approach/movement of the minor street.

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Near Term Projects' Trip Assignment

Figure 8

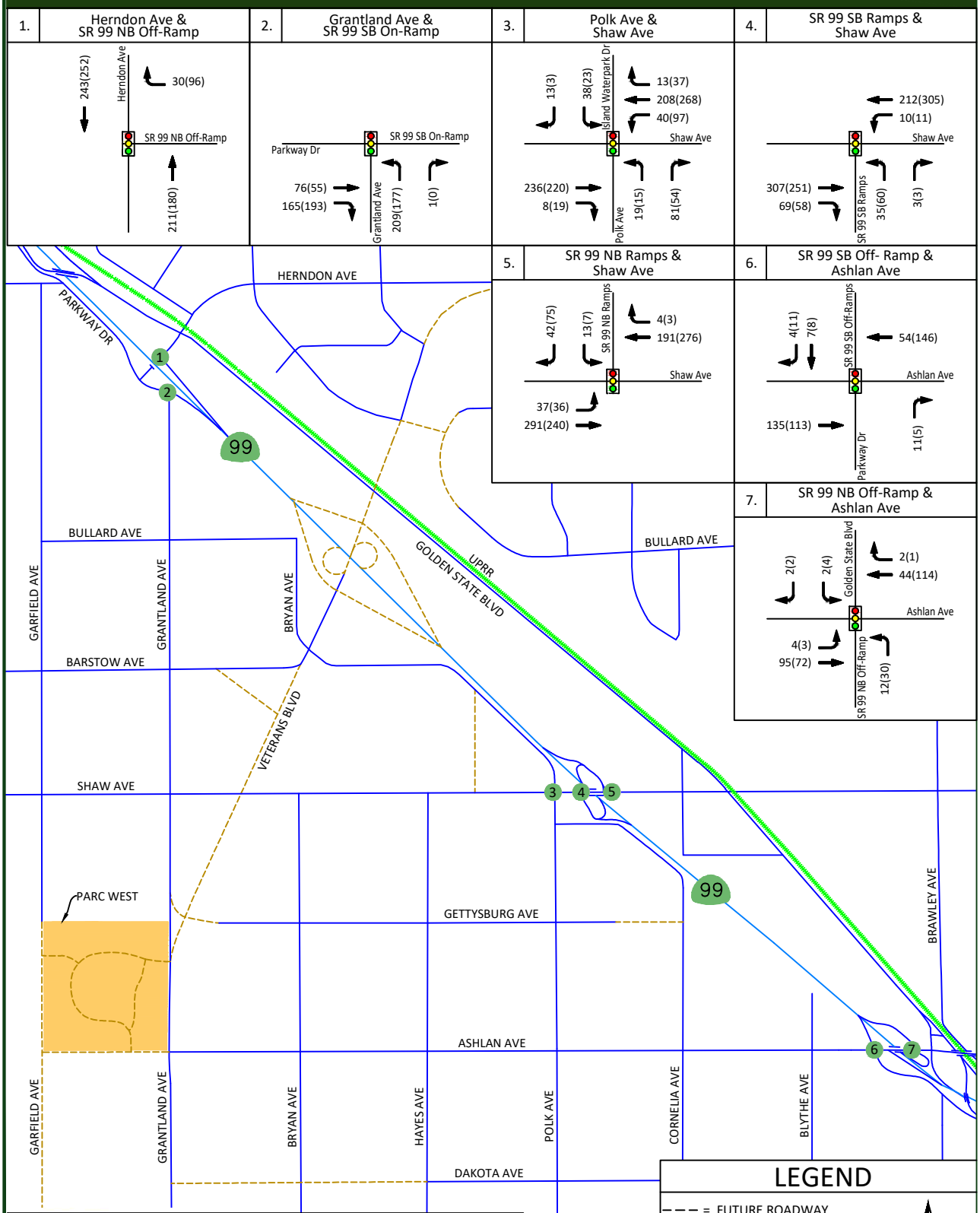

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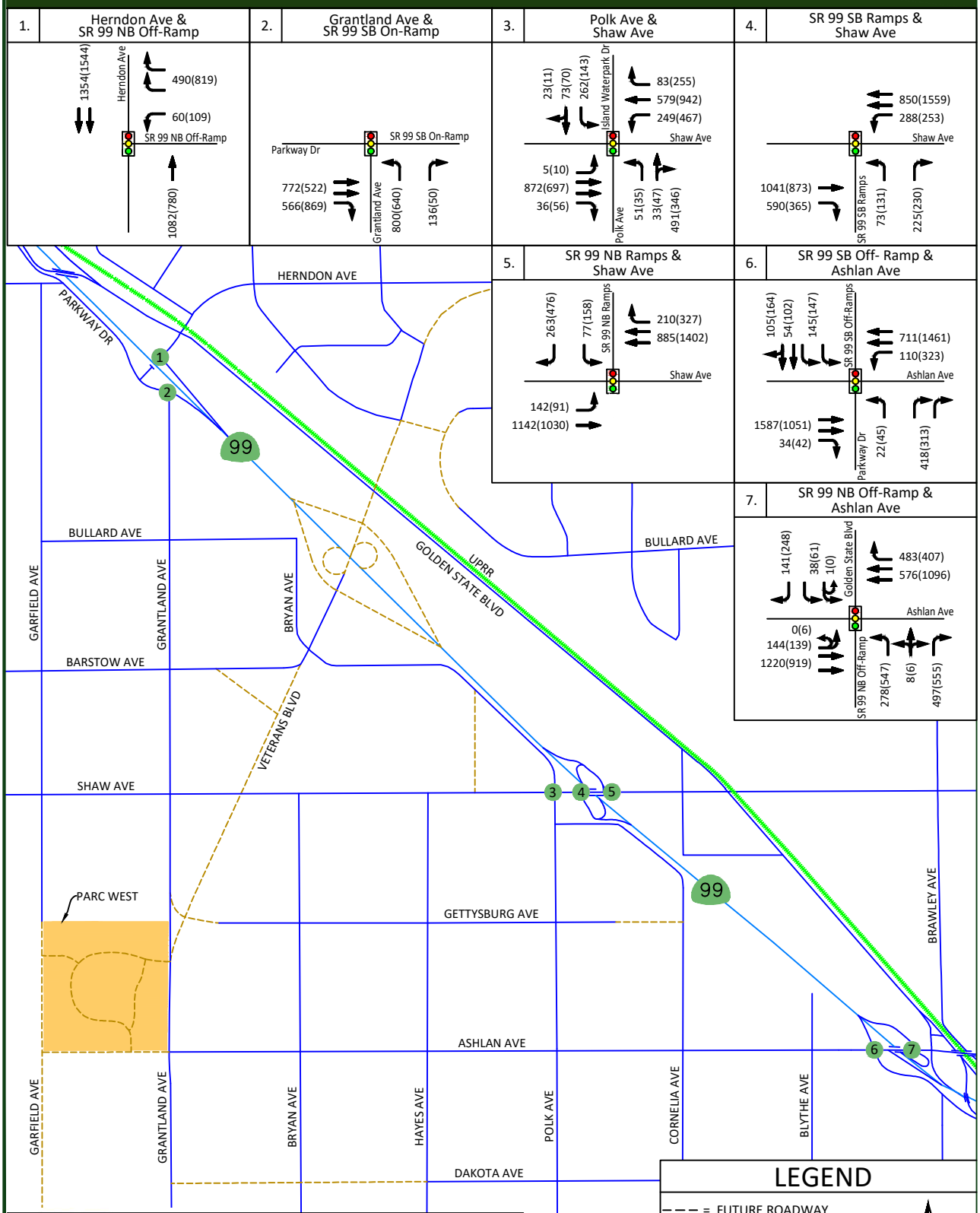
Figure 9

Near Term plus Project (Buildout) - Traffic Volumes, Geometrics and Controls



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Cumulative Year 2035 No Project Traffic Conditions

Results of Cumulative Year 2035 No Project Level of Service Analysis

Figure 10 illustrates the Cumulative Year 2035 No Project turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Cumulative Year 2035 No Project Traffic Conditions scenario are provided in Appendix J. Table VII presents a summary of the Cumulative Year 2035 No Project peak hour LOS at the study intersections.

Under this scenario, the intersections of Polk Avenue and Shaw Avenue, State Route 99 Southbound Ramps and Shaw Avenue, State Route 99 Northbound Ramps and Shaw Avenue, and State Route 99 Northbound Off-Ramp and Ashlan Avenue are projected to exceed their LOS threshold during one or both peak periods. To improve the LOS at these intersections, it is recommended that the following improvements be implemented.

- Polk Avenue and Shaw Avenue
  - Add a second westbound through lane with a receiving lane west of Polk Avenue;
  - Modify the westbound trap right-turn lane to a standard right-turn lane (see Queuing Analysis for recommended storage capacity);
  - Modify the northbound through-right lane to a through lane;
  - Add a northbound right-turn lane;
  - Prohibit westbound to eastbound U-turn movements; and
  - Modify the traffic signals to implement overlap phasing of the northbound right-turn with the westbound left-turn phase and accommodate the added lanes.
- State Route 99 Southbound Ramps and Shaw Avenue
  - Add a second eastbound through lane with a receiving lane east of State Route 99 Southbound Ramps;
  - Modify the eastbound trap right-turn lane to a standard right-turn lane (see Queuing Analysis for recommended storage capacity); and
  - Modify the traffic signal to accommodate the added lanes.
- State Route 99 Northbound Ramps and Shaw Avenue
  - Add a second eastbound through lane with a receiving lane east of State Route 99 Northbound Ramps; and
  - Modify the traffic signal to accommodate the added lanes.

- State Route 99 Northbound Ramps and Ashlan Avenue
  - Add a second northbound left-turn lane;
  - Modify the northbound left-through-right lane to a through-right lane;
  - Modify the traffic signal to implement protective left-turn phasing in all directions and accommodate the added lanes.
  - It is worth noting that improvements to the State Route 99 Northbound Off-Ramp and Ashlan Avenue may not be necessary if the State Route 99 and Shaw Avenue Interchange is upgraded. However, if improvements to the State Route 99 and Shaw Avenue Interchange are not implemented, the detailed recommended improvements presented under this scenario may be necessary in order to improve the LOS. Therefore, it is recommended that the City and Caltrans monitor the State Route 99 Northbound Off-Ramp to Ashlan Avenue.

Table VII: Cumulative Year 2035 No Project Intersection LOS Results

ID	*Intersection*	*Intersection Control*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (sec/veh)	*LOS*	*Average Delay (sec/veh)*	*LOS*
1	Herndon Avenue / SR 99 NB Off-Ramp	Signalized	26.8	C	25.6	C
2	Grantland Avenue / SR 99 SB On-Ramp	Signalized	0.3	A	0.3	A
3	Polk Avenue / Shaw Avenue	Signalized	**104.8**	**F**	**>120.0**	**F**
		Signalized (Improved)	52.8	D	38.0	D
4	SR 99 SB Ramps / Shaw Avenue	Signalized	**75.3**	**E**	**102.4**	**F**
		Signalized (Improved)	28.5	C	23.4	C
5	SR 99 NB Ramps / Shaw Avenue	Signalized	28.3	C	**91.6**	**F**
		Signalized (Improved)	22.5	B	31.4	C
6	SR 99 SB Off-Ramp / Ashlan Avenue	Signalized	28.5	C	35.8	D
7	SR 99 NB Off-Ramp / Ashlan Avenue	Signalized	32.1	C	**101.3**	**F**
		Signalized (Improved)	33.1	C	36.3	D

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls.
LOS for two-way STOP controlled intersections are based on the worst approach/movement of the minor street.

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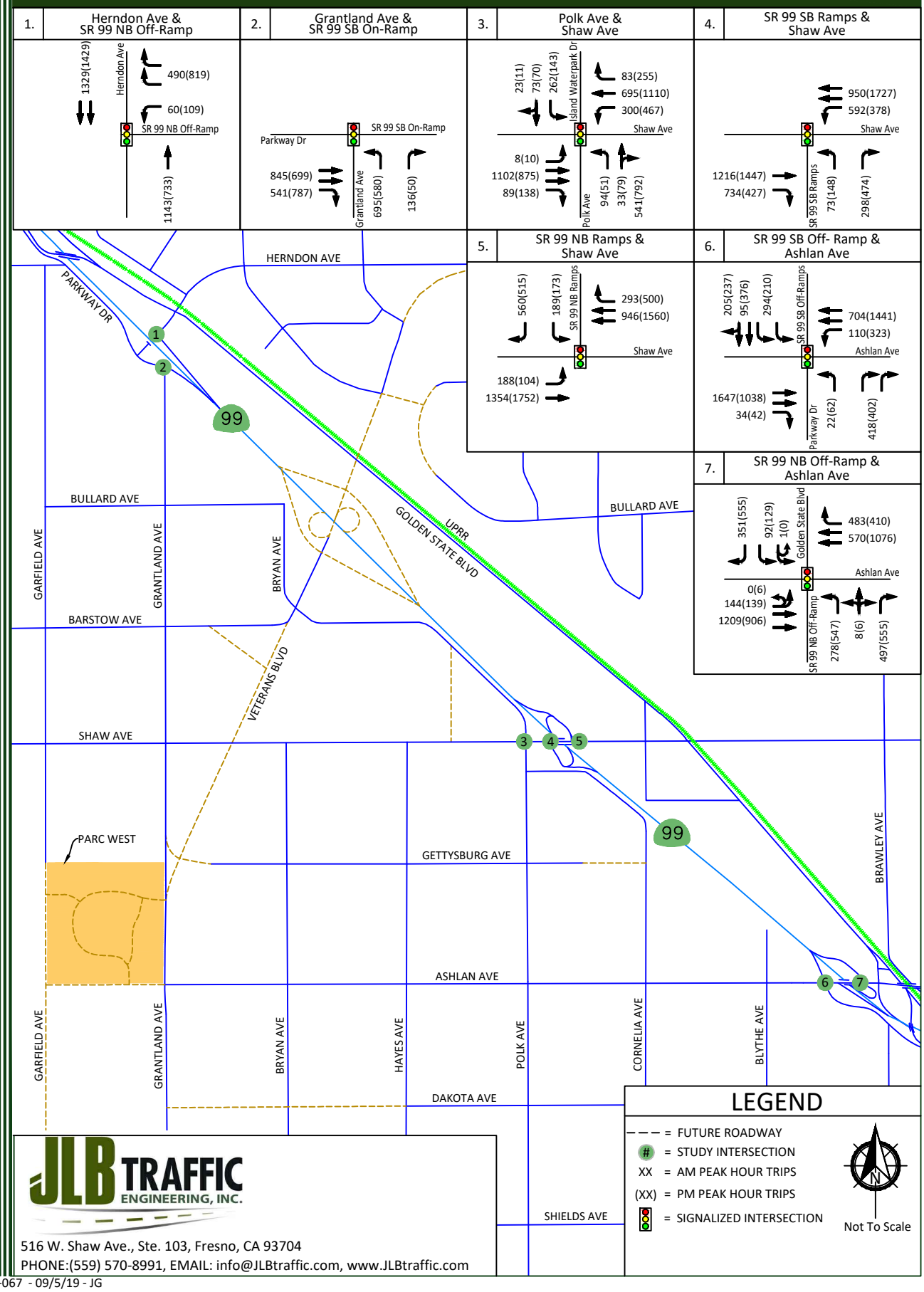
Cumulative Year 2035 No Project - Traffic Volumes, Geometrics and Controls

Figure 10



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Cumulative Year 2035 plus Project (Buildout) Traffic Conditions

Figure 11 illustrates the 2035 Project Only Trips to the study intersections.

Results of Cumulative Year 2035 plus Project Level of Service Analysis

Figure 12 illustrates the Cumulative Year 2035 plus Project (Buildout) turning movement volumes, intersection geometrics and traffic controls. LOS worksheets for the Cumulative Year 2035 plus Project (Buildout) Traffic Conditions scenario are provided in Appendix K. Table VIII presents a summary of the Cumulative Year 2035 plus Project (Buildout) peak hour LOS at the study intersections.

Under this scenario, the intersections of Polk Avenue and Shaw Avenue, State Route 99 Southbound Ramps and Shaw Avenue, State Route 99 Northbound Ramps and Shaw Avenue, and State Route 99 Northbound Off-Ramp and Ashlan Avenue are projected to exceed their LOS threshold during one or both peak periods. To improve the LOS at these intersections, it is recommended that the following improvements be implemented.

- Polk Avenue and Shaw Avenue
  - Add a second westbound through lane with a receiving lane west of Polk Avenue;
  - Modify the westbound trap right-turn lane to a standard right-turn lane (see Queuing Analysis for recommended storage capacity);
  - Modify the northbound through-right lane to a through lane;
  - Add a northbound right-turn lane;
  - Prohibit westbound to eastbound U-turn movements; and
  - Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn phase and accommodate the added lanes.
- State Route 99 Southbound Ramps and Shaw Avenue
  - Add a second eastbound through lane with a receiving lane east of State Route 99 Southbound Ramps;
  - Modify the eastbound trap right-turn lane to a standard right-turn lane (see Queuing Analysis for recommended storage capacity);
  - Add a second westbound left-turn lane with a receiving lane south of Shaw Avenue; and
  - Modify the traffic signal to accommodate the added lanes.
- State Route 99 Northbound Ramps and Shaw Avenue
  - Add a second eastbound through lane with a receiving lane east of State Route 99 Northbound Ramps; and
  - Modify the traffic signal to accommodate the added lanes.

- State Route 99 Northbound Ramps and Ashlan Avenue
  - Add a second northbound left-turn lane;
  - Modify the northbound left-through-right lane to a through-right lane; and
  - Modify the traffic signal to implement protective left-turn phasing in all directions and overlap phasing of the southbound right-turn with the eastbound left-turn phase and accommodate the added lanes.
  - It is worth noting that improvements to the State Route 99 Northbound Off-Ramp and Ashlan Avenue may not be necessary if the State Route 99 and Shaw Avenue Interchange is upgraded. However, if improvements to the State Route 99 and Shaw Avenue Interchange are not implemented, the detailed recommended improvements presented under this scenario may be necessary in order to improve the LOS. Therefore, it is recommended that the City and Caltrans monitor the State Route 99 Northbound Off-Ramp to Ashlan Avenue.

Table VIII: Cumulative Year 2035 plus Project Intersection LOS Results

ID	*Intersection*	*Intersection Control*	*AM Peak Hour*		*PM Peak Hour*	
			Average Delay (sec/veh)	*LOS*	*Average Delay (sec/veh)*	*LOS*
1	Herndon Avenue / SR 99 NB Off-Ramp	Signalized	27.9	C	35.9	D
2	Grantland Avenue / SR 99 SB On-Ramp	Signalized	0.2	A	0.2	A
3	Polk Avenue / Shaw Avenue	Signalized	**118.4**	**F**	**>120.0**	**F**
		Signalized (Improved)	54.8	D	46.6	D
4	SR 99 SB Ramps / Shaw Avenue	Signalized	**74.0**	**E**	**95.8**	**F**
		Signalized (Improved)	17.7	B	46.9	C
5	SR 99 NB Ramps / Shaw Avenue	Signalized	34.3	C	**106.3**	**F**
		Signalized (Improved)	23.8	C	41.4	D
6	SR 99 SB Off-Ramp / Ashlan Avenue	Signalized	28.6	C	35.6	D
7	SR 99 NB Off-Ramp / Ashlan Avenue	Signalized	32.1	C	**101.9**	**F**
		Signalized (Improved)	31.7	C	46.4	D

Note: LOS = Level of Service based on average delay on signalized intersections and All-Way STOP Controls.
LOS for two-way STOP controlled intersections are based on the worst approach/movement of the minor street.

Parc West - City of Fresno
2035 Project Only Trips (Buildout)

Figure 11

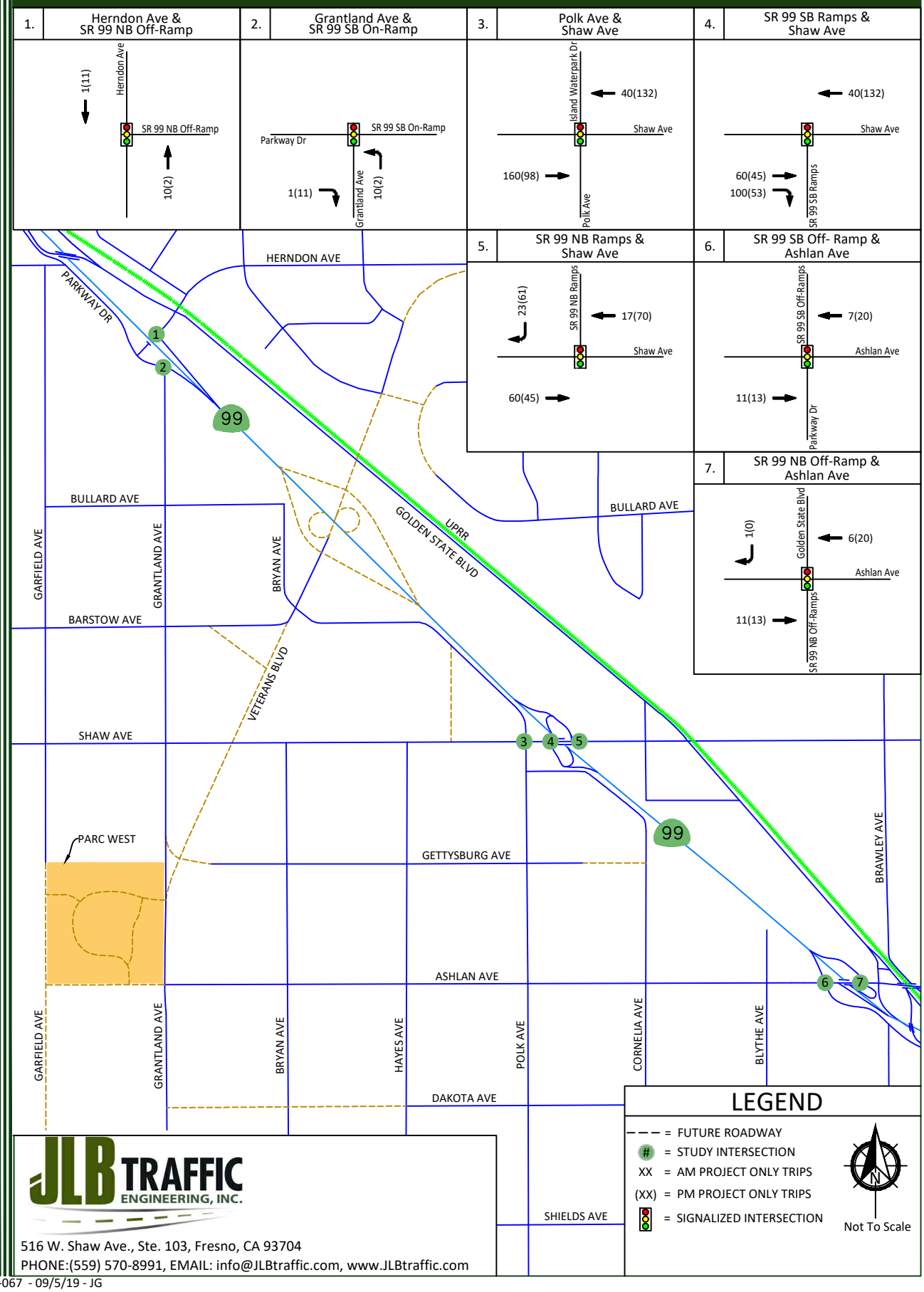

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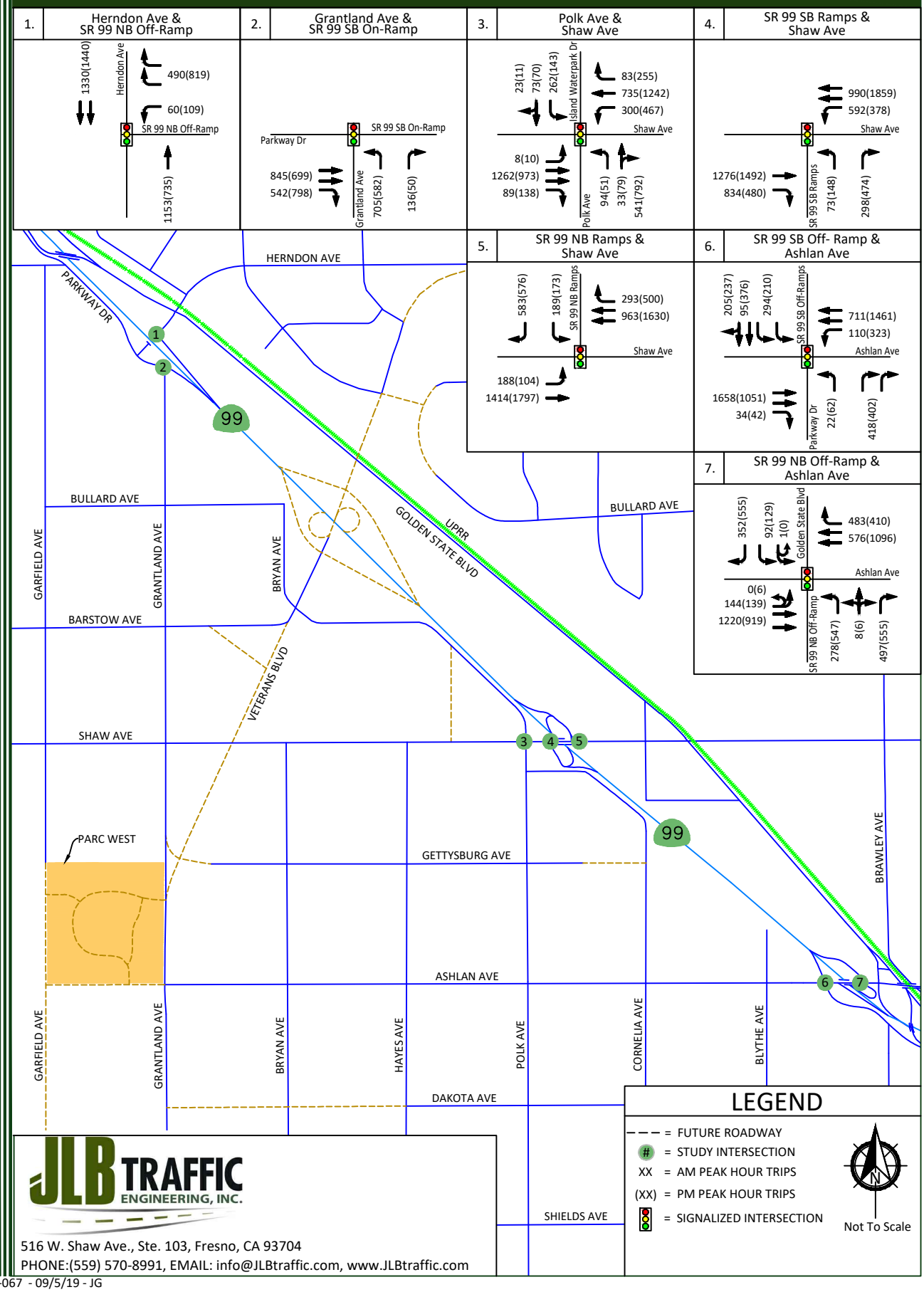
Figure 12

Cumulative Year 2035 plus Project (Buildout) - Traffic Volumes, Geometrics and Controls



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Queuing Analysis

Table IX provides a queue length summary for left-turn and right-turn lanes at the study intersections under all study scenarios. The queuing analyses for the study intersections are contained in the LOS worksheets for the respective scenarios. Appendix C contains the methodologies used to evaluate these intersections. Queuing analyses were completed using Sim Traffic output information. Synchro provides both 50th and 95th percentile maximum queue lengths (in feet). According to the Synchro manual, "the 50th percentile maximum queue is the maximum back of queue on a typical cycle and the 95th percentile queue is the maximum back of queue with 95th percentile volumes." The queues shown on Table IX are the 95th percentile queue lengths for the respective lane movements.

The Highway Design Manual (HDM) provides guidance for determining deceleration lengths for the left-turn and right-turn lanes based on design speeds. Per the HDM criteria, "tapers for right-turn lanes are usually un-necessary since the main line traffic need not be shifted laterally to provide space for the right-turn lane. If, in some rare instances, a lateral shift was needed, the approach taper would use the same formula as for a left-turn lane." Therefore, a bay taper length pursuant to the Caltrans HDM would need to be added, as necessary, to the recommended storage lengths presented in Table IX.

Based on the SimTraffic output files and engineering judgement, it is recommended that the storage capacity for the following be considered for the Cumulative Year 2035 plus Project Traffic Conditions. While the City of Fresno does not have minimum storage length requirements for left-turn and right-turn lanes on major streets, it does prefer that these be set at 200 feet for left-turns and 75 feet for right-turns. At the remaining approaches, the greater of the existing storage capacity or the 200 feet left-turn lanes and 75 feet right-turn lanes will be sufficient to accommodate the maximum queue.

- Grantland Avenue and State Route 99 Southbound On-Ramp
  - The existing storage capacity of the eastbound right-turn lane is projected to exceed that available for the Cumulative Year 2035 scenarios. While there are no constraints to increasing the storage capacity of this movement, it is recommended that this movement be monitored.
  - The existing storage capacity of the northbound left-turn lane is projected to exceed that available for the Cumulative Year 2035 scenarios. However, this TIA has taken a conservative approach on the number of projected northbound approach traffic due to the upward volume balancing of the 2035 increment. Therefore, it is recommended that this movement be monitored.
- Polk Avenue and Shaw Avenue
  - Consider increasing the storage capacity of the eastbound left-turn lane to 225 feet.
  - Consider increasing the storage capacity of the eastbound right-turn lane to 200 feet.
  - Consider increasing the storage capacity of the westbound left-turn lane to 350 feet.
  - Consider increasing the storage capacity of the northbound left-turn lane to 150 feet.
  - Consider setting the storage capacity of the northbound right-turn lane to 400 feet.
  - Consider increasing the storage capacity of the southbound left-turn lane to 225 feet.

- State Route 99 Southbound Ramps and Shaw Avenue
  - Consider setting the storage capacity of the eastbound right-turn lane to 425 feet.
  - Consider setting the storage capacity of the westbound dual left-turn lanes to 225 feet.
  - Consider increasing the storage capacity of the northbound right-turn lane to 375 feet.
- State Route 99 Northbound Ramps and Shaw Avenue
  - Consider increasing the storage capacity of the eastbound left-turn lane to 200 feet.
  - Consider increasing the storage capacity of the southbound right-turn lane to 200 feet.
- State Route 99 Southbound Off-Ramp and Ashlan Avenue
  - The existing storage capacity of the eastbound right-turn lane is projected to exceed that available for both peak periods in the Cumulative Year 2035 scenarios. While there are no constraints to increasing the storage capacity of this movement, it is recommended that this movement be monitored.
  - Consider increasing the storage capacity of the northbound dual right-turn lanes to 225 feet.
- State Route 99 Northbound Off-Ramp and Ashlan Avenue
  - The existing storage capacity of the westbound right-turn lane is projected to exceed that available for both peak periods in the Cumulative Year 2035 plus Project scenarios. However, increasing the storage capacity of this movement is not possible without impacting the overpass of Ashlan Avenue over Golden State Boulevard and possibly the Union Pacific Railroad. Therefore, it is recommended that this movement be monitored.
  - Consider setting the storage capacity of the northbound dual left-turn lanes to 350 feet.
  - The existing storage capacity of the southbound dual left-turn lanes is projected to exceed that available for the PM peak period in the Cumulative Year 2035 scenarios. However, increasing the storage capacity of this movement is not possible without widening Golden State Boulevard to the north. Therefore, it is recommended that this movement be monitored.
  - Consider increasing the storage capacity of the southbound right-turn lane to 250 feet.

Table IX: Queuing Analysis

ID	Intersection	Existing Queue Storage Length (ft.)		Existing		Existing plus Project (Phase I)		Existing plus Project (Phase I & Phase II)		Existing plus Project (Buildout)	
				AM	PM	AM	PM	AM	PM	AM	PM
1	Herndon Avenue / State Route 99 Northbound Off-Ramp	WB Left	290	46	70	50	84	54	73	66	80
		WB Dual Rights	>500	96	111	106	109	107	136	112	111
		NB Thru	>500	342	212	369	203	314	216	284	291
		SB Thru	>500	223	210	207	204	230	211	171	201
		SB Thru	>500	243	319	303	291	247	360	214	332
2	Grantland Avenue / State Route 99 Southbound On-Ramp	EB Thru	>500	337	145	307	90	443	148	451	172
		EB Thru	>500	0	0	17	17	326	0	316	17
		EB Right	295	0	0	0	0	167	0	0	0
		NB Left	295	297	219	282	231	361	237	356	246
		NB Right	>500	65	42	57	45	260	48	184	47
3	Polk Avenue / Shaw Avenue	EB Left	200	19	48	26	38	25	32	10	39
		EB Thru	>500	172	255	194	270	225	252	309	291
		EB Thru	>500	151	225	191	216	219	199	297	256
		EB Right	100	81	65	42	46	131	63	120	88
		WB Left	160	192	267	218	264	251	284	210	273
		WB Thru	>500	240	604	191	524	352	551	304	544
		WB Thru	*	*	*	*	*	*	*	*	*
		WB Right	*	57	362	53	152	50	293	52	218
		NB Left	100	90	101	60	81	38	55	86	110
		NB Thru-Right	>500	242	357	227	272	229	244	246	337
		NB Thru	*	*	*	*	*	*	*	*	*
		NB Right	*	*	*	*	*	*	*	*	*
		SB Left	120	178	123	153	157	189	133	189	138
		SB Thru-Right	>500	114	97	112	182	155	108	151	110
4	State Route 99 Southbound Ramps / Shaw Avenue	EB Thru	>500	331	443	210	322	322	337	392	361
		EB Thru	*	*	*	*	*	*	*	*	*
		EB Right	*	125	252	154	103	166	77	235	96
		WB Left	125	175	260	228	247	218	247	213	264
		WB Dual Lefts	*	*	*	*	*	*	*	*	*
		WB Thru	>300	143	411	194	336	232	360	188	391
		WB Thru	>300	17	296	146	103	10	185	129	206
		NB Left	>300	84	317	86	139	159	216	79	201
		NB Right	25	120	154	118	139	149	153	117	145

Note: * = Does not exist or is not projected to exist

Table IX: Queuing Analysis (cont.)

ID	Intersection	Existing Queue Storage Length (ft.)		Near Term plus Project (Buildout)		Cumulative Year 2035 No Project		Cumulative Year 2035 plus Project (Buildout)	
				AM	PM	AM	PM	AM	PM
1	Herndon Avenue / State Route 99 Northbound Off-Ramp	WB Left	290	246	108	93	121	109	142
		WB Dual Rights	>500	170	213	160	220	132	267
		NB Thru	>500	580	602	602	406	531	618
		SB Thru	>500	1899	431	609	437	1925	561
		SB Thru	>500	1906	557	667	805	1923	746
2	Grantland Avenue / State Route 99 Southbound On-Ramp	EB Thru	>500	709	396	659	372	687	510
		EB Thru	>500	833	252	657	180	793	360
		EB Right	295	437	115	447	115	499	298
		NB Left	295	462	428	390	437	346	458
		NB Right	>500	1013	476	164	447	60	612
3	Polk Avenue / Shaw Avenue	EB Left	200	104	148	32	15	149	212
		EB Thru	>500	510	395	479	589	1548	890
		EB Thru	>500	501	353	581	624	1533	916
		EB Right	100	131	133	192	203	174	194
		WB Left	160	261	280	263	289	338	352
		WB Thru	>500	560	540	331	531	381	356
		WB Thru	*	*	*	171	367	361	301
		WB Right	*	185	214	33	51	44	64
		NB Left	100	71	60	165	63	119	73
		NB Thru-Right	>500	*	*	*	*	*	*
		NB Thru	*	339	123	1603	1902	662	1810
		NB Right	*	369	271	406	435	429	372
		SB Left	120	210	180	195	169	209	194
		SB Thru-Right	>500	360	248	722	146	401	249
4	State Route 99 Southbound Ramps / Shaw Avenue	EB Thru	>500	535	567	520	453	223	399
		EB Thru	*	*	*	584	479	355	411
		EB Right	*	405	367	423	375	413	329
		WB Left	125	287	307	256	279	*	*
		WB Dual Lefts	*	*	*	*	*	211	189
		WB Thru	>300	518	505	498	446	150	192
		WB Thru	>300	267	492	82	276	54	121
		NB Left	>300	327	504	186	604	152	563
		NB Right	25	170	179	150	149	152	149

Note: * = Does not exist or is not projected to exist

Table IX: Queuing Analysis (cont.)

ID	Intersection	Existing Queue Storage Length (ft.)		Existing		Existing plus Project (Phase I)		Existing plus Project (Phase I & Phase II)		Existing plus Project (Buildout)	
				AM	PM	AM	PM	AM	PM	AM	PM
5	State Route 99 Northbound Ramps / Shaw Avenue	EB Left	125	72	66	108	63	87	79	75	75
		EB Thru	>300	155	357	133	370	149	285	181	296
		EB Thru	*	*	*	*	*	*	*	*	*
		WB Thru	>300	170	393	217	345	192	383	159	379
		WB Thru	>300	98	319	146	271	92	325	117	315
		WB Right	>300	62	33	52	68	66	60	53	53
		SB Left	>300	120	556	96	454	113	664	91	560
		SB Right	40	122	197	110	190	121	182	122	189
6	State Route 99 Southbound Off-Ramp / Ashlan Avenue	EB Thru	>500	449	362	572	364	457	337	468	364
		EB Thru	>500	426	331	538	314	421	305	452	350
		EB Right	150	89	177	97	132	92	44	197	102
		WB Left	550	144	326	154	344	132	508	145	310
		WB Thru	>500	121	243	92	216	120	205	86	211
		WB Thru	>500	137	232	118	216	139	220	95	231
		NB Left	>300	164	108	194	88	103	138	135	93
		NB Dual Rights	150	179	106	216	109	169	137	190	107
		SB Dual Lefts	380	144	119	116	107	100	119	126	96
		SB Thru	>500	64	139	81	128	65	145	90	132
		SB Thru-Right	>500	57	121	64	115	68	153	55	149
7	State Route 99 Northbound Off-Ramp / Ashlan Avenue	EB Left	300	204	192	142	201	148	182	162	222
		EB Thru	>500	260	224	255	179	231	168	236	185
		EB Thru	>500	256	256	468	196	234	197	259	186
		WB Thru	>500	239	432	225	503	220	568	213	417
		WB Thru	>500	223	449	219	519	208	568	198	434
		WB Right	150	141	261	159	257	166	264	168	260
		NB Left	220	192	279	218	296	187	284	230	278
		NB Dual Lefts	*	*	*	*	*	*	*	*	*
		NB Left-Thru-Right	>500	242	314	259	334	240	319	282	324
		NB Thru-Right	*	*	*	*	*	*	*	*	*
		NB Right	>300	203	210	207	267	184	252	255	237
		SB Dual Lefts	200	35	68	44	72	40	134	36	56
		SB Right	100	81	154	86	170	62	214	64	154

Note: * = Does not exist or is not projected to exist

Table IX: Queuing Analysis (cont.)

ID	Intersection	Existing Queue Storage Length (ft.)		Near Term plus Project (Buildout)		Cumulative Year 2035 No Project		Cumulative Year 2035 plus Project (Buildout)	
				AM	PM	AM	PM	AM	PM
5	State Route 99 Northbound Ramps / Shaw Avenue	EB Left	125	170	173	165	131	167	113
		EB Thru	>300	260	339	308	254	177	152
		EB Thru	*	*	*	327	258	190	137
		WB Thru	>300	420	360	394	349	383	375
		WB Thru	>300	325	351	323	342	294	365
		WB Right	>300	59	98	103	180	88	214
		SB Left	>300	341	874	583	707	724	734
		SB Right	40	193	163	165	161	181	161
6	State Route 99 Southbound Off-Ramp / Ashlan Avenue	EB Thru	>500	497	429	585	411	534	461
		EB Thru	>500	473	409	558	369	526	443
		EB Right	150	153	182	216	180	156	248
		WB Left	550	116	298	129	742	136	360
		WB Thru	>500	96	190	107	970	120	220
		WB Thru	>500	97	221	114	984	126	238
		NB Left	>300	251	138	252	131	210	158
		NB Dual Rights	150	203	145	229	168	200	171
		SB Dual Lefts	380	137	119	220	141	187	148
		SB Thru	>500	96	129	116	302	125	396
		SB Thru-Right	>500	57	120	100	236	100	320
7	State Route 99 Northbound Off-Ramp / Ashlan Avenue	EB Left	300	142	172	170	151	168	188
		EB Thru	>500	231	154	340	199	303	105
		EB Thru	>500	253	164	350	202	333	106
		WB Thru	>500	253	660	242	1020	278	641
		WB Thru	>500	239	670	228	1045	278	681
		WB Right	150	193	255	165	243	204	262
		NB Left	220	197	345	*	*	*	*
		NB Dual Lefts	*	*	*	177	237	184	364
		NB Left-Thru-Right	>500	265	377	*	*	*	*
		NB Thru-Right	*	*	*	198	220	168	550
		NB Right	>300	217	329	186	177	178	338
		SB Dual Lefts	200	38	80	102	548	96	491
		SB Right	100	66	161	186	233	173	233

Note: * = Does not exist or is not projected to exist

Project's Pro-Rata Fair Share of Future Transportation Improvements

The Project's fair share percentage impact to study intersections projected to fall below their LOS threshold and which are not covered by an existing impact fee program is provided in Table X. The Project's fair share percentage impacts were calculated pursuant to the Caltrans Guide for the Preparation of Traffic Impact Studies. The Project's pro-rata fair shares were calculated utilizing the Existing volumes, 2035 Project Only Trips (Buildout) and Cumulative Year 2035 plus Project (Buildout) volumes. Figure 1 illustrates the Existing traffic volumes, Figure 11 illustrates the 2035 Project Only Trips (Buildout), and Figure 12 illustrates the Cumulative Year 2035 plus Project (Buildout) traffic volumes. Since the critical peak period for the study facilities was determined to be during the PM peak, the PM peak volumes are utilized to determine the Project's pro-rata fair share.

It is recommended that the Project contribute its equitable fair share as listed in Table X for the future improvements necessary to maintain an acceptable LOS. However, fair share contributions should only be made for those facilities or portion thereof currently not funded by the responsible agencies roadway impact fee program(s) or grant funding, as appropriate. For those improvements not presently covered by local and regional roadway impact fee programs or grant funding, it is recommended that the Project contribute its equitable fair share. Payment of the Project's equitable fair share in addition to the local and regional impact fee programs would satisfy the Project's traffic mitigation measures.

This study does not provide construction costs for the recommended mitigation measures; therefore, if the recommended mitigation measures are implemented, it is recommended that the developer work with the City of Fresno to develop the estimated construction cost.

Table X: Project's Fair Share of Future Roadway Improvements

ID	*Intersection*	*Existing Traffic Volumes (PM Peak)*	*Cumulative Year 2035 plus Project (Buildout) Traffic Volumes (PM Peak)*	*2035 Project Only Trips (Buildout) (PM Peak)*	*Project's Fair Share (%)*
3	Polk Avenue / Shaw Avenue	2,113	4,231	230	10.86
4	SR 99 SB Ramps / Shaw Avenue	2,493	4,831	230	9.84
5	SR 99 NB Ramps / Shaw Avenue	2,670	4,780	176	8.34
7	SR 99 NB Off-Ramp / Ashlan Avenue	3,725	4,362	33	5.18

Note: Project Fair Share = ((2035 Project Only Trips (Buildout)) / (Cumulative Year 2035 + Project (Buildout) Traffic Volumes - Existing Traffic Volumes)) x 100

Conclusions and Recommendations

Conclusions and recommendations regarding the proposed Project are presented below.

Existing Traffic Conditions

- JLB conducted a search of the Statewide Integrated Traffic Records System (SWITRS) to obtain collision reports for the most recent five-year period (January 1, 2013 to December 31, 2017). In the five-year period, a total of 67 collisions were reported within the influence zone (assumed to be within 250 feet) of the study intersections.
- JLB was unable to reach a conclusion that would explain any justification for the modification of lane geometrics or traffic controls at the intersections. As a result, the number of correctable collisions experienced at the existing study intersections is considered less than significant.
- At present, all study intersections operate at an acceptable LOS during both peak periods.

Existing plus Project (Phase I) Traffic Conditions

- Under this scenario, all addendum study intersections are projected to operate at an acceptable LOS during both peak periods.

Existing plus Project (Phase I & Phase II) Traffic Conditions

- Under this scenario, all addendum study intersections are projected to operate at an acceptable LOS during both peak periods.

Existing plus Project (Buildout) Traffic Conditions

- Under this scenario, all addendum study intersections are projected to operate at an acceptable LOS during both peak periods.

Near Term plus Project (Buildout) Traffic Conditions

- Under this scenario, the intersection of Polk Avenue and Shaw Avenue is projected to exceed its LOS threshold during both peak periods. To improve the LOS at this intersection, it is recommended that the following improvements be implemented.
  - Polk Avenue and Shaw Avenue
    - Modify the northbound through-right lane to a through lane;
    - Add a northbound right-turn lane;
    - Prohibit westbound to eastbound U-turn movements; and
    - Modify the traffic signals to implement overlap phasing of the northbound right-turn with the westbound left-turn phase and accommodate the added lanes.

Cumulative Year 2035 No Project Traffic Conditions

- Under this scenario, the intersections of Polk Avenue and Shaw Avenue, State Route 99 Southbound Ramps and Shaw Avenue, State Route 99 Northbound Ramps and Shaw Avenue, and State Route 99 Northbound Off-Ramp and Ashlan Avenue are projected to exceed their LOS threshold during one or both peak periods. To improve the LOS at these intersections, it is recommended that the following improvements be implemented.

- Polk Avenue and Shaw Avenue
  - Add a second westbound through lane with a receiving lane west of Polk Avenue;
  - Modify the westbound trap right-turn lane to a standard right-turn lane (see Queuing Analysis for recommended storage capacity);
  - Modify the northbound through-right lane to a through lane;
  - Add a northbound right-turn lane;
  - Prohibit westbound to eastbound U-turn movements; and
  - Modify the traffic signals to implement overlap phasing of the northbound right-turn with the westbound left-turn phase and accommodate the added lanes.
- State Route 99 Southbound Ramps and Shaw Avenue
  - Add a second eastbound through lane with a receiving lane east of State Route 99 Southbound Ramps;
  - Modify the eastbound trap right-turn lane to a standard right-turn lane (see Queuing Analysis for recommended storage capacity); and
  - Modify the traffic signal to accommodate the added lanes.
- State Route 99 Northbound Ramps and Shaw Avenue
  - Add a second eastbound through lane with a receiving lane east of State Route 99 Northbound Ramps; and
  - Modify the traffic signal to accommodate the added lanes.
- State Route 99 Northbound Ramps and Ashlan Avenue
  - Add a second northbound left-turn lane;
  - Modify the northbound left-through-right lane to a through-right lane;
  - Modify the traffic signal to implement protective left-turn phasing in all directions and accommodate the added lanes.
  - It is worth noting that improvements to the State Route 99 Northbound Off-Ramp and Ashlan Avenue may not be necessary if the State Route 99 and Shaw Avenue Interchange is upgraded. However, if improvements to the State Route 99 and Shaw Avenue Interchange are not implemented, the detailed recommended improvements presented under this scenario may be necessary in order to improve the LOS. Therefore, it is recommended that the City and Caltrans monitor the State Route 99 Northbound Off-Ramp to Ashlan Avenue.

Cumulative Year 2035 plus Project (Buildout)Traffic Conditions

- Under this scenario, the intersections of Polk Avenue and Shaw Avenue, State Route 99 Southbound Ramps and Shaw Avenue, State Route 99 Northbound Ramps and Shaw Avenue, and State Route 99 Northbound Off-Ramp and Ashlan Avenue are projected to exceed their LOS threshold during one or both peak periods. To improve the LOS at these intersections, it is recommended that the following improvements be implemented.

- Polk Avenue and Shaw Avenue
  - Add a second westbound through lane with a receiving lane west of Polk Avenue;
  - Modify the westbound trap right-turn lane to a standard right-turn lane (see Queuing Analysis for recommended storage capacity);
  - Modify the northbound through-right lane to a through lane;
  - Add a northbound right-turn lane;
  - Prohibit westbound to eastbound U-turn movements; and
  - Modify the traffic signal to implement overlap phasing of the northbound right-turn with the westbound left-turn phase and accommodate the added lanes.
- State Route 99 Southbound Ramps and Shaw Avenue
  - Add a second eastbound through lane with a receiving lane east of State Route 99 Southbound Ramps;
  - Modify the eastbound trap right-turn lane to a standard right-turn lane (see Queuing Analysis for recommended storage capacity);
  - Add a second westbound left-turn lane with a receiving lane south of Shaw Avenue; and
  - Modify the traffic signal to accommodate the added lanes.
- State Route 99 Northbound Ramps and Shaw Avenue
  - Add a second eastbound through lane with a receiving lane east of State Route 99 Northbound Ramps; and
  - Modify the traffic signal to accommodate the added lanes.
- State Route 99 Northbound Ramps and Ashlan Avenue
  - Add a second northbound left-turn lane;
  - Modify the northbound left-through-right lane to a through-right lane; and
  - Modify the traffic signal to implement protective left-turn phasing in all directions and overlap phasing of the southbound right-turn with the eastbound left-turn phase and accommodate the added lanes.
  - It is worth noting that improvements to the State Route 99 Northbound Off-Ramp and Ashlan Avenue may not be necessary if the State Route 99 and Shaw Avenue Interchange is upgraded. However, if improvements to the State Route 99 and Shaw Avenue Interchange are not implemented, the detailed recommended improvements presented under this scenario may be necessary in order to improve the LOS. Therefore, it is recommended that the City and Caltrans monitor the State Route 99 Northbound Off-Ramp to Ashlan Avenue.

Queuing Analysis

- It is recommended that the City consider left-turn and right-turn lane storage lengths as indicated in the Queuing Analysis.

Project's Equitable Fair Share

- It is recommended that the Project contribute its equitable Fair Share as presented in Table X.

Study Participants

JLB Traffic Engineering, Inc. Personnel:

Jose Luis Benavides, PE, TE	Project Manager
Susana Maciel, EIT	Project Engineer
Matthew Arndt, EIT	Engineer I/II
Javier Rios	Engineer I/II
Jove Alcazar	Engineer I/II
Dennis Wynn	Sr. Engineering Technician
Justin Barnett	Engineering Aide
Jesus Garcia	Engineering Aide
Adrian Benavides	Engineering Aide

Persons Consulted:

Jeff Roberts	Parc West Development, Inc.
Jill Gormley, PE	City of Fresno
Harpreet Kooner	County of Fresno
Tong Xiong	County of Fresno
David Padilla	Caltrans
Kai Han, TE	Fresno COG
Lang Yu	Fresno COG

References

1. City of Fresno, *2035 General Plan*.
2. County of Fresno, *2000 General Plan*.
3. *Guide for the Preparation of Traffic Impact Studies*, Caltrans, dated December 2002.
4. *Trip Generation,* 10th Edition, Washington D.C., Institute of Transportation Engineers, 2017.
5. *2014 California Manual on Uniform Traffic Control Devices*, Caltrans, November 7, 2014.
6. City of Fresno, *Active Transportation Plan*, December 2016, adopted March 2, 2107.

Appendix A: Traffic Counts

JLB Traffic Engineering, Inc.

1300 E. Shaw Ave., Ste. 103
Fresno, CA 93710
(559) 570-8991
Traffic Engineering, Transportation Planning & Parking Solutions
www.JLBtraffic.com

File Name : Herndon Ave and SR 99 NB off-ramp
Site Code : 00091918
Start Date : 9/19/2018
Page No : 1

Groups Printed- Unshifted

	Herndon ave Westbound			SR 99 NB off-ramp Northbound				Herndon ave Eastbound			
Start Time	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Peds	App. Total	Int. Total
07:00 AM	268	0	268	19	93	0	112	137	0	137	517
07:15 AM	267	0	267	13	121	0	134	215	0	215	616
07:30 AM	295	0	295	15	119	0	134	240	0	240	669
07:45 AM	256	0	256	13	127	0	140	174	0	174	570
Total	1086	0	1086	60	460	0	520	766	0	766	2372
08:00 AM	186	0	186	25	116	0	141	156	0	156	483
08:15 AM	218	0	218	17	110	0	127	159	0	159	504
08:30 AM	268	0	268	15	101	0	116	167	0	167	551
08:45 AM	146	0	146	23	95	0	118	114	0	114	378
Total	818	0	818	80	422	0	502	596	0	596	1916
******											
04:00 PM	280	1	281	32	141	0	173	131	0	131	585
04:15 PM	266	0	266	29	163	0	192	127	0	127	585
04:30 PM	304	0	304	30	161	0	191	152	0	152	647
04:45 PM	274	0	274	19	181	0	200	130	0	130	604
Total	1124	1	1125	110	646	0	756	540	0	540	2421
05:00 PM	284	0	284	25	186	0	211	121	1	122	617
05:15 PM	315	1	316	35	195	0	230	137	0	137	683
05:30 PM	293	0	293	33	173	0	206	147	0	147	646
05:45 PM	281	0	281	26	142	0	168	149	0	149	598
Total	1173	1	1174	119	696	0	815	554	1	555	2544
Grand Total	4201	2	4203	369	2224	0	2593	2456	1	2457	9253
Apprch %	100	0		14.2	85.8	0		100	0		
Total %	45.4	0	45.4	4	24	0	28	26.5	0	26.6	

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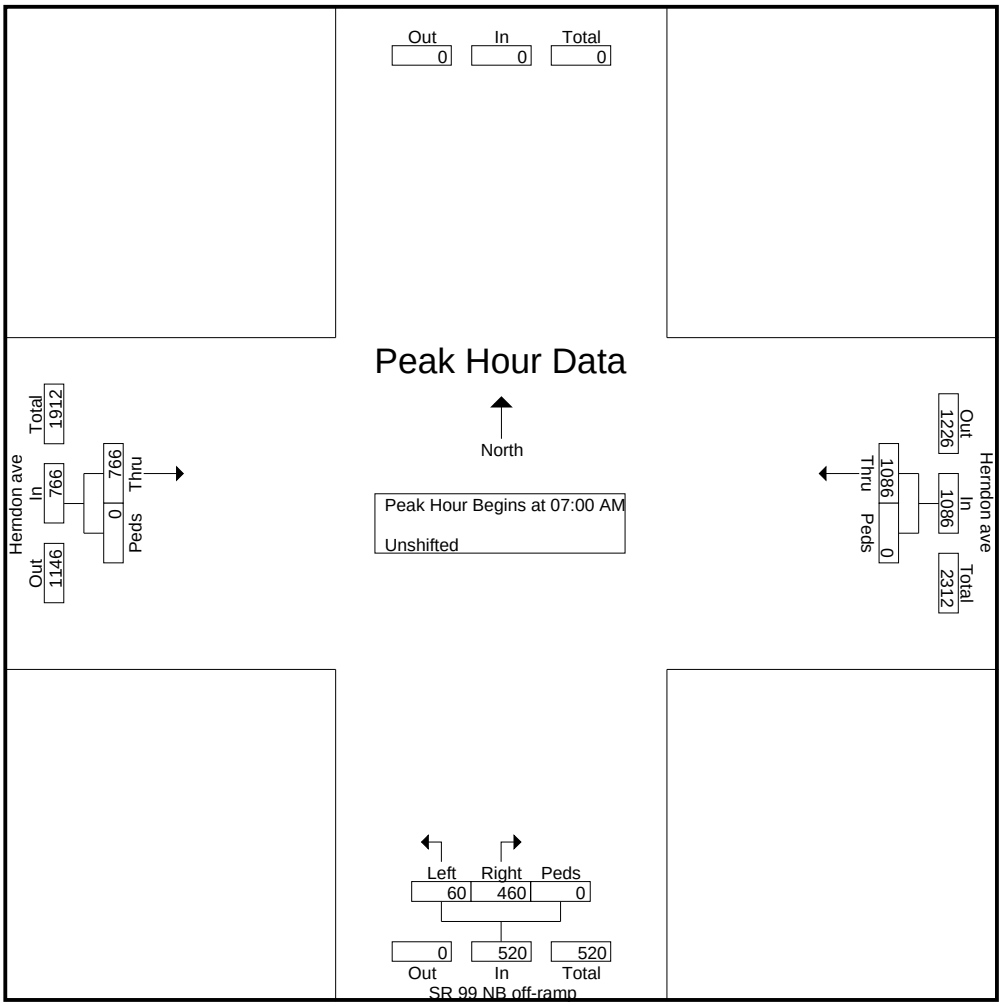
File Name : Herndon Ave and SR 99 NB off-ramp
Site Code : 00091918
Start Date : 9/19/2018
Page No : 2

	Herndon ave Westbound			SR 99 NB off-ramp Northbound				Herndon ave Eastbound			
Start Time	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:00 AM											
07:00 AM	268	0	268	**19**	93	0	112	137	0	137	517
07:15 AM	267	0	267	13	121	0	134	215	0	215	616
07:30 AM	**295**	0	**295**	15	119	0	134	**240**	0	**240**	**669**
07:45 AM	256	0	256	13	**127**	0	**140**	174	0	174	570
Total Volume	1086	0	1086	60	460	0	520	766	0	766	2372
% App. Total	100	0		11.5	88.5	0		100	0		
PHF	.920	.000	.920	.789	.906	.000	.929	.798	.000	.798	.886



JLB Traffic Engineering, Inc.

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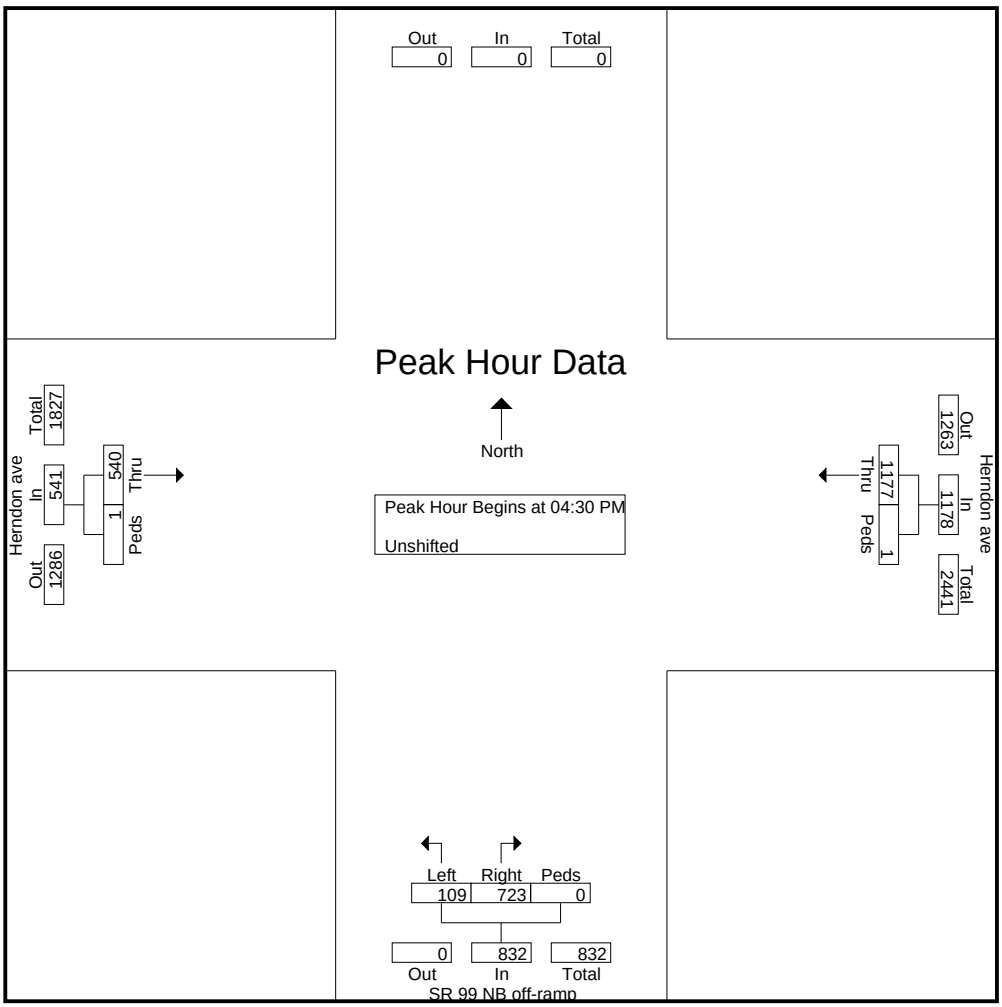
File Name : Herndon Ave and SR 99 NB off-ramp
Site Code : 00091918
Start Date : 9/19/2018
Page No : 3

	Herndon ave Westbound			SR 99 NB off-ramp Northbound				Herndon ave Eastbound			
Start Time	Thru	Peds	App. Total	Left	Right	Peds	App. Total	Thru	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:30 PM											
04:30 PM	304	0	304	30	161	0	191	**152**	0	**152**	647
04:45 PM	274	0	274	19	181	0	200	130	0	130	604
05:00 PM	284	0	284	25	186	0	211	121	**1**	122	617
05:15 PM	**315**	**1**	**316**	**35**	**195**	0	**230**	137	0	137	**683**
Total Volume	1177	1	1178	109	723	0	832	540	1	541	2551
% App. Total	99.9	0.1		13.1	86.9	0		99.8	0.2		
PHF	.934	.250	.932	.779	.927	.000	.904	.888	.250	.890	.934



JLB Traffic Engineering, Inc.

1300 E. Shaw Ave., Ste. 103
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Traffic Engineering, Transportation Planning & Parking Solutions
www.JLBtraffic.com

File Name : Parkway at Grantland
Site Code : 00121218
Start Date : 12/12/2018
Page No : 1

Groups Printed- Unshifted

	Grantland Ave Northbound			Parkway Dr Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
07:00 AM	98	33	131	186	113	299	430
07:15 AM	159	36	195	227	82	309	504
07:30 AM	136	45	181	151	85	236	417
07:45 AM	93	21	114	132	96	228	342
Total	486	135	621	696	376	1072	1693
08:00 AM	95	29	124	123	60	183	307
08:15 AM	116	23	139	122	96	218	357
08:30 AM	128	25	153	104	68	172	325
08:45 AM	86	12	98	114	59	173	271
Total	425	89	514	463	283	746	1260

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04:00 PM	107	9	116	96	123	219	335
04:15 PM	99	8	107	121	149	270	377
04:30 PM	99	9	108	98	131	229	337
04:45 PM	92	13	105	138	141	279	384
Total	397	39	436	453	544	997	1433
05:00 PM	96	10	106	118	128	246	352
05:15 PM	116	18	134	113	161	274	408
05:30 PM	85	15	100	98	137	235	335
05:45 PM	85	13	98	89	134	223	321
Total	382	56	438	418	560	978	1416
Grand Total	1690	319	2009	2030	1763	3793	5802
Apprch %	84.1	15.9		53.5	46.5		
Total %	29.1	5.5	34.6	35	30.4	65.4	

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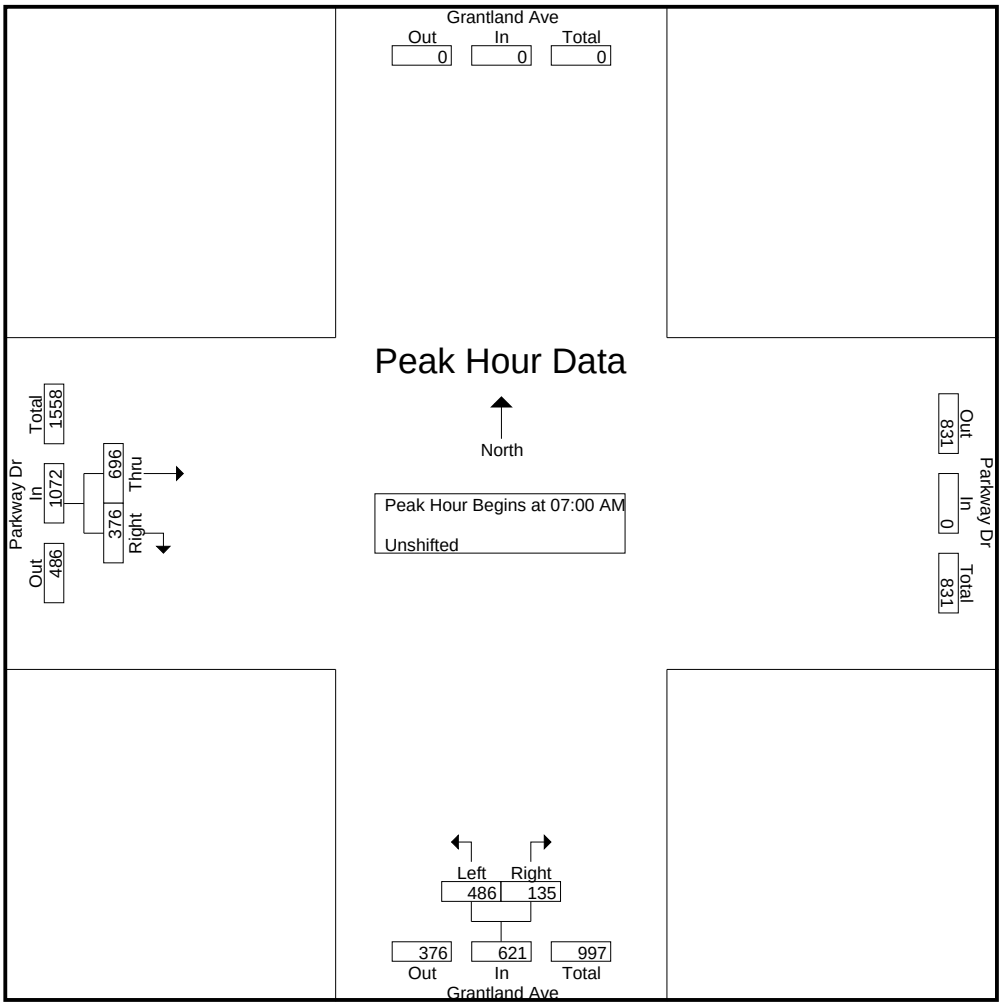
File Name : Parkway at Grantland
Site Code : 00121218
Start Date : 12/12/2018
Page No : 2

	Grantland Ave Northbound			Parkway Dr Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 07:00 AM							
07:00 AM	98	33	131	186	**113**	299	430
07:15 AM	**159**	36	**195**	**227**	82	**309**	**504**
07:30 AM	136	**45**	181	151	85	236	417
07:45 AM	93	21	114	132	96	228	342
Total Volume	486	135	621	696	376	1072	1693
% App. Total	78.3	21.7		64.9	35.1		
PHF	.764	.750	.796	.767	.832	.867	.840



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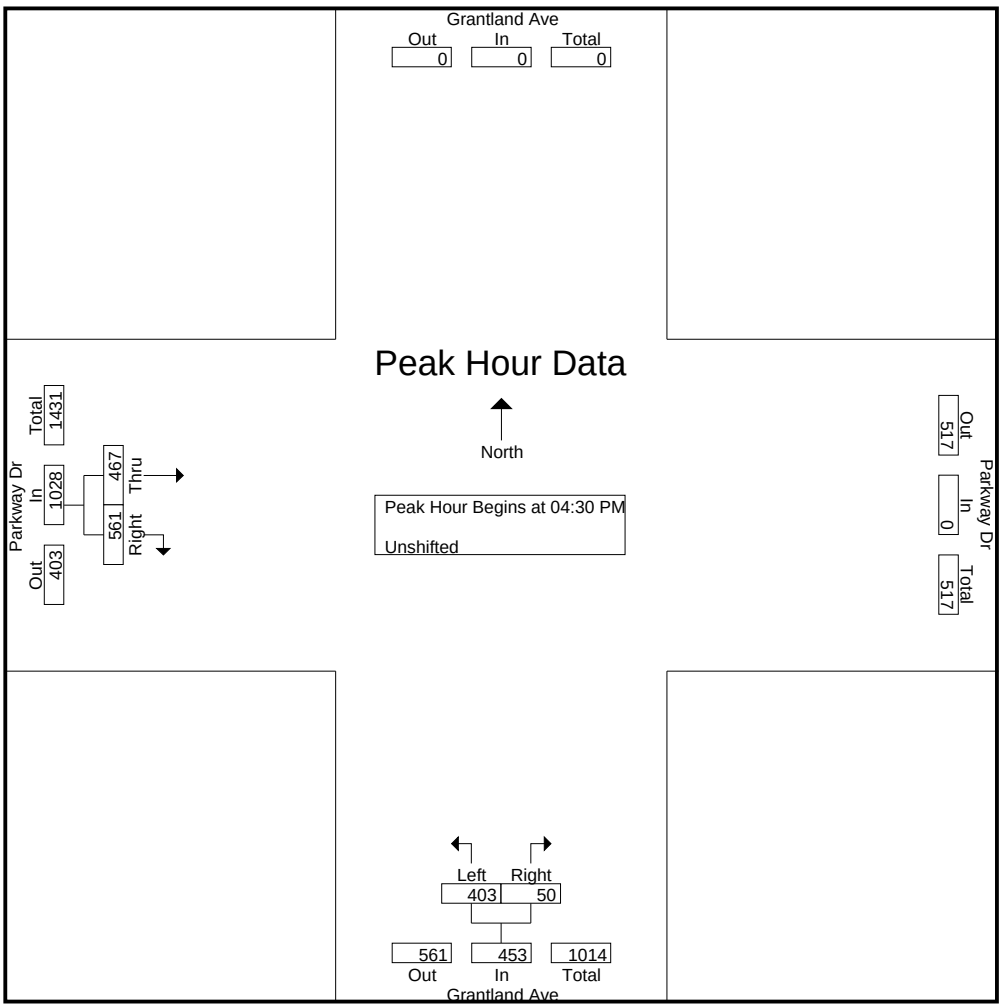
File Name : Parkway at Grantland
Site Code : 00121218
Start Date : 12/12/2018
Page No : 3

	Grantland Ave Northbound			Parkway Dr Eastbound			
Start Time	Left	Right	App. Total	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1							
Peak Hour for Entire Intersection Begins at 04:30 PM							
04:30 PM	99	9	108	98	131	229	337
04:45 PM	92	13	105	**138**	141	**279**	384
05:00 PM	96	10	106	118	128	246	352
05:15 PM	**116**	**18**	**134**	113	**161**	274	**408**
Total Volume	403	50	453	467	561	1028	1481
% App. Total	89	11		45.4	54.6		
PHF	.869	.694	.845	.846	.871	.921	.907



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File Name : shaw at polk
Site Code : 00000000
Start Date : 2/7/2019
Page No : 1

Groups Printed- Unshifted - Bank 1 - Bank 2

	POLK Southbound					SHAW Westbound					POLK Northbound					SHAW Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	55	33	1	1	90	67	96	13	0	176	8	6	89	0	103	1	91	10	0	102	471
07:15 AM	58	17	4	0	79	39	68	15	1	123	14	10	125	1	150	2	124	2	0	128	480
07:30 AM	61	13	1	1	76	38	85	22	0	145	4	11	111	0	126	1	136	8	1	146	493
07:45 AM	50	10	4	1	65	65	82	20	0	167	6	6	85	0	97	1	125	8	0	134	463
Total	224	73	10	3	310	209	331	70	1	611	32	33	410	1	476	5	476	28	1	510	1907
08:00 AM	45	9	1	0	55	59	84	16	0	159	5	10	75	0	90	1	99	4	1	105	409
08:15 AM	46	13	2	1	62	60	82	17	1	160	7	10	75	3	95	1	128	11	0	140	457
08:30 AM	32	12	2	0	46	49	47	25	0	121	5	11	93	0	109	0	116	14	0	130	406
08:45 AM	42	12	2	0	56	48	50	12	0	110	5	7	65	0	77	1	105	5	0	111	354
Total	165	46	7	1	219	216	263	70	1	550	22	38	308	3	371	3	448	34	1	486	1626
******																					
04:00 PM	26	5	2	1	34	80	107	42	0	229	4	14	66	1	85	1	110	8	0	119	467
04:15 PM	33	12	0	1	46	81	129	43	0	253	7	13	60	1	81	2	65	7	0	74	454
04:30 PM	31	10	3	5	49	72	82	34	0	188	5	12	97	3	117	3	83	16	0	102	456
04:45 PM	29	13	1	0	43	81	90	51	5	227	4	13	49	3	69	2	84	7	0	93	432
Total	119	40	6	7	172	314	408	170	5	897	20	52	272	8	352	8	342	38	0	388	1809
05:00 PM	33	13	1	3	50	86	141	51	2	280	9	9	74	7	99	1	92	11	1	105	534
05:15 PM	27	14	3	0	44	104	145	54	0	303	6	14	75	1	96	4	92	12	1	109	552
05:30 PM	29	17	3	4	53	86	141	57	0	284	2	7	68	5	82	5	108	4	0	117	536
05:45 PM	31	26	1	2	60	94	115	56	4	269	3	17	75	6	101	0	87	10	3	100	530
Total	120	70	8	9	207	370	542	218	6	1136	20	47	292	19	378	10	379	37	5	431	2152
Grand Total	628	229	31	20	908	1109	1544	528	13	3194	94	170	1282	31	1577	26	1645	137	7	1815	7494
Apprch %	69.2	25.2	3.4	2.2		34.7	48.3	16.5	0.4		6	10.8	81.3	2		1.4	90.6	7.5	0.4		
Total %	8.4	3.1	0.4	0.3	12.1	14.8	20.6	7	0.2	42.6	1.3	2.3	17.1	0.4	21	0.3	22	1.8	0.1	24.2	
Unshifted	628	229	31	20	908	1108	1544						1282				1645				
% Unshifted	100	100	100	100	100	99.9	100	100	100	100	100	100	100	100	100	100	100	100	100	100	100
Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% Bank 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bank 2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
% Bank 2	0	0	0	0	0	0.1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

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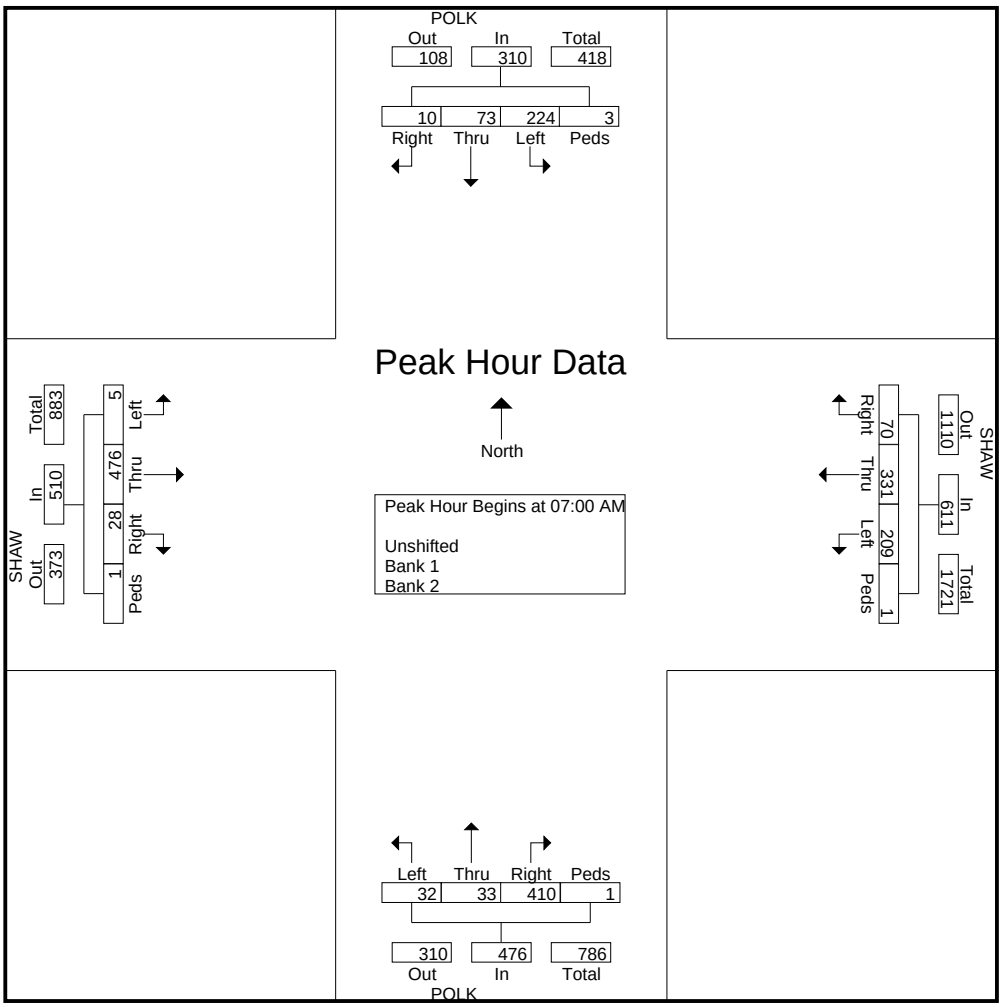
File Name : shaw at polk
Site Code : 00000000
Start Date : 2/7/2019
Page No : 2

	POLK Southbound					SHAW Westbound					POLK Northbound					SHAW Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 11:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	55	**33**	1	**1**	**90**	**67**	**96**	13	0	**176**	8	6	89	0	103	1	91	**10**	0	102	471
07:15 AM	58	17	**4**	0	79	39	68	15	**1**	123	**14**	10	**125**	**1**	**150**	**2**	124	2	0	128	480
07:30 AM	**61**	13	1	1	76	38	85	**22**	0	145	4	**11**	111	0	126	1	**136**	8	**1**	**146**	**493**
07:45 AM	50	10	4	1	65	65	82	20	0	167	6	6	85	0	97	1	125	8	0	134	463
Total Volume	224	73	10	3	310	209	331	70	1	611	32	33	410	1	476	5	476	28	1	510	1907
% App. Total	72.3	23.5	3.2	1		34.2	54.2	11.5	0.2		6.7	6.9	86.1	0.2		1	93.3	5.5	0.2		
PHF	.918	.553	.625	.750	.861	.780	.862	.795	.250	.868	.571	.750	.820	.250	.793	.625	.875	.700	.250	.873	.967



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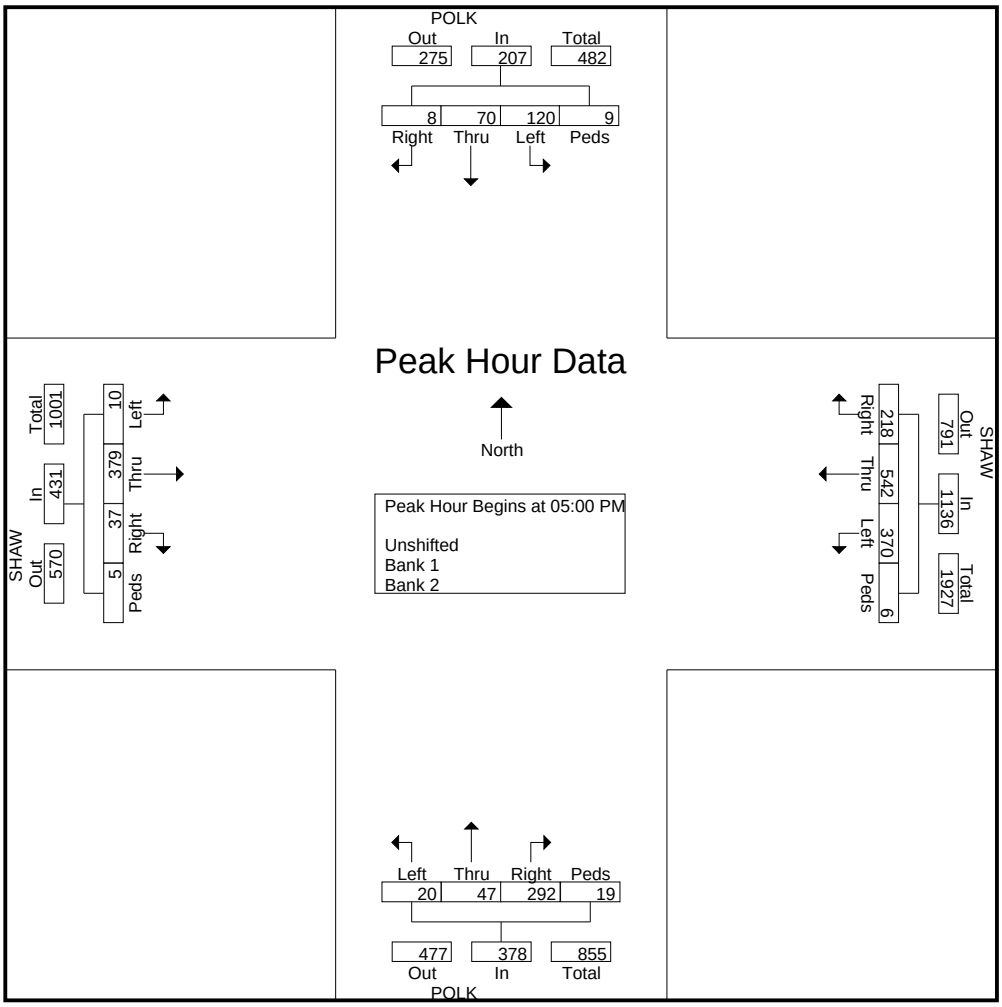
File Name : shaw at polk
Site Code : 00000000
Start Date : 2/7/2019
Page No : 3

	POLK Southbound					SHAW Westbound					POLK Northbound					SHAW Eastbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 12:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 05:00 PM																					
05:00 PM	**33**	13	1	3	50	86	141	51	2	280	**9**	9	74	**7**	99	1	92	11	1	105	534
05:15 PM	27	14	**3**	0	44	**104**	**145**	54	0	**303**	6	14	**75**	1	96	4	92	**12**	1	109	**552**
05:30 PM	29	17	3	**4**	53	86	141	**57**	0	284	2	7	68	5	82	**5**	**108**	4	0	**117**	536
05:45 PM	31	**26**	1	2	**60**	94	115	56	**4**	269	3	**17**	75	6	**101**	0	87	10	**3**	100	530
Total Volume	120	70	8	9	207	370	542	218	6	1136	20	47	292	19	378	10	379	37	5	431	2152
% App. Total	58	33.8	3.9	4.3		32.6	47.7	19.2	0.5		5.3	12.4	77.2	5		2.3	87.9	8.6	1.2		
PHF	.909	.673	.667	.563	.863	.889	.934	.956	.375	.937	.556	.691	.973	.679	.936	.500	.877	.771	.417	.921	.975



Prepared by National Data & Surveying Services

SR 99 SB Ramps & Shaw Ave

Peak Hour Turning Movement Count

ID: 19-07214-012
City: Fresno

Day: Thursday
Date: 05/30/2019

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:15 PM - 05:15 PM	04:00 PM - 06:00 PM

SOUTHBOUND — SR 99 SB Ramps

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Shaw Ave

AM	NOON	PM		
636	0	1193	⇦	
0	0	0	↶	0
0	0	0	↱	0
674	0	577	→	1
421	0	254	↳	1
AM	NOON	PM		

WESTBOUND — Shaw Ave

PM	NOON	AM		
0	0	0	↰	0
1122	0	598	←	2
242	0	278	↰	1
0	0	0	↰	0
804	0	896	⇨	
PM	NOON	AM		

NORTHBOUND — SR 99 SB Ramps

PM	496	0	71	0	227	PM
NOON	0	0	0	0	0	NOON
AM	699	0	38	0	222	AM

Turning movements (0 0 0 0): ↲ ↓ ↳ ↱ ⇧

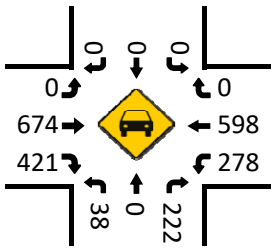
Turning movements (0 0 1 0): ↶ ↰ ↑ ↱ ⇩

CONTROL

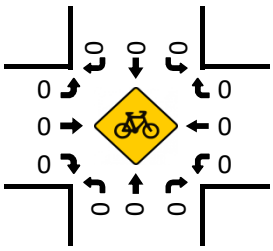
Signalized

TEV	2231	0	2493
	AM	NOON	PM
PHF	0.96		0.96

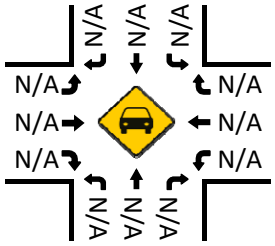
Total Vehicles (AM)



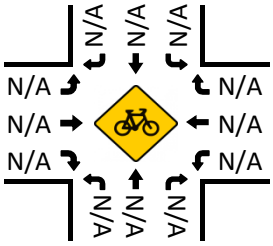
Bikes (AM)



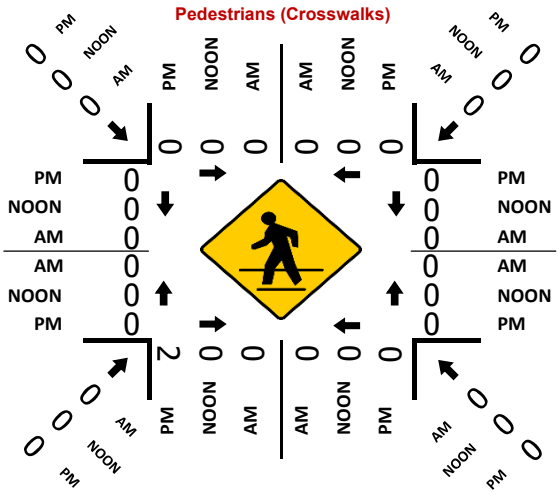
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM NOON AM
0 0 0
0 0 0
0 0 0

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 SB Ramps & Shaw Ave
City: Fresno
Control: Signalized

Project ID: 19-07214-012
Date: 5/30/2019

Total

NS/EW Streets:	SR 99 SB Ramps				SR 99 SB Ramps				Shaw Ave				Shaw Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	0	47	0	0	0	0	0	0	144	96	0	75	162	0	0	534
7:15 AM	6	0	39	0	0	0	0	0	0	159	154	0	79	146	0	0	583
7:30 AM	12	0	68	0	0	0	0	0	0	181	107	0	74	126	0	0	568
7:45 AM	10	0	68	0	0	0	0	0	0	190	64	0	50	164	0	0	546
8:00 AM	16	0	57	0	0	0	0	0	0	165	69	0	49	140	0	0	496
8:15 AM	9	0	61	0	0	0	0	0	0	157	78	0	56	134	0	0	495
8:30 AM	9	0	44	0	0	0	0	0	0	168	80	0	50	119	0	0	470
8:45 AM	19	0	54	0	0	0	0	0	0	146	68	0	60	132	0	0	479
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	91	0	438	0	0	0	0	0	0	1310	716	0	493	1123	0	0	4171
APPROACH %'s :	17.20%	0.00%	82.80%	0.00%					0.00%	64.66%	35.34%	0.00%	30.51%	69.49%	0.00%	0.00%	
PEAK HR :	**07:00 AM - 08:00 AM**																TOTAL
PEAK HR VOL :	38	0	222	0	0	0	0	0	0	674	421	0	278	598	0	0	2231
PEAK HR FACTOR :	0.792	0.000	0.816	0.000	0.000	0.000	0.000	0.000	0.000	0.887	0.683	0.000	0.880	0.912	0.000	0.000	0.957
	0.813								0.875				0.924				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	0	1	1	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	0	51	0	0	0	0	0	0	146	74	0	62	239	0	0	587
4:15 PM	22	0	54	0	0	0	0	0	0	148	65	0	58	252	0	0	599
4:30 PM	21	0	57	0	0	0	0	0	0	142	74	0	65	277	0	0	636
4:45 PM	13	0	63	0	0	0	0	0	0	149	58	0	56	273	0	0	612
5:00 PM	15	0	53	0	0	0	0	0	0	138	57	0	63	320	0	0	646
5:15 PM	22	0	57	0	0	0	0	0	0	120	50	0	48	264	0	0	561
5:30 PM	10	0	68	0	0	0	0	0	0	146	57	0	61	311	0	0	653
5:45 PM	27	0	67	0	0	0	0	0	0	130	35	0	36	283	0	0	578
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	145	0	470	0	0	0	0	0	0	1119	470	0	449	2219	0	0	4872
APPROACH %'s :	23.58%	0.00%	76.42%	0.00%					0.00%	70.42%	29.58%	0.00%	16.83%	83.17%	0.00%	0.00%	
PEAK HR :	**04:15 PM - 05:15 PM**																TOTAL
PEAK HR VOL :	71	0	227	0	0	0	0	0	0	577	254	0	242	1122	0	0	2493
PEAK HR FACTOR :	0.807	0.000	0.901	0.000	0.000	0.000	0.000	0.000	0.000	0.968	0.858	0.000	0.931	0.877	0.000	0.000	0.965
	0.955								0.962				0.890				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 SB Ramps & Shaw Ave
City: Fresno

Project ID: 19-07214-012
Date: 5/30/2019

Pedestrians (Crosswalks)

NS/EW Streets:	SR 99 SB Ramps		SR 99 SB Ramps		Shaw Ave		Shaw 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	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	1	0	0	0	0	1
8:45 AM	0	0	1	1	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	2	0	0	0	0	3
APPROACH %'s :			33.33%	66.67%					
PEAK HR :	**07:00 AM - 08:00 AM**								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
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	1	0	0	0	0	0	1
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	1	0	0	0	0	0	1
5:15 PM	0	0	1	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 :	0	0	3	0	0	0	0	0	3
APPROACH %'s :			100.00%	0.00%					
PEAK HR :	**04:15 PM - 05:15 PM**								TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	0	2
PEAK HR FACTOR :			0.500						0.500
			0.500						

Prepared by National Data & Surveying Services

SR 99 NB Ramps & Shaw Ave

Peak Hour Turning Movement Count

ID: 19-07214-013
City: Fresno

Day: Thursday
Date: 05/30/2019

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

SR 99 NB Ramps — SOUTHBOUND

AM	198	0	64	0	311	AM
NOON	0	0	0	0	0	NOON
PM	340	0	151	0	379	PM
	0.5	0.5	0	0		

Shaw Ave — EASTBOUND

AM	NOON	PM	
875	0	1395	
0	0	0	0
105	0	55	1
791	0	745	1
0	0	0	0
AM	NOON	PM	

WESTBOUND — Shaw Ave

	PM	NOON	AM
1	324	0	206
2	1055	0	677
0	0	0	0
0	0	0	0
	896	0	855
	PM	NOON	AM

CONTROL

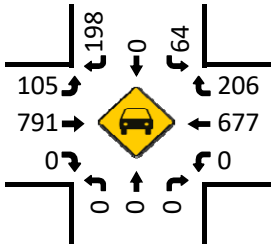
Signalized

	AM	NOON	PM
TEV	2041	0	2670
PHF	0.96		0.93

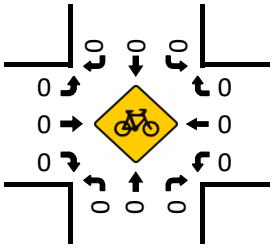
SR 99 NB Ramps — NORTHBOUND

	0	0	0	0		
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

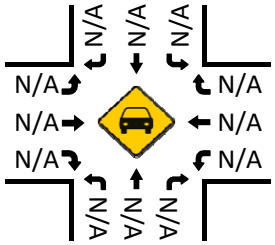
Total Vehicles (AM)



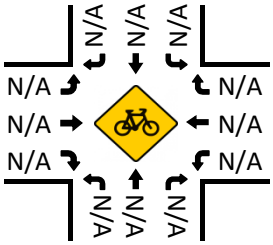
Bikes (AM)



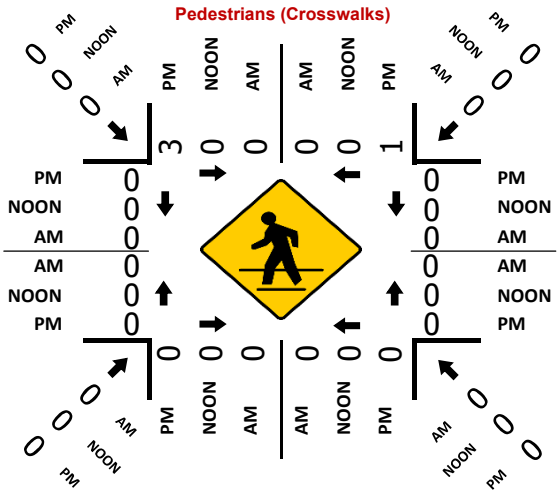
Total Vehicles (Noon)



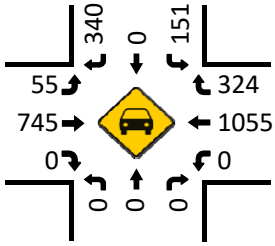
Bikes (NOON)



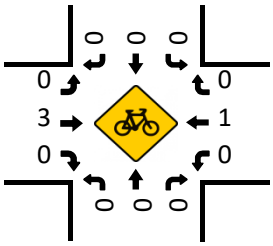
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 NB Ramps & Shaw Ave
City: Fresno
Control: Signalized

Project ID: 19-07214-013
Date: 5/30/2019

Total

NS/EW Streets:	SR 99 NB Ramps				SR 99 NB Ramps				Shaw Ave				Shaw Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0.5	0.5	0	1	1	0	0	0	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	6	0	46	0	27	163	0	0	0	191	61	0	494
7:15 AM	0	0	0	0	21	0	47	0	31	168	0	0	0	173	50	0	490
7:30 AM	0	0	0	0	11	0	44	0	30	226	0	0	0	161	51	0	523
7:45 AM	0	0	0	0	26	0	61	0	17	234	0	0	0	152	44	0	534
8:00 AM	0	0	0	0	21	0	47	0	24	201	0	0	0	143	39	0	475
8:15 AM	0	0	0	0	16	0	53	0	21	194	0	0	0	137	59	0	480
8:30 AM	0	0	0	0	32	0	51	0	28	189	0	0	0	118	33	0	451
8:45 AM	0	0	0	0	21	0	38	0	13	179	0	0	0	160	44	0	455
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	154	0	387	0	191	1554	0	0	0	1235	381	0	3902
APPROACH %'s :					28.47%	0.00%	71.53%	0.00%	10.95%	89.05%	0.00%	0.00%	0.00%	76.42%	23.58%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	64	0	198	0	105	791	0	0	0	677	206	0	2041
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.615	0.000	0.811	0.000	0.847	0.845	0.000	0.000	0.000	0.886	0.844	0.000	0.956
					0.753				0.875				0.876				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0.5	0.5	0	1	1	0	0	0	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	38	0	79	0	15	192	0	0	0	219	70	0	613
4:15 PM	0	0	0	0	41	0	89	0	17	173	0	0	0	229	76	0	625
4:30 PM	0	0	0	0	43	0	85	0	15	188	0	0	0	252	68	0	651
4:45 PM	0	0	0	0	56	0	81	0	9	199	0	0	0	244	81	0	670
5:00 PM	0	0	0	0	30	0	93	0	10	190	0	0	0	294	99	0	716
5:15 PM	0	0	0	0	36	0	77	0	17	153	0	0	0	235	75	0	593
5:30 PM	0	0	0	0	29	0	89	0	19	203	0	0	0	282	69	0	691
5:45 PM	0	0	0	0	32	0	75	0	10	183	0	0	0	250	62	0	612
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	305	0	668	0	112	1481	0	0	0	2005	600	0	5171
APPROACH %'s :					31.35%	0.00%	68.65%	0.00%	7.03%	92.97%	0.00%	0.00%	0.00%	76.97%	23.03%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	151	0	340	0	55	745	0	0	0	1055	324	0	2670
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.674	0.000	0.914	0.000	0.724	0.917	0.000	0.000	0.000	0.897	0.818	0.000	0.932
					0.896				0.901				0.877				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 NB Ramps & Shaw Ave
City: Fresno

Project ID: 19-07214-013
Date: 5/30/2019

Pedestrians (Crosswalks)

NS/EW Streets:	SR 99 NB Ramps		SR 99 NB Ramps		Shaw Ave		Shaw 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	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	1	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	1	0	0	2
APPROACH %'s :	100.00%	0.00%			0.00%	100.00%			
PEAK HR :	**07:00 AM - 08:00 AM**								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
4:00 PM	2	2	0	0	0	0	1	0	5
4:15 PM	0	2	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	2	0	0	0	0	0	0	0	2
5:15 PM	1	0	0	0	0	0	0	0	1
5:30 PM	0	1	0	0	0	0	0	0	1
5:45 PM	0	2	0	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	8	0	0	0	0	1	0	14
APPROACH %'s :	38.46%	61.54%					100.00%	0.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	3	1	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.375	0.250							0.500
	0.500								

Prepared by National Data & Surveying Services

SR 99 SB Ramps & Ashlan Ave

Peak Hour Turning Movement Count

ID: 19-07214-024
City: Fresno

Day: Thursday
Date: 05/30/2019

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

SR 99 SB Ramps — SOUTHBOUND

AM	101	47	145	0	0	AM
NOON	0	0	0	0	0	NOON
PM	153	97	144	0	0	PM
	0.5	1.5	2	0		

Ashlan Ave — EASTBOUND

AM	NOON	PM	
773	0	1493	
0	0	0	0
0	0	0	0
1441	0	925	2
34	0	42	1

CONTROL

Signalized

	AM	NOON	PM
TEV	2957	0	3332
PHF	0.94		0.98

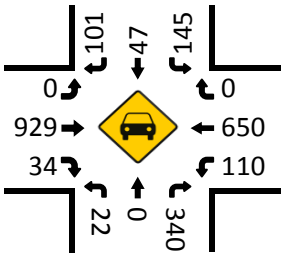
Ashlan Ave — WESTBOUND

PM	NOON	AM	
0	0	0	0
1295	0	650	2
323	0	110	1
0	0	0	0
1377	0	1993	

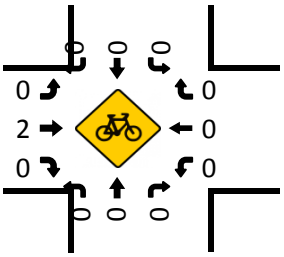
SR 99 SB Ramps — NORTHBOUND

PM	462	0	45	0	308	PM
NOON	0	0	0	0	0	NOON
AM	191	0	22	0	407	AM
		0	1	0	2	

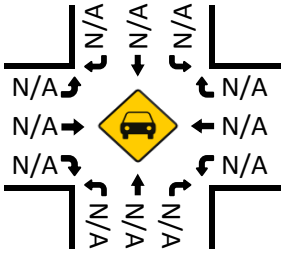
Total Vehicles (AM)



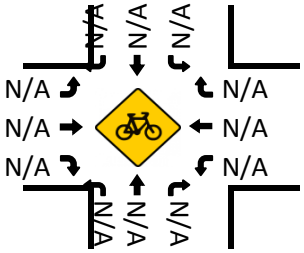
Bikes (AM)



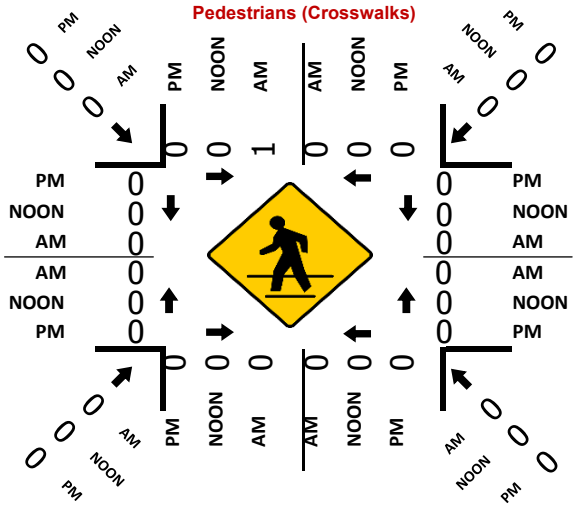
Total Vehicles (Noon)



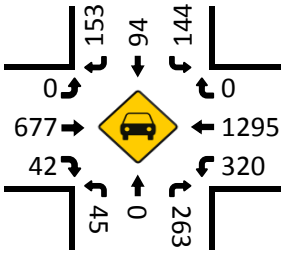
Bikes (NOON)



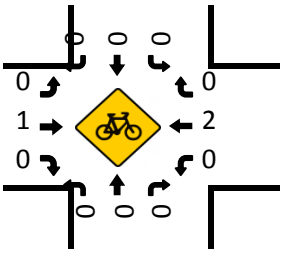
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 SB Ramps & Ashlan Ave
City: Fresno
Control: Signalized

Project ID: 19-07214-024
Date: 5/30/2019

Total

NS/EW Streets:	SR 99 SB Ramps					SR 99 SB Ramps					Ashlan Ave					Ashlan Ave					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
	1	0	2	0	0	2	1.5	0.5	0	0	0	2	1	0	0	1	2	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	TOTAL
7:00 AM	9	0	94	0	0	21	5	44	0	0	0	323	4	0	0	27	228	0	0	0	755
7:15 AM	4	0	100	0	0	33	14	26	0	0	0	423	19	0	0	23	145	0	0	0	787
7:30 AM	5	0	112	0	0	37	16	17	0	0	0	395	5	0	0	33	133	0	0	0	753
7:45 AM	4	0	101	0	0	54	12	14	0	0	0	300	6	0	0	27	144	0	0	0	662
8:00 AM	7	0	75	0	0	19	5	15	0	0	0	274	6	0	0	32	154	0	0	0	587
8:15 AM	5	0	75	0	0	32	10	12	0	0	0	275	8	0	0	25	145	0	0	0	587
8:30 AM	6	0	82	0	0	18	8	24	0	0	0	299	9	0	0	32	102	0	0	0	580
8:45 AM	8	0	80	0	0	45	8	12	0	0	0	219	10	0	0	41	114	0	0	0	537
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	TOTAL
TOTAL VOLUMES :	48	0	719	0	0	259	78	164	0	0	0	2508	67	0	0	240	1165	0	0	0	5248
APPROACH %'s :	6.26%	0.00%	93.74%	0.00%	0.00%	51.70%	15.57%	32.73%	0.00%	0.00%	0.00%	97.40%	2.60%	0.00%	0.00%	17.08%	82.92%	0.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																				TOTAL
PEAK HR VOL :	22	0	407	0	0	145	47	101	0	0	0	1441	34	0	0	110	650	0	0	0	2957
PEAK HR FACTOR :	0.611	0.000	0.908	0.000	0.000	0.671	0.734	0.574	0.000	0.000	0.000	0.852	0.447	0.000	0.000	0.833	0.713	0.000	0.000	0.000	0.939
			0.917					0.916					0.834					0.745			

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
	1	0	2	0	0	2	1.5	0.5	0	0	0	2	1	0	0	1	2	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	TOTAL
4:00 PM	7	0	78	0	0	41	21	30	0	0	0	233	7	0	0	70	300	0	0	0	787
4:15 PM	15	0	75	0	0	52	27	41	0	0	0	227	12	0	0	99	311	0	0	0	859
4:30 PM	9	0	73	0	0	33	28	54	0	0	0	202	15	0	0	89	283	0	0	0	786
4:45 PM	8	0	71	0	0	47	25	34	0	0	0	247	10	0	0	81	325	0	0	0	848
5:00 PM	9	0	75	0	0	34	14	42	0	0	0	203	12	0	0	99	308	0	0	0	796
5:15 PM	14	0	78	0	0	35	33	34	0	0	0	241	8	0	0	69	342	0	0	0	854
5:30 PM	14	0	84	0	0	28	25	43	0	0	0	234	12	0	0	74	320	0	0	0	834
5:45 PM	15	0	72	0	0	45	22	28	0	0	0	263	18	0	0	80	283	0	0	0	826
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	TOTAL
TOTAL VOLUMES :	91	0	606	0	0	315	195	306	0	0	0	1850	94	0	0	661	2472	0	0	0	6590
APPROACH %'s :	13.06%	0.00%	86.94%	0.00%	0.00%	38.60%	23.90%	37.50%	0.00%	0.00%	0.00%	95.16%	4.84%	0.00%	0.00%	21.10%	78.90%	0.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																				TOTAL
PEAK HR VOL :	45	0	308	0	0	144	97	153	0	0	0	925	42	0	0	323	1295	0	0	0	3332
PEAK HR FACTOR :	0.804	0.000	0.917	0.000	0.000	0.766	0.735	0.890	0.000	0.000	0.000	0.936	0.875	0.000	0.000	0.816	0.947	0.000	0.000	0.000	0.975
			0.901					0.929					0.941					0.984			

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 SB Ramps & Ashlan Ave
City: Fresno
Control: Signalized

Project ID: 19-07214-024
Date: 5/30/2019

Bikes

NS/EW Streets:	SR 99 SB Ramps					SR 99 SB Ramps					Ashlan Ave					Ashlan Ave					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
	1	0	2	0	0	2	1.5	0.5	0	0	0	2	1	0	0	1	2	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	TOTAL
7:00 AM	0	0	0	0	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	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	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	0	0	0	0
8:15 AM	0	0	0	0	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	1	0	0	0	1
8:45 AM	0	0	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	0	0	0	0	0	0	5	0	0	0	0	1	0	0	0	7
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%						0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
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	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
													0.250								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
	1	0	2	0	0	2	1.5	0.5	0	0	0	2	1	0	0	1	2	0	0	0	
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	1	0	0	0	4
4:15 PM	0	0	0	0	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	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	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	0	0	0	0
5:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	4
	NL	NT	NR	NU	NU2	SL	ST	SR	SU	ST2	EL	ET	ER	EU	ER2	WL	WT	WR	WU	WL2	TOTAL
TOTAL VOLUMES :	0	1	0	0	1	0	1	0	0	0	1	3	0	0	0	0	6	0	0	0	13
APPROACH %'s :	0.00%	50.00%	0.00%	0.00%	50.00%	0.00%	100.00%	0.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	4
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.333
			0.250										0.250					0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 SB Ramps & Ashlan Ave
City: Fresno

Project ID: 19-07214-024
Date: 5/30/2019

Pedestrians (Crosswalks)

NS/EW Streets:	SR 99 SB Ramps		SR 99 SB Ramps		Ashlan Ave		Ashlan 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	1	0	0	0	0	0	0	0	1
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	1	0	0	0	0	0	1	0	2
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
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	0	1	0	3
APPROACH %'s :	100.00%	0.00%					100.00%	0.00%	
PEAK HR :	**07:00 AM - 08:00 AM**								TOTAL
PEAK HR VOL :	1	0	0	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	1	1
4:15 PM	0	0	2	0	0	0	0	0	2
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	2	1	0	0	0	0	0	0	3
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	2	0	0	0	0	1	6
APPROACH %'s :	66.67%	33.33%	100.00%	0.00%			0.00%	100.00%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

SR 99 NB Ramps & Ashlan Ave

Peak Hour Turning Movement Count

ID: 19-07214-025
City: Fresno

Day: Thursday
Date: 05/30/2019

PEAK HOURS	COUNT PERIODS
07:00 AM - 08:00 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

SR 99 NB Ramps — SOUTHBOUND

AM	138	0	36	1	630
NOON	0	0	0	0	0
PM	246	0	57	0	548

Ashlan Ave — EASTBOUND

AM	NOON	PM	
930	0	1731	
0	0	6	0
140	0	136	1
1114	0	834	2
160	0	114	1

WESTBOUND — Ashlan Ave

PM	NOON	AM	
406	0	481	1
962	0	526	2
0	0	0	0
0	0	0	0
1446	0	1647	

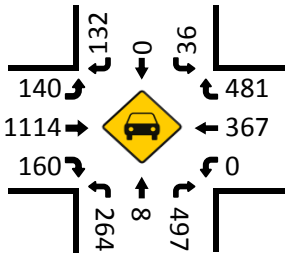
SR 99 NB Ramps — NORTHBOUND

PM	114	0	517	6	555
NOON	0	0	0	0	0
AM	160	0	266	8	497

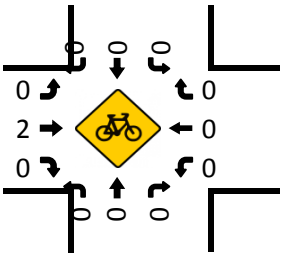
Turning movements (red): 1 0 1 0 — 0 1.3 0.3 1.3

CONTROL			
Signalized			
TEV	3367	0	3839
	AM	NOON	PM
PHF	0.97		0.97

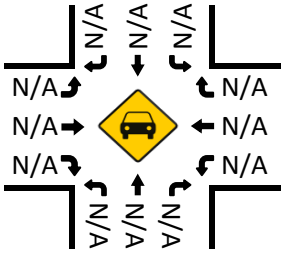
Total Vehicles (AM)



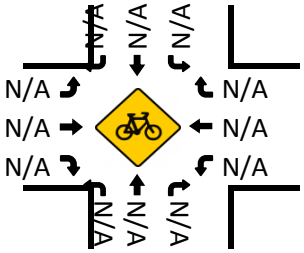
Bikes (AM)



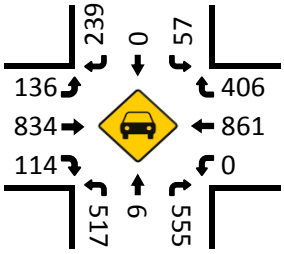
Total Vehicles (Noon)



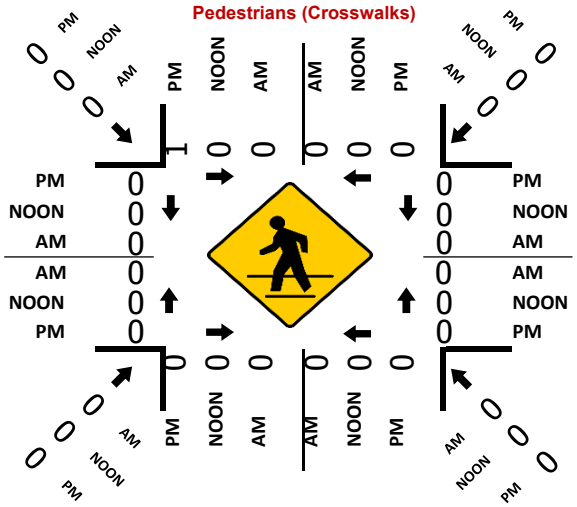
Bikes (NOON)



Total Vehicles (PM)



Pedestrians (Crosswalks)


PM
NOON
AM
AM
NOON
PM
1
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 NB Ramps & Ashlan Ave
City: Fresno
Control: Signalized

Project ID: 19-07214-025
Date: 5/30/2019

Total

NS/EW Streets:	SR 99 NB Ramps					SR 99 NB Ramps					Ashlan Ave					Ashlan Ave					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
	1.3	0.3	1.3	0	0	1	0	1	0	0	1	2	1	0	0	0	2	1	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	TOTAL
7:00 AM	96	1	103	0	0	6	0	51	0	0	26	207	40	0	0	0	154	126	0	0	810
7:15 AM	55	1	105	0	0	10	0	32	0	0	39	295	38	0	0	0	117	136	0	0	828
7:30 AM	62	1	127	0	0	13	0	26	1	0	41	305	48	0	0	0	123	115	0	0	862
7:45 AM	53	5	162	0	0	7	0	29	0	0	34	307	34	0	0	0	132	104	0	0	867
8:00 AM	55	1	112	0	0	7	0	30	0	0	16	221	42	0	0	0	139	90	0	0	713
8:15 AM	57	2	117	0	0	5	0	28	1	0	26	222	30	0	0	0	106	104	0	0	698
8:30 AM	39	1	78	0	0	9	0	30	0	0	30	210	28	2	0	0	90	110	0	0	627
8:45 AM	48	4	119	0	0	17	0	29	0	0	24	182	29	2	0	0	91	88	0	0	633
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	TOTAL
TOTAL VOLUMES :	465	16	923	0	0	74	0	255	2	0	236	1949	289	4	0	0	952	873	0	0	6038
APPROACH %'s :	33.12%	1.14%	65.74%	0.00%	0.00%	22.36%	0.00%	77.04%	0.60%	0.00%	9.52%	78.65%	11.66%	0.16%	0.00%	0.00%	52.16%	47.84%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																				TOTAL
PEAK HR VOL :	266	8	497	0	0	36	0	138	1	0	140	1114	160	0	0	0	526	481	0	0	3367
PEAK HR FACTOR :	0.693	0.400	0.767	0.000	0.000	0.692	0.000	0.676	0.250	0.000	0.854	0.907	0.833	0.000	0.000	0.000	0.854	0.884	0.000	0.000	0.971
			0.876					0.768					0.897					0.899			

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
	1.3	0.3	1.3	0	0	1	0	1	0	0	1	2	1	0	0	0	2	1	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	TOTAL
4:00 PM	105	1	109	0	0	15	0	53	3	0	40	228	25	4	0	0	245	116	0	0	944
4:15 PM	109	2	119	0	0	8	0	69	1	0	25	208	33	1	0	0	266	105	0	0	946
4:30 PM	82	3	125	0	0	20	0	73	1	0	31	186	23	2	0	0	233	121	0	0	900
4:45 PM	133	4	126	0	0	12	0	61	0	0	37	208	22	3	0	0	249	88	0	0	943
5:00 PM	127	2	139	0	0	19	0	65	0	0	35	193	31	0	0	0	243	117	0	0	971
5:15 PM	131	0	136	0	0	16	0	64	0	0	27	207	34	2	0	0	258	111	0	0	986
5:30 PM	126	0	154	0	0	10	0	56	0	0	37	226	27	1	0	0	212	90	0	0	939
5:45 PM	102	1	118	0	0	10	0	49	0	0	35	242	23	0	0	0	245	90	0	0	915
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	TOTAL
TOTAL VOLUMES :	915	13	1026	0	0	110	0	490	5	0	267	1698	218	13	0	0	1951	838	0	0	7544
APPROACH %'s :	46.83%	0.67%	52.51%	0.00%	0.00%	18.18%	0.00%	80.99%	0.83%	0.00%	12.16%	77.32%	9.93%	0.59%	0.00%	0.00%	69.95%	30.05%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																				TOTAL
PEAK HR VOL :	517	6	555	0	0	57	0	246	0	0	136	834	114	6	0	0	962	406	0	0	3839
PEAK HR FACTOR :	0.972	0.375	0.901	0.000	0.000	0.750	0.000	0.946	0.000	0.000	0.919	0.923	0.838	0.500	0.000	0.000	0.932	0.868	0.000	0.000	0.973
			0.963					0.902					0.936					0.927			

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 NB Ramps & Ashlan Ave
City: Fresno
Control: Signalized

Project ID: 19-07214-025
Date: 5/30/2019

Bikes

NS/EW Streets:	SR 99 NB Ramps					SR 99 NB Ramps					Ashlan Ave					Ashlan Ave					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
	1.3	0.3	1.3	0	0	1	0	1	0	0	1	2	1	0	0	0	2	1	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	TOTAL
7:00 AM	0	0	0	0	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	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
7:45 AM	0	0	0	0	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	0	0	0	0
8:15 AM	0	0	0	0	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	1	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	4
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	2	4	0	0	0	0	1	0	0	0	7
APPROACH %'s :											33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
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	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
													0.250								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND					
	1.3	0.3	1.3	0	0	1	0	1	0	0	1	2	1	0	0	0	2	1	0	0	
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	3
4:15 PM	0	0	0	0	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	1	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	1	0	0	4
5:00 PM	0	0	0	0	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	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	NT2	SL	ST	SR	SU	SU2	EL	ET	ER	EU	EL2	WL	WT	WR	WU	WR2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	2	0	0	2	1	0	0	0	0	4	1	0	0	10
APPROACH %'s :						0.00%	0.00%	100.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																				TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	2	0	0	0	1	0	0	0	0	1	1	0	0	5
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.313
								0.250					0.250					0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR 99 NB Ramps & Ashlan Ave
City: Fresno

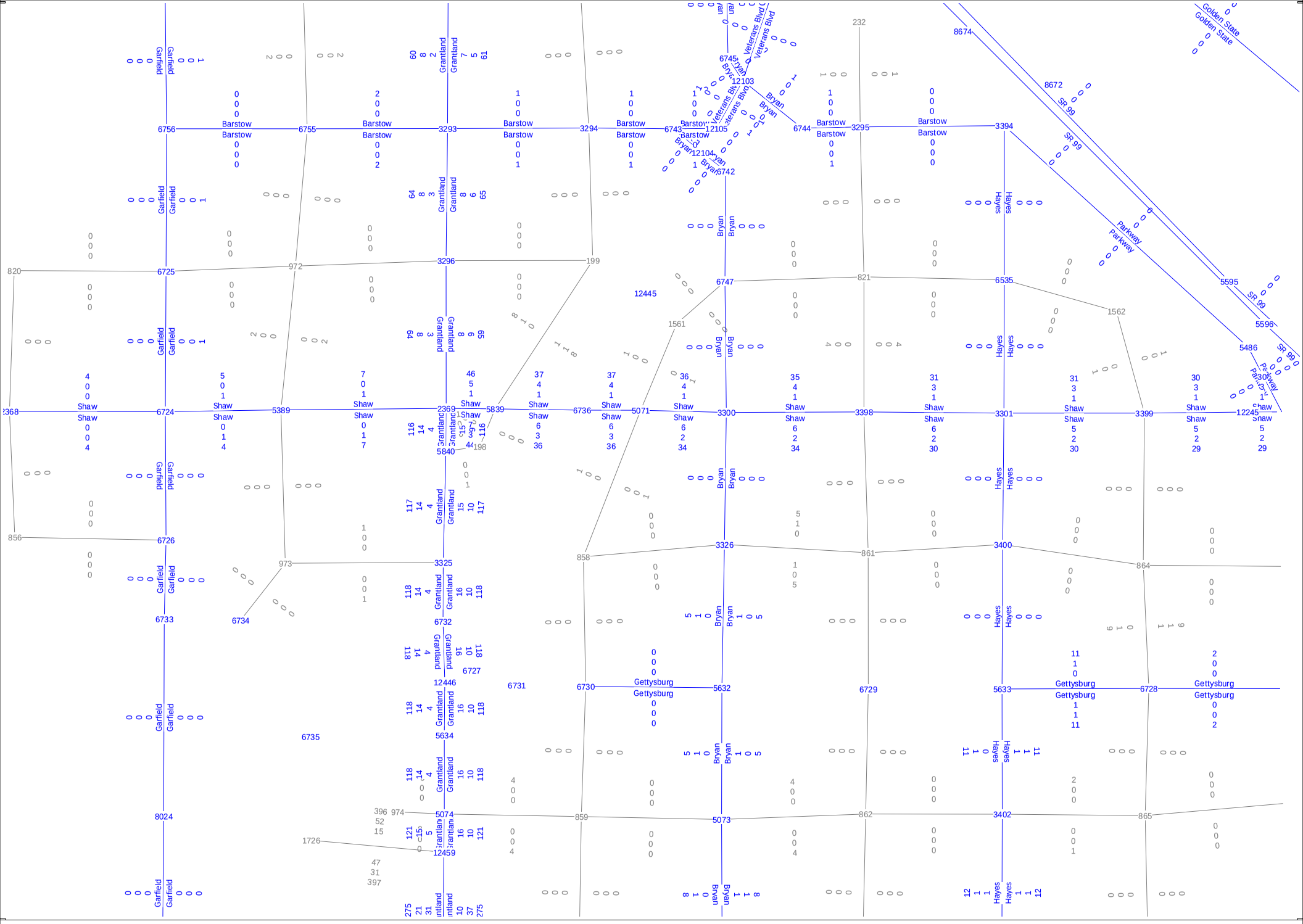
Project ID: 19-07214-025
Date: 5/30/2019

Pedestrians (Crosswalks)

NS/EW Streets:	SR 99 NB Ramps		SR 99 NB Ramps		Ashlan Ave		Ashlan 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	1	0	0	0	0	0	0	0	1
8:30 AM	1	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	0	0	0	0	0	0	0	2
APPROACH %'s :	100.00%	0.00%							
PEAK HR :	**07:00 AM - 08:00 AM**								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
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	2	0	0	0	0	0	0	0	2
4:45 PM	1	0	0	0	0	0	0	0	1
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	2	0	0	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	0	0	0	0	0	0	0	6
APPROACH %'s :	100.00%	0.00%							
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.250								0.250
	0.250								

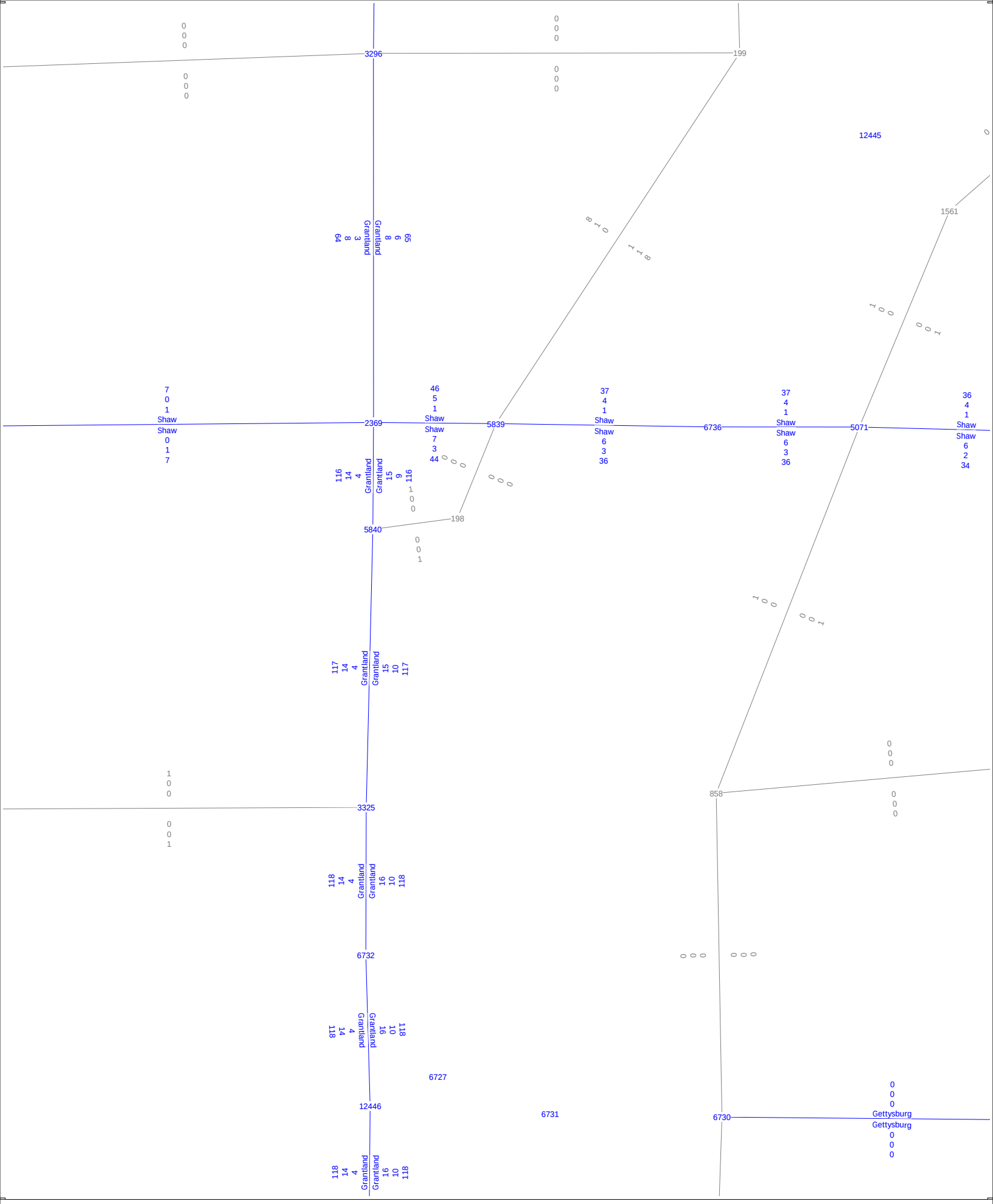
Appendix B: Traffic Modeling



Cumulative Year 2020 Project Select Zone
Project Only Trips
AM, PM and Daily

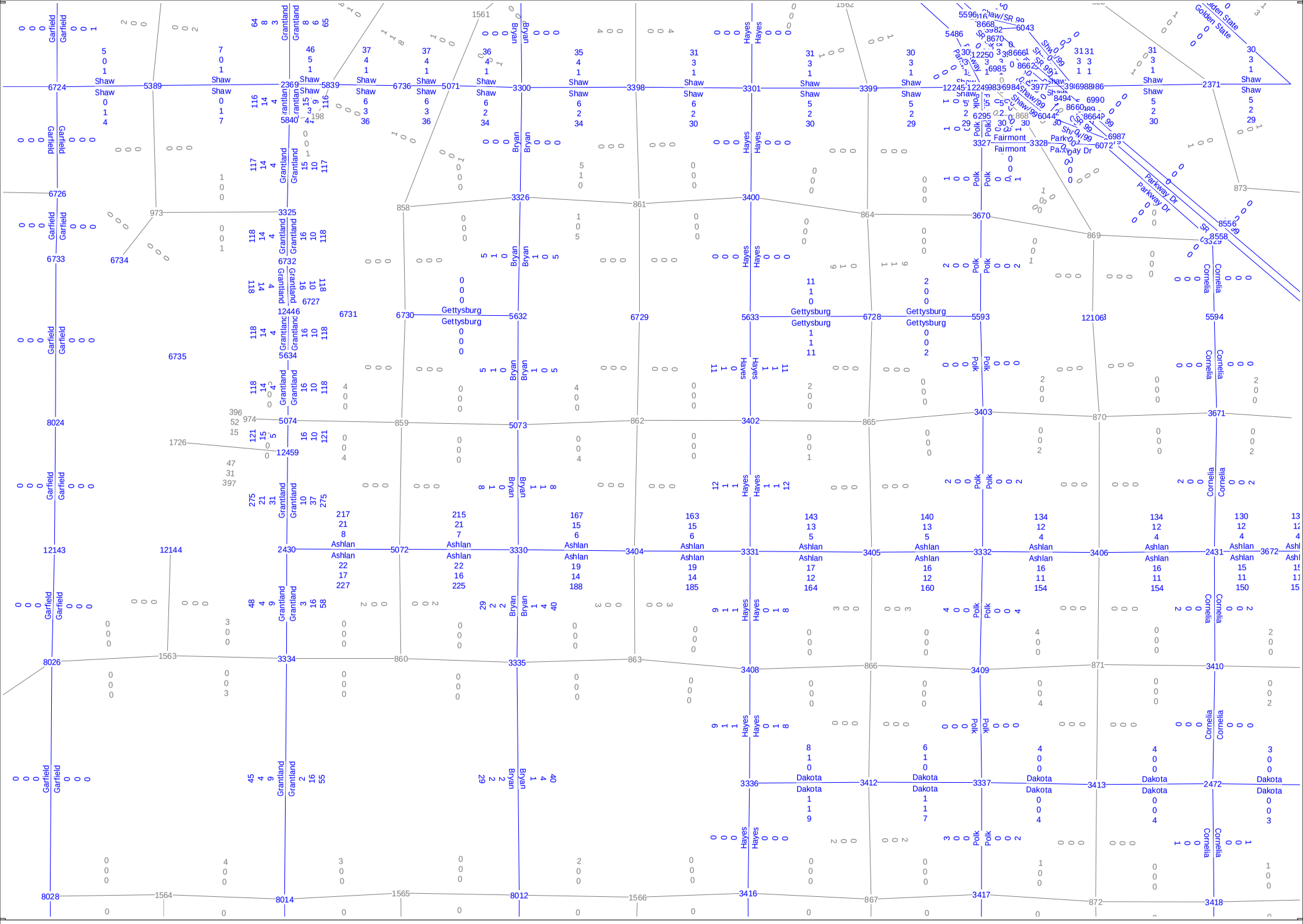
cube

(Licensed to JLB Traffic Engineering Inc)



Cumulative Year 2020 Project Select Zone
Project Only Trips
AM, PM and Daily

cube
(Licensed to JLB Traffic Engineering Inc)



Cumulative Year 2020 Project Select Zone
Project Only Trips
AM, PM and Daily

cube

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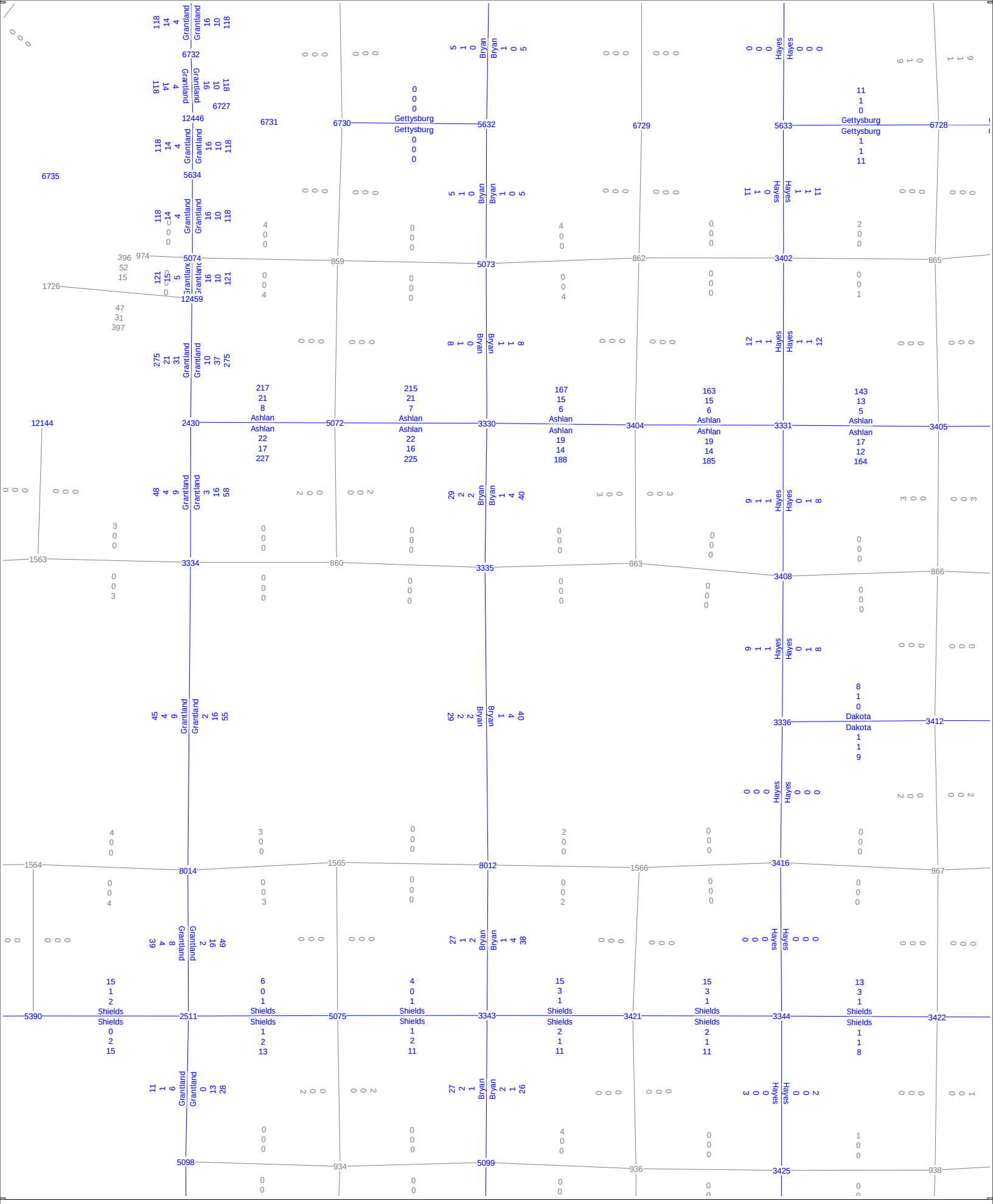

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Project Only Trips
AM, PM and Daily

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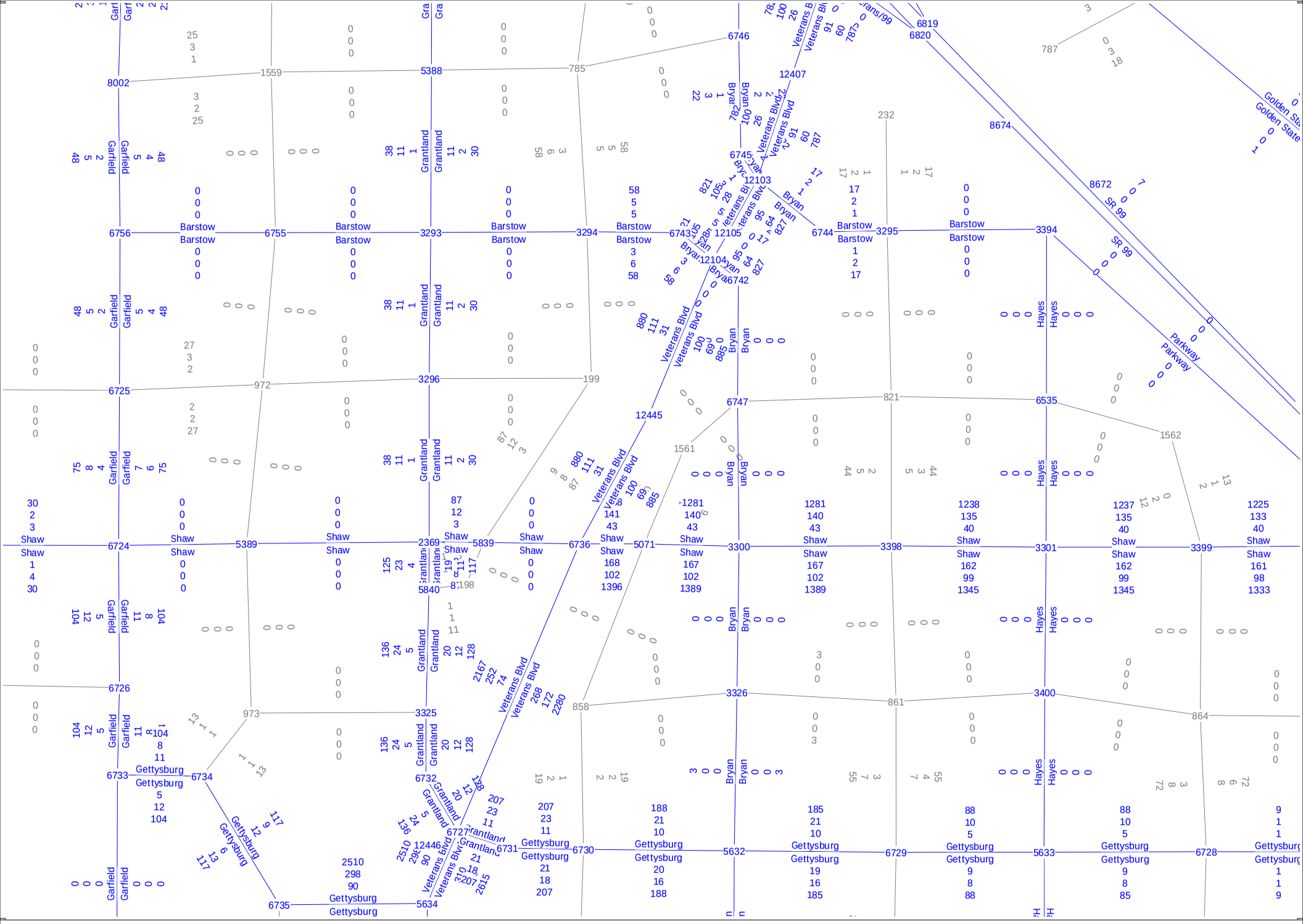

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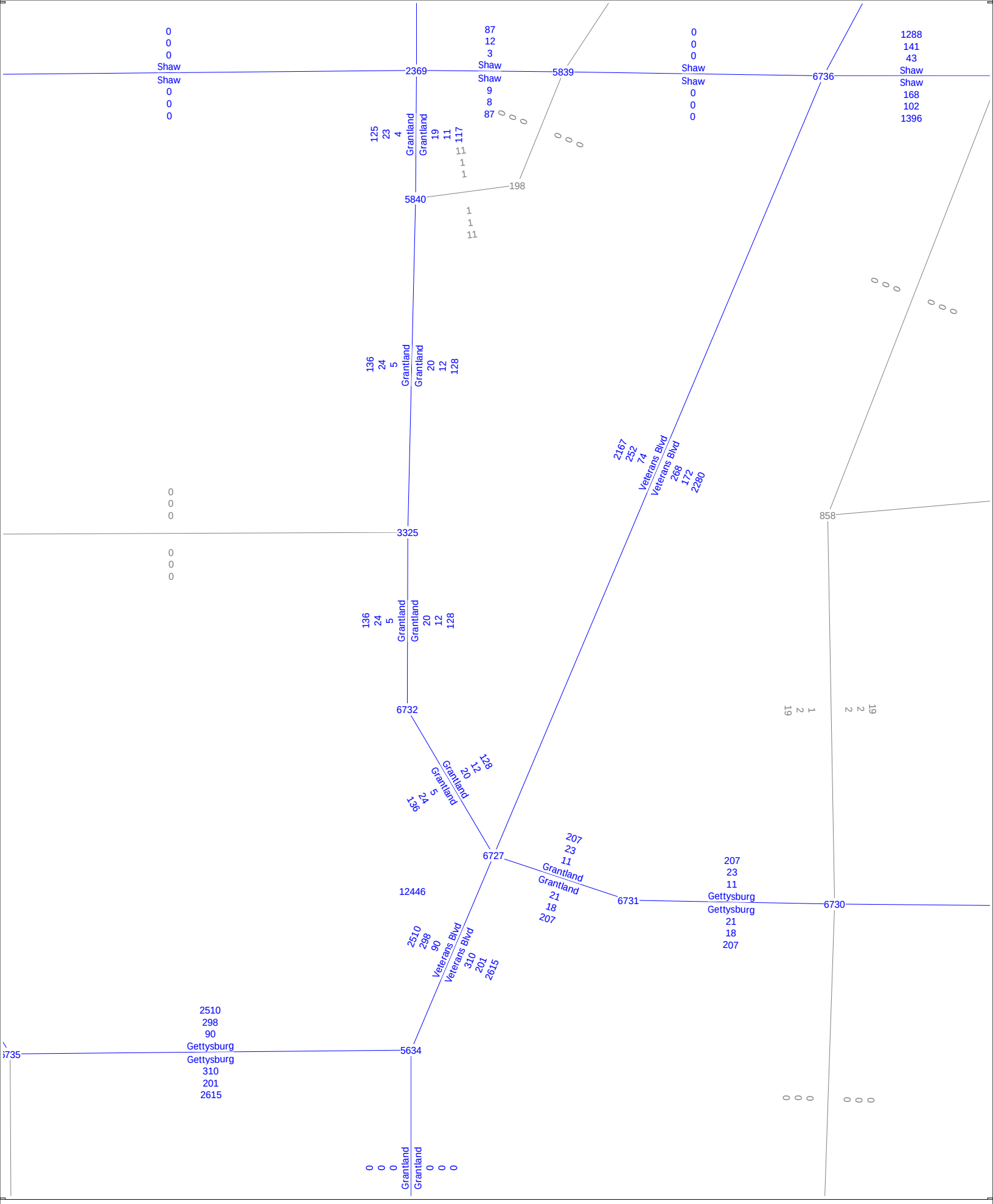

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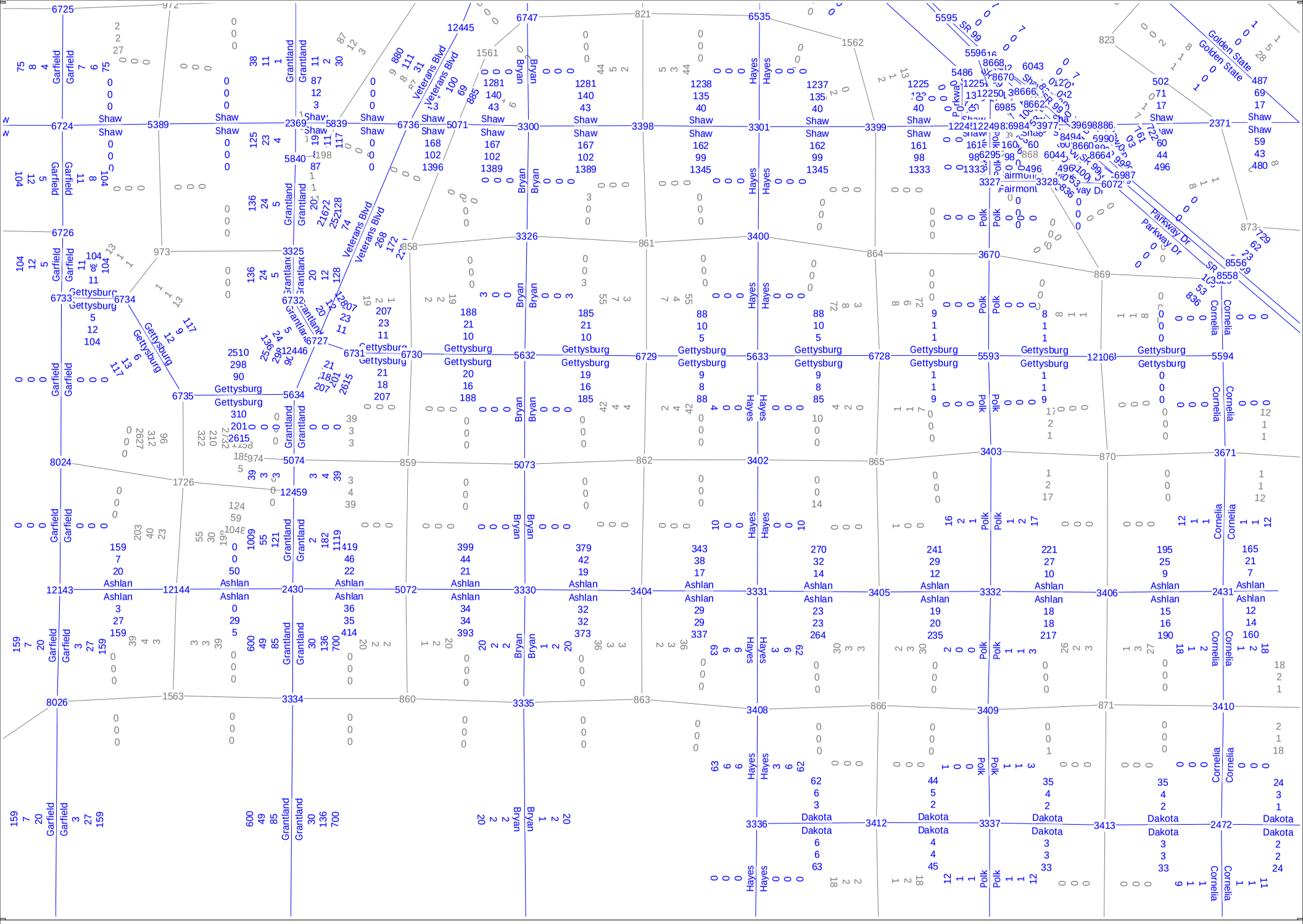

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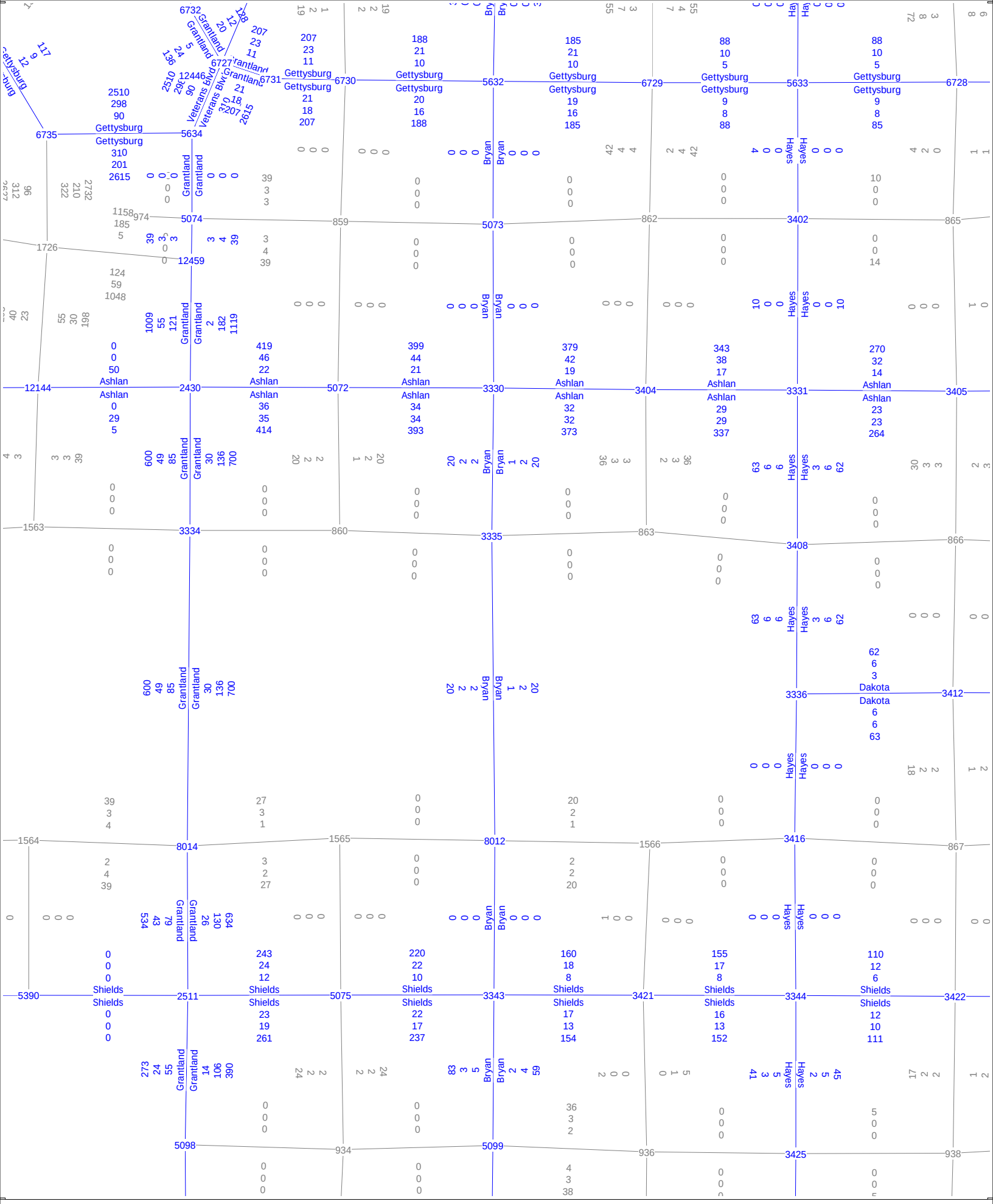

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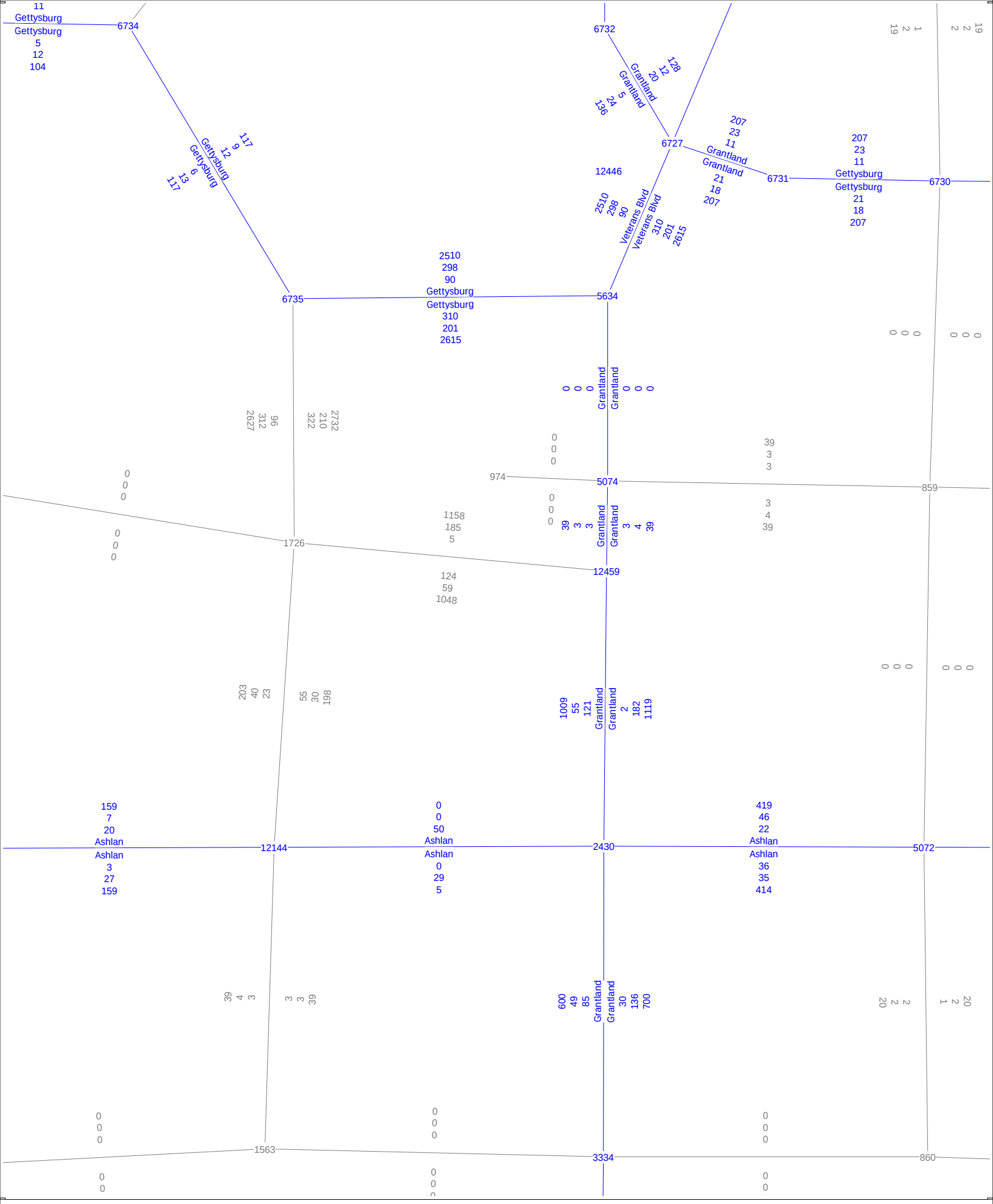

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Project Only Trips
AM, PM, and Daily

cube
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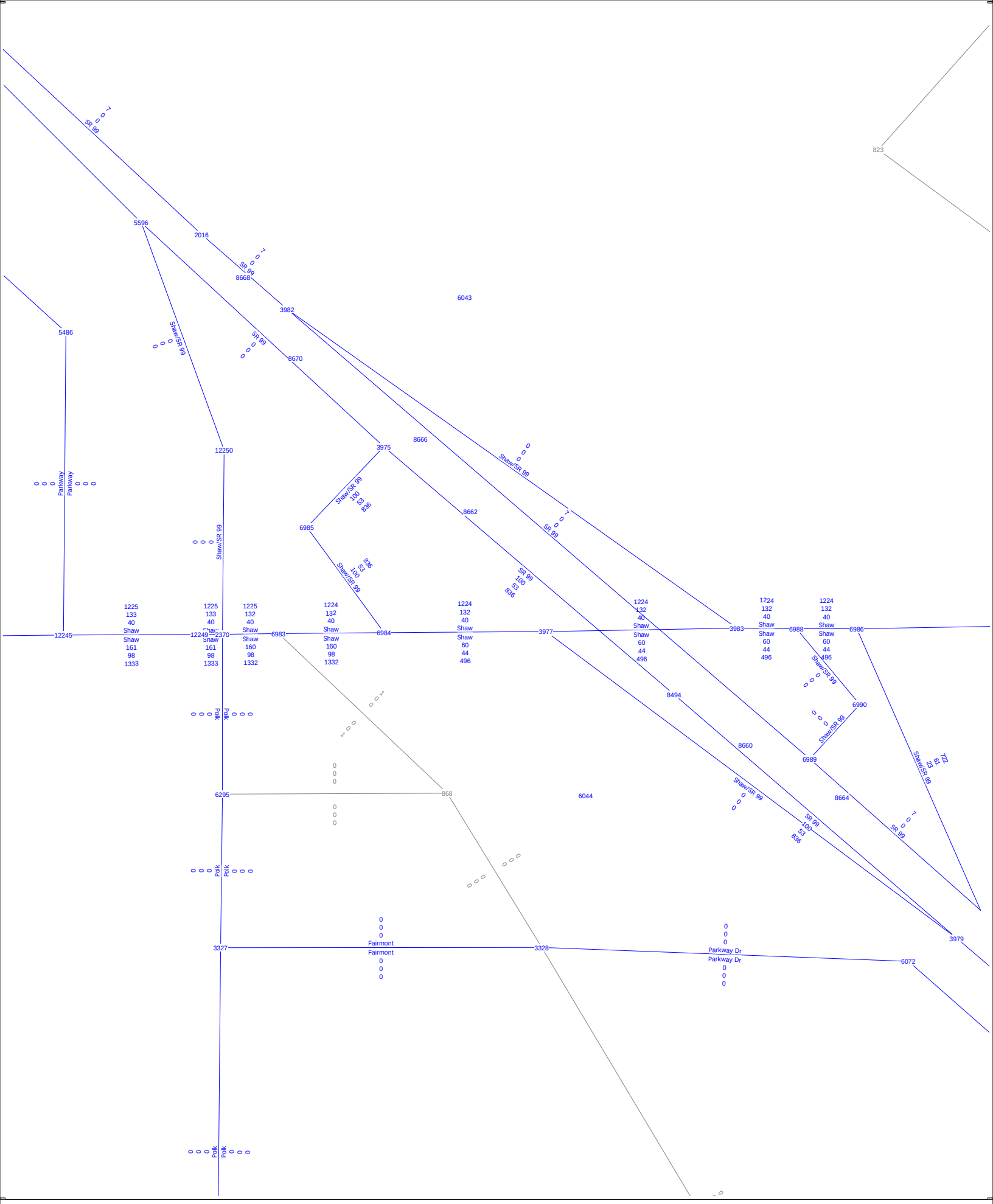

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Project Only Trips
AM, PM, and Daily

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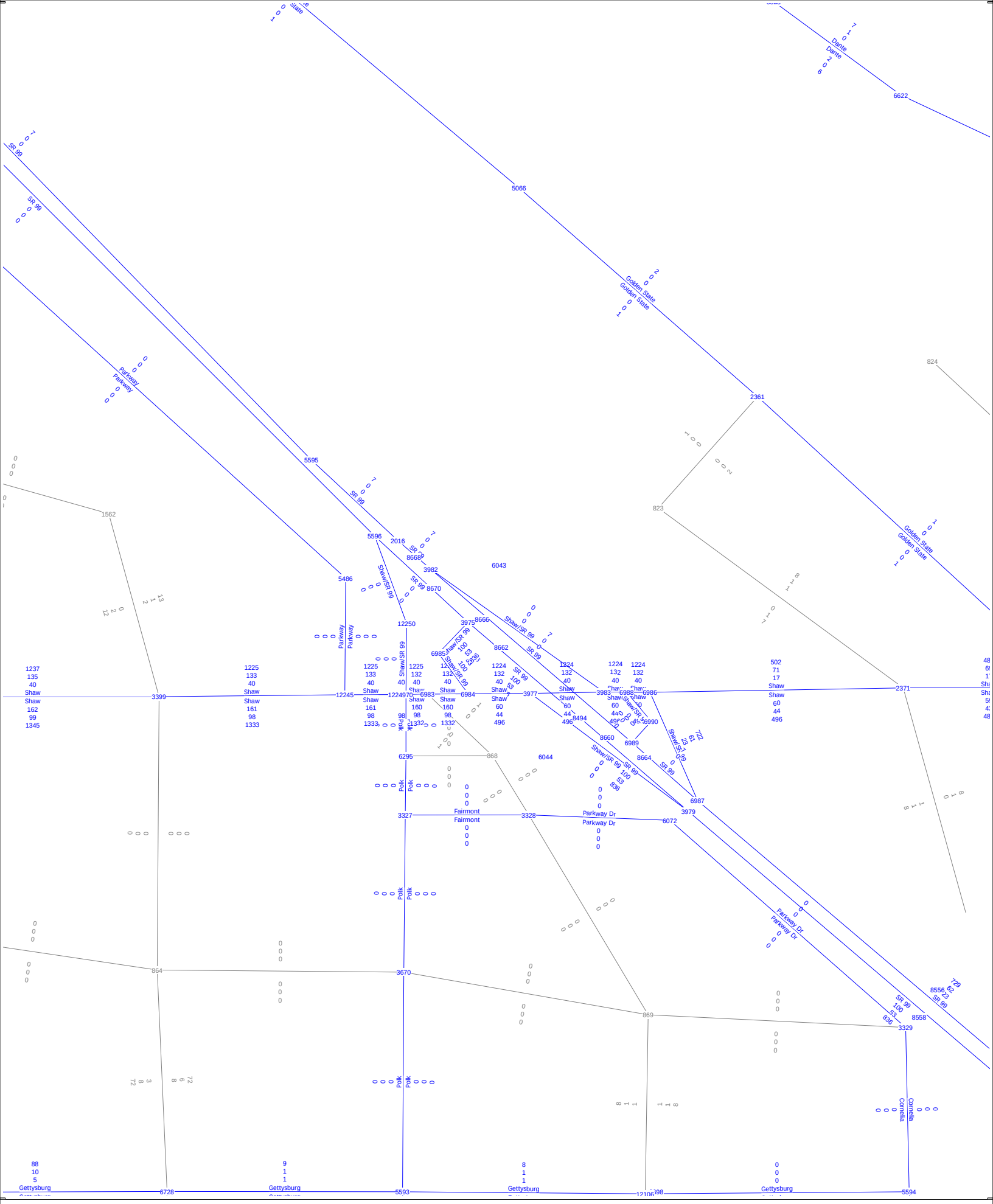

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Project Only Trips
AM, PM, and Daily

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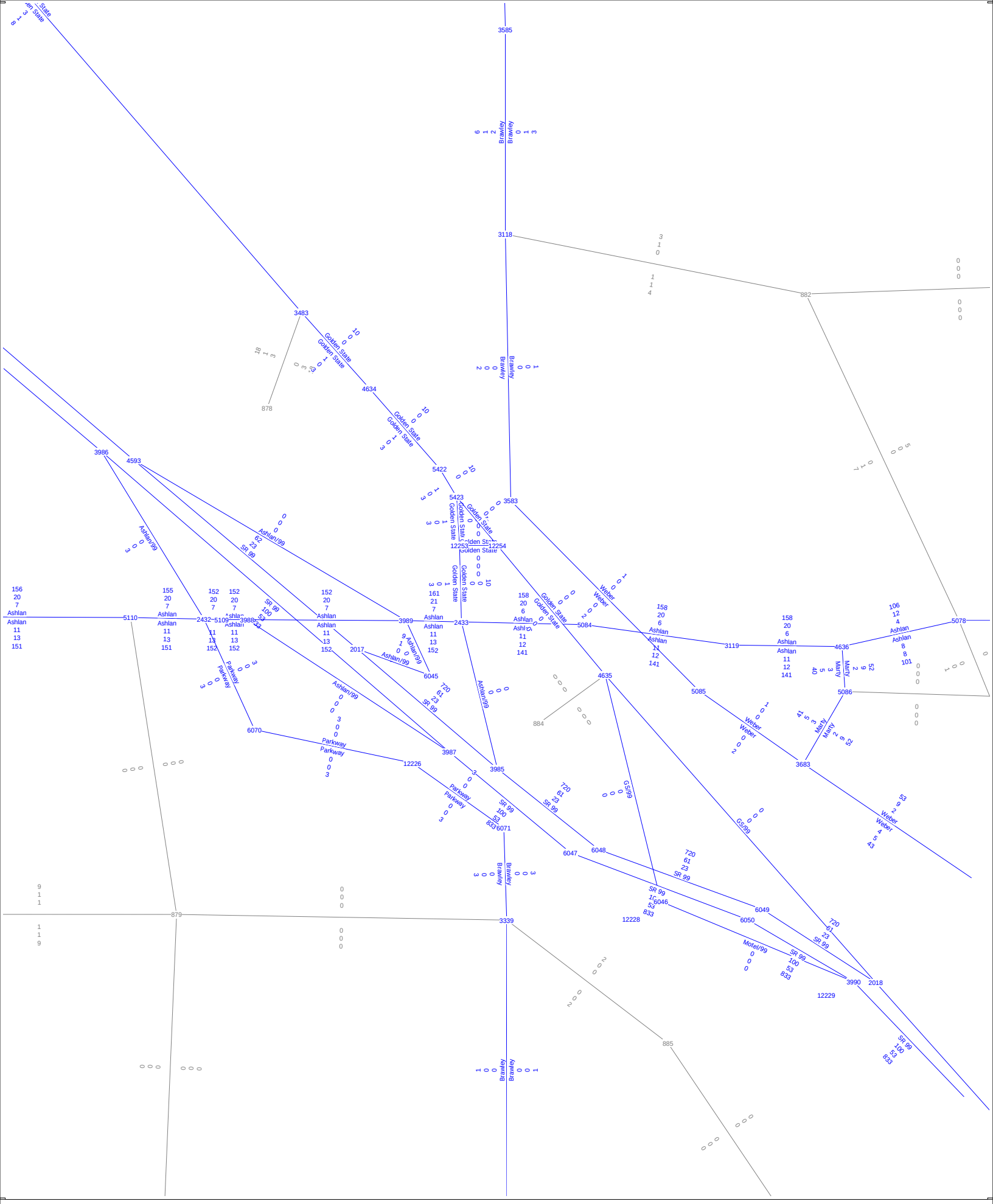

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AM, PM, and Daily

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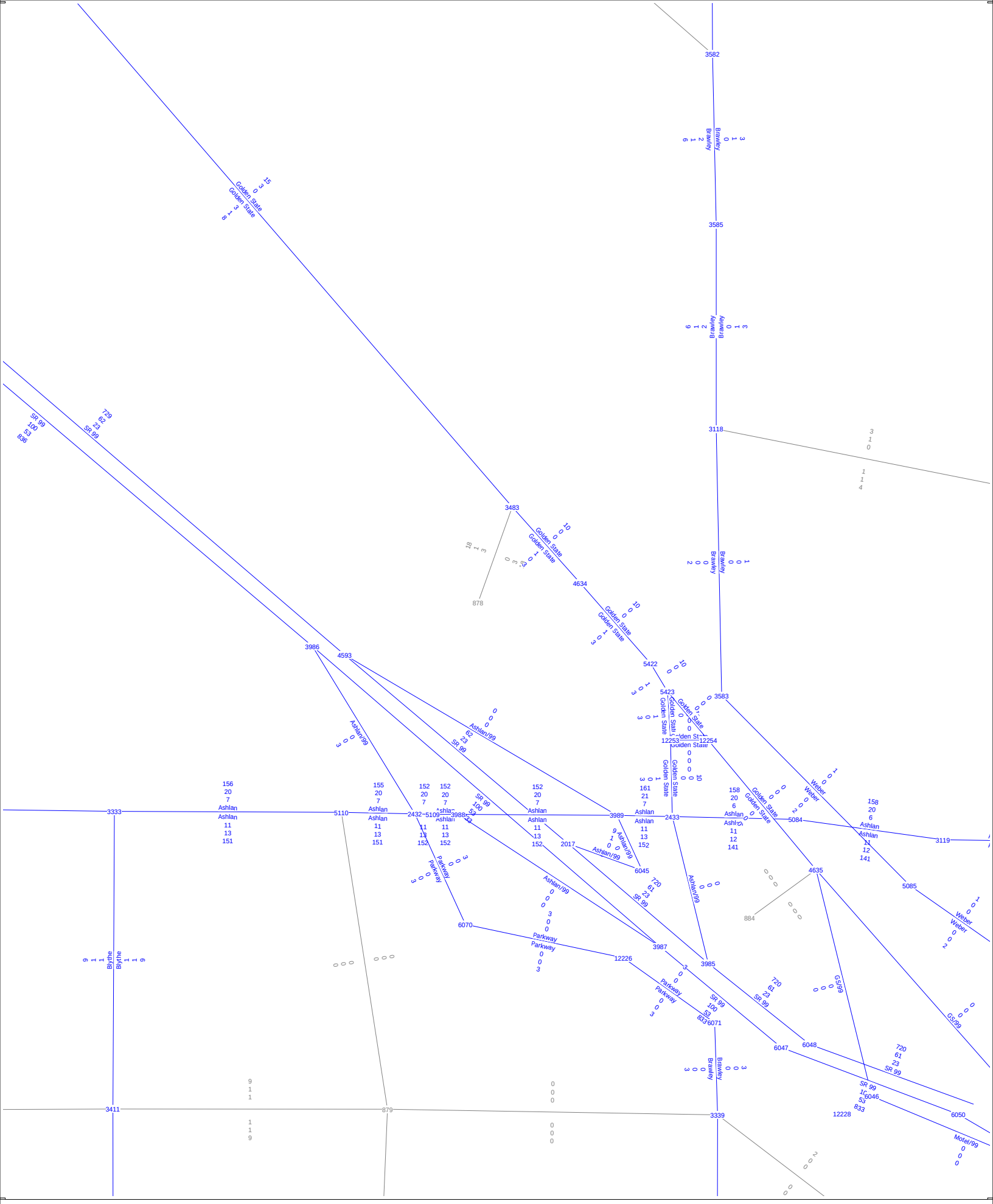

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AM, PM, and Daily

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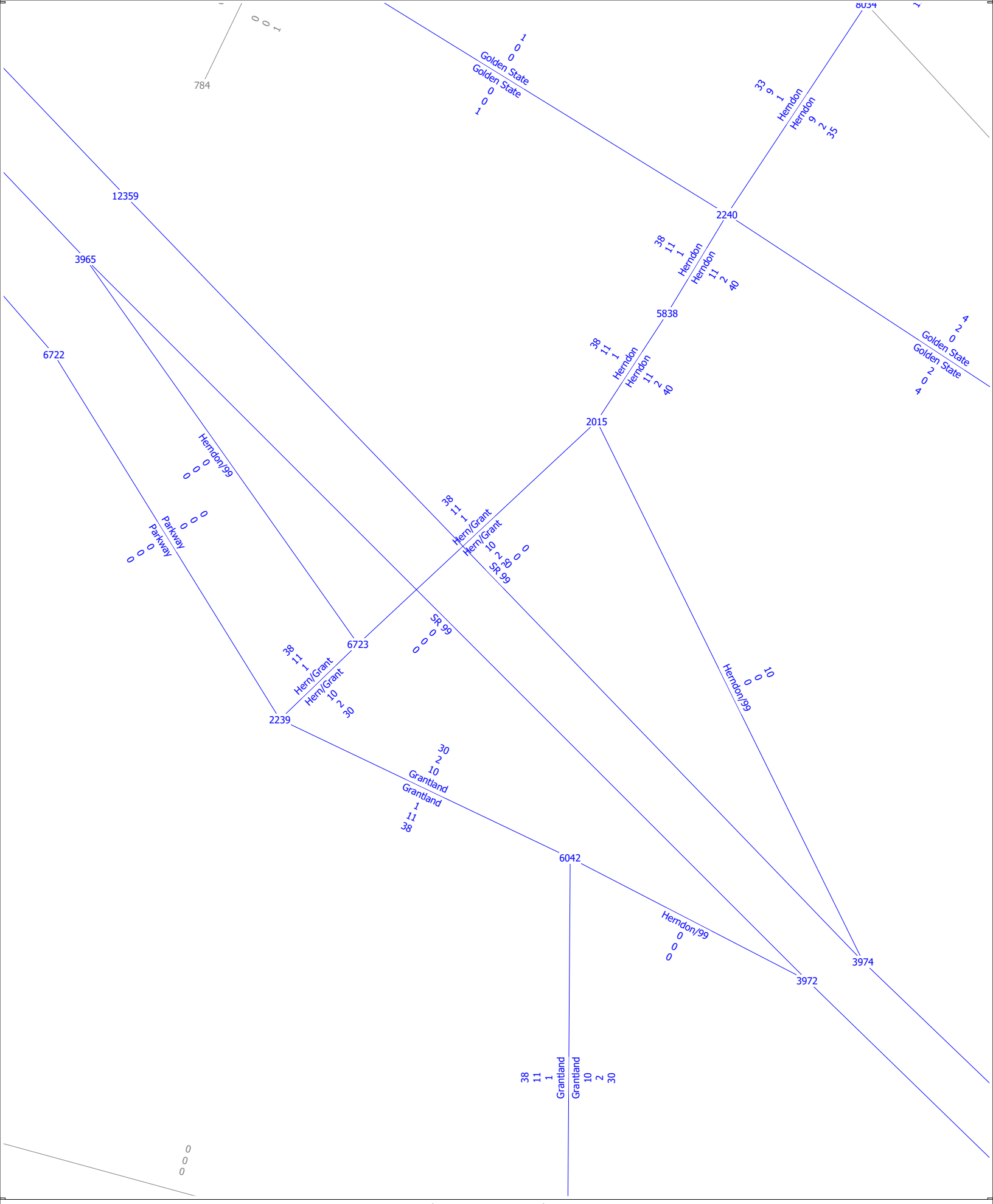

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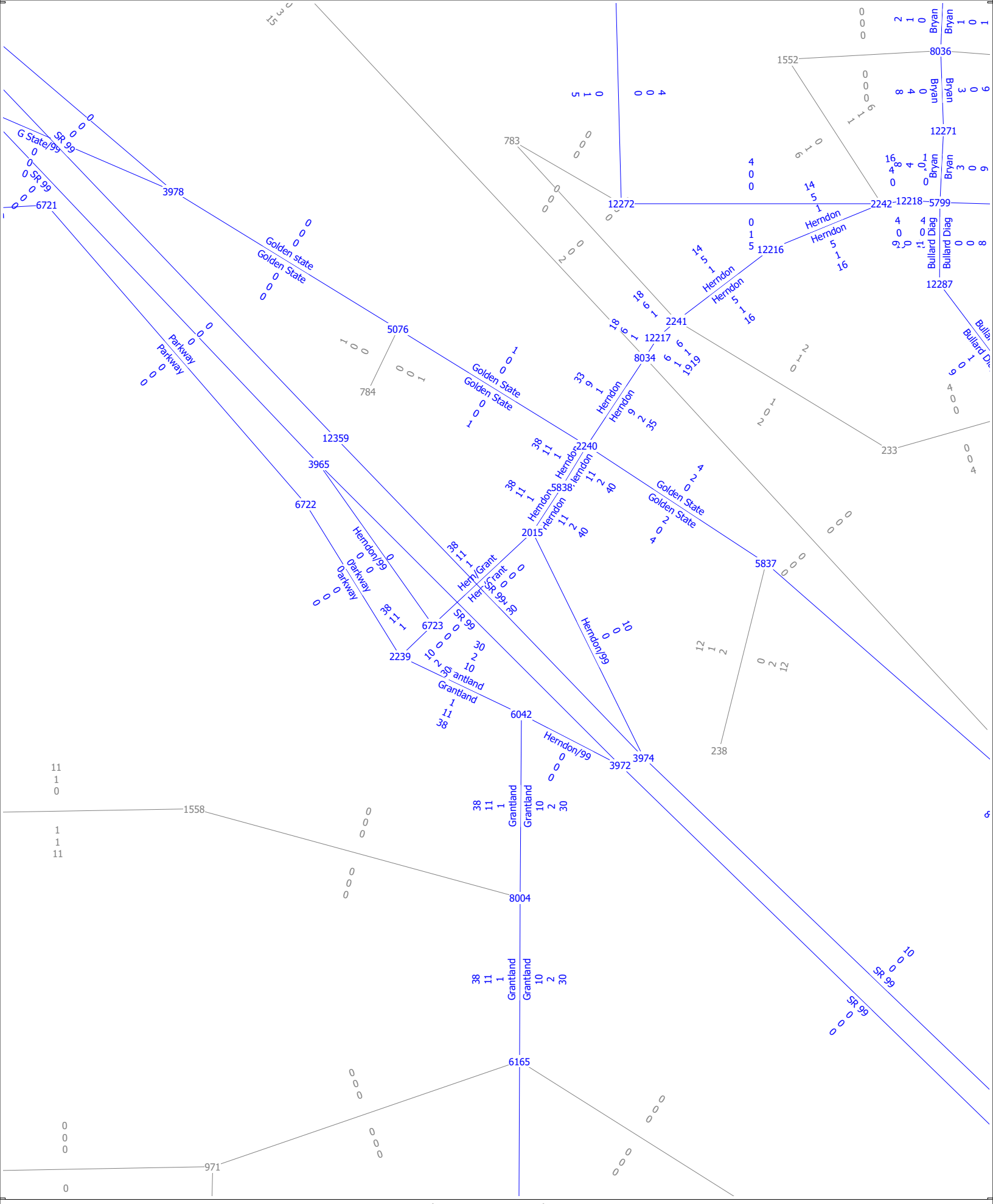

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AM, PM, and Daily

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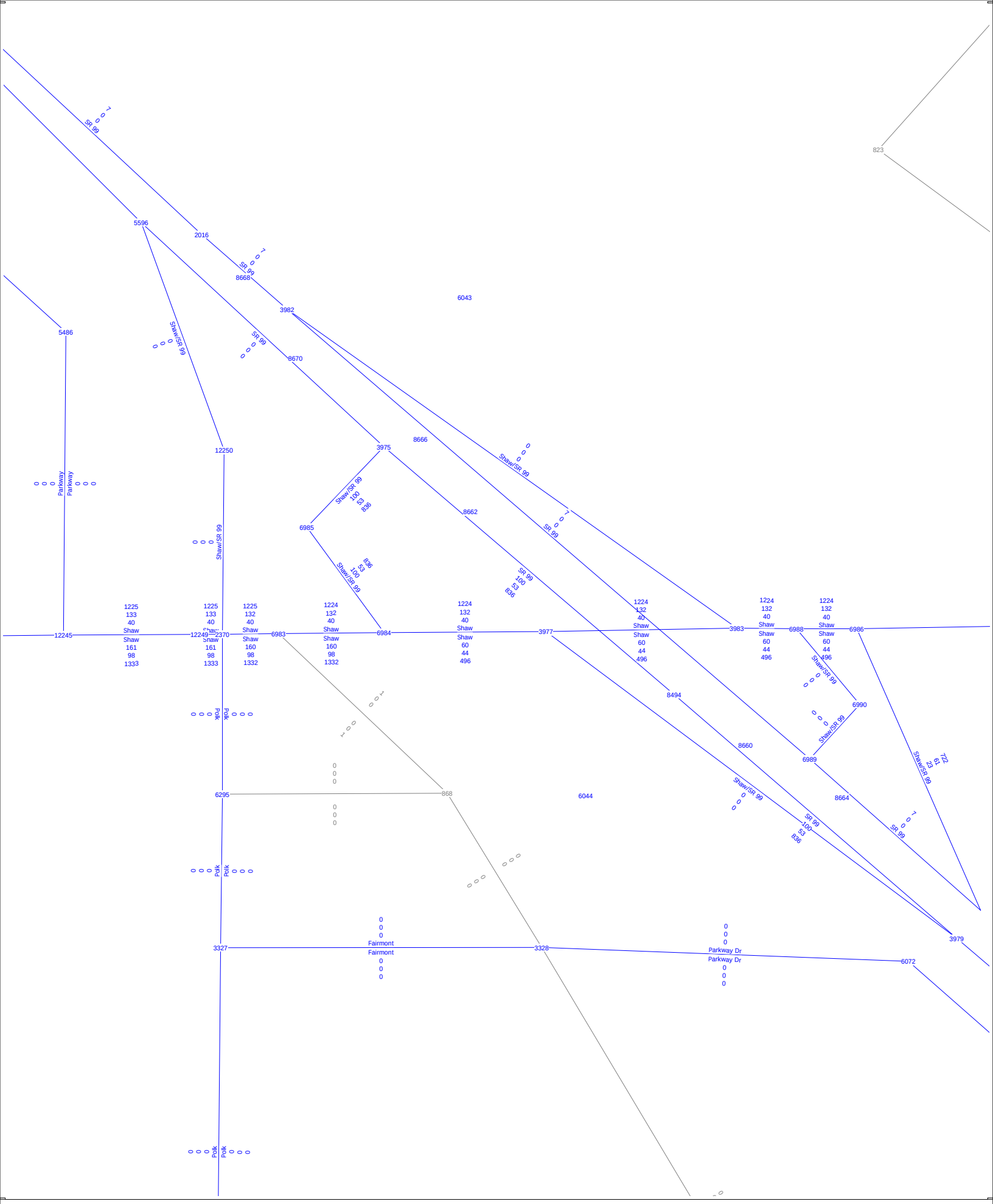

Cumulative Year 2035 Select Zone
Project Only Trips
AM, PM, and Daily

cube
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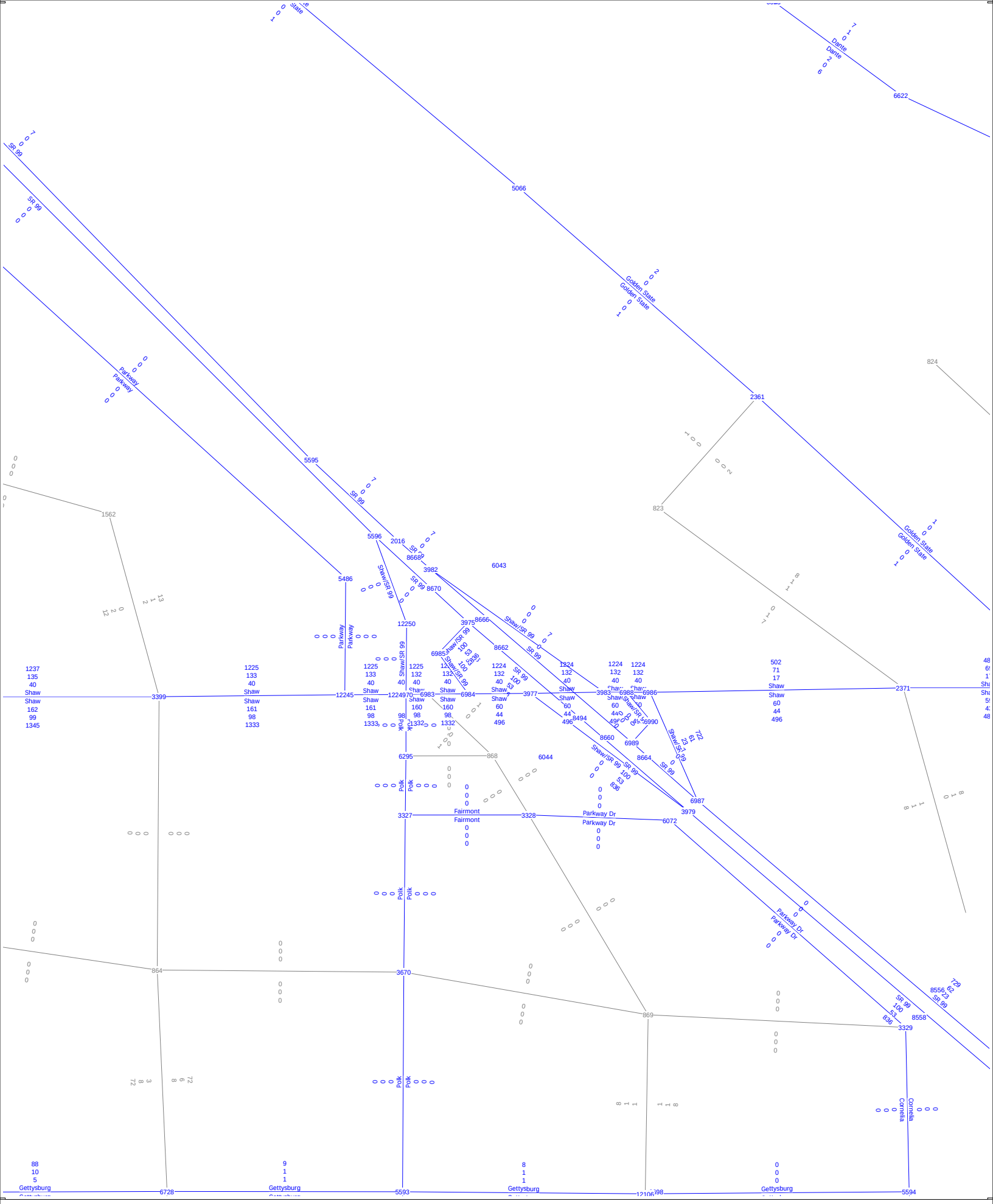
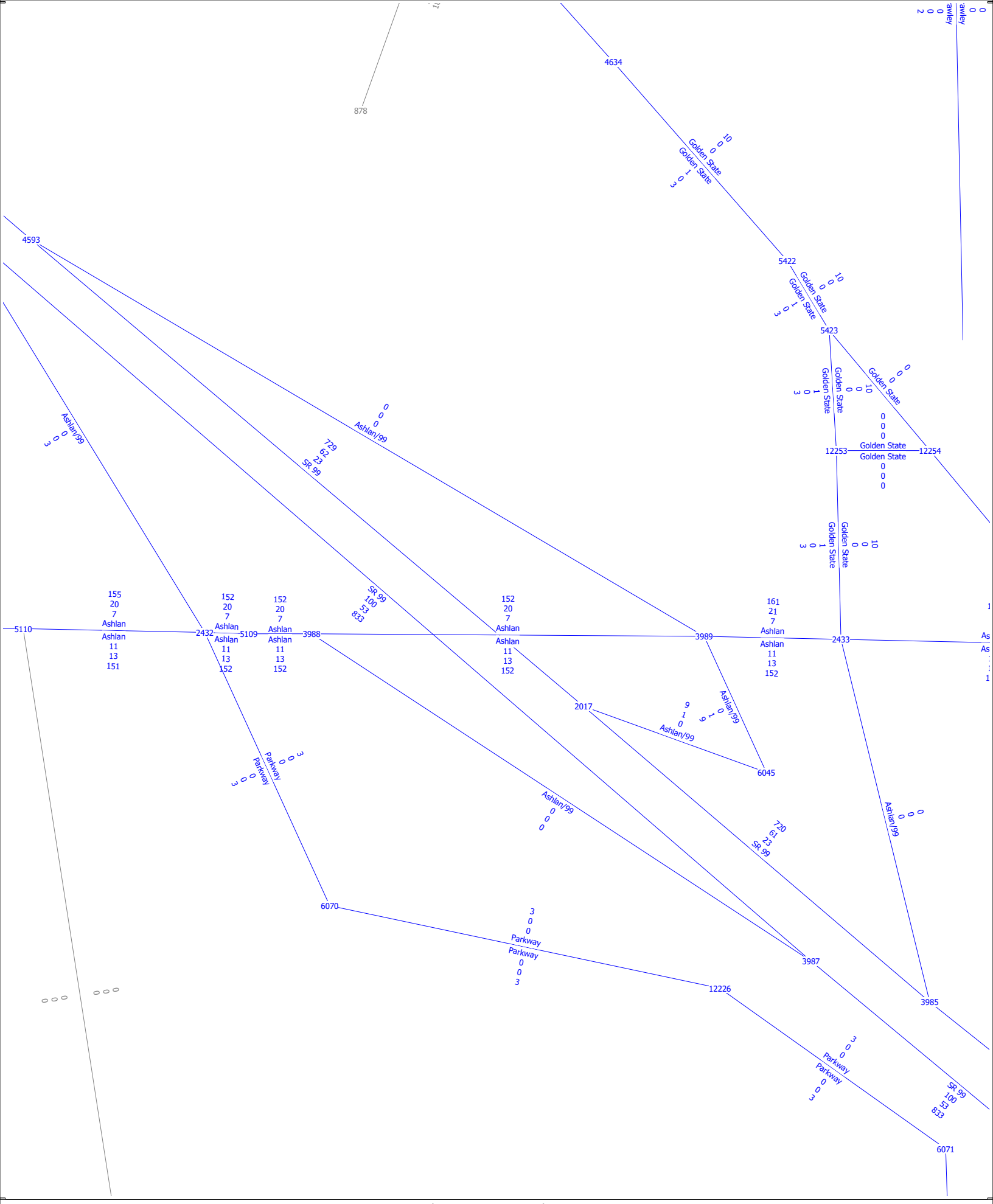


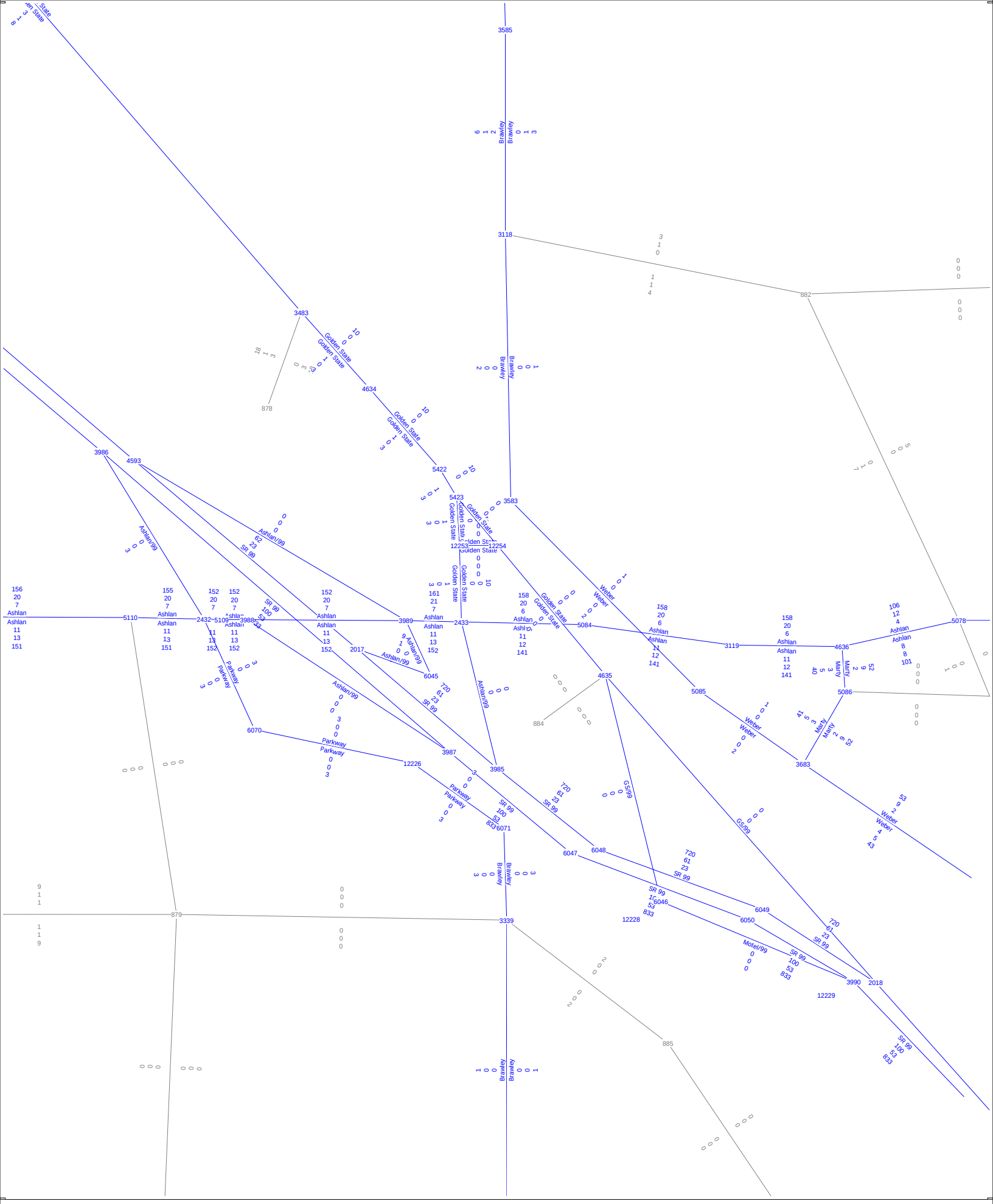
Cumulative Year 2035 Select Zone
Project Only Trips
AM, PM, and Daily

cube
(Licensed to JLB Traffic Engineering Inc)



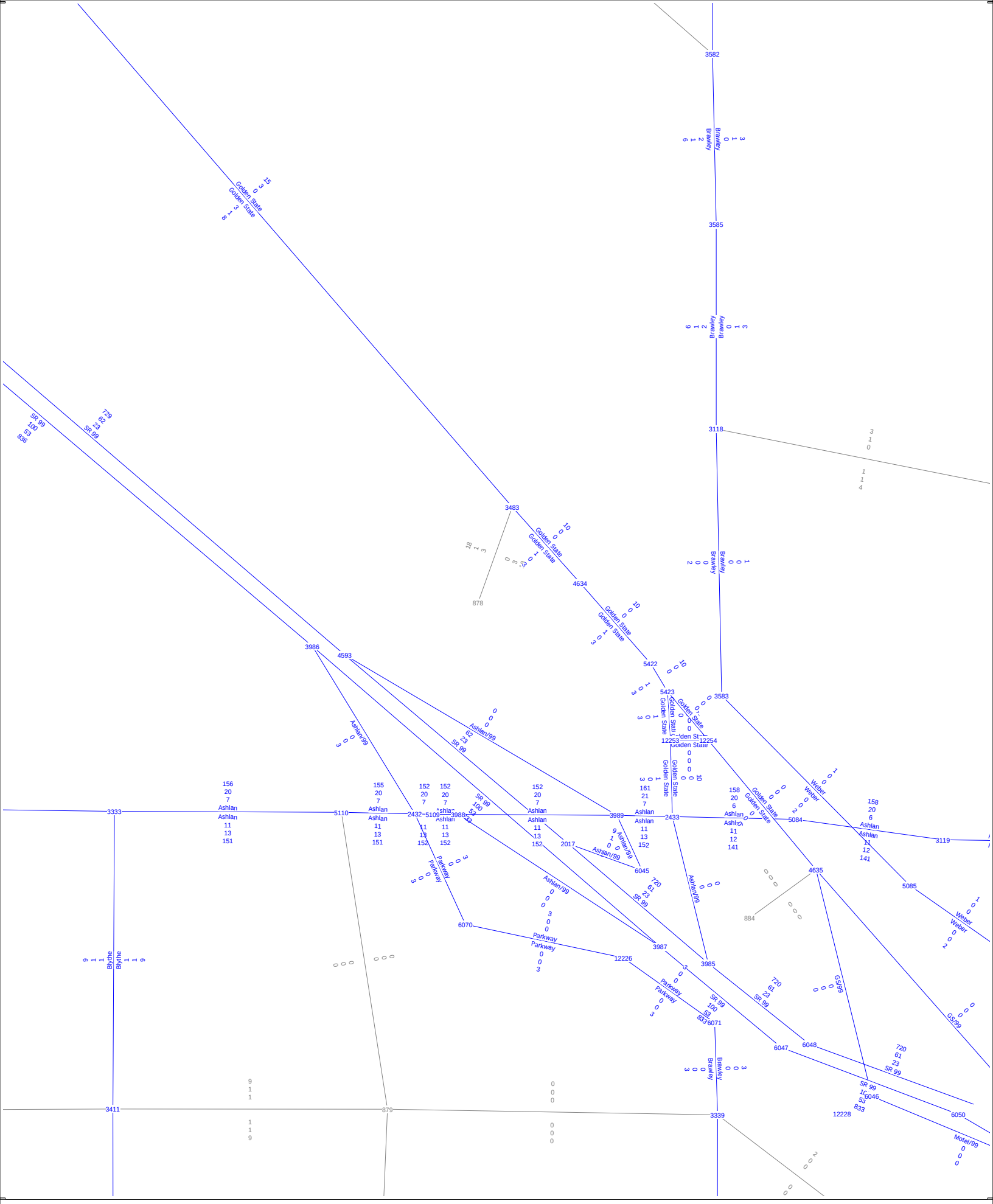
Cumulative Year 2035 Select Zone
Project Only Trips
AM, PM, and Daily

cube
(Licensed to JLB Traffic Engineering Inc)



Cumulative Year 2035 Select Zone
Project Only Trips
AM, PM, and Daily

cube
(Licensed to JLB Traffic Engineering Inc)



Cumulative Year 2035 Select Zone
Project Only Trips
AM, PM, and Daily

cube
(Licensed to JLB Traffic Engineering Inc)

Appendix C: Methodology

Levels of Service Methodology

The description and procedures for calculating capacity and level of service (LOS) are found in the Transportation Research Board, Highway Capacity Manual (HCM). The HCM 2010 represents the research on capacity and quality of service for transportation facilities.

Quality of service requires quantitative measures to characterize operational conditions within a traffic stream. Level of service is a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience.

Six levels of service are defined for each type of facility that has analysis procedures available. Letters designate each level of service (LOS), from A to F, with LOS A representing the best operating conditions and LOS F the worst. Each LOS represents a range of operating conditions and the driver's perception of these conditions. Safety is not included in the measures that establish a LOS.

Urban Streets (Automobile Mode)

The term "urban streets" refers to urban arterials and collectors, including those in downtown areas. Arterial streets are roads that primarily serve longer through trips. However, providing access to abutting commercial and residential land uses is also an important function of arterials. Collector streets provide both land access and traffic circulation within residential, commercial and industrial areas. Their access function is more important than that of arterials, and unlike arterials their operation is not always dominated by traffic signals. Downtown streets are signalized facilities that often resemble arterials. They not only move through traffic but also provide access to local businesses for passenger cars, transit buses, and trucks. Pedestrian conflicts and lane obstructions created by stopping or standing taxicabs, buses, trucks and parking vehicles that cause turbulence in the traffic flow are typical of downtown streets.

Flow Characteristics

The speed of vehicles on urban streets is influenced by three main factors, street environment, interaction among vehicles and traffic control.

The street environment includes the geometric characteristics of the facility, the character of roadside activity, and adjacent land uses. Thus, the environment reflects the number and width of lanes, type of median, driveway/access point density, spacing between signalized intersections, existence of parking, level of pedestrian and bicyclist activity and speed limit.

The interaction among vehicles is determined by traffic density, the proportion of trucks and buses, and turning movements. This interaction affects the operation of vehicles at intersections and, to a lesser extent, between signals.

Traffic controls (including signals and signs) forces a portion of all vehicles to slow or stop. The delays and speed changes caused by traffic control devices reduce vehicle speeds; however, such controls are needed to establish right-of-way.

Levels of Service (automobile Mode)

The average travel speed for through vehicles along an urban street is the determinant of the operating level of service (LOS). The travel speed along a segment, section or entire length of an urban street is dependent on the running speed between signalized intersections and the amount of control delay incurred at signalized intersections.

LOS A describes primarily free-flow operation. Vehicles are completely unimpeded in their ability to maneuver within the traffic stream. Control delay at signalized intersections is minimal. Travel speeds exceed 85 of the base free flow speed (FFS).

LOS B describes reasonably unimpeded operation. The ability to maneuver within the traffic stream is only slightly restricted and control delay at the boundary intersections is not significant. The travel speed is between 67 and 85 percent of the base FFS.

LOS C describes stable operations. The ability to maneuver and change lanes in midblock location may be more restricted than at LOS B. Longer queues at the boundary intersections may contribute to lower travel speeds. The travel speed is between 50 and 67 percent of the base FFS.

LOS D indicates a less stable condition in which small increases in flow may cause substantial increases in delay and decreases in travel speed. This operation may be due to adverse signal progression, high volumes, inappropriate signal timing, at the boundary intersections. The travel speed is between 40 and 50 percent of the base FFS.

LOS E is characterized unstable operation and significant delay. Such operations may be due to some combination of adverse progression, high volume, and inappropriate signal timing at the boundary intersections. The travel speed is between 30 and 40 percent of the base FFS.

LOS F is characterized by street flow at extremely low speed. Congestion is likely occurring at the boundary intersections, as indicated by high delay and extensive queuing. The travel speed is 30 percent or less of the base FFS.

Table A-1: Urban Street Levels of Service (Automobile Mode)

Travel Speed as a Percentage of Base Free-Flow Speed (%)	LOS by Critical Volume-to-Capacity Ratio[a]	
	≤1.0	>1.0
>85	A	F
>67 to 85	B	F
>50 to 67	C	F
>40 to 50	D	F
>30 to 40	E	F
≤30	F	F

a = The Critical volume-to-capacity ratio is based on consideration of the through movement-to-capacity ratio at each boundary intersection in the subject direction of travel. The critical volume-to-capacity ratio is the largest ratio of those considered.
Source: Highway Capacity Manual 2010, Exhibit 16-4. Urban Street LOS Criteria (Automobile Mode)

Intersection Levels of Service

One of the more important elements limiting, and often interrupting the flow of traffic on a highway is the intersection. Flow on an interrupted facility is usually dominated by points of fixed operation such as traffic signals, stop and yield signs.

Signalized Intersections – Performance Measures

For signalized intersections the performance measures include automobile volume-to-capacity ratio, automobile delay, queue storage length, ratio of pedestrian delay, pedestrian circulation area, pedestrian perception score, bicycle delay, and bicycle perception score. LOS is also considered a performance measure. For the automobile mode average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection. A LOS designation is given to the weighted average control delay to better describe the level of operation. A description of LOS for signalized intersections is found in Table A-2.

Table A-2: Signalized Intersection Level of Service Description (Automobile Mode)

Level of Service	Description	Average Control Delay (seconds per vehicle)
A	Operations with a control delay of 10 seconds/vehicle or less and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when volume-to-capacity ratio is and either progression is exceptionally favorable or the cycle length is very short. If it's due to favorable progression, most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Operations with control delay between 10.1 to 20.0 seconds/vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is low and either progression is highly favorable or the cycle length is short. More vehicles stop than with LOS A.	>10.0 to 20.0
C	Operations with average control delays between 20.1 to 35.0 seconds/vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio no greater than 1.0. This level is typically assigned when progression is favorable or the cycle length is moderate. Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear at this level. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	>20 to 35
D	Operations with control delay between 35.1 to 55.0 seconds/vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high and either progression is ineffective or the cycle length is long. Many vehicles stop, and i ndividual cycle failures are noticeable.	>35 to 55
E	Operations with control delay between 55.1 to 80.0 seconds/vehicle and a volume-to-capacity ratio no greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is high, progression is unfavorable, and the cycle length is long. Individual cycle failures are frequent.	>55 to 80
F	Operations with unacceptable control delay exceeding 80.0 seconds/vehicle and a volume-to-capacity ratio greater than 1.0. This level is typically assigned when the volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	>80

Source: Highway Capacity Manual 2010

Unsignalized Intersections

The HCM 2010 procedures use control delay as a measure of effectiveness to determine level of service. Delay is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, traffic and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, i. e., in the absence of traffic control, geometric delay, any incidents, and any other vehicles. Control delay is the increased time of travel for a vehicle approaching and passing through an unsignalized intersection, compared with a free-flow vehicle if it were not required to slow or stop at the intersection.

All-Way Stop Controlled Intersections

All-way stop controlled intersections is a form of traffic controls in which all approaches to an intersection are required to stop. Similar to signalized intersections, at all-way stop controlled intersections the average control delay per vehicle per approach is determined for the peak hour. A weighted average of control delay per vehicle is then determined for the intersection as a whole. In other words the delay measured for all-way stop controlled intersections is a measure of the average delay for all vehicles passing through the intersection during the peak hour. A LOS designation is given to the weighted average control delay to better describe the level of operation.

Two-Way Stop Controlled Intersections

Two-way stop controlled (TWSC) intersections in which stop signs are used to assign the right-of-way, are the most prevalent type of intersection in the United States. At TWSC intersections the stop-controlled approaches are referred as the minor street approaches and can be either public streets or private driveways. The approaches that are not controlled by stop signs are referred to as the major street approaches.

The capacity of movements subject to delay are determined using the "critical gap" method of capacity analysis. Expected average control delay based on movement volume and movement capacity is calculated. A LOS for TWSC intersection is determined by the computed or measured control delay for each minor movement. LOS is not defined for the intersection as a whole for three main reasons: (a) major-street through vehicles are assumed to experience zero delay; (b) the disproportionate number of major-street through vehicles at the typical TWSC intersection skews the weighted average of all movements, resulting in a very low overall average delay from all vehicles; and (c) the resulting low delay can mask important LOS deficiencies for minor movements. Table A-3 provides a description of LOS at unsignalized intersections.

Table A-3: Unsignalized Intersection Level of Service Description (Automobile Mode)

Control Delay (seconds per vehicle)	**LOS by Volume-to-Capacity Ratio**	
	v/c ≤ 1.0	**v/c > 1.0**
≤10	A	F
>10 to 15	B	F
>15 to 25	C	F
>25 to 35	D	F
>35 to 50	E	F
>50	F	F

Source: HCM 2010 Exhibit 19-1.

Appendix D: Collision Data

Primary Rd **SAFFORD AV** *Distance (ft)* **150** *Direction* **S** *Secondary Rd* **BELLAIRE WY** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* **010** *Type* **3** *CalTrans* *Badge* **18860** *Collision Date* **20130118** *Time* **0527** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20140624**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **PKD MV** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	32	M	W	HNBD		UNS TURN	N	A	0100	FORD	2007	-	3	N	-	M G
2	PRKD	998	-				PARKED	-	A	0100	NISSA	2006	-	-	N	-	- -
3	PRKD	998	-				PARKED	S	A	0100	VOLKS	2012	-	-	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **SHAW AV** *Distance (ft)* **1056** *Direction* **E** *Secondary Rd* **GOLDENROD AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* **010** *Type* **3** *CalTrans* *Badge* **017052** *Collision Date* **20131210** *Time* **1905** *Day* **TUE**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20141224**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PKD MV** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	40	F	H	HNBD		PROC ST	E	A	0100	DODGE	2003	-	3	N	-	M G
2	PRKD	998	-				PARKED	E	G	2531	-	-	-	-	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	F	3	0	M	G

Primary Rd **SHAW AV** *Distance (ft)* **2** *Direction* **W** *Secondary Rd* **GRANTLAND AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* **010** *Type* **3** *CalTrans* *Badge* **018574** *Collision Date* **20131007** *Time* **1640** *Day* **MON**
Primary Collision Factor **STOP SGN|SIG** *Violation* **22450A** *Collision Type* **HEAD-ON** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20140421**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HNBD		PROC ST	W	A	0100	HONDA	2003	-	3	J	-	L G
2	DRVR	37	F	W	HNBD		STOPPED	E	A	0700	KIA	2013	-	3	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	SEVERE	23	M	1	0	L	G
DRVR	COMP PN	37	F	1	0	L	G

Primary Rd **SHAW AV** *Distance (ft)* **1056** *Direction* **W** *Secondary Rd* **ROLINDA AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* **010** *Type* **3** *CalTrans* *Badge* **18934** *Collision Date* **20130804** *Time* **1840** *Day* **SUN**
Primary Collision Factor **NOT STATED** *Violation* *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20140324**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **FELONY** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	M	H	HBD-UI		PROC ST	E	D	2200	CADIL	2002	-	3	N	-	M G
2	DRVR	35	M	H	HNBD		BACKING	E	-	- 00	FORD	2007	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	35	M	1	0	M	G
PASS		18	M	3	0	L	G

Primary Rd **SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **RT 99** *NCIC* **1005** *State Hwy?* **Y** *Route* **99** *Postmile Prefix* **-** *Postmile* **28.318** *Side of Hwy* **N**
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* *Type* **0** *CalTrans* **6** *Badge* **00001** *Collision Date* **20130406** *Time* **0040** *Day* **SAT**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152A** *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20150115**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	35	M	W	HBD-UI		LFT TURN	E	A	0700	KIA	2008	-	3	A	21801 -	M G
2	DRVR	19	M	H	HNBD		PROC ST	W	A	0100	PONTI	2001	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd WEST HERNDON AV Distance (ft) 1323 Direction E Secondary Rd NORTH WEST AV NCIC 1005 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist NW125 Beat 00B Type 0 CalTrans Badge P1468 Collision Date 20130111 Time 0011 Day FRI
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type SIDESWIPE Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20150106
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	34	M	H	HBD-UI		PROC ST	W	A	0700	FORD	2001	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	34	M	1	0	M	G

Primary Rd WEST MCKINLEY Distance (ft) 0 Direction Secondary Rd N PLEASANT AV NCIC 1005 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City FresnoAV County Fresno Population 7 Rpt Dist SW235 Beat 00A Type 0 CalTrans Badge P1119 Collision Date 20130326 Time 1848 Day TUE
Primary Collision Factor NOT STATED Violation Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 2 Tow Away? Y Process Date 20150106
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	20	M	B	HNBD		LFT TURN	W	A	0100	HYUND	1994	-	3	N	-	P	E
2	DRVR	33	F	B	HNBD		PROC ST	E	A	0100	FORD	1997	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	20	M	1	0	P	E
DRVR	COMP PN	33	F	1	0	M	G

Primary Rd WEST SHAW AV Distance (ft) 0 Direction Secondary Rd BRAWLEY AV NCIC 1005 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist 1647 Beat 00A Type 0 CalTrans Badge 727 Collision Date 20130123 Time 1859 Day WED
Primary Collision Factor R-O-W AUTO Violation 21453B Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20150106
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With PED Lighting DARK - ST Ped Action X-WLK AT Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	49	M	W	HNBD		RGT TURN	W	A	0100	FORD	2012	-	3	N	-	M	G
2	PED	58	M	W	HNBD		PROC ST	S	N	6000	-	-	-	3	N	-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	COMP PN	58	M	0	0	P	

Primary Rd WEST SHAW AV Distance (ft) 0 Direction Secondary Rd HWY 99 NCIC 1005 State Hwy? Y Route 99 Postmile Prefix - Postmile 27.911 Side of Hwy S
City Fresno County Fresno Population 7 Rpt Dist NW164 Beat 00C Type 0 CalTrans 6 Badge P827 Collision Date 20130309 Time 1230 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20150106
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev Loc Type R Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	CHEVR		-	-	A	22350	-	-
2	DRVR	76	M	W			PROC ST	E	A	0100	TOYOT	2008	-	3	N	-	M	E
3	DRVR	29	F	O	IMP UNK	IMP UNK	STOPPED	E	A	0100	HONDA	2007	-	3	N	-	M	E

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	76	M	1	0	M	G

Primary Rd WEST SHAW AV Distance (ft) 600 Direction E Secondary Rd N BRAWLEY NCIC 1005 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist NW164 Beat 00A Type 0 CalTrans Badge P827 Collision Date 20130112 Time 1453 Day SAT
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20150106
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	38	F	H	HNBD		PROC ST	W	A	0100	FORD	1994	-	3	A	21706	N	L	G
2	DRVR	34	F	H	HNBD		STOPPED	W	A	0100	TOYOT		-	3	N	-	M	E
3	DRVR	998	-				STOPPED	W	A	0100	-		-	-	-	-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	38	F	1	0	L	E
PASS		14	M	3	0	M	E

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Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N FELAND AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1649** *Beat* **00D** *Type* **0** *CalTrans* *Badge* **P1306** *Collision Date* **20130219** *Time* **1857** *Day* **TUE**
Primary Collision Factor **PED VIOL** *Violation* **21950B** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150106**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DARK - ST** *Ped Action* **X-WLK AT** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	F	W	HNBD		LFT TURN	W	A	0100	DODGE	2003	-	3	N	-	M G								
2	PED	57	F	H	HNBD			-	N	6000	-		-	3	-	-	- -	PED	OTH VIS	57	F	1	0	N	P

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N POLK AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P927** *Collision Date* **20130315** *Time* **1236** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20150107**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	39	F	H	HNBD		RGT TURN	W	A	0100	CHEVR	2001	-	3	N	-	- -								
2	DRVR	35	F	W	HNBD		PROC ST	W	A	0100	BMW	2002	-	3	N	-	P W	DRVR	COMP PN	35	M	1	0	P	W

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N VALENTINE AVE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P804** *Collision Date* **20130127** *Time* **1421** *Day* **SUN**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20150112**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	W			PROC ST	W	A	0100	CHEVR	1996	-	-	-	-	L G	PASS		998	M	3	3	L	G
2	DRVR	38	M	W			PROC ST	N	A	0100	LEXUS	2007	-	-	-	-	L G	DRVR	COMP PN	38	M	1	3	L	G
3	DRVR	41	M	H			STOPPED	S	A	0100	HYUND	2011	-	-	-	-	- -	PASS		13	F	3	3	M	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **5** *Direction* **E** *Secondary Rd* **N VALENTINE AVE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00D** *Type* **0** *CalTrans* *Badge* **P835** *Collision Date* **20130128** *Time* **0843** *Day* **MON**
Primary Collision Factor **NOT STATED** *Violation* *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150107**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DAYLIGHT** *Ped Action* **X-WLK AT** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	28	F	W	HNBD		LFT TURN	E	A	0100	HONDA	2007	-	3	E	-	M G								
2	PED	74	M	B		null		N	N	6000	-		-	-	-	-	- -	PED	COMP PN	74	M	9	0	P	-

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **NORTH PALM AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW165** *Beat* **00E** *Type* **0** *CalTrans* *Badge* **P850** *Collision Date* **20130121** *Time* **1238** *Day* **MON**
Primary Collision Factor **UNKNOWN** *Violation* *Collision Type* **OTHER** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150107**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	51	M	H	HNBD		PROC ST	W	C	0200	SUZUK	2007	-	3	N	-	- W	DRVR	COMP PN	51	M	1	0	P	W

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Primary Rd N GOLDEN STATE | Distance (ft) 0 | Direction | Secondary Rd SHAW AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno BL | County Fresno | Population 7 | Rpt Dist NW174 | Beat 00C | Type 0 | CalTrans | Badge P1265 | Collision Date 20140919 | Time 2022 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160317
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	18	M	W	HNBD		STOPPED	E	A	0100	CHEVR	2011	-	-	-	-	-
2F	DRVR	998	M	W			PROC ST	W	A	0800	TOYOT		-	-	N	-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd N GOLDEN STATE | Distance (ft) 165 | Direction S | Secondary Rd W SWIFT AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno BL | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00C | Type 0 | CalTrans | Badge P880 | Collision Date 20140914 | Time 0230 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	F	H	HBD-UI		RAN OFF RD	S	A	0100	HYUND	2013	- 1	A	21651	M	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	26	F	1	0	L	G

Primary Rd N GOLDEN STATE | Distance (ft) 78 | Direction N | Secondary Rd WEST ASHLAN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno BL | County Fresno | Population 7 | Rpt Dist 1341 | Beat 00C | Type 0 | CalTrans | Badge P1036 | Collision Date 20140518 | Time 0020 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160317
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-				RGT TURN	N	-	0000	-		- -	A	20002	-	- -
2	PRKD	998	-				PARKED	-	A	0100	CHEVR	1984	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd N GOLDEN STATE | Distance (ft) 726 | Direction S | Secondary Rd WEST AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno BL | County Fresno | Population 7 | Rpt Dist SW235 | Beat 00A | Type 0 | CalTrans | Badge P774 | Collision Date 20140117 | Time 2500 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160411
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	45	M	B			RGT TURN	S	J	4800	DODGE	2009	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd N GOLDEN STATE | Distance (ft) 0 | Direction | Secondary Rd WEST MCKINLEY | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno BL | County Fresno | Population 7 | Rpt Dist SW235 | Beat 00A | Type 0 | CalTrans | Badge P1123 | Collision Date 20140123 | Time 1054 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20160120
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HNBD		LFT TURN	S	-	0000	TOYOT	2011	- 3	N		-	G -
2	DRVR	72	M	A	HNBD		PROC ST	N	-	0000	BMW	1995	- 3	N		-	G -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	72	M	1	0	G	-
PASS	COMP PN	69	F	3	0	G	-

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Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd RT 99 | NCIC 1005 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1847 | Beat 00C | Type 0 | CalTrans | Badge PC280 | Collision Date 20141101 | Time 1215 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160202
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	LFT TURN	W	A	0100	HONDA	2002	-	-	N	-	M B
2	DRVR	52	F	H	IMP UNK	IMP UNK	LFT TURN	W	A	0100	HONDA	2012	-	-	N	-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST AV | Distance (ft) 433 | Direction N | Secondary Rd ASHLAN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2G | Beat 1951 | Type 0 | CalTrans | Badge P774 | Collision Date 20140804 | Time 1433 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160217
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	24	F	H			LFT TURN	S	-	0000	NISSA	2005	-	-	N	-	M G
2F	DRVR	47	F	B			PROC ST	N	-	0000	NISSA	2013	-	-	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	14	F	3	0	L	G
PASS		16	M	4	0	P	G
PASS		9	M	6	0	P	G

Primary Rd WEST AV | Distance (ft) 600 | Direction S | Secondary Rd ASHLAN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2/G | Beat 1954 | Type 0 | CalTrans | Badge P959 | Collision Date 20140904 | Time 0752 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21803B | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160120
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	31	M	B	HNBD		ENT TRAF	W	A	0100	NISSA	2003	-	1	N	-	L G
2	DRVR	21	M	H	HNBD		PROC ST	N	A	0100	HONDA	1993	-	3	N	-	L B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	21	M	1	0	L	B

Primary Rd WEST AV | Distance (ft) 33 | Direction N | Secondary Rd DAKOTA AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat | Type 0 | CalTrans | Badge P776 | Collision Date 20140625 | Time 1453 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? | Process Date 20160121
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	54	F	H	HNBD		PROC ST	S	A	0100	FORD	1996	-	3	N	-	M G
2	DRVR	30	F	O	HNBD			S	A	0100	ACURA	2013	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	54	F	1	0	M	G

Primary Rd WEST AV | Distance (ft) 240 | Direction S | Secondary Rd SAN BRUNO AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW | Beat D1651 | Type 0 | CalTrans | Badge P850 | Collision Date 20140818 | Time 0737 | Day MON
Primary Collision Factor LANE CHANGE | Violation 21658A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? | Process Date 20160317
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	56	M	W	HNBD		CHANG LN	N	L	0400	-		-	3	N	-	- - -
2	DRVR	39	M	H	HNBD		PROC ST	N	-	0000	HYUND	2012	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd N MARTY AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1648 | Beat 00A | Type 0 | CalTrans | Badge P727 | Collision Date 20140320 | Time 2108 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21453C | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20160121
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	F	B	HNBD		LFT TURN	S	A	0100	CHRYS	2012	- 3	F		-	M G
2	DRVR	20	F	H	HNBD		PROC ST	W	A	0100	FORD	2010	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	20	F	1	0	M	G
PASS	COMP PN	28	F	3	0	M	G

Primary Rd WEST SHAW AV | Distance (ft) 45 | Direction W | Secondary Rd N MARTY AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1648 | Beat 00A | Type 0 | CalTrans | Badge P864 | Collision Date 20140408 | Time 1433 | Day TUE
Primary Collision Factor OTHER IMPROP DRV | Violation | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160128
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	F	H	IMP UNK	IMP UNK	PROC ST	N	A	0700	CHEVR	1999	- -	N		-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST SHAW AV | Distance (ft) 35 | Direction E | Secondary Rd N POLK AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW164 | Beat 00C | Type 0 | CalTrans | Badge P1554 | Collision Date 20140102 | Time 1948 | Day THU
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160120
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		PROC ST	W	A	0100	JEEP	1987	- 3	-		-	M G
2		49	M		HNBD		PROC ST	W	F	2700	KENW	2008	- 3	-		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	17	M	1	0	M	G

Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd N POLK AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1642 | Beat 00C | Type 0 | CalTrans | Badge P1486 | Collision Date 20140610 | Time 1828 | Day TUE
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160324
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	39	M	H	HNBD		STOPPED	S	A	0100	CHEVR	2013	- 3	N		- -	G
2F	DRVR	998	M	H	IMP UNK	IMP UNK	RGT TURN	S	A	0100	ACURA	1990	- -	A	22350	- N	B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		36	F	3	0	M	G

Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd N VALENTINE AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1649 | Beat 00D | Type 0 | CalTrans | Badge P850 | Collision Date 20140505 | Time 1601 | Day MON
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20160120
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	M	H	HNBD		PROC ST	W	D	2200	CHEVR	1996	- 3	N		-	M G
2	DRVR	20	F	O	HNBD		PROC ST	N	A	0100	SATUR	1995	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	20	F	1	0	M	G
PASS	COMP PN	16	F	3	0	L	G

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Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd RT 99 | NCIC 1005 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1645 | Beat 00C | Type 0 | CalTrans | Badge P1225 | Collision Date 20140913 | Time 2027 | Day SAT
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160317
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	H	HBD-UI		LFT TURN	E	D	2200	CHEVR	1994	-	-	A	21801	- M E								
2	DRVR	17	M	H	HNBD		PROC ST	W	D	2200	GMC	2005	-	-	N		- M E	PASS		50	M	3	0	M	E

Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd W JENNIFER AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW164 | Beat 00A | Type 0 | CalTrans | Badge P1108 | Collision Date 20140309 | Time 1916 | Day SUN
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160122
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	F	W	HNBD		LFT TURN	W	A	0100	CHEVR	2009	-	3	N		- N G								
2	DRVR	61	F	H	HNBD		PROC ST	E	D	2200	TOYOT	1996	-	3	N		- M G	PASS	COMP PN	61	F	3	0	N	G

Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd W VALENTINE AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW164 | Beat 00D | Type 0 | CalTrans | Badge P1534 | Collision Date 20140225 | Time 0130 | Day TUE
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	M	B	IMP UNK	IMP UNK	PROC ST	E	A	0100	CHEVR	1994	-	-	M		- N B								
2	DRVR	23	M	B	HNBD		SLOWING	E	A	0100	MAZDA	2012	-	3	M		- N B	PASS		20	M	3	0	L	G
3	DRVR	46	M	H	HNBD		LFT TURN	N	A	0100	KIA	2012	-	3	N		- L G	DRVR	COMP PN	46	M	1	0	-	-

Primary Rd WEST SHAW AV | Distance (ft) 1320 | Direction W | Secondary Rd WEST AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW165 | Beat 00D | Type 0 | CalTrans | Badge P727 | Collision Date 20140220 | Time 1827 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160121
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT FNCT | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	F	O	HNBD		LFT TURN	W	A	0100	BUICK	2010	-	3	N		- M G								
2	DRVR	55	F	B	HNBD		PROC ST	E	A	0100	FORD	2005	-	3	N		- M G	PASS	COMP PN	51	F	3	0	M	G

Primary Rd WEST SHIELDS AV | Distance (ft) 0 | Direction | Secondary Rd N CORNELIA AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2246 | Beat 00F | Type 0 | CalTrans | Badge P1627 | Collision Date 20141003 | Time 1900 | Day FRI
Primary Collision Factor STOP SGN|SIG | Violation 22450A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160126
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	79	M	O	HNBD		SLOWING	N	C	0200	JEEP	2013	-	3	-		- M G								
2	DRVR	40	F	B	HNBD		PROC ST	E	A	0100	DODGE	2013	-	3	-		- M G	PASS		48	M	3	0	M	G
																		PASS		6	F	6	0	M	Q
																		PASS		1	M	4	0	M	Q

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3	DRVR	55	F	H	HNBD	STOPPED	W	-	0000	HONDA	2007	-	-	N	-	M	G	PASS	13	-	3	0	M	G
4	DRVR	70	F	H	HNBD	STOPPED	E	-	0000	PONTI	2009	-	-	N	-	M	G							

Primary Rd ALLUVIAL AV | Distance (ft) 465 | Direction W | Secondary Rd POLK AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist FRESN | Beat 1245 | Type 0 | CalTrans | Badge P864 | Collision Date 20150504 | Time 1005 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160202
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	52	F	O	HNBD		PROC ST	E	A	0700	CHEVR	2012	-	3	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd ANCHOR AVE | Distance (ft) 40 | Direction N | Secondary Rd MANNING AVE | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 060 | Type 3 | CalTrans | Badge 015773 | Collision Date 20150926 | Time 2245 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 3 | Tow Away? N | Process Date 20151019
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - NO | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	43	F	H	HNBD		STOPPED	S	A	0700	DODG	2005	-	3	N	-	M G
2F	DRVR	28	M	H	HBD-NUI		PROC ST	S	A	0100	NISS	2007	-	2	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	43	F	1	0	M	G
PASS	COMP PN	9	F	4	0	P	G
PASS	COMP PN	6	M	6	0	P	Q

Primary Rd ANGUS ST | Distance (ft) 6 | Direction W | Secondary Rd SAN JOSE | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NORTH | Beat | Type 0 | CalTrans | Badge P1306 | Collision Date 20150530 | Time 2312 | Day SAT
Primary Collision Factor DRVR ALC|DRG | Violation 23152F | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160202
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	39	F		HBD-UI	DRUG	RGT TURN	S	A	0100	ACURA	2003	-	3	A	22350	M L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		25	M	2	0	L	G

Primary Rd ASHLAN | Distance (ft) 0 | Direction | Secondary Rd GOLDEN STATE | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW | Beat | Type 0 | CalTrans | Badge P662 | Collision Date 20151014 | Time 0954 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160411
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	M	H	HNBD		UNS TURN	W	A	0100	HONDA	2001	-	-	-	-	M B
2	DRVR	42	M	W	HNBD		PROC ST	S	F	2600	FORD	2011	-	-	-	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd ASHLAN | Distance (ft) 0 | Direction | Secondary Rd RT 41 | NCIC 1005 | State Hwy? Y | Route 41 | Postmile Prefix R | Postmile 27.315 | Side of Hwy N
City Fresno | County Fresno | Population 7 | Rpt Dist NORTH | Beat 1956 | Type 0 | CalTrans 6 | Badge P982 | Collision Date 20150225 | Time 1512 | Day WED
Primary Collision Factor WRONG SIDE | Violation 21650 | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? | Process Date 20160727
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	8	F	H	HNBD		PROC ST	W	L	0400	-	-	3	-	-	-	- -
2	DRVR	21	F	H	HNBD		RGT TURN	N	A	0100	HONDA	2000	-	3	-	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	COMP PN	8	F	1	1	-	-

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																		PASS	COMP PN	18	-	3	0	L	G

Primary Rd GOLDEN STATE BL | Distance (ft) 0 | Direction | Secondary Rd 41 HWY | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2757 | Beat 01G | Type 0 | CalTrans | Badge P1070 | Collision Date 20150517 | Time 0204 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type HIT OBJECT | Severity FATAL | #Killed 1 | #Injured 0 | Tow Away? Y | Process Date 20160211
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	H	HBD UI	DRUG	RAN OFF RD	S	D	2200	CHEVR	2003	-	1	A	22350	-	L G	DRVR	KILLED	22	M	1	0	L	G

Primary Rd GOLDEN STATE BL | Distance (ft) 100 | Direction N | Secondary Rd ASHLAN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW | Beat | Type 0 | CalTrans | Badge P662 | Collision Date 20151005 | Time 1508 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	O	HNBD		PROC ST	S	A	0100	HONDA	2011	-	-	-	-	M G									
2	DRVR	22	F	H	HNBD			-	A	0100	LINCO	1998	-	-	-	-	M G		DRVR	COMP PN	22	F	1	0	M	G
																			PASS		27	M	3	0	M	G
																			PASS		3	F	4	0	M	Q

Primary Rd GOLDEN STATE BL | Distance (ft) 0 | Direction | Secondary Rd CHURCH AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2956 | Beat 01G | Type 0 | CalTrans | Badge P624 | Collision Date 20150508 | Time 1445 | Day FRI
Primary Collision Factor R-O-W AUTO | Violation 21453C | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20160125
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	32	F	H	HNBD		LFT TURN	N	D	2200	CHEVR	2003	-	3	N	-	L G		DRVR	COMP PN	32	F	1	0	L	G
2	DRVR	72	F	H	HNBD		PROC ST	S	A	0800	DODGE	2012	-	3	N	-	L G		PASS	COMP PN	33	M	3	0	L	G

Primary Rd GOLDEN STATE BL | Distance (ft) 0 | Direction | Secondary Rd CHURCH AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 3057 | Beat 01H | Type 0 | CalTrans | Badge P624 | Collision Date 20150708 | Time 0815 | Day WED
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160129
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	36	F	H	HNBD		PROC ST	N	A	0700	CHEVR	2012	-	3	N	-	L G		PASS		4	F	5	0	P	J
2	DRVR	33	F	W	HNBD		LFT TURN	S	A	0100	ACURA	2008	-	3	N	-	L G		DRVR	OTH VIS	33	F	1	0	L	G

Primary Rd GOLDEN STATE BL | Distance (ft) 0 | Direction | Secondary Rd CORNELIA AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat | Type 0 | CalTrans | Badge P959 | Collision Date 20150203 | Time 1443 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160321
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip		Victim Info: ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	M	W	HNBD		PROC ST	N	D	2200	CHEVR	2001	-	3	N	-	L G									
2	DRVR	36	F	H	HNBD		STOPPED	N	A	0100	HONDA	1997	-	3	N	-	L G									

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Primary Rd **N GLENN AV** *Distance (ft)* **150** *Direction* **S** *Secondary Rd* **N DEL MAR AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW105** *Beat* **00B** *Type* **0** *CalTrans* *Badge* **P1014** *Collision Date* **20150624** *Time* **1830** *Day* **WED**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160322**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **PKD MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	M	W	HBD-UI		PROC ST	N	A	0100	TOYOT	2003	-	3	A	22107	N L G
2	PRKD	998	-				PARKED	N	A	0100	HONDA	2014	-	3	N		- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **N GOLDEN STATE** *Distance (ft)* **0** *Direction* *Secondary Rd* **N CARNEGIE AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **NW154** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P926** *Collision Date* **20151018** *Time* **0941** *Day* **SUN**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160412**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	RGT TURN	N	-	0000	TOYOT		-	3	A	22450	- B -
2	DRVR	24	M	W	HNBD		SLOWING	S	A	0100	HONDA	2015	-	3	-		- L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **N GOLDEN STATE** *Distance (ft)* **0** *Direction* *Secondary Rd* **W OLIVE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **2452** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P1021** *Collision Date* **20150104** *Time* **0208** *Day* **SUN**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160412**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **FELONY** *Motor Vehicle Involved With* **PED** *Lighting* **DARK - ST** *Ped Action* **IN RD,** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	-	9900	FORD		-	-	A	-	B -
2	PED	30	M	A		null		W	N	6000	-		-	-	-	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	SEVERE	30	M	9	3	-	-

Primary Rd **N GOLDEN STATE** *Distance (ft)* **53** *Direction* **N** *Secondary Rd* **W RICHERT AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **1847** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1646** *Collision Date* **20150519** *Time* **1649** *Day* **TUE**
Primary Collision Factor **UNKNOWN** *Violation* **21356A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160206**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	63	M	B	HNBD		MERGING	N	A	0700	CHRYS	2007	-	3	A	20002	N M G
2	DRVR	19	F	H	HNBD		PROC ST	N	A	0100	BMW	2004	-	3	-		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	F	6	0	M	C
PASS		21	M	3	0	M	C

Primary Rd **N GOLDEN STATE** *Distance (ft)* **0** *Direction* *Secondary Rd* **WEST ASHLAN AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **NW194** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1227** *Collision Date* **20150924** *Time* **1924** *Day* **THU**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160125**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	H	HNBD		PROC ST	E	A	0100	ACURA	2005	-	3	N		- L G
2	DRVR	68	M	O	HNBD		RGT TURN	N	A	0100	-		-	3	N		- G -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	68	M	1	0	M	G

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Primary Rd **PARKWAY DR** *Distance (ft)* **20** *Direction* **N** *Secondary Rd* **BELMONT AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **2451** *Beat* **01A** *Type* **0** *CalTrans* *Badge* **624** *Collision Date* **20150814** *Time* **1417** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160209**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	M	W	IMP UNK	IMP UNK	PROC ST	S	A	0100	TOYOT	1996	-	-	N	-	- -								
2	DRVR	30	F	W	HNBD		STOPPED	S	A	0100	HONDA	2012	-	3	N	-	- G	PASS		27	M	3	0	P	G

Primary Rd **PARKWAY DR** *Distance (ft)* **0** *Direction* *Secondary Rd* **BRAWLEY AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW** *Beat* **1848** *Type* **0** *CalTrans* *Badge* **927** *Collision Date* **20150414** *Time* **1511** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20160212**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	M	W	HNBD		PROC ST	N	A	0100	HONDA	1988	-	3	N	-	M G	DRVR	COMP PN	23	M	1	0	M	G
																		PASS	COMP PN	22	-	3	0	M	G
																		PASS		2	M	4	0	M	-
																		PASS		998	F	6	0	M	-
2	DRVR	63	M	A	HNBD		PROC ST	N	A	0100	TOYOT	1996	-	3	N	-	M G								
3	DRVR	54	M	O	HNBD			N	A	0100	TOYOT	1996	-	3	N	-	M G								

Primary Rd **PARKWAY DR** *Distance (ft)* **0** *Direction* *Secondary Rd* **GRANTLAND AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* **010** *Type* **3** *CalTrans* *Badge* **16870** *Collision Date* **20150311** *Time* **0640** *Day* **WED**
Primary Collision Factor **UNKNOWN** *Violation* *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20150831**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	17	M	W	HNBD		PROC ST	S	D	2200	CHEVR	2001	-	3	N	-	M G								
2	DRVR	43	M	W	HNBD		LFT TURN	N	D	2200	TOYOT	2005	-	3	N	-	M G								

Primary Rd **PEACH AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **BELMONT AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **SOUTH** *Beat* *Type* **0** *CalTrans* *Badge* **876** *Collision Date* **20150421** *Time* **1423** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160211**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	39	M	W	HNBD			N	A	0100	TOYOT	1987	-	3	N	-	M G	DRVR	COMP PN	19	F	1	0	M	G
																		PASS		34	F	3	0	M	G
2	DRVR	39	M	W	HNBD		STOPPED	N	A	0100	SUZUK	1987	-	3	N	-	M G								
3		998	M		HNBD		STOPPED	N	D	2200	TOYOT		-	3	N	-	B -								

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Primary Rd POLK AV | Distance (ft) 0 | Direction | Secondary Rd ALLUVIAL AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist FRESN | Beat 1246 | Type 0 | CalTrans | Badge P864 | Collision Date 20150324 | Time 1700 | Day TUE
Primary Collision Factor WRONG SIDE | Violation 21650 | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? | Process Date 20160212
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	84	M	O	HNBD		RGT TURN	S	L	0400	-		-	3	N	-	- - -
2	DRVR	56	F	W	HNBD		PROC ST	W	D	2200	GMC	2002	-	3	A	22450	- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	84	M	1	3	-	-

Primary Rd POLK AV | Distance (ft) 50 | Direction S | Secondary Rd SHAW AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW | Beat | Type 0 | CalTrans | Badge P662 | Collision Date 20150406 | Time 0630 | Day MON
Primary Collision Factor NOT DRIVER | Violation | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160205
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	58	M	H	HNBD		RAN OFF RD	N	D	2200	CHEVR	2005	-	-	-	-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	M	3	0	M	B

Primary Rd POLK AVENUE | Distance (ft) 0 | Direction | Secondary Rd ACACIA AVENUE | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 901 | Type 4 | CalTrans | Badge 014896 | Collision Date 20151027 | Time 0800 | Day TUE
Primary Collision Factor IMPROP TURN | Violation 22100B | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151117
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 1
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	56	F	W	IMP UNK	IMP UNK	LFT TURN	N	H	1300	THOMA	2008	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd POTTLE AV | Distance (ft) 0 | Direction | Secondary Rd KERN ST | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 2854 | Type 0 | CalTrans | Badge P982 | Collision Date 20150401 | Time 1319 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? | Process Date 20160206
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	31	M	A	HNBD		ENT TRAF	S	I	2000	GILLI	2011	-	3	-	-	M G
2	DRVR	53	M	H	HNBD		RGT TURN	S	A	0100	CHEVR	2007	-	3	-	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd POTTLE AVE | Distance (ft) 10 | Direction N | Secondary Rd FRESNO ST | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 901 | Type 4 | CalTrans | Badge 017310 | Collision Date 20151022 | Time 1310 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22100A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151116
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 1
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	F	H	HNBD		RGT TURN	E	H	1300	BLU	2000	-	3	N	-	P G
2	DRVR	24	M	H	HNBD		STOPPED	E	A	0700	CHEV	2004	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		5	F	0	0	P	G
PASS		6	F	0	0	P	G
PASS		5	F	0	0	P	G
PASS		7	M	0	0	P	G

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Primary Rd **SHAW AV** *Distance (ft)* **50** *Direction* **W** *Secondary Rd* **RT 41** *NCIC* **1005** *State Hwy?* **Y** *Route* **41** *Postmile Prefix* **R** *Postmile* **28.264** *Side of Hwy* **N**
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1656** *Beat* **04D** *Type* **0** *CalTrans* **6** *Badge* **P948** *Collision Date* **20150605** *Time* **1407** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* *Process Date* **20160817**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	F	B	HNBD		PROC ST	E	A	0100	MAZDA	2013	-	-	N	-	L B	DRVR	COMP PN	19	F	1	0	L	B
2	DRVR	34	F	A	HNBD		STOPPED	E	A	0100	MAZDA	2015	-	3	N	-	M G								
3	DRVR	49	F	A	HNBD		STOPPED	E	A	0100	CHEVR	2002	-	3	N	-	M G	PASS		17	F	3	0	M	G

Primary Rd **SHAW AV** *Distance (ft)* **100** *Direction* **W** *Secondary Rd* **RT 41** *NCIC* **1005** *State Hwy?* **Y** *Route* **41** *Postmile Prefix* **-** *Postmile* **28.264** *Side of Hwy* **N**
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1656** *Beat* **04D** *Type* **0** *CalTrans* **6** *Badge* **P948** *Collision Date* **20151015** *Time* **0845** *Day* **THU**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20170203**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	H	HNBD		PROC ST	W	A	0100	FORD	2000	-	3	N	-	M G								
2	DRVR	45	M	H	HNBD		STOPPED	W	D	2200	FORD	2005	-	-	N		M G	DRVR	COMP PN	45	M	1	0	M	G

Primary Rd **SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **RT 99** *NCIC* **1005** *State Hwy?* **Y** *Route* **99** *Postmile Prefix* **-** *Postmile* **27.911** *Side of Hwy* **S**
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1655** *Beat* **00C** *Type* **0** *CalTrans* **6** *Badge* **P911** *Collision Date* **20150622** *Time* **1248** *Day* **MON**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20160823**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	F	W	HNBD		LFT TURN	W	A	0100	HONDA	2010	-	3	N	-	M G								
2	DRVR	63	M	B		DRUG	PROC ST	W	A	0100	MERCU	1999	-	3	A	23152	- M G								

Primary Rd **SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **RT 99** *NCIC* **1005** *State Hwy?* **Y** *Route* **99** *Postmile Prefix* **-** *Postmile* **28.165** *Side of Hwy* **N**
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **5C** *Beat* **1645** *Type* **0** *CalTrans* **6** *Badge* **P959** *Collision Date* **20150721** *Time* **1255** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20161208**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	SATUR	2005	-	3	N	-	- -								
2	DRVR	55	M	H	HNBD		STOPPED	E	A	0100	CADIL	2006	-	3	N	-	M G								

Primary Rd **SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **VALENTINE AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW** *Beat* **A1648** *Type* **0** *CalTrans* *Badge* **P850** *Collision Date* **20150623** *Time* **0840** *Day* **TUE**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160126**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	60	F	H	HNBD		PROC ST	W	A	0100	TOYOT	2014	-	3	N	-	M G								
2	DRVR	54	F	O	HNBD		PROC ST	S	A	0100	TOYOT	2000	-	3	N	-	M G	PASS	COMP PN	8	M	5	0	M	-

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Primary Rd SR-99 N/B FROM | Distance (ft) 33 | Direction S | Secondary Rd VENTURA ST | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | GOLDEN STATE BLVD | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018934 | Collision Date 20151101 | Time 2110 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20151116
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	23	M	H	HBD-UI		OTHER	N	A	0100	PONT	2004	-	3	A	22107	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	23	M	1	0	M	G

Primary Rd SR-99 N/B FROM | Distance (ft) 1000 | Direction N | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020078 | Collision Date 20151121 | Time 0240 | Day SAT
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151221
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	37	M	H	HBD-UI		OTHER	N	A	0100	TOYT	1996	-	3	A	22107	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		33	M	3	0	M	G

Primary Rd SR-99 N/B TO | Distance (ft) 15 | Direction S | Secondary Rd CLINTON AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | CLINTON AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 017489 | Collision Date 20151010 | Time 1045 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20151019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	998	M	H	IMP UNK	IMP UNK	PROC ST	N	D	2200	FORD		-	3	N	-	B B	
2	DRVR	50	M	H	HNBD		STOPPED	N	A	0100	HYUN	1997	-	3	N	-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	50	M	1	0	M	G

Primary Rd SR-99 N/B TO | Distance (ft) 40 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018934 | Collision Date 20150920 | Time 1850 | Day SUN
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	998	M	H	IMP UNK	IMP UNK	PROC ST	N	A	0100	FORD		-	3	N	-	B B	
2	DRVR	31	F	W	HNBD		STOPPED	N	A	0100	KIA	2014	-	3	N	-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		43	M	3	0	M	G

Primary Rd SR-99 N/B TO | Distance (ft) 150 | Direction S | Secondary Rd JENSEN AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | JENSEN AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019523 | Collision Date 20151122 | Time 2330 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151221
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	42	M	H	HBD-UI		PROC ST	N	A	0100	KIA	2007	-	3	N	-	M G	

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd WEBSTER AV | Distance (ft) 73 | Direction W | Secondary Rd FRESNO ST | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1C | Beat 2457 | Type 0 | CalTrans | Badge P959 | Collision Date 20150213 | Time 1147 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22103 | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160411
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	54	M	W	HNBD		U-TURN	E	J	4900	BMW	2007	- 3	N		-	- W
2	DRVR	46	F	H	HNBD		PROC ST	E	A	0700	CHEVR	2005	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		25	F	3	0	M	G
PASS		3	-	9	0	M	Q

Primary Rd WELDON | Distance (ft) 300 | Direction W | Secondary Rd FRUIT | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2H | Beat 2252 | Type 0 | CalTrans | Badge P959 | Collision Date 20150702 | Time 0651 | Day THU
Primary Collision Factor NOT DRIVER | Violation | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? | Process Date 20160204
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	64	F	W	HNBD		RAN OFF RD	E	A	0700	DODGE	2001	- 3	N		-	M G
2	PRKD	998	-				PARKED	S	A	0100	TOYOT	2006	- 3	N		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WELDON AV | Distance (ft) 0 | Direction | Secondary Rd DEARING AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2261 | Beat 04H | Type 0 | CalTrans | Badge P874 | Collision Date 20150617 | Time 1537 | Day WED
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160413
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	40	M	B	HBD-UI		RGT TURN	N	A	0100	LINCO	2002	- -	A	22350	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST | Distance (ft) 105 | Direction N | Secondary Rd CLINTON | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW215 | Beat 00H | Type 0 | CalTrans | Badge P1064 | Collision Date 20150923 | Time 1958 | Day WED
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160321
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	M	H	HBD-UI		PROC ST	N	D	2200	CHEVR	1996	- 3	A	22107	N	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST ASHLAN AV | Distance (ft) 60 | Direction W | Secondary Rd GOLDEN STATE | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00A | Type 0 | CalTrans | Badge P1021 | Collision Date 20150809 | Time 1820 | Day SUN
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160411
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	55	M	W	HNBD		PROC ST	E	A	0100	CHEVR	2007	- -	-		-	L G
2	DRVR	53	F	W	HNBD		LFT TURN	N	A	0100	DODGE	2003	- -	-		-	G -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		56	M	3	0	L	G

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Primary Rd WEST ASHLAN AV | Distance (ft) 18 | Direction E | Secondary Rd N ATLAS WY | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW185 | Beat 00D | Type 0 | CalTrans | Badge P1652 | Collision Date 20150511 | Time 0205 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160322
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	22	M	B	IMP UNK	IMP UNK	PROC ST	E	C	0200	HONDA	2008	-	3	N	-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N BLYTHE AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1847 | Beat 00C | Type 0 | CalTrans | Badge P1653 | Collision Date 20150520 | Time 0647 | Day WED
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160206
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	25	M	H	HNBD		ENT TRAF	S	A	0100	HONDA	2008	-	3	A	21453	N	M	G
2	DRVR	29	F	H	HNBD		PROC ST	E	A	0100	DODGE	2007	-	1	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		58	F	3	0	M	G

Primary Rd WEST ASHLAN AV | Distance (ft) 1320 | Direction W | Secondary Rd N BLYTHE AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00C | Type 0 | CalTrans | Badge P1162 | Collision Date 20150716 | Time 1727 | Day THU
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160203
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	52	F	W	HBD-UI	DRUG	RAN OFF RD	E	A	0100	LINCO	2000	-	-	A	22350	-	L	G
2	DRVR	25	M	W	HNBD		PROC ST	-	A	0100	TOYOT	1995	-	-	-		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N CORNELIA AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW134 | Beat 00C | Type 0 | CalTrans | Badge P1648 | Collision Date 20150907 | Time 2048 | Day MON
Primary Collision Factor PED VIOL | Violation 21950B | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PED | Lighting DARK - ST | Ped Action X-WLK AT | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	PED	18	M	B			OTHER	-	N	6000	-	-	-	-		-	-	-
2	DRVR	43	F		HNBD		PROC ST	N	A	0700	HONDA	2003	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	OTH VIS	18	M	2	3	-	-

Primary Rd WEST ASHLAN AV | Distance (ft) 1 | Direction E | Secondary Rd N GOLDEN STATE | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00A | Type 0 | CalTrans | Badge P1193 | Collision Date 20150902 | Time 1745 | Day WED
Primary Collision Factor OTHER IMPROP DRV | Violation | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160126
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	52	F	H	HNBD		PROC ST	W	A	0100	CHEVR	2013	-	-	N	-	M	G
2	DRVR	30	F	H	HNBD		PROC ST	W	-	0000	HYUND	2011	-	3	G	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	30	F	1	3	-	-
PASS		11	F	3	3	M	G
PASS		6	F	6	0	M	G
PASS		1	M	4	0	M	G

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Primary Rd WEST ASHLAN AV | Distance (ft) 12 | Direction N | Secondary Rd N GOLDEN STATE | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00A | Type 0 | CalTrans | Badge P1649 | Collision Date 20151007 | Time 1711 | Day WED
Primary Collision Factor WRONG SIDE | Violation 21202A | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? | Process Date 20160503
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	21	M	W			PROC ST	W	L	0400	-		-	3	K		N - -	BICY	OTH VIS	21	M	9	3	-	-
2	DRVR	63	M	W	HNBD		RGT TURN	N	A	0100	FORD	2001	-	3	N		- - -								

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N HUGHES AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW195 | Beat 00G | Type 0 | CalTrans | Badge P1495 | Collision Date 20150106 | Time 2205 | Day TUE
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160206
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	F	H	HBD-UI		PROC ST	E	A	0100	CHRYS	2006	-	3	F		- M H								

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N HUGHES AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1950 | Beat 00G | Type 0 | CalTrans | Badge 1676 | Collision Date 20150912 | Time 2219 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160210
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	20	M	W	HNBD		PROC ST	E	A	0100	CHEVR	2000	-	3	F		- M G	PASS		19	M	3	0	M	G
2	DRVR	66	M	B	HNBD		SLOWING	E	A	0100	CADIL	1999	-	3	N		- M G	PASS		49	F	3	0	M	G

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N HUGHES AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1850 | Beat 00D | Type 0 | CalTrans | Badge P1682 | Collision Date 20151012 | Time 1710 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160219
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	M	W	HBD-UNK		PROC ST	S	C	0200	SUZUK	2001	-	3	M		- - W	DRVR	OTH VIS	47	M	1	1	-	W
2	DRVR	23	F	W	HNBD		LFT TURN	W	A	0100	NISSA	2012	-	3	N		- L C								

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N MARTY AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00A | Type 0 | CalTrans | Badge P1306 | Collision Date 20150309 | Time 1806 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21453C | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	72	M	B	HNBD		U-TURN	E	A	0100	PONTI	2000	-	-	N		- M G								
2	DRVR	33	M	O	HNBD		PROC ST	W	A	0100	TOYOT	2008	-	-	N		- L G	DRVR	COMP PN	33	M	1	0	L	G

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Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N MARTY AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00A | Type 0 | CalTrans | Badge P1534 | Collision Date 20150704 | Time 0145 | Day SAT
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160127
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With MV ON OTHER RD | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	55	M	B	HBD-UI		LFT TURN	N	A	0100	DODGE	2007	- -	A	23152	-	L B	DRVR	OTH VIS	55	M	1	0	L	B
2	DRVR	25	F	H	IMP UNK	IMP UNK	PROC ST	W	A	0700	MERCE	1999	- -	N		-	L B	PASS		25	F	9	3	P	C

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N PARKWAY DR | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00C | Type 0 | CalTrans | Badge P1555 | Collision Date 20150301 | Time 2050 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160201
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	33	M	H	HBD-UI		PROC ST	W	A	0100	TOYOT	2012	- 3	A	21453	-	L G								
2	DRVR	41	M	H	HNBD		STOPPED	W	A	0100	FORD	2004	- 3	-		-	M G								

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N POLK AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1844 | Beat 00C | Type 0 | CalTrans | Badge P1663 | Collision Date 20150620 | Time 1530 | Day SAT
Primary Collision Factor STOP SGN|SIG | Violation 22450A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160206
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	16	M	W			PROC ST	-	A	0100	TOYOT	2013	- -	A	22450	N	L G								
2	DRVR	68	M	H	HNBD		PROC ST	-	A	0100	HONDA	2007	- -	N		-	M B								

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N SEQUOIA DR | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1851 | Beat 00D | Type 0 | CalTrans | Badge 1684 | Collision Date 20150813 | Time 2330 | Day THU
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160204
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	66	F	H	HBD-UI		PROC ST	W	A	0100	TOYOT	2013	- -	-		-	L C								
2	PRKD	998	-				PARKED	-	A	0700	GMC	2000	- -	N		-	- -								

Primary Rd WEST ASHLAN AV | Distance (ft) 660 | Direction E | Secondary Rd N VALENTINE AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NE194 | Beat 00G | Type 0 | CalTrans | Badge P1636 | Collision Date 20150326 | Time 1852 | Day THU
Primary Collision Factor WRONG SIDE | Violation 216501 | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160202
Weather1 CLEAR | Weather2 | Rdwy Surface | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	53	M	O	HNBD		STOPPED	-	D	2200	TOYOT	2003	- 3	N		-	M G								
2F	BICY	45	M	W	HNBD		PROC ST	-	L	0400	-	-	3	-		-	- -	BICY	COMP PN	45	M	9	3	-	-

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Primary Rd WEST ASHLAN AV | Distance (ft) 150 | Direction E | Secondary Rd RT 99 | NCIC 1005 | State Hwy? Y | Route 41 | Postmile Prefix R | Postmile 27.315 | Side of Hwy N
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00C | Type 0 | CalTrans 6 | Badge P1587 | Collision Date 20150304 | Time 2259 | Day WED
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160727
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	31	F	H	HBD-UI		PROC ST	E	A	0100	CHEVR	2006	-	-	A	22350	- L G	DRVR	OTH VIS	31	F	1	0	L	G

Primary Rd WEST AV | Distance (ft) 0 | Direction | Secondary Rd ALAMOS AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2D | Beat 1751 | Type 0 | CalTrans | Badge P959 | Collision Date 20150624 | Time 1009 | Day WED
Primary Collision Factor R-O-W AUTO | Violation 21803B | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160126
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	23	F	H	HNBD		ENT TRAF	W	A	0100	MITSU	2012	-	3	N	-	M G	PASS		998	-	6	0	M	-
2	DRVR	28	F	H	HNBD		PROC ST	S	D	2200	CHEVR	2004	-	3	N	-	M G	DRVR	COMP PN	28	F	1	0	M	G

Primary Rd WEST AV | Distance (ft) 75 | Direction N | Secondary Rd ASHLAN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1851 | Beat 00D | Type 0 | CalTrans | Badge P911 | Collision Date 20150909 | Time 1418 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160126
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	F	H	HNBD		PROC ST	S	A	0100	CHEVR	2003	-	3	N	-	L G	DRVR	COMP PN	34	F	6	0	L	G
																		PASS		998	M	3	0	L	G
																		PASS		998	M	4	0	L	G
																		PASS		998	M	5	0	L	G
2	DRVR	48	M	H	HNBD		STOPPED	S	A	0800	DODGE	1977	-	3	N	-	M G								
3	DRVR	23	M	W	HNBD		STOPPED	S	A	0100	KIA	2012	-	3	N	-	M G								
4	DRVR	75	F	W	HNBD		STOPPED	S	A	0100	HONDA	1998	-	3	N	-	M G								

Primary Rd WEST AV | Distance (ft) 200 | Direction N | Secondary Rd CARUTHERS AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 020 | Type 3 | CalTrans | Badge 18939 | Collision Date 20150710 | Time 1705 | Day FRI
Primary Collision Factor IMPROP PASS | Violation 21751 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151204
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	21	M	H	HNBD		PASSING	N	A	0100	HONDA	1991	-	3	N	-	M G								
2	DRVR	36	M	W	HNBD		PROC ST	N	A	0700	CHEVR	1996	-	3	N	-	M G								

Primary Rd WEST AV | Distance (ft) 300 | Direction N | Secondary Rd EMERSON AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW | Beat | Type 0 | CalTrans | Badge P662 | Collision Date 20151019 | Time 0743 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160411
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	M	W	HNBD		PROC ST	N	A	0100	FORD	1997	-	-	-	-	L G								

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Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N MARTY AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1848** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **1022** *Collision Date* **20150907** *Time* **1145** *Day* **MON**
Primary Collision Factor **STRTNG\|BCKNG** *Violation* **22106** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160210**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	F	B	HNBD		STOPPED	W	A	0100	SATUR	2008	-	-	F	-	M G	PASS		24	M	3	0	M	G
																		PASS		4	F	6	0	M	Q
																		PASS		3	F	7	0	M	Q
2	DRVR	38	M	H	HNBD		STOPPED	W	-	0000	FORD	2012	-	-	N	-	M G	PASS		36	F	3	0	N	G
																		PASS		73	F	0	0	P	J

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N MARTY AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW184** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P1227** *Collision Date* **20151014** *Time* **1802** *Day* **WED**
Primary Collision Factor **OTHER HAZ** *Violation* **21451A** *Collision Type* **SIDESWIPE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160126**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	77	M	B	HNBD		LFT TURN	N	A	0700	FORD	2009	-	3	N	-	L G	DRVR	COMP PN	77	M	1	0	L	G
																		PASS		43	F	3	0	L	G
2	DRVR	30	F	B	HNBD		PROC ST	S	A	0100	CHEVR	1993	-	3	N	-	L G								

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N POLK AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW174** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1616** *Collision Date* **20150628** *Time* **2039** *Day* **SUN**
Primary Collision Factor **DRVR ALC\|DRG** *Violation* **23153A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160128**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DUSK/DAWN** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	23	M	W		DRUG	LFT TURN	W	A	0100	SATUR	2002	-	3	N	-	M G	PASS		23	M	5	0	M	B
2F	DRVR	75	F	H			PROC ST	E	A	0100	NISSA	2000	-	3	N	-	L G	DRVR	COMP PN	75	F	1	0	L	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N RT 99** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1648** *Collision Date* **20150815** *Time* **2049** *Day* **SAT**
Primary Collision Factor **IMPROP TURN** *Violation* **22100A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160414**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	16	F	H	HNBD		LFT TURN	E	A	0100	MERCE	1983	-	3	E	-	M G	DRVR	COMP PN	16	F	1	0	-	-
2	DRVR	48	F	H	HNBD		PROC ST	W	A	0700	CHEVR	2004	-	3	N	-	M G								

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N VALENTINE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00D** *Type* **0** *CalTrans* *Badge* **PC290** *Collision Date* **20150315** *Time* **2325** *Day* **SUN**
Primary Collision Factor **DRVR ALC\|DRG** *Violation* **23152A** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160202**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	H	HBD-UI		RAN OFF RD	E	A	0700	LEXUS	2001	-	3	A	21658	N L G								

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Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd NORTH FRUIT AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW165 | Beat 00D | Type 0 | CalTrans | Badge P579 | Collision Date 20150609 | Time 1830 | Day TUE
Primary Collision Factor NOT STATED | Violation | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160322
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	57	M	W	HNBD		LFT TURN	N	D	2200	FORD	2002	-	3	A	21801	N - B
2	DRVR	25	F	W	HNBD		PROC ST	S	A	0100	HONDA	2015	-	3	N		- - G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd NORTH FRUIT AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW165 | Beat 00D | Type 0 | CalTrans | Badge P1616 | Collision Date 20150914 | Time 1947 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HBD-NUI		LFT TURN	N	A	0100	HONDA	2011	-	3	N		- M G
2	DRVR	53	F	H	HBD-NUI		PROC ST	S	A	0100	DODGE	2007	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	53	F	1	0	M	G

Primary Rd WEST SHAW AV | Distance (ft) 28 | Direction W | Secondary Rd NORTH WEST AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW165 | Beat 00D | Type 0 | CalTrans | Badge P1672 | Collision Date 20150908 | Time 2153 | Day TUE
Primary Collision Factor NOT DRIVER | Violation | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160126
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PED | Lighting DARK - ST | Ped Action IN RD, | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	PED	55	M	W	HNBD		PROC ST	N	N	6000	-	-	3	A	21202	N	- -
2	DRVR	46	F	H	HNBD		LFT TURN	W	A	0100	DODGE	2007	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	OTH VIS	55	M	1	0	-	-

Primary Rd WEST SHAW AV | Distance (ft) 12 | Direction E | Secondary Rd RT 99 | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW164 | Beat 00C | Type 0 | CalTrans | Badge P1636 | Collision Date 20150201 | Time 2012 | Day SUN
Primary Collision Factor OTHER IMPROP DRV | Violation | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160310
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	F	W	HBD-UNK		RAN OFF RD	N	A	0700	HONDA	2007	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd RT 99 | NCIC 1005 | State Hwy? Y | Route 99 | Postmile Prefix - | Postmile 27.911 | Side of Hwy S
City Fresno | County Fresno | Population 7 | Rpt Dist NW164 | Beat 00C | Type 0 | CalTrans 6 | Badge P1022 | Collision Date 20150712 | Time 1522 | Day SUN
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161103
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	29	M	H	HNBD		LFT TURN	W	A	0100	HONDA	2009	-	-	A	21801	- L G
2F	DRVR	57	F	W	HNBD		PROC ST	-	A	0100	BMW	1999	-	-	N		- L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd RT 99 | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW164 | Beat 00C | Type 0 | CalTrans | Badge P1321 | Collision Date 20151023 | Time 0623 | Day FRI
Primary Collision Factor OTHER HAZ | Violation 21461A | Collision Type HEAD-ON | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160411
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	32	F	H			LFT TURN	E	A	0100	KIA	2016	- -	N		-	L G
2	DRVR	24	F	H			PROC ST	W	A	0100	TOYOT	2005	- -	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd W JENNIFER AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1647 | Beat 00A | Type 0 | CalTrans | Badge 1236 | Collision Date 20150428 | Time 1809 | Day TUE
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160212
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	F	H	HNBD		PROC ST	E	A	0100	MAZDA	2003	- 3	A	21703	G	M G
2	DRVR	35	F	B	HNBD		PROC ST	E	A	0700	FORD	1998	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	21	F	6	0	M	G
PASS		25	F	3	0	M	G

Primary Rd WEST SHIELDS AV | Distance (ft) 0 | Direction | Secondary Rd HUGHES | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW205 | Beat 00G | Type 0 | CalTrans | Badge P836 | Collision Date 20150705 | Time 1230 | Day SUN
Primary Collision Factor UNKNOWN | Violation 20002A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160204
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	49	M	H	HBD-UI		PROC ST	W	A	0100	CHEVR	2009	- -	A	20002	-	- -
2	DRVR	37	F	H			STOPPED	W	A	0800	CHRYS	2012	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST SHIELDS AV | Distance (ft) 121 | Direction S | Secondary Rd N BRAWLEY | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW224 | Beat 00F | Type 0 | CalTrans | Badge P1488 | Collision Date 20150205 | Time 2008 | Day THU
Primary Collision Factor PED VIOL | Violation 21954A | Collision Type AUTO/PED | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160212
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PED | Lighting DARK - ST | Ped Action NOT IN X- | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	PED	45	F	A	HBD-NUI		OTHER	W	N	6000	-		- 3	F		-	- -
2	DRVR	64	F	W	HBD-NUI		PROC ST	S	A	0100	NISSA	2003	- 3	-		-	P E

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	OTH VIS	1	F	9	3	-	-

Primary Rd WEST SHIELDS AV | Distance (ft) 0 | Direction | Secondary Rd N CHANNING WY | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW205 | Beat 00G | Type 0 | CalTrans | Badge P1458 | Collision Date 20150218 | Time 1810 | Day WED
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160216
Weather1 CLEAR | Weather2 | Rdwy Surface | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	F	H	HNBD		PROC ST	N	A	0100	TOYOT	1999	- 3	A	21802	-	P G
2	DRVR	44	F	H	HNBD		PROC ST	W	A	0100	TOYOT	1998	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		9	F	6	0	P	G
PASS		6	F	5	0	P	G
DRVR	COMP PN	44	F	1	3	-	-

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Primary Rd **N FULTON ST** *Distance (ft)* **0** *Direction* *Secondary Rd* **E NEVADA AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **SW255** *Beat* **00D** *Type* **0** *CalTrans* *Badge* **P1709** *Collision Date* **20160125** *Time* **1814** *Day* **MON**
Primary Collision Factor **PED VIOL** *Violation* **21950B** *Collision Type* **HEAD-ON** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160502**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DARK - ST** *Ped Action* **X-WLK AT** *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	PED	47	F	H	HNBD			E	N	6000	-		- -	A	21950	-	- -
2	DRVR	68	M	W	HNBD		PROC ST	S	A	0100	NISSA	2015	- 3	J		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	OTH VIS	47	F	9	3	-	-

Primary Rd **N GLENN AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **E MICHIGAN AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW215** *Beat* **00H** *Type* **0** *CalTrans* *Badge* **P1610** *Collision Date* **20160218** *Time* **0145** *Day* **THU**
Primary Collision Factor **NOT DRIVER** *Violation* *Collision Type* **OTHER** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160321**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **FLOODED** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	43	F	W	HNBD		PROC ST	N	J	4800	DODGE	2013	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **N GOLDEN STATE** *Distance (ft)* **0** *Direction* *Secondary Rd* **W OLIVE AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **SW245** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P772** *Collision Date* **20160214** *Time* **0030** *Day* **SUN**
Primary Collision Factor **NOT STATED** *Violation* *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **N** *Process Date* **20160502**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	52	F	H			STOPPED	S	A	0100	TOYOT	2008	- 3	-		-	- -
2F	DRVR	998	M	W	IMP UNK	IMP UNK	PROC ST	S	A	0100	FORD	1996	- -	A	22350	F	- B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	52	F	1	3	-	E
PASS	COMP PN	50	M	3	0	-	E

Primary Rd **N GOLDEN STATE** *Distance (ft)* **3** *Direction* **E** *Secondary Rd* **WASHLAN AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **NW194** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1718** *Collision Date* **20160212** *Time* **0431** *Day* **FRI**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **OTHER** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160407**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	24	M	H	HNBD		LFT TURN	E	A	0100	CHEVR	2006	- 3	N		-	L G
2F	BICY	19	M	W			LFT TURN	E	L	0400	-		- 3	A		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	24	M	1	0	L	G

Primary Rd **N GREGORY AV** *Distance (ft)* **45** *Direction* **S** *Secondary Rd* **WATHENS AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW124** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P1617** *Collision Date* **20160228** *Time* **0200** *Day* **SUN**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160415**
Weather1 *Weather2* *Rdwy Surface* *Rdwy Cond1* *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* *Lighting* *Ped Action* *Cntrl Dev* *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	PRKD	998	-			null		-	A	0100	FORD	1998	- -	-		-	- -
2F	DRVR	998	-			null		-	A	0100	TOYOT	2005	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 N/B TO | Distance (ft) 25 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020060 | Collision Date 20160410 | Time 1700 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160505
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	34	F	W	HNBD		PROC ST	N	A	0700	SUBA	2016	-	3	N		-	M G
2F	DRVR	39	M	B	HBD-UI		OTHER	N	A	0100	TOYO	2010	-	3	A	22107	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		43	M	3	0	M	G
PASS		3	M	6	0	P	Q
PASS		998	M	4	0	P	Q

Primary Rd SR-99 N/B TO | Distance (ft) 200 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020429 | Collision Date 20160708 | Time 1320 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160729
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	74	M	W	HNBD		SLOWING	N	A	0700	BMW	2002	-	3	N		-	M G
2	DRVR	25	F	A	HNBD		STOPPED	N	A	0800	TOYO	1999	-	3	N		-	M G
3	DRVR	61	F	W	HNBD		STOPPED	N	A	0100	HONDA	2003	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		30	M	3	0	M	G
PASS		27	F	4	0	P	G
PASS		21	M	5	0	P	G
PASS		23	F	7	0	P	G
PASS		29	F	7	0	P	G
PASS		32	M	7	0	B	G

Primary Rd SR-99 N/B TO | Distance (ft) 12 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019523 | Collision Date 20160728 | Time 1150 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160817
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	998	F	W	IMP UNK	IMP UNK	PROC ST	N	-	9900	-		-	3	N		-	B B
2	DRVR	71	F	W	HNBD		STOPPED	N	A	0100	CHEV	2007	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 35 | Direction S | Secondary Rd JENSEN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | JENSEN AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 018920 | Collision Date 20160706 | Time 0702 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160721
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	23	M	H		FATG	PROC ST	N	A	0100	BUICK	1998	-	3	N		-	M G
2	DRVR	34	M	H	HNBD		STOPPED	N	A	0100	OLDS	2000	-	3	N		-	M G
3	DRVR	64	M	H	HNBD		STOPPED	N	A	0700	FORD	2003	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 N/B TO Distance (ft) 25 Direction S Secondary Rd MCKINLEY AVE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City FresnoMCKINLEY AVE County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 019926 Collision Date 20161207 Time 1555 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 3 Tow Away? Y Process Date 20161214
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	60	M	H	HNBD		PROC ST	N	A	0700	DODG	2001	- 3	H		-	M G
2	DRVR	47	F	B	HNBD		STOPPED	N	A	0100	HYUN	2015	- 3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	47	F	1	0	M	G
PASS	COMP PN	13	F	3	0	M	G
PASS	COMP PN	16	F	5	0	P	G

Primary Rd SR-99 N/B TO OLIVE Distance (ft) 200 Direction S Secondary Rd OLIVE AVE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City FresnoAVE County Fresno Population 7 Rpt Dist Beat 010 Type 3 CalTrans Badge 019926 Collision Date 20160929 Time 0800 Day THU
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20161010
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	38	M	B	HNBD		OTHER	N	A	0100	FORD	1995	- 3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	38	M	1	0	M	G

Primary Rd SR-99 N/B TO OLIVE Distance (ft) 40 Direction S Secondary Rd OLIVE AVE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City FresnoAVE County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 019926 Collision Date 20161228 Time 1325 Day WED
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170105
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	9900	-		- 3	H		-	B B
2	DRVR	25	M	O	HNBD		STOPPED	N	A	0100	CHEV	2010	- 3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO OLIVE Distance (ft) 4 Direction S Secondary Rd OLIVE AVE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City FresnoAVE. County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 018823 Collision Date 20160413 Time 1645 Day WED
Primary Collision Factor WRONG SIDE Violation 21650 Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 1 Tow Away? N Process Date 20160426
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With BICYCLE Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	61	M	W	HNBD		RGT TURN	N	D	2200	FORD	2015	- 3	N		-	M G
2F	BICY	57	M	H	HNBD		WRONG WY	W	L	0400	WORK	2000	- 3	N		-	V

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	OTH VIS	5	F	0	1	P	X

Primary Rd SR-99 N/B TO SHAW Distance (ft) 25 Direction N Secondary Rd SHAW AVE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City FresnoAVE County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 020429 Collision Date 20160819 Time 1330 Day FRI
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity INJURY #Killed 0 #Injured 2 Tow Away? N Process Date 20160826
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	40	M	H	HNBD		PROC ST	N	D	2200	CHEVR	2005	- 3	N		-	M G
2	DRVR	55	F	B	HNBD		STOPPED	N	A	0100	PONTI	2006	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	55	F	1	0	M	G
PASS	COMP PN	19	M	3	0	M	G

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Primary Rd SR-99 N/B TO SR-41 Distance (ft) 493 Direction S Secondary Rd SR-41 NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno N/B County Fresno Population 7 Rpt Dist Beat 106 Type 1 CalTrans Badge 020082 Collision Date 20161213 Time 1730 Day TUE
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20161220
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	25	M	H	HNBD		PROC ST	N	A	0100	HOND	1997	-	3	N	-	L	G
2	DRVR	52	M	A	HNBD		SLOWING	N	A	0100	HOND	2009	-	3	N	-	M	G
3	DRVR	51	F	H	HNBD		SLOWING	N	A	0100	FORD	2000	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		18	F	3	0	L	G
DRVR	COMP PN	52	M	1	0	M	G

Primary Rd SR-99 N/B TO SR-41 Distance (ft) 500 Direction N Secondary Rd SR-99 NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno N/B County Fresno Population 7 Rpt Dist Beat 106 Type 1 CalTrans Badge 020297 Collision Date 20161202 Time 1720 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20161212
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	27	M	W	HNBD		PROC ST	N	A	0100	FORD	2010	-	3	H	-	M	G
2	DRVR	53	M	W	HNBD		SLOWING	N	A	0100	JAGU	2017	-	3	H	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 NB Distance (ft) 528 Direction S Secondary Rd OLIVE AVE. NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 018944 Collision Date 20161006 Time 2350 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20161010
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 CONS ZONE Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0100	-		-	3	N	-	B	B
2	DRVR	25	F	H	HNBD		SLOWING	N	A	0100	HOND	2016	-	3	N	-	L	G
3	DRVR	21	M	A	HNBD		STOPPED	N	A	0100	TOYO	2005	-	3	N	-	P	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 NB FROM Distance (ft) 100 Direction N Secondary Rd SHAW AVE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno SHAW AVE County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 020429 Collision Date 20160814 Time 1630 Day SUN
Primary Collision Factor NOT DRIVER Violation Collision Type OTHER Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160826
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With NON-CLSN Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	46	M	B	HNBD		PROC ST	N	A	0100	MERC	1989	-	3	K	-	P	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	46	M	1	0	P	G
PASS		56	M	3	0	P	G

Primary Rd SR-99 NB TO SR-180 Distance (ft) 100 Direction E Secondary Rd SR-99 NB NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno EB County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 018944 Collision Date 20160711 Time 0210 Day MON
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type OVERTURNED Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160801
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With NON-CLSN Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	41	M	H	HBD-UI		RAN OFF RD	N	D	2200	CHEV	2003	-	3	A	22107	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	SEVERE	41	M	1	0	M	G

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Primary Rd SR-99 S/B FROM | Distance (ft) 730 | Direction S | Secondary Rd OLIVE AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | OLIVE AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019210 | Collision Date 20161022 | Time 1100 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20161104
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	M	H	HNBD		PROC ST	S	A	0100	DODG	2015	- 3	N		-	L G
2	DRVR	58	M	H	HNBD		SLOWING	S	D	2200	FORD	2004	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	27	M	1	0	L	G

Primary Rd SR-99 S/B FROM | Distance (ft) 800 | Direction S | Secondary Rd SHAW AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | SHAW AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020490 | Collision Date 20160409 | Time 2255 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 3 | Tow Away? Y | Process Date 20160505
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	M	H	IMP UNK	IMP UNK	PROC ST	S	A	0100	CHRY	2015	- 3	N		-	M B
2	DRVR	19	M	H	HNBD		PROC ST	S	A	0100	HONDA	2014	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	11	F	4	0	P	G
PASS	COMP PN	50	F	3	0	M	G
PASS	COMP PN	13	F	6	0	P	G

Primary Rd SR-99 S/B FROM | Distance (ft) 500 | Direction S | Secondary Rd SHAW AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | SHAW AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018934 | Collision Date 20160417 | Time 1445 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160502
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	M	O	HNBD		OTHER	S	A	0100	HOND	2002	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	19	M	1	0	L	G

Primary Rd SR-99 S/B FROM | Distance (ft) 200 | Direction S | Secondary Rd SHAW AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | SHAW AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20160725 | Time 0950 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160805
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	47	F	H	HNBD		PROC ST	S	A	0100	HOND	2006	- 3	H		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	47	F	1	0	L	G

Primary Rd SR-99 S/B TO | Distance (ft) 5 | Direction N | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | ASHLAN AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018934 | Collision Date 20160221 | Time 1845 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160304
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	55	M	O	HNBD		LFT TURN	S	G	2531	VOLV	2015	- 3	N		-	M G
2	DRVR	59	F	B	HNBD		PROC ST	S	A	0100	HYUN	2015	- 3	N		-	M G
3	DRVR	19	M	H	HNBD		PROC ST	S	A	0100	FORD	2000	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 S/B TO | Distance (ft) 80 | Direction N | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno ASHLAN AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018823 | Collision Date 20160331 | Time 1725 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160602
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 REDUCED RD | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	M	A	HNBD		PROC ST	S	G	2531	FREI	2016	-	3	H	-	M G
2	DRVR	62	M	H	HNBD		STOPPED	S	D	2200	FORD	2000	-	3	H	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO | Distance (ft) 20 | Direction N | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno ASHLAN AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018823 | Collision Date 20160411 | Time 1445 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160421
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 REDUCED RD | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	50	M	O	HNBD		PROC ST	S	G	2531	VOLV	2016	-	3	N	-	M G
2	DRVR	72	F	W	HNBD		STOPPED	S	A	0700	GMC	2015	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO | Distance (ft) 0 | Direction | Secondary Rd CENTRAL AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno CENTRAL AVE | County Fresno | Population 7 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 019610 | Collision Date 20161015 | Time 1135 | Day SAT
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	F	H	HNBD		LFT TURN	S	A	0100	TOYT	2009	-	3	N	-	M G
2	DRVR	33	M	W	HNBD		PROC ST	W	D	2200	FORD	2013	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		998	M	4	0	M	Q
PASS		18	M	6	0	M	G

Primary Rd SR-99 S/B TO | Distance (ft) 12 | Direction N | Secondary Rd DAKOTA AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno DAKOTA AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 017518 | Collision Date 20160630 | Time 2215 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160714
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	RAN OFF RD	S	A	0800	CHEV	1998	-	3	N	-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO | Distance (ft) 50 | Direction S | Secondary Rd SR-99 S/B | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno DAKOTA AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018944 | Collision Date 20161023 | Time 2130 | Day SUN
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161104
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	S	A	0100	CHRY	2005	-	3	N	-	B B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd STATE ROUTE 99 Distance (ft) 528 Direction S Secondary Rd STATE ROUTE 180 NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno N/B County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 019039 Collision Date 20160808 Time 1722 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160812
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	B	HNBD		PROC ST	N	A	0100	TOYO	2012	-	3	N	-	M G
2	DRVR	21	F	H	HNBD		SLOWING	N	A	0100	CHRY	2016	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd STATE ROUTE 99 Distance (ft) 7 Direction N Secondary Rd SHAW AVENUE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno N/B TO SHAW AVENUE County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 019039 Collision Date 20160907 Time 1951 Day WED
Primary Collision Factor STRTNG|BCKNG Violation 22106 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160912
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	36	M	W	HNBD		PROC ST	N	D	2200	CHEVY	2015	-	3	N	-	M G
2	DRVR	46	F	A	HNBD		SLOWING	N	A	0700	NISS	2010	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		12	M	3	0	M	G
PASS		11	M	4	0	P	G
PASS		8	F	6	0	P	G

Primary Rd STATE ROUTE 99 Distance (ft) 160 Direction S Secondary Rd EL DORADO NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno NB County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 019039 Collision Date 20160713 Time 1338 Day WED
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160801
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	32	M	H	HNBD		CHANG LN	N	D	2200	FORD	2008	-	3	N	-	M G
2	DRVR	55	F	W	HNBD		CHANG LN	N	A	0100	TOYO	1999	-	3	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	55	F	1	0	L	G

Primary Rd STATE ROUTE 99 Distance (ft) 1056 Direction S Secondary Rd OLIVE AVENUE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno NB County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 019039 Collision Date 20160713 Time 2052 Day WED
Primary Collision Factor LANE CHANGE Violation 21658A Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160727
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With OTHER MV Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	M	B	HNBD		CHANG LN	N	A	0100	BUIC	2005	-	3	N	-	M G
2	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0100	TOYO		-	3	N	-	B B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd STATE ROUTE 99 Distance (ft) 528 Direction N Secondary Rd STATE ROUTE 180 NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno NB County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 019039 Collision Date 20160617 Time 1645 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160620
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	M	A	HNBD		PROC ST	N	A	0100	NISS	2011	-	3	N	-	M G
2	DRVR	25	M	H	HNBD		SLOWING	N	A	0100	HOND	2011	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd WEST AV | Distance (ft) 168 | Direction N | Secondary Rd CAMBRIDGE AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW | Beat H2252 | Type 0 | CalTrans | Badge P850 | Collision Date 20160119 | Time 1140 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160322
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip								
1F	DRVR	53	M	W	HNBD		PROC ST	S	C	0200	HARLE	1994	-	3	N	-	P	W							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	53	M	1	1	N	W

Primary Rd WEST AV | Distance (ft) 505 | Direction N | Secondary Rd SIERRA AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NWB | Beat 1352 | Type 0 | CalTrans | Badge P1070 | Collision Date 20160426 | Time 0354 | Day TUE
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type HIT OBJECT | Severity FATAL | #Killed 1 | #Injured 0 | Tow Away? Y | Process Date 20171002
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip								
1F	DRVR	25	M	W	HBD-UI		RAN OFF RD	N	A	0100	HONDA	2016	-	3	A	22350	-	L	F						

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	KILLED	25	M	1	0	L	F

Primary Rd WEST CLINTON AV | Distance (ft) 2 | Direction S | Secondary Rd N MILBURN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW224 | Beat 00F | Type 0 | CalTrans | Badge P1674 | Collision Date 20160207 | Time 0247 | Day SUN
Primary Collision Factor UNKNOWN | Violation 23103A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160329
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip								
1F	DRVR	998	M		IMP UNK	IMP UNK	PROC ST	E	A	0100	HYUND	2002	-	-	N	-	M	B							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST HERNDON AV | Distance (ft) 0 | Direction | Secondary Rd NORTH MARKS AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW124 | Beat 00B | Type 0 | CalTrans | Badge P1702 | Collision Date 20160228 | Time 1552 | Day SUN
Primary Collision Factor LANE CHANGE | Violation 21658A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160415
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip								
1F	DRVR	998	M	W	IMP UNK	IMP UNK	CHANG LN	W	A	0700	NISSA	1988	-	3	N	-	M	B							
2	DRVR	27	M	H	HNBD		PROC ST	W	A	0100	CHEVR	2008	-	3	N	-	M	E							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		28	F	3	0	L	G
PASS		0	M	4	0	M	Q
PASS		2	F	6	0	M	Q

Primary Rd WEST SHAW AV | Distance (ft) 100 | Direction W | Secondary Rd N POLK AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW164 | Beat 00C | Type 0 | CalTrans | Badge P960 | Collision Date 20160214 | Time 1100 | Day SUN
Primary Collision Factor OTHER IMPROP DRV | Violation | Collision Type HEAD-ON | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160824
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 OTHER | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip								
1	DRVR	27	F	H			PROC ST	W	A	0100	BMW	2008	-	3	M	-	M	G							

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		26	M	3	0	M	G
PASS		2	F	6	0	M	Q

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Primary Rd SR-99 S/B TO SR-180 | Distance (ft) 100 | Direction N | Secondary Rd NIELSEN AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020854 | Collision Date 20170820 | Time 1550 | Day SUN
Primary Collision Factor WRONG SIDE | Violation 21651A | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20170915
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	OTHER	S	D	2200	CHEV		-	3	N	-	B	B
2	DRVR	45	F	W	HNBD		PROC ST	S	A	0800	KIA	2012	-	3	N	-	M	G
3	DRVR	40	M	W	HNBD		PROC ST	S	A	0100	TOYOT	1991	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	SEVERE	40	M	1	0	M	G
PASS	OTH VIS	47	F	3	0	M	G

Primary Rd SR-99 TO SHAW AVENUE | Distance (ft) 5 | Direction N | Secondary Rd SHAW AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015986 | Collision Date 20170920 | Time 0725 | Day WE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170929
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	45	M	W	HNBD		PROC ST	S	A	0700	FORD	2017	-	3	N	-	M	G
2	DRVR	56	M	H	HNBD		STOPPED	S	D	2200	CHEV	2017	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR180 W/B TO SR99 | Distance (ft) 475 | Direction W | Secondary Rd G ST | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 181 | Type 1 | CalTrans | Badge 019895 | Collision Date 20170502 | Time 1725 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170503
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	16	M	O	HNBD		PROC ST	W	A	0100	TOYO	2014	-	3	N	-	M	G
2	DRVR	24	F	O	HNBD		PROC ST	W	A	0100	HONDA	2014	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR180 W/B TO SR99 | Distance (ft) 600 | Direction E | Secondary Rd SR-99 N/B | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 181 | Type 1 | CalTrans | Badge 019603 | Collision Date 20171118 | Time 1820 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20171128
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	19	M	H	HNBD		PROC ST	W	D	2200	FORD	1994	-	3	N	-	M	G
2	DRVR	55	M	A	HNBD		SLOWING	W	A	0100	TOYT	2004	-	3	N	-	M	G
3	DRVR	31	M	O	HNBD		SLOWING	W	A	0100	VOLK	2015	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR41 S/B | Distance (ft) 675 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 410 | Type 1 | CalTrans | Badge 019473 | Collision Date 20170513 | Time 2210 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170523
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	S	-	9900	-		-	3	N	-	B	B
2	DRVR	45	F	A	HNBD		PROC ST	S	A	0100	HOND	2009	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 N/B FROM | Distance (ft) 528 | Direction N | Secondary Rd NORTH AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | NORTH AVE | County Fresno | Population 7 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 016833 | Collision Date 20170322 | Time 1020 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type OVERTURNED | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170323
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	F	H	HNBD		OTHER	N	D	2200	DODGE	2007	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B FROM | Distance (ft) 200 | Direction N | Secondary Rd OLIVE AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | OLIVE AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20171010 | Time 1600 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171018
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	F	H	HNBD		PROC ST	N	A	0100	KIA	2013	-	3	H	-	M G
2	DRVR	83	F	O	HNBD		STOPPED	N	A	0700	CHEV	2011	-	3	H	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B FROM | Distance (ft) 220 | Direction N | Secondary Rd OLIVE AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | OLIVE AVE. | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015106 | Collision Date 20170310 | Time 0710 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20170314
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	37	M	H	HNBD		PROC ST	N	F	2600	GMC	2006	-	3	F	-	M G
2	DRVR	29	M	H	HNBD		STOPPED	N	D	2200	CHEVY	2017	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	37	M	1	0	M	G
DRVR	COMP PN	29	M	1	0	M	G

Primary Rd SR-99 N/B FROM | Distance (ft) 100 | Direction N | Secondary Rd SHAW AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | SHAW AVE. | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020680 | Collision Date 20170312 | Time 0300 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170320
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HBD-UI		PROC ST	N	A	0100	HOND	2009	-	3	A	22107	- L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B FROM | Distance (ft) 38 | Direction N | Secondary Rd SHAW AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | SHAW AVENUE W/B | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020064 | Collision Date 20171022 | Time 0530 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20171030
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HBD-UI		PROC ST	W	D	2200	MAZDA	1994	-	3	A	22350	H M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	23	M	1	0	M	G

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Primary Rd SR-99 N/B FROM | Distance (ft) 1056 | Direction N | Secondary Rd STANISLAUS | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | STANISLAUS AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 017489 | Collision Date 20170629 | Time 1015 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170703
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	37	F	A	HNBD		PROC ST	N	A	0100	TOYT	2009	-	3	N	-	M	G
2	DRVR	59	M	H	HNBD		STOPPED	N	A	0100	DODG	2008	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B FROM | Distance (ft) 725 | Direction N | Secondary Rd VENTURA AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | VENTURA AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015468 | Collision Date 20170920 | Time 0852 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20170927
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	28	F	H	HNBD		PROC ST	N	A	0100	CHEV	2012	-	3	N	-	L	G
2	DRVR	53	F	A	HNBD		STOPPED	N	A	0700	HOND	2004	-	3	N	-	M	G
3	DRVR	19	M	W	HNBD		STOPPED	N	E	2235	FORD	2001	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	53	F	1	0	M	G
PASS	COMP PN	18	F	3	0	M	G

Primary Rd SR-99 N/B FROM | Distance (ft) 500 | Direction N | Secondary Rd VENTURA AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | VENTURA AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015106 | Collision Date 20170508 | Time 1040 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20170515
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	25	F	A	HNBD		PROC ST	N	A	0100	CHEVY	2009	-	3	N	-	M	G
2	DRVR	24	F	H	HNBD		STOPPED	N	A	0100	HYUND	2013	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	25	F	1	0	M	G

Primary Rd SR-99 N/B FROM | Distance (ft) 300 | Direction N | Secondary Rd VENTURA ST | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | VENTURA ST | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020193 | Collision Date 20170617 | Time 1905 | Day SAT
Primary Collision Factor IMPROP PASS | Violation 21755 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170623
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PASSING	N	A	0700	LEXU		-	3	H	-	B	B
2	DRVR	39	F	H	HNBD		PROC ST	N	D	2200	FORD	2002		3	H		M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 90 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | ASHLAN AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20170712 | Time 1815 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170714
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	42	M	B	HNBD		PROC ST	N	A	0700	CHEV	2002	-	3	H	-	M	G
2	DRVR	50	M	B	HNBD		STOPPED	N	A	0100	TOYO	2015	-	3	H	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 N/B TO | Distance (ft) 30 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | ASHLAN AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019113 | Collision Date 20170613 | Time 1617 | Day TU
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170621
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	23	M	H	IMP UNK	IMP UNK	PROC ST	N	A	0100	CHRY	2005	- 3	N		-	M	G
2	DRVR	24	F	H	HNBD		STOPPED	N	D	2200	CHEV	2017	- 3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 50 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | ASLAN AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015986 | Collision Date 20170906 | Time 0840 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170915
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	28	M	H	HNBD		PROC ST	N	A	0100	MITS	1998	- 3	N		-	M	G
2	DRVR	33	F	H	HNBD		STOPPED	N	A	0100	SUZI	2005	- 3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 100 | Direction S | Secondary Rd BELMONT AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | BELMONT AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20170509 | Time 1450 | Day TUE
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170516
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	54	M	B	HNBD		BACKING	N	D	2200	CHEV	1988	- 3	H		L	M	G
2	DRVR	38	M	W	HNBD		STOPPED	N	A	0100	HOND	2011	- 3	H		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 10 | Direction S | Secondary Rd BELMONT | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | BELMONT AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018914 | Collision Date 20170620 | Time 1300 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20170628
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	D	2200	FORD		- 3	N		-	B	B
2	DRVR	31	F	H	HNBD		RGT TURN	N	A	0100	NISS	2008	- 3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN 31		F	1	0	M	G
PASS	COMP PN 56		M	3	0	M	G

Primary Rd SR-99 N/B TO | Distance (ft) 5 | Direction S | Secondary Rd BELMONT | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | BELMONT AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015986 | Collision Date 20171202 | Time 1200 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171207
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	31	M	H	HNBD		PROC ST	N	A	0100	CADI	2009	- 3	N		-	M	G
2	DRVR	27	F	H	HNBD		STOPPED	N	A	0100	TOYT	2016	- 3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 N/B TO | Distance (ft) 15 | Direction S | Secondary Rd CLINTON AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | CLINTON AVENUE County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 017327 | Collision Date 20170107 | Time 1145 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170227
Weather1 CLOUDY | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	A	0700	-		-	3	N	-	M B
2	DRVR	64	F	W	HNBD		STOPPED	N	A	0100	CHRY	2003	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 528 | Direction S | Secondary Rd FRESNO ST | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | FRESNO STREET County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 014479 | Collision Date 20170505 | Time 1028 | Day FRI
Primary Collision Factor NOT DRIVER | Violation | Collision Type OVERTURNED | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20170525
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 HOLES | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	35	F	H	HNBD		PROC ST	N	A	0100	KIA	2010	-	3	H	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	35	F	1	0	M	G
PASS	COMP PN	16	F	3	0	M	G

Primary Rd SR-99 N/B TO | Distance (ft) 1426 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | GOLDENSTATE BLVD County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 017518 | Collision Date 20170519 | Time 0130 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170531
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	RAN OFF RD	S	A	0700	NISS	2008	-	3	A	22350 H	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 100 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVE County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20170724 | Time 1720 | Day MON
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170726
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	51	M	W	HNBD		PROC ST	N	G	2531	PTRB	2015	-	3	H	-	M G
2	DRVR	27	F	H	HNBD		STOPPED	N	A	0100	NISS	2011	-	3	H	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 30 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVENUE County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015468 | Collision Date 20171027 | Time 0800 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171102
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	31	F	H	HNBD		PROC ST	N	A	0700	KIA	2011	-	3	N	-	M G
2	DRVR	40	M	O	HNBD		STOPPED	N	A	0100	VOLK	2016	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 S/B FROM SHAW AVENUE | Distance (ft) 175 | Direction S | Secondary Rd | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020592 | Collision Date 20170929 | Time 2055 | Day FRI
Primary Collision Factor WRONG SIDE | Violation 21460A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171016
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	32	F	W	IMP UNK	IMP UNK	OPPOS LN	S	A	0100	FORD	1991	-	3	N	-	P	G
2	DRVR	38	F	B	HNBD		STOPPED	S	A	0700	FORD	2003	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B FROM SHIELDS AVE | Distance (ft) 150 | Direction S | Secondary Rd | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019895 | Collision Date 20170628 | Time 1330 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170629
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	32	F	H	HNBD		OTHER	S	A	0700	CHRYS	2004	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO ASHLAN AVENUE | Distance (ft) 200 | Direction S | Secondary Rd | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019369 | Collision Date 20170315 | Time 1550 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170320
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	60	F	B	HNBD		PROC ST	N	A	0100	MERB	2006	-	3	N	-	L	G
2	DRVR	55	M	H	HNBD		STOPPED	N	G	2531	FREI	2012	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO JENSEN AVE | Distance (ft) 50 | Direction N | Secondary Rd | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020273 | Collision Date 20170714 | Time 1530 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170725
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	41	M	H	HNBD		PROC ST	S	A	0700	FORD	2004	-	3	N	-	M	G
2	DRVR	51	F	H	HNBD		STOPPED	S	A	0700	TOYO	2017	-	3	N	-	M	G
3	DRVR	51	M	H	HNBD		STOPPED	S	D	2200	NISS	2016	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO JENSEN AVE | Distance (ft) 250 | Direction N | Secondary Rd | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 019523 | Collision Date 20170925 | Time 1535 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20171006
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	19	F	H	HNBD		RAN OFF RD	S	A	0100	HYUN	2008	-	3	N	-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	POSSIBL	19	F	1	0	L	G

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Primary Rd SR180 W/B | Distance (ft) 1056 | Direction E | Secondary Rd SR99 N/B | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 181 | Type 1 | CalTrans | Badge 020062 | Collision Date 20170422 | Time 2112 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170501
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	A	0100	HOND		-	3	N		-	B B
2	DRVR	30	M	H	HNBD		SLOWING	W	A	0100	HOND	2001	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR180 WB | Distance (ft) 550 | Direction E | Secondary Rd ABBY AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 181 | Type 1 | CalTrans | Badge 016911 | Collision Date 20170103 | Time 2236 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20170111
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	23	M	A	HNBD		CHANG LN	W	A	0100	HOND	1994	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	23	M	1	0	M	G

Primary Rd SR41 N/B | Distance (ft) 792 | Direction S | Secondary Rd SR180 E/B | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 410 | Type 1 | CalTrans | Badge 020062 | Collision Date 20171210 | Time 0335 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20171215
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	27	M	A	HBD-UI		PROC ST	N	D	2200	DODG	1997	-	3	A	22107	-	L G
2	DRVR	22	F	H	HBD-UI		PROC ST	N	A	0100	HOND	2012	-	3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	POSSIBL	27	M	1	0	L	G
DRVR	SERIOUS	22	F	1	0	L	G

Primary Rd SR41 S/B | Distance (ft) 140 | Direction S | Secondary Rd MCKINLEY AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 410 | Type 1 | CalTrans | Badge 015106 | Collision Date 20170608 | Time 1300 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170615
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	23	F	A	HNBD		PROC ST	S	A	0100	TOYOT	2001	-	3	N		-	M G
2	DRVR	49	M	W	HNBD		SLOWING	S	D	2200	FORD	2016	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR99 N/B TO | Distance (ft) 5 | Direction S | Secondary Rd ASHLAN AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno ASHLAN AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015106 | Collision Date 20170602 | Time 0855 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170609
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	32	F	W	HNBD		PROC ST	N	A	0100	BUICK	2000	-	3	N		-	M G
2	DRVR	69	F	W	HNBD		STOPPED	N	A	0700	BUICK	2013	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd GRANTLAND AV | Distance (ft) 0 | Direction | Secondary Rd MCKINLEY AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 15106 | Collision Date 20131121 | Time 0800 | Day THU
Primary Collision Factor STOP SGN|SIG | Violation 22450A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20140513
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	35	M	W	HNBD		PROC ST	N	D	2200	DODGE	2005	-	3	N	-	M G	PASS		23	M	3	0	M	G
2	DRVR	23	M	H	HNBD		PROC ST	W	A	0100	SUZUK	2006	-	3	N	-	L E	DRVR	OTH VIS	23	M	1	0	L	E
3	DRVR	40	M	H	HNBD		STOPPED	S	G	2533	OTHER	1997	-	3	N	-	M G								

Primary Rd GRANTLAND AV | Distance (ft) 0 | Direction | Secondary Rd OLIVE AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 017489 | Collision Date 20130217 | Time 1615 | Day SUN
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 3 | Tow Away? Y | Process Date 20140128
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	40	M	W	HNBD		PROC ST	N	A	0700	CHEVR	2005	-	3	N	-	M G	PASS		35	F	3	0	M	G
																		PASS		7	M	4	0	P	G
																		PASS		2	F	6	0	P	Q
2	DRVR	43	F	A	HNBD		PROC ST	W	A	0100	TOYOT	2008	-	3	N	-	L G	DRVR	COMP PN	43	F	1	0	L	G
																		PASS		14	F	3	0	L	G
																		PASS		69	F	4	0	L	G
																		PASS	COMP PN	71	F	6	0	L	G
3	DRVR	45	M	H	HBD-NUI		PROC ST	E	D	2200	CHEVR	1991	-	3	N	-	P G	PASS	OTH VIS	45	M	3	0	P	G

Primary Rd GRANTLAND AV | Distance (ft) 0 | Direction | Secondary Rd PARKWAY DR | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 18944 | Collision Date 20130518 | Time 1800 | Day SAT
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20140904
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	F	H	HNBD		LFT TURN	N	A	0100	HONDA	2000	-	3	N	-	M G	PASS		17	F	3	0	M	G
																		PASS		46	F	3	0	P	G
																		PASS		20	F	6	0	P	G
2	DRVR	38	F	A	HNBD		PROC ST	S	A	0100	HONDA	2002	-	3	N	-	M G	PASS		7	F	6	0	P	G

Primary Rd GRANTLAND AV | Distance (ft) 1320 | Direction S | Secondary Rd RIALTO AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 018912 | Collision Date 20130310 | Time 0027 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20140725
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	F	W	HNBD		UNS TURN	S	D	2200	FORD	2001	-	3	N	-	M G								

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Primary Rd N FRIANT RD | Distance (ft) 0 | Direction | Secondary Rd N FT | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NE085 | Beat 00A | Type 0 | CalTrans | Badge P1066 | Collision Date 20130128 | Time 0855 | Day MON
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 3 | Tow Away? Y | Process Date 20150107
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	51	M	B	HNBD		PROC ST	N	A	0100	CHEVR	2005	-	3	A	14601	- L G	DRVR	COMP PN	51	M	1	0	L	G
																		PASS	COMP PN	37	F	3	0	L	G
2	DRVR	35	M	W	HNBD		LFT TURN	W	A	0100	FORD	2012	-	3	N		- L G	DRVR	COMP PN	35	M	1	0	L	G
3	DRVR	49	M	W	HNBD		LFT TURN	W	A	0100	MERCE	1984	-	3	N		- M G								

Primary Rd N FRIANT RD | Distance (ft) 279 | Direction W | Secondary Rd RT 41 | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NE105 | Beat 00A | Type 0 | CalTrans | Badge P871 | Collision Date 20130119 | Time 1541 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20150106
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	F	W	HNBD		PROC ST	W	A	0100	FORD	2006	-	3	F		- L G								
2	DRVR	39	F	W	HNBD		STOPPED	W	A	0700	SATUR	2007	-	3	N		- M G	DRVR	COMP PN	39	F	1	0	M	G
																		PASS	COMP PN	62	F	3	0	M	G

Primary Rd N GOLDEN STATE | Distance (ft) 1736 | Direction N | Secondary Rd W RICHERT AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City FresnoBL | County Fresno | Population 7 | Rpt Dist 1746 | Beat 00C | Type 0 | CalTrans | Badge P864 | Collision Date 20130130 | Time 0954 | Day WED
Primary Collision Factor TOO CLOSE | Violation 21703 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20150112
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	M	O	HNBD		SLOWING	N	A	0800	FORD	1995	-	3	N		- L G	DRVR	COMP PN	48	M	1	0	L	G
2	DRVR	31	M	W	HNBD		SLOWING	N	D	2200	CHEVR	2011	-	3	A	21703	- M G								
3	DRVR	29	M	W	HNBD		SLOWING	N	F	2600	INTER	2010	-	3	N		- M G								

Primary Rd N GOLDEN STATE | Distance (ft) 30 | Direction N | Secondary Rd WEST ASHLAN AV | NCIC 1005 | State Hwy? Y | Route 99 | Postmile Prefix - | Postmile 26.334 | Side of Hwy N
City FresnoBL | County Fresno | Population 7 | Rpt Dist NW174 | Beat 00C | Type 0 | CalTrans 6 | Badge P1569 | Collision Date 20130218 | Time 1720 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21804A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20150106
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DUSK/DAWN | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type R | Ramp/Int 4

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	42	M	H			ENT TRAF	W	L	0400	-	-	-	-	-	-	- -	BICY	COMP PN	42	M	9	1	P	-
2	DRVR	46	F	H	HNBD		PROC ST	N	A	0100	HONDA	2004	-	3	-		- M G								

Primary Rd N GRANVILLE AV | Distance (ft) 0 | Direction | Secondary Rd E WATERFORD AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 0760 | Beat 00A | Type 0 | CalTrans | Badge P124 | Collision Date 20130122 | Time 1756 | Day TUE
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20150112
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	58	F	W	HNBD		LFT TURN	N	D	2200	TOYOT	2005	-	3	-		- L B	DRVR	COMP PN	58	F	1	0	L	B

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Primary Rd **PALMER** *Distance (ft)* **0** *Direction* *Secondary Rd* **O ST** *NCIC* **1006** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Huron** *County* **Fresno** *Population* **2** *Rpt Dist* **1006** *Beat* **ALL** *Type* **0** *CalTrans* *Badge* **2085** *Collision Date* **20130812** *Time* **1811** *Day* **MON**
Primary Collision Factor **NOT DRIVER** *Violation* *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20140402**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	23	F	H	HNBD		OTHER	E	A	0100	TOYOT	2000	-	-	G	-	M G
2	DRVR	36	M	H	HNBD		STOPPED	E	A	0100	CHEVR	2003	-	-	G	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	23	F	1	0	M	G
PASS		51	F	6	0	M	G
PASS		43	F	3	0	M	G

Primary Rd **PALO ALTO AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **TAKAHASHI AV** *NCIC* **1001** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Clovis** *County* **Fresno** *Population* **5** *Rpt Dist* **CLOVI** *Beat* **006** *Type* **0** *CalTrans* *Badge* **5463** *Collision Date* **20130124** *Time* **0828** *Day* **THU**
Primary Collision Factor **OTHER IMPROP DRV** *Violation* *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20140618**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	48	F	W	HNBD		PROC ST	E	A	0100	NISSA	2010	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **PANOCHE RD** *Distance (ft)* **6336** *Direction* **E** *Secondary Rd* **HUDSON AV** *NCIC* **9461** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **060** *Type* **3** *CalTrans* *Badge* **16452** *Collision Date* **20130706** *Time* **1532** *Day* **SAT**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **HIT OBJECT** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20140311**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	24	F	H	HNBD		RAN OFF RD	E	A	0100	MAZDA	2013	-	3	A	21750 -	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	24	F	1	0	L	G

Primary Rd **PANOCHE RD** *Distance (ft)* **0** *Direction* *Secondary Rd* **RT 5** *NCIC* **9461** *State Hwy?* **Y** *Route* **5** *Postmile Prefix* **-** *Postmile* **48.807** *Side of Hwy* **N**
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **030** *Type* **3** *CalTrans* **6** *Badge* **17493** *Collision Date* **20130712** *Time* **2200** *Day* **FRI**
Primary Collision Factor **OTHER HAZ** *Violation* **21702A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20150623**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	55	F	A	HNBD		LFT TURN	N	A	0100	HONDA	2005	-	3	N	-	M G
2	DRVR	20	M	H	HNBD		PROC ST	E	A	0100	DODGE	2000	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		60	M	3	0	M	G
PASS		36	F	6	0	P	G

Primary Rd **PARKWAY DR** *Distance (ft)* **52** *Direction* **N** *Secondary Rd* **GRANTLAND AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **010** *Type* **3** *CalTrans* *Badge* **14590** *Collision Date* **20130318** *Time* **0750** *Day* **MON**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20130423**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	45	M	H	HNBD		PROC ST	S	C	0200	YAMAH	2006	-	3	N	-	P W
2F	DRVR	36	M	W	HNBD		U-TURN	S	J	4800	FORD	2011	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd PARKWAY DR | Distance (ft) 0 | Direction | Secondary Rd GRANTLAND AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 18574 | Collision Date 20130719 | Time 0440 | Day FRI
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type HEAD-ON | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20140926
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	55	F	H	HNBD		LFT TURN	E	A	0100	TOYOT	2010	-	3	N	-	M G
2	DRVR	56	M	H	HNBD		PROC ST	S	A	0100	BUICK	2003	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd PARKWAY DR | Distance (ft) 19 | Direction S | Secondary Rd HERNDON AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 18746 | Collision Date 20130304 | Time 1635 | Day MON
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20140204
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	71	M	W	HBD-UI		PROC ST	N	D	2200	GMC	2002	-	3	A	22450	- M G
2	DRVR	50	M	H	HNBD		LFT TURN	W	H	6600	INTER	2000	-	3	N		- P G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	71	M	1	0	M	G

Primary Rd PARKWAY DR | Distance (ft) 0 | Direction | Secondary Rd KAMM AV | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 040 | Type 3 | CalTrans | Badge 17122 | Collision Date 20130716 | Time 0350 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20140317
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	21	F	H	HNBD		PROC ST	E	A	0100	FORD	2000	-	3	J	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	21	F	1	0	L	G
PASS	OTH VIS	19	F	3	0	L	G

Primary Rd PARKWAY DR | Distance (ft) 0 | Direction | Secondary Rd MENLO AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 15966 | Collision Date 20130327 | Time 1755 | Day WED
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20140801
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	F	A	HNBD		LFT TURN	N	A	0100	BMW	2007	-	3	N	-	M G
2	DRVR	31	M	H	HNBD		PROC ST	S	A	0100	DODGE	2010	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd PARKWAY DR | Distance (ft) 0 | Direction | Secondary Rd VASSAR AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat | Type 0 | CalTrans | Badge | Collision Date 20130131 | Time 1550 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20140530
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	31	M	O	HNBD		LFT TURN	S	A	0100	FORD	2007	-	3	N	-	M G
2	DRVR	23	F	H	HNBD		PROC ST	W	A	0100	TOYOT	1997	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SHAW AV | Distance (ft) 0 | Direction | Secondary Rd RT 99 | NCIC 1005 | State Hwy? Y | Route 99 | Postmile Prefix - | Postmile 28.318 | Side of Hwy N
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat | Type 0 | CalTrans 6 | Badge 00001 | Collision Date 20130406 | Time 0040 | Day SAT
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HEAD-ON | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150115
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	35	M	W	HBD-UI		LFT TURN	E	A	0700	KIA	2008	- 3	A	21801	-	M G
2	DRVR	19	M	H	HNBD		PROC ST	W	A	0100	PONTI	2001	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SHAW AV | Distance (ft) 0 | Direction | Secondary Rd SHAW AV 389 | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist 1001 | Beat 005 | Type 0 | CalTrans | Badge 5279 | Collision Date 20131231 | Time 1949 | Day TUE
Primary Collision Factor UNKNOWN | Violation | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20141229
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	OTHR	998	-		HBD-UNK		PARKING	-	-	0000	-		- -	F		-	- -
2	PRKD	998	-				PARKED	N	D	2200	DODGE	2012	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SHAW AV | Distance (ft) 10 | Direction W | Secondary Rd SHOCKLEY AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 025 | Type 3 | CalTrans | Badge 18914 | Collision Date 20130127 | Time 1640 | Day SUN
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20140625
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	35	M	W	HNBD		PROC ST	E	A	0700	TOYOT	2006	- 3	F		-	G -
2	DRVR	36	F	W	HNBD		SLOWING	E	A	0100	BMW	2005	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SHAW AV | Distance (ft) 0 | Direction | Secondary Rd SIERRA VISTA | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist CLOVI | Beat 002 | Type 0 | CalTrans | Badge 5450 | Collision Date 20130115 | Time 2226 | Day TUE
Primary Collision Factor UNKNOWN | Violation | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20140613
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	31	M	H			PROC ST	N	A	0100	HONDA	2001	- 3	A	12500	-	M G
2	DRVR	19	M	W			PROC ST	E	D	2200	FORD	2001	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		998	M	3	0	M	H

Primary Rd SHAW AV | Distance (ft) 75 | Direction E | Secondary Rd STANFORD AV | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 5104 | Collision Date 20130820 | Time 1336 | Day TUE
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20141021
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	36	F	W	HNBD	FATG	PROC ST	W	A	0100	INFIN	1996	- 3	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N PARKWAY DR | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00A | Type 0 | CalTrans | Badge P1130 | Collision Date 20130324 | Time 1200 | Day SUN
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 3 | Tow Away? N | Process Date 20150106
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	F	H	HNBD		PROC ST	W	A	0100	FORD	1999	-	3	N	-	L G								
2	DRVR	40	M	W	HNBD		LFT TURN	S	A	0100	CHEVR	2012	-	3	N	-	M G								
3	DRVR	30	F	H	HNBD		PROC ST	S	A	0100	LEXUS	2005	-	3	N	-	L G	DRVR	COMP PN	30	F	1	0	L	G
																		PASS	COMP PN	65	M	4	0	P	G
																		PASS	COMP PN	52	F	3	0	L	G
4	DRVR	35	F	H	HNBD		STOPPED	E	A	0100	LEXUS	2011	-	3	N	-	M G								

Primary Rd WEST ASHLAN AV | Distance (ft) 332 | Direction E | Secondary Rd N SEQUOIA DR | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW185 | Beat 00D | Type 0 | CalTrans | Badge P864 | Collision Date 20130225 | Time 0936 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20150113
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	M	B	HNBD		PROC ST	E	J	4800	DODGE	2008	-	3	N	-	M G								

Primary Rd WEST ASHLAN AV | Distance (ft) 39 | Direction W | Secondary Rd WILLOW AV | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist CLOVI | Beat C302 | Type 0 | CalTrans | Badge 5469 | Collision Date 20130907 | Time 0245 | Day SAT
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20141023
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	M	H	HBD-UI		RGT TURN	W	A	0100	VOLKS	1999	-	3	A	22107	- L G								

Primary Rd WEST AV | Distance (ft) 25 | Direction N | Secondary Rd ASHLAN AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 901 | Type 4 | CalTrans | Badge 013200 | Collision Date 20131003 | Time 0700 | Day THU
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20141113
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 1
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	F	W	HNBD		BACKING	S	H	1700	FORD	2006	-	3	N	-	M G	PASS		6	M	8	0	P	G
																		PASS		7	F	8	0	-	G
																		PASS		44	F	8	0	P	G
2	DRVR	44	F	B	HNBD		STOPPED	W	A	0100	TOYOT	2006	-	3	N	-	M G								

Primary Rd WEST AV | Distance (ft) 0 | Direction | Secondary Rd CONEJO AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 020 | Type 3 | CalTrans | Badge 18896 | Collision Date 20130518 | Time 1830 | Day SAT
Primary Collision Factor STOP SGN|SIG | Violation 22450A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20140225
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	M		IMP UNK	IMP UNK	PROC ST	W	D	2200	FORD	1997	-	3	N	-	M B								

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Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **BRAWLEY AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1647** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **727** *Collision Date* **20130123** *Time* **1859** *Day* **WED**
Primary Collision Factor **R-O-W AUTO** *Violation* **21453B** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150106**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DARK - ST** *Ped Action* **X-WLK AT** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	49	M	W	HNBD		RGT TURN	W	A	0100	FORD	2012	-	3	N	-	M G								
2	PED	58	M	W	HNBD		PROC ST	S	N	6000	-		-	3	N	-	- -	PED	COMP PN	58	M	0	0	P	-

Primary Rd **WEST SHAW AV** *Distance (ft)* **110** *Direction* **W** *Secondary Rd* **HELM AV** *NCIC* **1001** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Clovis** *County* **Fresno** *Population* **5** *Rpt Dist* *Beat* *Type* **0** *CalTrans* *Badge* **5440** *Collision Date* **20130802** *Time* **1242** *Day* **FRI**
Primary Collision Factor **WRONG SIDE** *Violation* **21202A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20141023**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **BICYCLE** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	81	M		HNBD		WRONG WY	E	L	0400	-		-	3	A	21202	- - -								
2	DRVR	57	M	A	HNBD		ENT TRAF	S	D	7300	TOYOT	2004	-	3	F	-	M G								

Primary Rd **WEST SHAW AV** *Distance (ft)* **100** *Direction* **W** *Secondary Rd* **HELM AV** *NCIC* **1001** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Clovis** *County* **Fresno** *Population* **5** *Rpt Dist* **C401** *Beat* **001** *Type* **0** *CalTrans* *Badge* **5612** *Collision Date* **20131016** *Time* **1549** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **N** *Process Date* **20140426**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	16	M	O	HNBD		PROC ST	W	A	0100	BMW	2006	-	3	F	N	L G	DRVR	COMP PN	16	M	1	0	L	G
2	DRVR	45	F	H	HNBD		STOPPED	W	A	0100	DODGE	2012	-	3	N	-	M G	DRVR	COMP PN	45	F	1	0	M	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **14** *Direction* **W** *Secondary Rd* **HUMBOLDT AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **010** *Type* **3** *CalTrans* *Badge* **15903** *Collision Date* **20130604** *Time* **2205** *Day* **TUE**
Primary Collision Factor **NOT DRIVER** *Violation* *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20140911**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	54	M	W			WRONG WY	W	D	2200	FORD	2000	-	3	N	-	M G								

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **HWY 99** *NCIC* **1005** *State Hwy?* **Y** *Route* **99** *Postmile Prefix* **-** *Postmile* **27.911** *Side of Hwy* **S**
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00C** *Type* **0** *CalTrans* **6** *Badge* **P827** *Collision Date* **20130309** *Time* **1230** *Day* **SAT**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150106**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* *Loc Type* **R** *Ramp/Int* **4**

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	CHEVR		-	-	A	22350	- - -								
2	DRVR	76	M	W			PROC ST	E	A	0100	TOYOT	2008	-	3	N	-	M E	DRVR	COMP PN	76	M	1	0	M	G
3	DRVR	29	F	O	IMP UNK	IMP UNK	STOPPED	E	A	0100	HONDA	2007	-	3	N	-	M E								

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Primary Rd **WEST SHAW AV** *Distance (ft)* **600** *Direction* **E** *Secondary Rd* **N BRAWLEY** *NCIC* **1005** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P827** *Collision Date* **20130112** *Time* **1453** *Day* **SAT**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20150106**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	38	F	H	HNBD		PROC ST	W	A	0100	FORD	1994	-	3	A	21706	N L G	DRVR	COMP PN	38	F	1	0	L	E
2	DRVR	34	F	H	HNBD		STOPPED	W	A	0100	TOYOT		-	3	N		- M E	PASS		14	M	3	0	M	E
3	DRVR	998	-				STOPPED	W	A	0100	-		-	-	-		- - -								

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N FELAND AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1649** *Beat* **00D** *Type* **0** *CalTrans* *Badge* **P1306** *Collision Date* **20130219** *Time* **1857** *Day* **TUE**
Primary Collision Factor **PED VIOL** *Violation* **21950B** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150106**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DARK - ST** *Ped Action* **X-WLK AT** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	53	F	W	HNBD		LFT TURN	W	A	0100	DODGE	2003	-	3	N		- M G								
2	PED	57	F	H	HNBD			N	N	6000	-		-	3	-		- - -	PED	OTH VIS	57	F	1	0	N	P

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N POLK AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P927** *Collision Date* **20130315** *Time* **1236** *Day* **FRI**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20150107**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	39	F	H	HNBD		RGT TURN	W	A	0100	CHEVR	2001	-	3	N		- - -								
2	DRVR	35	F	W	HNBD		PROC ST	W	A	0100	BMW	2002	-	3	N		- P W	DRVR	COMP PN	35	M	1	0	P	W

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N VALENTINE AVE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P804** *Collision Date* **20130127** *Time* **1421** *Day* **SUN**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20150112**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	W			PROC ST	W	A	0100	CHEVR	1996	-	-	-		- L G	PASS		998	M	3	3	L	G
2	DRVR	38	M	W			PROC ST	N	A	0100	LEXUS	2007	-	-	-		- L G	DRVR	COMP PN	38	M	1	3	L	G
3	DRVR	41	M	H			STOPPED	S	A	0100	HYUND	2011	-	-	-		- - -	PASS		13	F	3	3	M	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **5** *Direction* **E** *Secondary Rd* **N VALENTINE AVE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00D** *Type* **0** *CalTrans* *Badge* **P835** *Collision Date* **20130128** *Time* **0843** *Day* **MON**
Primary Collision Factor **NOT STATED** *Violation* *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150107**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DAYLIGHT** *Ped Action* **X-WLK AT** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	28	F	W	HNBD		LFT TURN	E	A	0100	HONDA	2007	-	3	E		- M G								
2	PED	74	M	B		null		N	N	6000	-		-	-	-		- - -	PED	COMP PN	74	M	9	0	P	-

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Primary Rd **ASH AV** *Distance (ft)* **8** *Direction* **S** *Secondary Rd* **MANNING AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **034** *Type* **3** *CalTrans* *Badge* **18284** *Collision Date* **20140324** *Time* **1320** *Day* **MON**
Primary Collision Factor **R-O-W PED** *Violation* **21954B** *Collision Type* **AUTO/PED** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20150224**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DAYLIGHT** *Ped Action* **NOT IN X-** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	56	M	O	HNBD		RGT TURN	N	D	2200	AMERI	1984	-	3	N	-	M G
2	PED	28	M	H	HNBD		RGT TURN	W	N	6000	-		-	3	N	-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **ASHCROFT AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **ACADEMY AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **030** *Type* **3** *CalTrans* *Badge* **012846** *Collision Date* **20140617** *Time* **0745** *Day* **TUE**
Primary Collision Factor **R-O-W AUTO** *Violation* **21802A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20140821**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	20	F	W	HNBD		PROC ST	W	A	0100	BMW	1995	-	3	N	-	M G
2	DRVR	37	F	H	HNBD		PROC ST	N	A	0100	HONDA	2006	-	3	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN 37		F	1	0	L	G

Primary Rd **ASHCROFT AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **BUNDY AV** *NCIC* **1001** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Clovis** *County* **Fresno** *Population* **5** *Rpt Dist* *Beat* *Type* **0** *CalTrans* *Badge* **5445** *Collision Date* **20141221** *Time* **2155** *Day* **SUN**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152E** *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20150727**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PKD MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	M	W		DRUG	PROC ST	W	-	0000	FORD	2001	-	-	A	23152	- M B
2	PRKD	998	-				PARKED	-	-	0000	CHEVR	2007	-	-	M		- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **ASHLAN** *Distance (ft)* **15** *Direction* **W** *Secondary Rd* **PARKWAY** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* *Type* **0** *CalTrans* *Badge* **P586** *Collision Date* **20140610** *Time* **1436** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* *Process Date* **20160122**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	F	H	IMP UNK	IMP UNK	PROC ST	E	A	0100	MITSU		-	-	M	-	- -
2	DRVR	61	M	W	HNBD		STOPPED	E	A	0100	CHEVR	2006	-	-	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **ASHLAN AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **ARMSTRONG AV** *NCIC* **1001** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Clovis** *County* **Fresno** *Population* **5** *Rpt Dist* *Beat* *Type* **0** *CalTrans* *Badge* **5027** *Collision Date* **20140918** *Time* **1719** *Day* **THU**
Primary Collision Factor **STOP SGN|SIG** *Violation* **22450A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **4** *Tow Away?* **Y** *Process Date* **20141031**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	58	F	W	HNBD		PROC ST	E	-	0000	HYUND	2003	-	3	N	-	L G
2	DRVR	38	F		HNBD		LFT TURN	S	-	0000	SCION	2013	-	3	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN 58		F	1	0	L	G
PASS	COMP PN 83		F	3	0	L	G
DRVR	COMP PN 38		F	1	0	L	G
PASS	COMP PN 16		F	3	0	L	G

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Primary Rd **GOLDEN STATE BL** *Distance (ft)* **0** *Direction* *Secondary Rd* **AMERICAN AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **034** *Type* **3** *CalTrans* *Badge* **17138** *Collision Date* **20140806** *Time* **1710** *Day* **WED**
Primary Collision Factor **R-O-W AUTO** *Violation* **21802A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20150427**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	F	H	HNBD		PROC ST	W	A	0100	TOYOT	2007	-	3	N	-	M G
2	DRVR	49	M	H	HNBD		PROC ST	S	A	0100	DATSU	1982	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **GOLDEN STATE BL** *Distance (ft)* **0** *Direction* *Secondary Rd* **AMERICAN AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **034** *Type* **3** *CalTrans* *Badge* **14650** *Collision Date* **20140807** *Time* **1600** *Day* **THU**
Primary Collision Factor **R-O-W AUTO** *Violation* **21802A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20150518**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	51	M	H	HNBD		PROC ST	W	G	2531	FORD	1994	-	3	N	-	P G
2	DRVR	21	M	W	HNBD		PROC ST	S	D	2200	CHEVR	2008	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **GOLDEN STATE BL** *Distance (ft)* **0** *Direction* *Secondary Rd* **AMERICAN AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **034** *Type* **3** *CalTrans* *Badge* **018912** *Collision Date* **20141107** *Time* **1710** *Day* **FRI**
Primary Collision Factor **R-O-W AUTO** *Violation* **21802A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20150113**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	41	F	H	HNBD		PROC ST	E	A	0100	HONDA	2004	-	3	N	-	L G
2	DRVR	24	M	H	HNBD		PROC ST	S	A	0100	HONDA	1997	-	3	N	-	P G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	41	F	1	0	L	G
PASS	COMP PN	18	M	3	0	P	G

Primary Rd **GOLDEN STATE BL** *Distance (ft)* **0** *Direction* *Secondary Rd* **AMERICAN AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **034** *Type* **3** *CalTrans* *Badge* **013182** *Collision Date* **20141111** *Time* **0915** *Day* **TUE**
Primary Collision Factor **R-O-W AUTO** *Violation* **21802B** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20150121**
Weather1 **FOG** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	60	M	W	HNBD		PROC ST	S	D	2200	FORD	2013	-	3	N	-	L G
2	DRVR	39	M	H	HNBD		PROC ST	W	G	2531	PETER	1997	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	60	M	1	0	L	G

Primary Rd **GOLDEN STATE BL** *Distance (ft)* **0** *Direction* *Secondary Rd* **ASHLAN** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* *Type* **0** *CalTrans* *Badge* **P586** *Collision Date* **20141020** *Time* **0929** *Day* **MON**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **HEAD-ON** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160317**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	W	HNBD		LFT TURN	S	A	0100	CHEVR	1994	-	3	N	-	M G
2	DRVR	86	M	H	HNBD		PROC ST	N	A	0100	CHEVR	2007	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	86	M	1	0	M	G
PASS		64	M	3	0	M	G

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Primary Rd N GOLDEN STATE | Distance (ft) 0 | Direction | Secondary Rd SHAW AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City FresnoBL | County Fresno | Population 7 | Rpt Dist NW174 | Beat 00C | Type 0 | CalTrans | Badge P1265 | Collision Date 20140919 | Time 2022 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160317
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	18	M	W	HNBD		STOPPED	E	A	0100	CHEVR	2011	-	-	-	-	-
2F	DRVR	998	M	W			PROC ST	W	A	0800	TOYOT		-	-	N	-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd N GOLDEN STATE | Distance (ft) 165 | Direction S | Secondary Rd W SWIFT AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City FresnoBL | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00C | Type 0 | CalTrans | Badge P880 | Collision Date 20140914 | Time 0230 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	F	H	HBD-UI		RAN OFF RD	S	A	0100	HYUND	2013	- 1	A	21651	M	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	26	F	1	0	L	G

Primary Rd N GOLDEN STATE | Distance (ft) 78 | Direction N | Secondary Rd WEST ASHLAN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City FresnoBL | County Fresno | Population 7 | Rpt Dist 1341 | Beat 00C | Type 0 | CalTrans | Badge P1036 | Collision Date 20140518 | Time 0020 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160317
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-				RGT TURN	N	-	0000	-		- -	A	20002	-	- -
2	PRKD	998	-				PARKED	-	A	0100	CHEVR	1984	- -	-		-	- -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd N GOLDEN STATE | Distance (ft) 726 | Direction S | Secondary Rd WEST AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City FresnoBL | County Fresno | Population 7 | Rpt Dist SW235 | Beat 00A | Type 0 | CalTrans | Badge P774 | Collision Date 20140117 | Time 2500 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160411
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	45	M	B			RGT TURN	S	J	4800	DODGE	2009	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd N GOLDEN STATE | Distance (ft) 0 | Direction | Secondary Rd WEST MCKINLEY | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City FresnoBL | County Fresno | Population 7 | Rpt Dist SW235 | Beat 00A | Type 0 | CalTrans | Badge P1123 | Collision Date 20140123 | Time 1054 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20160120
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	H	HNBD		LFT TURN	S	-	0000	TOYOT	2011	- 3	N		-	G -
2	DRVR	72	M	A	HNBD		PROC ST	N	-	0000	BMW	1995	- 3	N		-	G -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	72	M	1	0	G	-
PASS	COMP PN	69	F	3	0	G	-

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Primary Rd **WEST ASHLAN AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N CORNELIA AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW184** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1066** *Collision Date* **20140102** *Time* **1225** *Day* **THU**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160119**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	30	M	B	HNBD		PROC ST	N	A	0100	FORD	1990	-	3	N	-	M G								
2	DRVR	82	M	W	HNBD		PROC ST	W	D	2200	CHEVR	2007	-	3	N	-	M G	DRVR	COMP PN	82	M	1	0	M	G

Primary Rd **WEST ASHLAN AV** *Distance (ft)* **600** *Direction* **E** *Secondary Rd* **N CORNELIA AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1845** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1573** *Collision Date* **20140223** *Time* **0116** *Day* **SUN**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152B** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20160121**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* *Loc Type* *Ramp/Int*

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	26	F	W	HBD-UI		PROC ST	E	A	0700	FORD	1999	-	3	M	-	M G								

Primary Rd **WEST ASHLAN AV** *Distance (ft)* **686** *Direction* **E** *Secondary Rd* **N CORNELIA AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **14046** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1104** *Collision Date* **20140624** *Time* **2221** *Day* **TUE**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152A** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20160122**
Weather1 **CLEAR** *Weather2* **WIND** *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	21	M	W	HBD-UI		PROC ST	W	A	0100	HONDA	1998	-	-	A	23152	- E -								

Primary Rd **WEST ASHLAN AV** *Distance (ft)* **0** *Direction* **W** *Secondary Rd* **N GOLDEN STATE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1848** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P839** *Collision Date* **20140220** *Time* **1939** *Day* **THU**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20160122**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	37	M	H	HBD-UI		PROC ST	E	D	2200	FORD	2002	-	-	A	23152	- N -	PASS		37	M	9	0	N	G
2	DRVR	52	F	H	HNBD		STOPPED	-	A	0700	CHEVR	2007	-	3	N	-	M G								

Primary Rd **WEST ASHLAN AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N GOLDEN STATE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW184** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P926** *Collision Date* **20140420** *Time* **0913** *Day* **SUN**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160120**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																	Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	31	F	H	HNBD		PROC ST	E	A	0100	JEEP	2011	-	3	A	21453	- M E	PASS	COMP PN	3	-	4	0	-	Q
2	DRVR	31	F	H	HNBD		LFT TURN	N	D	2200	TOYOT	2008	-	3	-	-	M E								

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Primary Rd WEST ASHLAN AV Distance (ft) 30 Direction N Secondary Rd N GOLDEN STATE NCIC 1005 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist 1848 Beat 00A Type 0 CalTrans Badge P1003 Collision Date 20140616 Time 1705 Day MON
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type REAR END Severity INJURY #Killed 0 #Injured 4 Tow Away? N Process Date 20160121
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	19	M	H	HNBD		PROC ST	S	A	0100	FORD	2000	-	3	N		-	P	G
2	DRVR	47	F	H	HNBD		STOPPED	S	A	0100	HYUND	2000	-	3	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	47	F	1	0	M	G
PASS	COMP PN	51	F	3	0	M	G
PASS	COMP PN	16	F	6	0	M	G
PASS	COMP PN	72	F	4	0	M	G

Primary Rd WEST ASHLAN AV Distance (ft) 0 Direction Secondary Rd N HUGHES AV NCIC 1005 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist 1950 Beat 00G Type 0 CalTrans Badge P1321 Collision Date 20140213 Time 2149 Day THU
Primary Collision Factor STOP SGN|SIG Violation 21453A Collision Type BROADSIDE Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20160121
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	23	M	H			PROC ST	E	A	0700	SATUR	2007	-	-	-		-	L	G
2	DRVR	72	F	W			PROC ST	N	A	0100	NISSA	2012	-	-	-		-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		27	M	3	0	L	G
PASS		48	F	3	0	L	G

Primary Rd WEST ASHLAN AV Distance (ft) 0 Direction Secondary Rd N MARTY AV NCIC 1005 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist NW184 Beat 00A Type 0 CalTrans Badge P1604 Collision Date 20140622 Time 1928 Day SUN
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type REAR END Severity INJURY #Killed 0 #Injured 1 Tow Away? Y Process Date 20160121
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	23	F	W	HNBD		PROC ST	E	A	0100	TOYOT	2006	-	3	A	21703	N	L	C
2	DRVR	35	F	B	HNBD		SLOWING	E	A	0100	LEXUS	2006	-	3	N		-	M	C

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	35	F	1	0	M	C
PASS		12	M	3	0	M	C

Primary Rd WEST ASHLAN AV Distance (ft) 0 Direction Secondary Rd N MARTY AV NCIC 1005 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist NW185 Beat 00E Type 0 CalTrans Badge P210 Collision Date 20140715 Time 1055 Day TUE
Primary Collision Factor STOP SGN|SIG Violation 21453A Collision Type BROADSIDE Severity INJURY #Killed 0 #Injured 2 Tow Away? N Process Date 20160121
Weather1 CLOUDY Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	30	F	W	HNBD		PROC ST	E	-	0000	CHEVR		-	3	A	22350	-	L	G
2	DRVR	25	F	W	HNBD		LFT TURN	N	-	0000	LEXUS	2001	-	3	N		-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	30	F	1	0	L	G
DRVR	COMP PN	25	F	1	0	-	-

Primary Rd WEST ASHLAN AV Distance (ft) 80 Direction E Secondary Rd N MARTY AV NCIC 1005 State Hwy? N Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist 1848 Beat 00A Type 0 CalTrans Badge P1178 Collision Date 20141009 Time 0156 Day THU
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type HEAD-ON Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20160126
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With FIXED OBJ Lighting DARK - ST Ped Action Cntrl Dev FNCTNG Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	CHEVR	2014	-	-	F		-	L	B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N PARKWAY DR | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00D | Type 0 | CalTrans | Badge P1534 | Collision Date 20140222 | Time 1700 | Day SAT
Primary Collision Factor NOT STATED | Violation | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160121
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	32	M	W	HNBD		PROC ST	W	A	0100	FORD	1995	-	3	K	-	P	-
2	DRVR	26	F	H	HNBD		STOPPED	W	A	0100	NISSA	2005	-	3	N	-	L	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	26	F	1	0	L	G

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N PARKWAY DR | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1847 | Beat 00C | Type 0 | CalTrans | Badge P1488 | Collision Date 20140706 | Time 0328 | Day SUN
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160324
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With NON-CLSN | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-				PROC ST	W	A	0700	CHEVR	2006	-	-	F	-	L	B
2	DRVR	29	F	W	HNBD		PROC ST	N	A	0100	CHRYS	2009	-	3	-	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		31	M	3	0	M	G
PASS		10	F	4	0	M	G
PASS		9	M	5	0	M	G
PASS		7	F	6	0	M	G
PASS		6	M	5	0	M	G

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N PARKWAY DR | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1847 | Beat 00C | Type 0 | CalTrans | Badge P1534 | Collision Date 20141031 | Time 2225 | Day FRI
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160201
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With MV ON OTHER RD | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	A	0100	TOYOT	2007	-	-	N	-	M	B
2	DRVR	43	M		HNBD		STOPPED	W	A	0100	HONDA	2007	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N PKWY | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00C | Type 0 | CalTrans | Badge P586 | Collision Date 20140417 | Time 1019 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160120
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	18	F	H	HNBD		PROC ST	E	A	0800	KIA	2007	-	3	N	-	M	G
2	DRVR	64	F	H	HNBD		PROC ST	E	A	0100	HONDA	1992	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	64	F	1	0	M	G
PASS		13	M	3	0	M	G
PASS		80	F	4	0	M	G

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5	DRVR	49	F	O		STOPPED	W	A	0700	MERCU	2003	3	N	-	M	G	DRVR	COMP PN	49	F	1	0	M	G

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd RT 99 | NCIC 1005 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1847 | Beat 00C | Type 0 | CalTrans | Badge PC280 | Collision Date 20141101 | Time 1215 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160202
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	LFT TURN	W	A	0100	HONDA	2002	- -	N		-	M B
2	DRVR	52	F	H	IMP UNK	IMP UNK	LFT TURN	W	A	0100	HONDA	2012	- -	N		-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST AV | Distance (ft) 433 | Direction N | Secondary Rd ASHLAN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2G | Beat 1951 | Type 0 | CalTrans | Badge P774 | Collision Date 20140804 | Time 1433 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160217
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	24	F	H			LFT TURN	S	-	0000	NISSA	2005	- -	N		-	M G
2F	DRVR	47	F	B			PROC ST	N	-	0000	NISSA	2013	- -	N		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	14	F	3	0	L	G
PASS		16	M	4	0	P	G
PASS		9	M	6	0	P	G

Primary Rd WEST AV | Distance (ft) 600 | Direction S | Secondary Rd ASHLAN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2/G | Beat 1954 | Type 0 | CalTrans | Badge P959 | Collision Date 20140904 | Time 0752 | Day THU
Primary Collision Factor R-O-W AUTO | Violation 21803B | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160120
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	31	M	B	HNBD		ENT TRAF	W	A	0100	NISSA	2003	- 1	N		-	L G
2	DRVR	21	M	H	HNBD		PROC ST	N	A	0100	HONDA	1993	- 3	N		-	L B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	21	M	1	0	L	B

Primary Rd WEST AV | Distance (ft) 33 | Direction N | Secondary Rd DAKOTA AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat | Type 0 | CalTrans | Badge P776 | Collision Date 20140625 | Time 1453 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? | Process Date 20160121
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	54	F	H	HNBD		PROC ST	S	A	0100	FORD	1996	- 3	N		-	M G
2	DRVR	30	F	O	HNBD			S	A	0100	ACURA	2013	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	54	F	1	0	M	G

Primary Rd WEST AV | Distance (ft) 1056 | Direction S | Secondary Rd KAMM AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 020 | Type 3 | CalTrans | Badge 18944 | Collision Date 20140226 | Time 2125 | Day WED
Primary Collision Factor WRONG SIDE | Violation 21650 | Collision Type HEAD-ON | Severity INJURY | #Killed 0 | #Injured 4 | Tow Away? Y | Process Date 20150720
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	M	H	IMP UNK	IMP UNK	OPPOS LN	S	A	0100	PONTI	2002	- 3	N		-	L B
2	DRVR	20	M	W	HNBD		PROC ST	N	A	0700	FORD	2002	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	22	F	3	0	M	G

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Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N MARTY AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1648** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P727** *Collision Date* **20140320** *Time* **2108** *Day* **THU**
Primary Collision Factor **R-O-W AUTO** *Violation* **21453C** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20160121**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	F	B	HNBD		LFT TURN	S	A	0100	CHRYS	2012	-	3	F	-	M G
2	DRVR	20	F	H	HNBD		PROC ST	W	A	0100	FORD	2010	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	20	F	1	0	M	G
PASS	COMP PN	28	F	3	0	M	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **45** *Direction* **W** *Secondary Rd* **N MARTY AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1648** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P864** *Collision Date* **20140408** *Time* **1433** *Day* **TUE**
Primary Collision Factor **OTHER IMPROP DRV** *Violation* *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160128**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	F	H	IMP UNK	IMP UNK	PROC ST	N	A	0700	CHEVR	1999	-	-	N	-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **WEST SHAW AV** *Distance (ft)* **35** *Direction* **E** *Secondary Rd* **N POLK AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1554** *Collision Date* **20140102** *Time* **1948** *Day* **THU**
Primary Collision Factor **TOO CLOSE** *Violation* **21703** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160120**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	17	M	W	HNBD		PROC ST	W	A	0100	JEEP	1987	-	3	-	-	M G
2		49	M		HNBD		PROC ST	W	F	2700	KENW	2008	-	3	-	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	17	M	1	0	M	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N POLK AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1642** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1486** *Collision Date* **20140610** *Time* **1828** *Day* **TUE**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160324**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	39	M	H	HNBD		STOPPED	S	A	0100	CHEVR	2013	-	3	N	-	- G
2F	DRVR	998	M	H	IMP UNK	IMP UNK	RGT TURN	S	A	0100	ACURA	1990	-	-	A	22350 -	N B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		36	F	3	0	M	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N VALENTINE AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1649** *Beat* **00D** *Type* **0** *CalTrans* *Badge* **P850** *Collision Date* **20140505** *Time* **1601** *Day* **MON**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **N** *Process Date* **20160120**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	M	H	HNBD		PROC ST	W	D	2200	CHEVR	1996	-	3	N	-	M G
2	DRVR	20	F	O	HNBD		PROC ST	N	A	0100	SATUR	1995	-	3	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	20	F	1	0	M	G
PASS	COMP PN	16	F	3	0	L	G

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Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd RT 99 | NCIC 1005 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1645 | Beat 00C | Type 0 | CalTrans | Badge P1225 | Collision Date 20140913 | Time 2027 | Day SAT
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160317
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	H	HBD-UI		LFT TURN	E	D	2200	CHEVR	1994	-	-	A	21801	- M E								
2	DRVR	17	M	H	HNBD		PROC ST	W	D	2200	GMC	2005	-	-	N		- M E	PASS		50	M	3	0	M	E

Primary Rd WEST SHAW AV | Distance (ft) 116 | Direction E | Secondary Rd STREET LIGHT | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist | Beat 003 | Type 0 | CalTrans | Badge 5465 | Collision Date 20141017 | Time 0600 | Day FRI
Primary Collision Factor PED VIOL | Violation 21956 | Collision Type AUTO/PED | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20150121
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PED | Lighting DARK - ST | Ped Action IN RD, | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	PED	18	F	W	HBD-UNK		OTHER	-	N	6000	-		-	-	A	21956	- - -	PED	SEVERE	18	F	0	3	P	-
2	DRVR	47	M	H	HNBD		OTHER	W	A	0700	FORD	1998	-	3	N		- M G								

Primary Rd WEST SHAW AV | Distance (ft) 0 | Direction | Secondary Rd VILLA AV | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist | Beat | Type 0 | CalTrans | Badge MEDINA | Collision Date 20140901 | Time 1754 | Day MON
Primary Collision Factor OTHER IMPROP DRV | Violation | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160208
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	27	F	B	HNBD		ENT TRAF	W	-	0000	YAMAH	2014	-	3	A	16028	- M P	DRVR	COMP PN	27	F	1	0	M	P
2	DRVR	37	M	W	HNBD		PROC ST	N	-	0000	HONDA	2001	-	3	-		- M C								

Primary Rd WEST SHAW AV | Distance (ft) 12 | Direction E | Secondary Rd VILLA AV | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist | Beat 004 | Type 0 | CalTrans | Badge 5465 | Collision Date 20141120 | Time 1833 | Day THU
Primary Collision Factor R-O-W PED | Violation 21950A | Collision Type AUTO/PED | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160321
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 FLOODED | Rdwy Cond2 NO UNUSL CND | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PED | Lighting | Ped Action X-WLK AT | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	PED	50	M	W	HNBD		OTHER	-	N	6000	-		-	-	A	21950	- - -	PED	OTH VIS	50	M	9	3	-	-
2	DRVR	47	M	O	HNBD		OTHER	E	A	0100	CHEVR	2000	-	3	N		- M G								

Primary Rd WEST SHAW AV | Distance (ft) 47 | Direction E | Secondary Rd VILLA AV | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist | Beat | Type 0 | CalTrans | Badge 5484 | Collision Date 20141219 | Time 1947 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? | Process Date 20150818
Weather1 CLOUDY | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	H	HNBD		PROC ST	W	-	0000	GMC	1996	-	3	F		- M B								
2	DRVR	54	M	W	HNBD		STOPPED	W	-	0000	LEXUS	2002	-	3	N		- M B								

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Primary Rd **ARRANTS ST** *Distance (ft)* **0** *Direction* *Secondary Rd* **MCCALL AV** *NCIC* **1015** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Selma** *County* **Fresno** *Population* **3** *Rpt Dist* **SELMA** *Beat* **004** *Type* **0** *CalTrans* *Badge* **N411** *Collision Date* **20150727** *Time* **1233** *Day* **MON**
Primary Collision Factor **PED VIOL** *Violation* **21954A** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150805**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **BICYCLE** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	13	M	H			ENT TRAF	E	L	0400	-		-	-	A	21954	E - -	BICY	OTH VIS	13	M	1	3	P	V
2	DRVR	26	M	H	HNBD		SLOWING	W	-	0000	NISSA	1993	-	-	N		- M G	PASS		4	M	4	0	M	Q

Primary Rd **ARRANTS ST** *Distance (ft)* **0** *Direction* *Secondary Rd* **UNION PACIFIC RR** *NCIC* **1015** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Selma** *County* **Fresno** *Population* **3** *Rpt Dist* *Beat* **002** *Type* **0** *CalTrans* *Badge* **N083** *Collision Date* **20150426** *Time* **1355** *Day* **SUN**
Primary Collision Factor **STOP SGN|SIG** *Violation* **22451A** *Collision Type* **OTHER** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20151008**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **TRAIN** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	45	M	H	HNBD		STOPPED	E	-	0000	CHEVR	2002	-	3	N		- M B	PASS		36	F	3	0	M	B
																		PASS		7	F	4	0	M	S
2	DRVR	62	M	W	HNBD		OTHER	S	-	0000	OTHER	2012	-	3	N		- P A	PASS		31	M	9	0	P	B

Primary Rd **ASHLAN** *Distance (ft)* **0** *Direction* *Secondary Rd* **GOLDEN STATE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW** *Beat* *Type* **0** *CalTrans* *Badge* **P662** *Collision Date* **20151014** *Time* **0954** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20160411**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	26	M	H	HNBD		UNS TURN	W	A	0100	HONDA	2001	-	-	-		- M B								
2	DRVR	42	M	W	HNBD		PROC ST	S	F	2600	FORD	2011	-	-	-		- M G								

Primary Rd **ASHLAN** *Distance (ft)* **313** *Direction* **W** *Secondary Rd* **MANILA AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **030** *Type* **3** *CalTrans* *Badge* **19473** *Collision Date* **20150311** *Time* **0545** *Day* **WED**
Primary Collision Factor **LANE CHANGE** *Violation* **21658A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20150904**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	H	HNBD		UNS TURN	E	A	0100	TOYOT	2011	-	3	N		- M G								
2	DRVR	55	M	W	HNBD		PROC ST	W	D	2200	CHEVR	2003	-	3	N		- M F								

Primary Rd **ASHLAN** *Distance (ft)* **0** *Direction* *Secondary Rd* **RT 41** *NCIC* **1005** *State Hwy?* **Y** *Route* **41** *Postmile Prefix* **R** *Postmile* **27.315** *Side of Hwy* **N**
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NORTH** *Beat* **1956** *Type* **0** *CalTrans* **6** *Badge* **P982** *Collision Date* **20150225** *Time* **1512** *Day* **WED**
Primary Collision Factor **WRONG SIDE** *Violation* **21650** *Collision Type* **SIDESWIPE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* *Process Date* **20160727**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **BICYCLE** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **4**

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	BICY	8	F	H	HNBD		PROC ST	W	L	0400	-		-	3	-		- - -	BICY	COMP PN	8	F	1	1	-	-
2	DRVR	21	F	H	HNBD		RGT TURN	N	A	0100	HONDA	2000	-	3	-		- M G								

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Primary Rd **GOLDEN STATE** *Distance (ft)* **340** *Direction* **S** *Secondary Rd* **STATE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* **1645** *Type* **0** *CalTrans* *Badge* **P982** *Collision Date* **20150502** *Time* **1218** *Day* **SAT**
Primary Collision Factor **R-O-W AUTO** *Violation* **21801A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **2** *Tow Away?* **Y** *Process Date* **20160129**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	64	M	W	HNBD		LFT TURN	N	A	0100	PONTI	1995	-	3	F	-	M G
2	DRVR	18	F	B	HNBD		PROC ST	S	A	0100	HONDA	2005	-	3	-	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	OTH VIS	18	F	1	0	L	G
PASS	COMP PN	18	-	3	0	L	G

Primary Rd **GOLDEN STATE BL** *Distance (ft)* **0** *Direction* *Secondary Rd* **41 HWY** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **2757** *Beat* **01G** *Type* **0** *CalTrans* *Badge* **P1070** *Collision Date* **20150517** *Time* **0204** *Day* **SUN**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152B** *Collision Type* **HIT OBJECT** *Severity* **FATAL** *#Killed* **1** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20160211**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DARK - NO** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	H	HBD-UI	DRUG	RAN OFF RD	S	D	2200	CHEVR	2003	-	1	A	22350	- L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	KILLED	22	M	1	0	L	G

Primary Rd **GOLDEN STATE BL** *Distance (ft)* **0** *Direction* *Secondary Rd* **AMERICAN AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **034** *Type* **3** *CalTrans* *Badge* **19327** *Collision Date* **20150725** *Time* **1905** *Day* **SAT**
Primary Collision Factor **R-O-W AUTO** *Violation* **21802** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20151204**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	M	H	HNBD		PROC ST	E	A	0700	CHEVR	2000	-	3	N	-	M G
2	DRVR	27	M	W	HNBD		PROC ST	S	A	0100	BMW	2013	-	3	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		45	M	3	0	L	G
PASS		24	M	3	0	L	G

Primary Rd **GOLDEN STATE BL** *Distance (ft)* **100** *Direction* **N** *Secondary Rd* **ASHLAN AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW** *Beat* *Type* **0** *CalTrans* *Badge* **P662** *Collision Date* **20151005** *Time* **1508** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160125**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	21	M	O	HNBD		PROC ST	S	A	0100	HONDA	2011	-	-	-	-	M G
2	DRVR	22	F	H	HNBD			-	A	0100	LINCO	1998	-	-	-	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	22	F	1	0	M	G
PASS		27	M	3	0	M	G
PASS		3	F	4	0	M	Q

Primary Rd **GOLDEN STATE BL** *Distance (ft)* **0** *Direction* *Secondary Rd* **CENTRAL AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **034** *Type* **3** *CalTrans* *Badge* **013112** *Collision Date* **20150106** *Time* **0910** *Day* **TUE**
Primary Collision Factor **R-O-W AUTO** *Violation* **21453C** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **3** *Tow Away?* **Y** *Process Date* **20150224**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	46	M	W	HNBD		LFT TURN	E	A	0100	FORD	2001	-	3	N	-	M G
2	DRVR	31	F	W	HNBD		PROC ST	S	D	2200	FORD	1997	-	3	N	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	46	M	1	0	M	G
DRVR	COMP PN	31	F	1	0	L	G
PASS	COMP PN	50	F	3	0	L	G

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PASS	2	F	6	0	P	Q	

Primary Rd GRANTLAND AVENUE N/B | Distance (ft) 50 | Direction S | Secondary Rd PARKWAY DRIVE | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 017489 | Collision Date 20151127 | Time 0830 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151217
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	19	F	W	HNBD		PROC ST	N	A	0100	TOYT	2015	-	3	N	-	M	G
2	DRVR	45	M	H	HNBD		STOPPED	N	A	0800	DODG	1994	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd GREENWOOD | Distance (ft) 232 | Direction S | Secondary Rd 14TH ST | NCIC 1013 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Sanger | County Fresno | Population 3 | Rpt Dist SANGE | Beat 003 | Type 0 | CalTrans | Badge M136 | Collision Date 20150416 | Time 1318 | Day THU
Primary Collision Factor WRONG SIDE | Violation 21650 | Collision Type HEAD-ON | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151005
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	68	M	W	HNBD		PROC ST	N	-	0000	DODGE	2007	-	3	A	22350	E	L	G
2	PRKD	998	-				PARKED	-	-	0000	GMC	1986	-	-	-		-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd GREENWOOD | Distance (ft) 10 | Direction S | Secondary Rd JENSEN AV | NCIC 1013 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Sanger | County Fresno | Population 3 | Rpt Dist 1013 | Beat 001 | Type 0 | CalTrans | Badge M017 | Collision Date 20150112 | Time 1917 | Day MON
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20150218
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	BICY	28	M	H	IMP UNK	IMP UNK	PROC ST	W	L	0400	-		-	3	A	21650	-	-	-
2	DRVR	21	M	H	HNBD		PROC ST	S	A	0100	TOYOT	1995	-	-	N		-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	SEVERE	28	M	1	1	P	A
PASS		23	F	3	0	M	G

Primary Rd GREENWOOD AV | Distance (ft) 1584 | Direction S | Secondary Rd CENTRAL AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 034 | Type 3 | CalTrans | Badge 17310 | Collision Date 20150427 | Time 0655 | Day MON
Primary Collision Factor NOT DRIVER | Violation | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151009
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With ANIMAL | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	34	M	H	HNBD		PROC ST	N	A	0100	TOYOT	2007	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd GREENWOOD AV | Distance (ft) 0 | Direction | Secondary Rd GREENWOOD AV | NCIC 1013 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Sanger | County Fresno | Population 3 | Rpt Dist M290 | Beat 002 | Type 0 | CalTrans | Badge M134 | Collision Date 20151109 | Time 1819 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160209
Weather1 RAINING | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	0000	-		-	-	N	-	-	-
2	PRKD	998	-				PARKED	N	-	0000	FORD	2003	-	3	N	-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd **N GLENN AV** *Distance (ft)* **150** *Direction* **S** *Secondary Rd* **N DEL MAR AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW105** *Beat* **00B** *Type* **0** *CalTrans* *Badge* **P1014** *Collision Date* **20150624** *Time* **1830** *Day* **WED**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160322**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **PKD MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	30	M	W	HBD-UI		PROC ST	N	A	0100	TOYOT	2003	-	3	A	22107	N L G
2	PRKD	998	-				PARKED	N	A	0100	HONDA	2014	-	3	N		- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **N GOLDEN STATE** *Distance (ft)* **0** *Direction* *Secondary Rd* **N CARNEGIE AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **NW154** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P926** *Collision Date* **20151018** *Time* **0941** *Day* **SUN**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160412**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	RGT TURN	N	-	0000	TOYOT		-	3	A	22450	- B -
2	DRVR	24	M	W	HNBD		SLOWING	S	A	0100	HONDA	2015	-	3	-		- L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **N GOLDEN STATE** *Distance (ft)* **0** *Direction* *Secondary Rd* **W OLIVE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **2452** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P1021** *Collision Date* **20150104** *Time* **0208** *Day* **SUN**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160412**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **FELONY** *Motor Vehicle Involved With* **PED** *Lighting* **DARK - ST** *Ped Action* **IN RD,** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	W	-	9900	FORD		-	-	A	-	B -
2	PED	30	M	A		null		W	N	6000	-		-	-	-	-	- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	SEVERE	30	M	9	3	-	-

Primary Rd **N GOLDEN STATE** *Distance (ft)* **53** *Direction* **N** *Secondary Rd* **W RICHERT AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **1847** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1646** *Collision Date* **20150519** *Time* **1649** *Day* **TUE**
Primary Collision Factor **UNKNOWN** *Violation* **21356A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160206**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	63	M	B	HNBD		MERGING	N	A	0700	CHRYS	2007	-	3	A	20002	N M G
2	DRVR	19	F	H	HNBD		PROC ST	N	A	0100	BMW	2004	-	3	-		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	F	6	0	M	C
PASS		21	M	3	0	M	C

Primary Rd **N GOLDEN STATE** *Distance (ft)* **0** *Direction* *Secondary Rd* **WEST ASHLAN AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **FresnoBL** *County* **Fresno** *Population* **7** *Rpt Dist* **NW194** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1227** *Collision Date* **20150924** *Time* **1924** *Day* **THU**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160125**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	H	HNBD		PROC ST	E	A	0100	ACURA	2005	-	3	N		- L G
2	DRVR	68	M	O	HNBD		RGT TURN	N	A	0100	-		-	3	N		- G -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	68	M	1	0	M	G

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																		PASS		998	F	6	0	M	-
2	DRVR	63	M	A	HNBD	PROC ST	N	A	0100	TOYOT	1996	-	3	N	-	M	G								
3	DRVR	54	M	O	HNBD		N	A	0100	TOYOT	1996	-	3	N	-	M	G								

Primary Rd **PARKWAY DR** *Distance (ft)* **276** *Direction* **S** *Secondary Rd* **CLAYTON AVE.** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP.** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **015** *Type* **3** *CalTrans* *Badge* **014650** *Collision Date* **20150914** *Time* **1205** *Day* **MON**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20151019**
Weather1 **CLOUDY** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	37	F	H	HNBD		PROC ST	S	A	0700	CADI	2008	-	3	N	-	M G								
2	DRVR	73	M	O	HNBD		PROC ST	S	A	0100	MERC	2001	-	3	N	-	M G	DRVR	OTH VIS	73	M	1	0	M	G
																		PASS		64	F	3	0	M	G

Primary Rd **PARKWAY DR** *Distance (ft)* **0** *Direction* *Secondary Rd* **GRANTLAND AV** *NCIC* **9435** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* **010** *Type* **3** *CalTrans* *Badge* **16870** *Collision Date* **20150311** *Time* **0640** *Day* **WED**
Primary Collision Factor **UNKNOWN** *Violation* *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20150831**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1	DRVR	17	M	W	HNBD		PROC ST	S	D	2200	CHEVR	2001	-	3	N	-	M G								
2	DRVR	43	M	W	HNBD		LFT TURN	N	D	2200	TOYOT	2005	-	3	N	-	M G								

Primary Rd **PARLIER** *Distance (ft)* **0** *Direction* *Secondary Rd* **AVILA** *NCIC* **1011** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Parlier** *County* **Fresno** *Population* **3** *Rpt Dist* **PARLI** *Beat* **0PA** *Type* **0** *CalTrans* *Badge* **K037** *Collision Date* **20150417** *Time* **1210** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160412**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DAYLIGHT** *Ped Action* **X-WLK AT** *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	65	F	H	HNBD		PROC ST	E	A	0800	FORD	2003	-	3	E	F	M C								
2	PED	81	M	H			PROC ST	S	N	6000	-	-	-	N	-	-	-	PED	OTH VIS	81	M	0	0	P	-

Primary Rd **PARLIER** *Distance (ft)* **0** *Direction* *Secondary Rd* **MENDOCINO AV** *NCIC* **1011** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Parlier** *County* **Fresno** *Population* **3** *Rpt Dist* *Beat* **0PA** *Type* **0** *CalTrans* *Badge* **K032** *Collision Date* **20150120** *Time* **2013** *Day* **TUE**
Primary Collision Factor **R-O-W AUTO** *Violation* **21804A** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20150330**
Weather1 **RAINING** *Weather2* *Rdwy Surface* **WET** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info																		Victim Info							
Party	*Type*	*Age*	*Sex*	*Race*	*Sobriety1*	*Sobriety2*	*Move Pre*	*Dir*	*SW Veh*	*CHP Veh*	*Make*	*Year*	*SP Info*	*OAF1*	*Viol*	*OAF2*	*Safety Equip*	*ROLE*	*Ext Of Inj*	*AGE*	*Sex*	*Seat Pos*	*Safety*	*EQUIP*	*Ejected*
1F	DRVR	22	M	W	HNBD		LFT TURN	S	-	0000	HONDA	2012	-	3	A	21804	E M G								
2	DRVR	23	F	H	HNBD		PROC ST	N	-	0000	CHEVR	2014	-	-	E		N M G	DRVR	COMP PN	23	F	1	0	M	G
																		PASS		48	F	3	0	M	G
																		PASS		0	M	4	0	M	G

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Primary Rd POLE LINE RD | Distance (ft) 1056 | Direction N | Secondary Rd NEES AVE | NCIC 9461 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 030 | Type 3 | CalTrans | Badge 017029 | Collision Date 20151108 | Time 2500 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151113
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		HBD-UNK		RAN OFF RD	S	A	0700	CHEV	2005	-	3	N	-	- A

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd POLK AV | Distance (ft) 0 | Direction | Secondary Rd ALLUVIAL AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist FRESN | Beat 1246 | Type 0 | CalTrans | Badge P864 | Collision Date 20150324 | Time 1700 | Day TUE
Primary Collision Factor WRONG SIDE | Violation 21650 | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? | Process Date 20160212
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	84	M	O	HNBD		RGT TURN	S	L	0400	-		-	3	N	-	- -
2	DRVR	56	F	W	HNBD		PROC ST	W	D	2200	GMC	2002	-	3	A	22450	- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	84	M	1	3	-	-

Primary Rd POLK AV | Distance (ft) 137 | Direction S | Secondary Rd MCKINLEY AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 14650 | Collision Date 20150415 | Time 1115 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20150924
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	M	H	HNBD		UNS TURN	S	A	0700	CHEVR	2003	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd POLK AV | Distance (ft) 132 | Direction S | Secondary Rd MCKINLEY AV | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 018574 | Collision Date 20150706 | Time 1850 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151124
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	18	M	W	HNBD		UNS TURN	S	D	2200	DODGE	2003		3	N		M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd POLK AV | Distance (ft) 50 | Direction S | Secondary Rd SHAW AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW | Beat | Type 0 | CalTrans | Badge P662 | Collision Date 20150406 | Time 0630 | Day MON
Primary Collision Factor NOT DRIVER | Violation | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160205
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	58	M	H	HNBD		RAN OFF RD	N	D	2200	CHEVR	2005	-	-	-	-	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		19	M	3	0	M	B

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3	DRVR	49	F	A	HNBD		STOPPED	E	A	0100	CHEVR	2002	-	3	N		-	M	G	PASS		17	F	3	0		M	G

Primary Rd SHAW AV | Distance (ft) 100 | Direction W | Secondary Rd RT 41 | NCIC 1005 | State Hwy? Y | Route 41 | Postmile Prefix - | Postmile 28.264 | Side of Hwy N
City Fresno | County Fresno | Population 7 | Rpt Dist 1656 | Beat 04D | Type 0 | CalTrans 6 | Badge P948 | Collision Date 20151015 | Time 0845 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20170203
Weather1 CLOUDY | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	H	HNBD		PROC ST	W	A	0100	FORD	2000	-	3	N		- M G								
2	DRVR	45	M	H	HNBD		STOPPED	W	D	2200	FORD	2005			N		- M G	DRVR	COMP PN	45	M	1	0	M	G

Primary Rd SHAW AV | Distance (ft) 0 | Direction | Secondary Rd RT 99 | NCIC 1005 | State Hwy? Y | Route 99 | Postmile Prefix - | Postmile 27.911 | Side of Hwy S
City Fresno | County Fresno | Population 7 | Rpt Dist 1655 | Beat 00C | Type 0 | CalTrans 6 | Badge P911 | Collision Date 20150622 | Time 1248 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21801A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160823
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	48	F	W	HNBD		LFT TURN	W	A	0100	HONDA	2010	-	3	N		- M G								
2	DRVR	63	M	B		DRUG	PROC ST	W	A	0100	MERCU	1999	-	3	A	23152	- M G								

Primary Rd SHAW AV | Distance (ft) 0 | Direction | Secondary Rd RT 99 | NCIC 1005 | State Hwy? Y | Route 99 | Postmile Prefix - | Postmile 28.165 | Side of Hwy N
City Fresno | County Fresno | Population 7 | Rpt Dist 5C | Beat 1645 | Type 0 | CalTrans 6 | Badge P959 | Collision Date 20150721 | Time 1255 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161208
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type R | Ramp/Int 4

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	E	A	0100	SATUR	2005	-	3	N		- - -								
2	DRVR	55	M	H	HNBD		STOPPED	E	A	0100	CADIL	2006	-	3	N		- M G								

Primary Rd SHAW AV | Distance (ft) 205 | Direction W | Secondary Rd SUNNYSIDE | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist | Beat 003 | Type 0 | CalTrans | Badge 5145 | Collision Date 20151222 | Time 1255 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 5 | Tow Away? Y | Process Date 20160105
Weather1 | Weather2 | Rdwy Surface DRY | Rdwy Cond1 OTHER | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	58	F	O	HNBD		PROC ST	W	A	0100	TOYOT	2010	-	3	F		- L G	DRVR	OTH VIS	58	F	1	0	L	G
2	DRVR	28	F	O	HNBD		SLOWING	W	A	0100	FORD	2010	-	3	N		- M G	DRVR	COMP PN	28	F	1	0	M	G
3	DRVR	59	M	O	HNBD		STOPPED	W	A	0100	TOYOT	2015	-	3	N		- M G	DRVR	COMP PN	59	M	1	0	M	G
																		PASS	COMP PN	58	F	3	0	M	G
																		PASS	COMP PN	19	M	4	0	M	G

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Primary Rd SR-99 N/B TO | Distance (ft) 15 | Direction S | Secondary Rd CLINTON AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | CLINTON AVENUE County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 017489 | Collision Date 20151010 | Time 1045 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20151019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	M	H	IMP UNK	IMP UNK	PROC ST	N	D	2200	FORD		-	3	N	-	B	B								
2	DRVR	50	M	H	HNBD		STOPPED	N	A	0100	HYUN	1997	-	3	N	-	M	G	DRVR	COMP PN	50	M	1	0	M	G

Primary Rd SR-99 N/B TO | Distance (ft) 0 | Direction | Secondary Rd CLOVIS AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP | CLOVIS AVE County Fresno | Population 9 | Rpt Dist | Beat 034 | Type 3 | CalTrans | Badge 018609 | Collision Date 20151230 | Time 1630 | Day WED
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160121
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With MV ON OTHER RD | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	30	M	W	HNBD		LFT TURN	N	A	0100	FORD	2016	-	3	N	-	L	G	PASS		29	F	3	0	L	G
																			PASS		4	M	4	0	P	Q
2	DRVR	48	M	H	HNBD		PROC ST	N	D	2200	GMC	1996	-	3	N	-	M	G	PASS		45	F	3	0	M	G
																			PASS		48	M	4	0	P	G
																			PASS		39	M	6	0	P	G

Primary Rd SR-99 N/B TO | Distance (ft) 40 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVE County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018934 | Collision Date 20150920 | Time 1850 | Day SUN
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	M	H	IMP UNK	IMP UNK	PROC ST	N	A	0100	FORD		-	3	N	-	B	B								
2	DRVR	31	F	W	HNBD		STOPPED	N	A	0100	KIA	2014	-	3	N	-	M	G	PASS		43	M	3	0	M	G

Primary Rd SR-99 N/B TO | Distance (ft) 42 | Direction S | Secondary Rd JENSEN AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP | JENSEN AVENUE County Fresno | Population 9 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 015602 | Collision Date 20151006 | Time 0700 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	34	M	H	HNBD		PROC ST	N	D	2200	FORD	2009	-	3	N	-	M	G								
2	DRVR	55	M	H	HNBD		PROC ST	N	A	0700	FORD	2012	-	3	N	-	M	G								
3	DRVR	25	M	H	HNBD		PROC ST	N	A	0100	TOYT	2010	-	3	N	-	M	G								

Primary Rd SR-99 N/B TO | Distance (ft) 150 | Direction S | Secondary Rd JENSEN AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | JENSEN AVENUE County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019523 | Collision Date 20151122 | Time 2330 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20151221
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	42	M	H	HBD-UI		PROC ST	N	A	0100	KIA	2007	-	3	N	-	M	G								

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Primary Rd WELDON AV | Distance (ft) 0 | Direction | Secondary Rd KENMORE DR W | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 030 | Type 3 | CalTrans | Badge 018860 | Collision Date 20150803 | Time 1740 | Day MON
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151224
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	26	M	A	HNBD		ENT TRAF	N	A	0100	LEXUS	2013	-	3	N	-	M	G
2	DRVR	21	F	H	HNBD		PROC ST	E	A	0100	NISSA	2003	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		23	F	3	0	M	G
PASS		2	M	4	0	P	Q
PASS		24	F	6	0	P	G

Primary Rd WELDON AVE | Distance (ft) 110 | Direction E | Secondary Rd MAYWOOD DR. | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 030 | Type 3 | CalTrans | Badge 019473 | Collision Date 20150922 | Time 2210 | Day TUE
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20151019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	27	F	A	HNBD		UNS TURN	E	A	0100	FORD	2002	-	3	F	-	L	G
2	PRKD	998	-				PARKED	E	A	0100	MITS	2000	-	3	N	-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	27	F	1	0	L	G

Primary Rd WEST | Distance (ft) 105 | Direction N | Secondary Rd CLINTON | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW215 | Beat 00H | Type 0 | CalTrans | Badge P1064 | Collision Date 20150923 | Time 1958 | Day WED
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160321
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	30	M	H	HBD-UI		PROC ST	N	D	2200	CHEVR	1996	-	3	A	22107	N	M	B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST | Distance (ft) 62 | Direction N | Secondary Rd PALM AV | NCIC 1013 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Sanger | County Fresno | Population 3 | Rpt Dist SANGE | Beat 002 | Type 0 | CalTrans | Badge M137 | Collision Date 20150618 | Time 0800 | Day THU
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20151109
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	23	M	H	HBD-UI		RGT TURN	S	-	0000	HONDA	2001	-	3	E	F	M	G
2	PRKD	998	-				PARKED	-	-	0000	CHEVR	2003	-	-	-	-	-	-
3	PRKD	998	-				PARKED	-	-	0000	HONDA	2002	-	-	-	-	-	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST ASHLAN AV | Distance (ft) 60 | Direction W | Secondary Rd GOLDEN STATE | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00A | Type 0 | CalTrans | Badge P1021 | Collision Date 20150809 | Time 1820 | Day SU
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160411
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	55	M	W	HNBD		PROC ST	E	A	0100	CHEVR	2007	-	-	-	-	L	G
2	DRVR	53	F	W	HNBD		LFT TURN	N	A	0100	DODGE	2003	-	-	-	-	G	-

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		56	M	3	0	L	G

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Primary Rd **WEST ASHLAN AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N BLYTHE AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1847** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1653** *Collision Date* **20150520** *Time* **0647** *Day* **WED**
Primary Collision Factor **STOP SGN|SIG** *Violation* **21453A** *Collision Type* **BROADSIDE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20160206**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	M	H	HNBD		ENT TRAF	S	A	0100	HONDA	2008	-	3	A	21453	N M G
2	DRVR	29	F	H	HNBD		PROC ST	E	A	0100	DODGE	2007	-	1	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		58	F	3	0	M	G

Primary Rd **WEST ASHLAN AV** *Distance (ft)* **1320** *Direction* **W** *Secondary Rd* **N BLYTHE AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW184** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1162** *Collision Date* **20150716** *Time* **1727** *Day* **THU**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152A** *Collision Type* **HIT OBJECT** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **Y** *Process Date* **20160203**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	52	F	W	HBD-UI	DRUG	RAN OFF RD	E	A	0100	LINCO	2000	-	-	A	22350	- L G
2	DRVR	25	M	W	HNBD		PROC ST	-	A	0100	TOYOT	1995	-	-	-		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **WEST ASHLAN AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N CORNELIA AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW134** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1648** *Collision Date* **20150907** *Time* **2048** *Day* **MON**
Primary Collision Factor **PED VIOL** *Violation* **21950B** *Collision Type* **HEAD-ON** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160125**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DARK - ST** *Ped Action* **X-WLK AT** *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	PED	18	M	B			OTHER	-	N	6000	-		-	-	-	-	- - -
2	DRVR	43	F		HNBD		PROC ST	N	A	0700	HONDA	2003	-	3	N		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PED	OTH VIS	18	M	2	3	-	-

Primary Rd **WEST ASHLAN AV** *Distance (ft)* **1** *Direction* **E** *Secondary Rd* **N GOLDEN STATE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW184** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P1193** *Collision Date* **20150902** *Time* **1745** *Day* **WED**
Primary Collision Factor **OTHER IMPROP DRV** *Violation* *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160126**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	52	F	H	HNBD		PROC ST	W	A	0100	CHEVR	2013	-	-	N		- M G
2	DRVR	30	F	H	HNBD		PROC ST	W	-	0000	HYUND	2011	-	3	G		- M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	30	F	1	3	-	-
PASS		11	F	3	3	M	G
PASS		6	F	6	0	M	G
PASS		1	M	4	0	M	G

Primary Rd **WEST ASHLAN AV** *Distance (ft)* **12** *Direction* **N** *Secondary Rd* **N GOLDEN STATE** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW184** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P1649** *Collision Date* **20151007** *Time* **1711** *Day* **WED**
Primary Collision Factor **WRONG SIDE** *Violation* **21202A** *Collision Type* **HEAD-ON** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* *Process Date* **20160503**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **BICYCLE** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	BICY	21	M	W			PROC ST	W	L	0400	-		-	3	K	N	- -
2	DRVR	63	M	W	HNBD		RGT TURN	N	A	0100	FORD	2001	-	3	N		- - -

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
BICY	OTH VIS	21	M	9	3	-	-

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Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N PARKWAY DR | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW184 | Beat 00C | Type 0 | CalTrans | Badge P1555 | Collision Date 20150301 | Time 2050 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152B | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160201
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	33	M	H	HBD-UI		PROC ST	W	A	0100	TOYOT	2012	- 3	A	21453	-	L G
2	DRVR	41	M	H	HNBD		STOPPED	W	A	0100	FORD	2004	- 3	-		-	M G

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N POLK AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1844 | Beat 00C | Type 0 | CalTrans | Badge P1663 | Collision Date 20150620 | Time 1530 | Day SAT
Primary Collision Factor STOP SGN|SIG | Violation 22450A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160206
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	16	M	W			PROC ST	-	A	0100	TOYOT	2013	- -	A	22450	N	L G
2	DRVR	68	M	H	HNBD		PROC ST	-	A	0100	HONDA	2007	- -	N		-	M B

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N SEQUOIA DR | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 1851 | Beat 00D | Type 0 | CalTrans | Badge 1684 | Collision Date 20150813 | Time 2330 | Day THU
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160204
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	66	F	H	HBD-UI		PROC ST	W	A	0100	TOYOT	2013	- -	-		-	L C
2	PRKD	998	-				PARKED	-	A	0700	GMC	2000	- -	N		-	- -

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd WEST ASHLAN AV | Distance (ft) 660 | Direction E | Secondary Rd N VALENTINE AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NE194 | Beat 00G | Type 0 | CalTrans | Badge P1636 | Collision Date 20150326 | Time 1852 | Day THU
Primary Collision Factor WRONG SIDE | Violation 216501 | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160202
Weather1 CLEAR | Weather2 | Rdwy Surface | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	53	M	O	HNBD		STOPPED	-	D	2200	TOYOT	2003	- 3	N		-	M G
2F	BICY	45	M	W	HNBD		PROC ST	-	L	0400	-	-	- 3	-		-	- -

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
2F	BICY	COMP PN	45	M	9	3	-	-

Primary Rd WEST ASHLAN AV | Distance (ft) 0 | Direction | Secondary Rd N VALENTINE AVE | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW194 | Beat 00G | Type 0 | CalTrans | Badge P1681 | Collision Date 20150908 | Time 1117 | Day TUE
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type AUTO/PED | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160125
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With PED | Lighting DAYLIGHT | Ped Action NOT IN RD | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	57	F	H			BACKING	-	A	0100	HONDA	2009	- 3	A		F	M G
2	PED	37	F				OTHER	-	N	6000	-	-	- 3	N		-	- -

Victim Info

Party	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
2	PED	OTH VIS	37	F	9	3	-	-

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Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N MARTY AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1848** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P1162** *Collision Date* **20150503** *Time* **1350** *Day* **SUN**
Primary Collision Factor **NOT STATED** *Violation* *Collision Type* **AUTO/PED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160126**
Weather1 *Weather2* *Rdwy Surface* *Rdwy Cond1* *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **PED** *Lighting* **DAYLIGHT** *Ped Action* **NOT IN RD** *Cntrl Dev* *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	44	F	W	HNBD		RGT TURN	S	D	2200	CHEVR	2000	- 2	F		-	- -								
2	PED	77	M		HNBD		OTHER	N	N	6000	-		- 3	-		-	- -	PED	SEVERE	77	M	0	0	P	-

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N MARTY AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **1848** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **1022** *Collision Date* **20150907** *Time* **1145** *Day* **MON**
Primary Collision Factor **STRTNG|BCKNG** *Violation* **22106** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160210**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	24	F	B	HNBD		STOPPED	W	A	0100	SATUR	2008	- -	F		-	M G	PASS		24	M	3	0	M	G
																		PASS		4	F	6	0	M	Q
																		PASS		3	F	7	0	M	Q
2	DRVR	38	M	H	HNBD		STOPPED	W	-	0000	FORD	2012	- -	N		-	M G	PASS		36	F	3	0	N	G
																		PASS		73	F	0	0	P	J

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N MARTY AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW184** *Beat* **00A** *Type* **0** *CalTrans* *Badge* **P1227** *Collision Date* **20151014** *Time* **1802** *Day* **WED**
Primary Collision Factor **OTHER HAZ** *Violation* **21451A** *Collision Type* **SIDESWIPE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160126**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	77	M	B	HNBD		LFT TURN	N	A	0700	FORD	2009	- 3	N		-	L G	DRVR	COMP PN	77	M	1	0	L	G
																		PASS		43	F	3	0	L	G
2	DRVR	30	F	B	HNBD		PROC ST	S	A	0100	CHEVR	1993	- 3	N		-	L G								

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N POLK AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW174** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1616** *Collision Date* **20150628** *Time* **2039** *Day* **SUN**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23153A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160128**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DUSK/DAWN** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	23	M	W		DRUG	LFT TURN	W	A	0100	SATUR	2002	- 3	N		-	M G	PASS		23	M	5	0	M	B
2F	DRVR	75	F	H			PROC ST	E	A	0100	NISSA	2000	- 3	N		-	L G	DRVR	COMP PN	75	F	1	0	L	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **N RT 99** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P1648** *Collision Date* **20150815** *Time* **2049** *Day* **SAT**
Primary Collision Factor **IMPROP TURN** *Violation* **22100A** *Collision Type* **BROADSIDE** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160414**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	16	F	H	HNBD		LFT TURN	E	A	0100	MERCE	1983	- 3	E		-	M G	DRVR	COMP PN	16	F	1	0	-	-

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Primary Rd N GOLDEN STATE | Distance (ft) 3 | Direction E | Secondary Rd WASHLAN AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno BL | County Fresno | Population 7 | Rpt Dist NW194 | Beat 00C | Type 0 | CalTrans | Badge P1718 | Collision Date 20160212 | Time 0431 | Day FRI
Primary Collision Factor STOP SGN|SIG | Violation 21453A | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160407
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	24	M	H	HNBD		LFT TURN	E	A	0100	CHEVR	2006	-	3	N	-	L G	DRVR	COMP PN	24	M	1	0	L	G
2F	BICY	19	M	W			LFT TURN	E	L	0400	-		-	3	A	-	- -								

Primary Rd N GREGORY AV | Distance (ft) 45 | Direction S | Secondary Rd WATHENS AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NW124 | Beat 00A | Type 0 | CalTrans | Badge P1617 | Collision Date 20160228 | Time 0200 | Day SUN
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160415
Weather1 | Weather2 | Rdwy Surface | Rdwy Cond1 | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With | Lighting | Ped Action | Cntrl Dev | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	PRKD	998	-			null		-	A	0100	FORD	1998	-	-	-	-	- -								
2F	DRVR	998	-			null		-	A	0100	TOYOT	2005	-	-	-	-	- -								

Primary Rd N HANEY AV | Distance (ft) 0 | Direction | Secondary Rd EAST NORTH AV | NCIC 1012 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Reedley | County Fresno | Population 3 | Rpt Dist REEDL | Beat 002 | Type 0 | CalTrans | Badge L67 | Collision Date 20161021 | Time 2227 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161215
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-		HBD-UNK		PROC ST	N	-	0000	CHEVR	2009	-	3	A	20002	N M B								
2	PRKD	998	-				PARKED	N	-	0000	SATUR	1998	-	3	N		- - -								

Primary Rd N HARVARD AV | Distance (ft) 0 | Direction | Secondary Rd BARSTOW AV | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist | Beat 004 | Type 0 | CalTrans | Badge 5700 | Collision Date 20160320 | Time 2500 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160407
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	998	-					-	-	0000	-		-	-	-	-	- - -								
2	PRKD	998	-				PARKED	N	A	0100	HYUND	2006	-	-	A	22107	- - -								

Primary Rd N HAZEL AV | Distance (ft) 30 | Direction S | Secondary Rd W MORRIS AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist NORTH | Beat NTU | Type 0 | CalTrans | Badge P1451 | Collision Date 20160220 | Time 1836 | Day SAT
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HEAD-ON | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160824
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	19	M	W	HNBD		LFT TURN	W	A	0100	HYUND	2014	-	3	N	-	L G	PASS		17	M	3	0	L	G

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Primary Rd PARK AV | Distance (ft) 100 | Direction S | Secondary Rd LINCOLN AV | NCIC 1001 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Clovis | County Fresno | Population 5 | Rpt Dist | Beat 007 | Type 0 | CalTrans | Badge 5277 | Collision Date 20160712 | Time 0732 | Day TUE
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160726
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	16	F	W	HNBD		PROC ST	S	A	0100	FORD	2007	-	3	N	-	M G	DRVR	COMP PN	16	F	1	0	M	G

Primary Rd PARK ST | Distance (ft) 40 | Direction W | Secondary Rd SHERIDAN ST | NCIC 1015 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Selma | County Fresno | Population 3 | Rpt Dist SELMA | Beat 004 | Type 0 | CalTrans | Badge N078 | Collision Date 20161122 | Time 1752 | Day TUE
Primary Collision Factor UNKNOWN | Violation 23123A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161206
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With PKD MV | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	52	M	H	HBD-UI		PROC ST	W	-	0000	CHEVR	1989	-	1	A	F	M G								
2	PRKD	998	-				PARKED	W	-	0000	HYUND	2016	-	-	N	-	- -								
3	PRKD	998	-				PARKED	W	-	0000	HONDA	2006	-	-	N	-	- -								
4	OTHR	998					PARKED	W		0000	CHRYS	2002	-	-	N	-	- -								

Primary Rd PARKWAY DR | Distance (ft) 100 | Direction N | Secondary Rd GRANTLAND AVE | NCIC 9435 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 019323 | Collision Date 20160115 | Time 0115 | Day FRI
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160210
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	F	A	HBD-UI		PROC ST	S	A	0100	TOYT	2014	-	2	A	22350	- L G								
2	DRVR	998	-		IMP UNK	IMP UNK	SLOWING	S	A	0700	-		-	3	N		- B B								

Primary Rd PARKWAY DR | Distance (ft) 0 | Direction | Secondary Rd KAMM AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP. | County Fresno | Population 9 | Rpt Dist | Beat 040 | Type 3 | CalTrans | Badge 019610 | Collision Date 20161022 | Time 1311 | Day SAT
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20161027
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	57	M	H	HNBD		PROC ST	W	A	0100	CHEV	1992	-	3	N	-	L G	DRVR	COMP PN	57	M	1	0	L	G
2	DRVR	44	F	W	HNBD		PROC ST	S	D	2200	GMC	2011	-	3	N	-	M G								

Primary Rd PARKWAY DR | Distance (ft) 432 | Direction N | Secondary Rd SHIELDS AV | NCIC 1005 | State Hwy? N | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist 2149 | Beat NWF | Type 0 | CalTrans | Badge P731 | Collision Date 20160313 | Time 1736 | Day SUN
Primary Collision Factor WRONG SIDE | Violation 21460A | Collision Type HEAD-ON | Severity FATAL | #Killed 1 | #Injured 2 | Tow Away? Y | Process Date 20171002
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DUSK/DAWN | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	18	F	H	HNBD		OPPOS LN	S	A	0100	TOYOT	2002	-	3	A	22350	- L G	DRVR	SEVERE	18	F	1	0	L	G
																		PASS	KILLED	53	F	6	0	P	H
2	DRVR	61	F	H	HNBD		PROC ST	N	A	0100	PONTI	1999	-	3	N	-	L H	DRVR	SEVERE	61	F	1	0	L	H

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Primary Rd **SR-99 N/B TO** *Distance (ft)* **40** *Direction* **S** *Secondary Rd* **CLINTON AVE** *NCIC* **9435** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** **CLINTON AVE** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* **105** *Type* **1** *CalTrans* *Badge* **019210** *Collision Date* **20160906** *Time* **1450** *Day* **TUE**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160920**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	36	M	H	IMP UNK	IMP UNK	PROC ST	N	A	0100	CADI	1995	-	3	N	-	M G
2	DRVR	22	M	A	HNBD		STOPPED	N	A	0100	HONDA	2015	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **SR-99 N/B TO** *Distance (ft)* **800** *Direction* **S** *Secondary Rd* **CLOVIS AVE.** *NCIC* **9435** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP** **CLOVIS AVE** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **106** *Type* **1** *CalTrans* *Badge* **016730** *Collision Date* **20160412** *Time* **1725** *Day* **TUE**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **OVERTURNED** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20160426**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **NON-CLSN** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	20	M	H	HNBD		OTHER	N	C	0200	SUZI	2005	-	3	H	-	- W

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	20	M	1	1	P	W

Primary Rd **SR-99 N/B TO** *Distance (ft)* **85** *Direction* **S** *Secondary Rd* **FLORAL AVE** *NCIC* **9435** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Selma** **FLORAL AVE** *County* **Fresno** *Population* **3** *Rpt Dist* *Beat* **107** *Type* **1** *CalTrans* *Badge* **016570** *Collision Date* **20160406** *Time* **1145** *Day* **WED**
Primary Collision Factor **STRTNG|BCKNG** *Violation* **22106** *Collision Type* **OTHER** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160418**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	F	B	HNBD		BACKING	N	G	2731	VOLVO	2016	-	3	H	-	M G
2	DRVR	24	M	H	HNBD		STOPPED	N	A	0100	TOYT	2007	-	3	H	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd **SR-99 N/B TO** *Distance (ft)* **15** *Direction* **S** *Secondary Rd* **FLORAL AVE** *NCIC* **9435** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **UNINCORP** **FLORAL AVENUE** *County* **Fresno** *Population* **9** *Rpt Dist* *Beat* **107** *Type* **1** *CalTrans* *Badge* **017310** *Collision Date* **20160513** *Time* **1805** *Day* **FRI**
Primary Collision Factor **OTHER HAZ** *Violation* **21461A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160520**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	F	W	IMP UNK	IMP UNK	WRONG WY	S	A	0700	-		-	3	H	-	B B
2	DRVR	29	M	B	HNBD		STOPPED	N	A	0100	TOYOT	2005	-	3	H	-	M G
3	DRVR	30	F	W	HNBD		STOPPED	N	A	0700	CHEV	2010	-	3	H	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		29	F	3	0	M	G
PASS		1	F	5	0	P	Q

Primary Rd **SR-99 N/B TO** *Distance (ft)* **25** *Direction* **S** *Secondary Rd* **HERNDON AVE** *NCIC* **9435** *State Hwy?* **Y** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** **HERNDON AVE** *County* **Fresno** *Population* **7** *Rpt Dist* *Beat* **105** *Type* **1** *CalTrans* *Badge* **020060** *Collision Date* **20160410** *Time* **1700** *Day* **SUN**
Primary Collision Factor **DRVR ALC|DRG** *Violation* **23152A** *Collision Type* **SIDESWIPE** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160505**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run **MSDMNR** *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	34	F	W	HNBD		PROC ST	N	A	0700	SUBA	2016	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		43	M	3	0	M	G
PASS		3	M	6	0	P	Q
PASS		998	M	4	0	P	Q

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2F	DRVR	39	M	B	HBD-UI		OTHER	N	A	0100	TOYO	2010	3	A	22107	-	M	G

Primary Rd SR-99 N/B TO | Distance (ft) 200 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020429 | Collision Date 20160708 | Time 1320 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160729
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	74	M	W	HNBD		SLOWING	N	A	0700	BMW	2002	-	3	N	-	M	G
2	DRVR	25	F	A	HNBD		STOPPED	N	A	0800	TOYO	1999	-	3	N	-	M	G
3	DRVR	61	F	W	HNBD		STOPPED	N	A	0100	HONDA	2003	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		30	M	3	0	M	G
PASS		27	F	4	0	P	G
PASS		21	M	5	0	P	G
PASS		23	F	7	0	P	G
PASS		29	F	7	0	P	G
PASS		32	M	7	0	B	G

Primary Rd SR-99 N/B TO | Distance (ft) 12 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019523 | Collision Date 20160728 | Time 1150 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160817
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	998	F	W	IMP UNK	IMP UNK	PROC ST	N	-	9900	-		-	3	N	-	B	B
2	DRVR	71	F	W	HNBD		STOPPED	N	A	0100	CHEV	2007	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 35 | Direction S | Secondary Rd JENSEN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | JENSEN AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 018920 | Collision Date 20160706 | Time 0702 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160721
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	23	M	H		FATG	PROC ST	N	A	0100	BUICK	1998	-	3	N	-	M	G
2	DRVR	34	M	H	HNBD		STOPPED	N	A	0100	OLDS	2000	-	3	N	-	M	G
3	DRVR	64	M	H	HNBD		STOPPED	N	A	0700	FORD	2003	-	3	N	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 25 | Direction S | Secondary Rd MCKINLEY AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | MCKINLEY AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20161207 | Time 1555 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 3 | Tow Away? Y | Process Date 20161214
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety	Equip
1F	DRVR	60	M	H	HNBD		PROC ST	N	A	0700	DODG	2001	-	3	H	-	M	G
2	DRVR	47	F	B	HNBD		STOPPED	N	A	0100	HYUN	2015	-	3	H	-	M	G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	47	F	1	0	M	G
PASS	COMP PN	13	F	3	0	M	G
PASS	COMP PN	16	F	5	0	P	G

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Primary Rd SR-99 N/B TO | Distance (ft) 15 | Direction S | Secondary Rd MERCED AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fowler | County Fresno | Population 2 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 019895 | Collision Date 20160630 | Time 1430 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160714
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	21	M	W	HNBD		PROC ST	N	D	2200	CHEV	2006	- 3	N		-	M G
2	DRVR	30	F	H	HNBD		STOPPED	N	A	0100	FORD	2011	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO OLIVE | Distance (ft) 200 | Direction S | Secondary Rd OLIVE AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno AVE | County Fresno | Population 7 | Rpt Dist | Beat 010 | Type 3 | CalTrans | Badge 019926 | Collision Date 20160929 | Time 0800 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20161010
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	38	M	B	HNBD		OTHER	N	A	0100	FORD	1995	- 3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	38	M	1	0	M	G

Primary Rd SR-99 N/B TO OLIVE | Distance (ft) 40 | Direction S | Secondary Rd OLIVE AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20161228 | Time 1325 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170105
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	-	9900	-		- 3	H		-	B B
2	DRVR	25	M	O	HNBD		STOPPED	N	A	0100	CHEV	2010	- 3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO OLIVE | Distance (ft) 4 | Direction S | Secondary Rd OLIVE AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno AVE. | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018823 | Collision Date 20160413 | Time 1645 | Day WED
Primary Collision Factor WRONG SIDE | Violation 21650 | Collision Type BROADSIDE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20160426
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With BICYCLE | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	61	M	W	HNBD		RGT TURN	N	D	2200	FORD	2015	- 3	N		-	M G
2F	BICY	57	M	H	HNBD		WRONG WY	W	L	0400	WORK	2000	3	N		-	- V

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	OTH VIS	5	F	0	1	P	X

Primary Rd SR-99 N/B TO SHAW | Distance (ft) 25 | Direction N | Secondary Rd SHAW AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020429 | Collision Date 20160819 | Time 1330 | Day FRI
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20160826
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	40	M	H	HNBD		PROC ST	N	D	2200	CHEVR	2005	- 3	N		-	M G
2	DRVR	55	F	B	HNBD		STOPPED	N	A	0100	PONTI	2006	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	55	F	1	0	M	G
PASS	COMP PN	19	M	3	0	M	G

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Primary Rd SR-99 NB FROM SHAW AVE | Distance (ft) 100 | Direction N | Secondary Rd SHAW AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020429 | Collision Date 20160814 | Time 1630 | Day SUN
Primary Collision Factor NOT DRIVER | Violation | Collision Type OTHER | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160826
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	46	M	B	HNBD		PROC ST	N	A	0100	MERC	1989	-	3	K	-	P G	DRVR	COMP PN	46	M	1	0	P	G
																		PASS		56	M	3	0	P	G

Primary Rd SR-99 NB TO SR-180 EB | Distance (ft) 100 | Direction E | Secondary Rd SR-99 NB | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018944 | Collision Date 20160711 | Time 0210 | Day MON
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type OVERTURNED | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160801
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	41	M	H	HBD-UI		RAN OFF RD	N	D	2200	CHEV	2003	-	3	A	22107	- M G	DRVR	SEVERE	41	M	1	0	M	G

Primary Rd SR-99 NB TO SR-180 EB | Distance (ft) 545 | Direction E | Secondary Rd SR-99 | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020082 | Collision Date 20160814 | Time 1830 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160818
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	43	M	H	HBD-UI		OTHER	N	A	0700	CHEV	1999	-	3	A	22107	- M G								

Primary Rd SR-99 | Distance (ft) 225 | Direction S | Secondary Rd ADAMS AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP | County Fresno | Population 9 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 015095 | Collision Date 20160102 | Time 1314 | Day SAT
Primary Collision Factor LANE CHANGE | Violation 21658A | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160129
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1	DRVR	23	F	H	HNBD		PROC ST	N	A	0100	TOYT	2013	-	3	N	-	L G	DRVR	COMP PN	23	F	1	0	L	G
2F	DRVR	998	-		IMP UNK	IMP UNK	CHANG LN	N	D	2200	DODG		-	3	N	-	- B								

Primary Rd SR-99 | Distance (ft) 3168 | Direction S | Secondary Rd AMERICAN | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP | County Fresno | Population 9 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 015095 | Collision Date 20160227 | Time 1043 | Day SAT
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160308
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	M	H	HNBD		OTHER	N	A	0100	DODG	2016	-	3	N	-	M G	PASS		23	M	3	0	M	G

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Primary Rd SR-99 S/B FROM | Distance (ft) 200 | Direction S | Secondary Rd SHAW AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | SHAW AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20160725 | Time 0950 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20160805
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	47	F	H	HNBD		PROC ST	S	A	0100	HOND	2006	- 3	H		-	L G	DRVR	COMP PN	47	F	1	0	L	G

Primary Rd SR-99 S/B TO | Distance (ft) 5 | Direction N | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | ASHLAN AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018934 | Collision Date 20160221 | Time 1845 | Day SUN
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160304
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	55	M	O	HNBD		LFT TURN	S	G	2531	VOLV	2015	- 3	N		-	M G								
2	DRVR	59	F	B	HNBD		PROC ST	S	A	0100	HYUN	2015	- 3	N		-	M G								
3	DRVR	19	M	H	HNBD		PROC ST	S	A	0100	FORD	2000	- 3	N		-	M G								

Primary Rd SR-99 S/B TO | Distance (ft) 80 | Direction N | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | ASHLAN AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018823 | Collision Date 20160331 | Time 1725 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160602
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 REDUCED RD | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	25	M	A	HNBD		PROC ST	S	G	2531	FREI	2016	- 3	H		-	M G								
2	DRVR	62	M	H	HNBD		STOPPED	S	D	2200	FORD	2000	- 3	H		-	M G								

Primary Rd SR-99 S/B TO | Distance (ft) 20 | Direction N | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | ASHLAN AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018823 | Collision Date 20160411 | Time 1445 | Day MON
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160421
Weather1 CLOUDY | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 REDUCED RD | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	50	M	O	HNBD		PROC ST	S	G	2531	VOLV	2016	- 3	N		-	M G								
2	DRVR	72	F	W	HNBD		STOPPED	S	A	0700	GMC	2015	- 3	N		-	M G								

Primary Rd SR-99 S/B TO | Distance (ft) 0 | Direction | Secondary Rd CENTRAL AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | CENTRAL AVE | County Fresno | Population 7 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 019610 | Collision Date 20161015 | Time 1135 | Day SAT
Primary Collision Factor R-O-W AUTO | Violation 21802A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20161019
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info / Victim Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
1F	DRVR	22	F	H	HNBD		LFT TURN	S	A	0100	TOYT	2009	- 3	N		-	M G	PASS		998	M	4	0	M	Q
																		PASS		18	M	6	0	M	G
2	DRVR	33	M	W	HNBD		PROC ST	W	D	2200	FORD	2013	- 3	N		-	M G								

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Primary Rd STATE ROUTE 99 | Distance (ft) 528 | Direction S | Secondary Rd JENSEN AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy N/B
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 019385 | Collision Date 20161020 | Time 0001 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20161025
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	19	M	W		FATG	OTHER	N	A	0100	FORD	2016	- 3	M		-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	19	M	1	0	L	G
PASS	SEVERE	19	F	3	0	L	G

Primary Rd STATE ROUTE 99 | Distance (ft) 528 | Direction S | Secondary Rd OLIVE AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy N/B
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019039 | Collision Date 20160803 | Time 1820 | Day WED
Primary Collision Factor LANE CHANGE | Violation 21658A | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160808
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	M	H	IMP UNK	IMP UNK	PROC ST	N	A	0100	-		- 3	N		-	- B
2	DRVR	38	F	H	HNBD		PROC ST	N	A	0100	MITS	2007	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd STATE ROUTE 99 | Distance (ft) 80 | Direction N | Secondary Rd STATE ROUTE 180 | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy N/B
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019039 | Collision Date 20160804 | Time 1355 | Day THU
Primary Collision Factor OTHER EQPMNT | Violation 24002A | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20160808
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	F	B	HNBD		PROC ST	N	A	0100	FORD	2006	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		27	F	3	0	M	G

Primary Rd STATE ROUTE 99 | Distance (ft) 528 | Direction S | Secondary Rd STATE ROUTE 180 | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy N/B
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019039 | Collision Date 20160808 | Time 1722 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160812
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	22	M	B	HNBD		PROC ST	N	A	0100	TOYO	2012	- 3	N		-	M G
2	DRVR	21	F	H	HNBD		SLOWING	N	A	0100	CHRY	2016	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd STATE ROUTE 99 | Distance (ft) 7 | Direction N | Secondary Rd SHAW AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy N/B TO SHAW
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019039 | Collision Date 20160907 | Time 1951 | Day WED
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20160912
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	36	M	W	HNBD		PROC ST	N	D	2200	CHEVY	2015	- 3	N		-	M G
2	DRVR	46	F	A	HNBD		SLOWING	N	A	0700	NISS	2010	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		12	M	3	0	M	G
PASS		11	M	4	0	P	G
PASS		8	F	6	0	P	G

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Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **HELM AV** *NCIC* **1001** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Clovis** *County* **Fresno** *Population* **5** *Rpt Dist* *Beat* **001** *Type* **0** *CalTrans* *Badge* **5465** *Collision Date* **20160923** *Time* **1926** *Day* **FRI**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20161101**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	61	F	W	HNBD		PROC ST	E	A	0100	SATUR	2004	-	3	N	-	M G
2	DRVR	24	F	H	HNBD		STOPPED	E	A	0100	NISSA	2013	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	21	F	3	0	M	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **63** *Direction* **W** *Secondary Rd* **MINNEWAWA** *NCIC* **1001** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Clovis** *County* **Fresno** *Population* **5** *Rpt Dist* *Beat* *Type* **0** *CalTrans* *Badge* *Collision Date* **20160910** *Time* **1110** *Day* **SAT**
Primary Collision Factor **IMPROP TURN** *Violation* **22107** *Collision Type* **HIT OBJECT** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **Y** *Process Date* **20170620**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **FIXED OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	F	W	HNBD		U-TURN	W	A	0100	SUBAR	2000	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	18	F	1	0	M	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **100** *Direction* **W** *Secondary Rd* **N POLK AV** *NCIC* **1005** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Fresno** *County* **Fresno** *Population* **7** *Rpt Dist* **NW164** *Beat* **00C** *Type* **0** *CalTrans* *Badge* **P960** *Collision Date* **20160214** *Time* **1100** *Day* **SUN**
Primary Collision Factor **OTHER IMPROP DRV** *Violation* *Collision Type* **HEAD-ON** *Severity* **PDO** *#Killed* **0** *#Injured* **0** *Tow Away?* **N** *Process Date* **20160824**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **OTHER** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER OBJ** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **NT PRS/FCTR** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	27	F	H			PROC ST	W	A	0100	BMW	2008	-	3	M	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS		26	M	3	0	M	G
PASS		2	F	6	0	M	Q

Primary Rd **WEST SHAW AV** *Distance (ft)* **129** *Direction* **W** *Secondary Rd* **PEACH** *NCIC* **1001** *State Hwy?* **N** *Route* *Postmile Prefix* *Postmile* *Side of Hwy*
City **Clovis** *County* **Fresno** *Population* **5** *Rpt Dist* *Beat* **001** *Type* **0** *CalTrans* *Badge* **5145** *Collision Date* **20160525** *Time* **1148** *Day* **WED**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20160615**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DAYLIGHT** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* *Ramp/Int*

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	63	M	A	HNBD		PROC ST	E	A	0100	NISSA	2008	-	3	N	-	M G
2	DRVR	45	F	W	HNBD		SLOWING	E	A	0100	BMW	2013	-	3	N	-	- G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	COMP PN	10	M	4	0	M	G

Primary Rd **WEST SHAW AV** *Distance (ft)* **0** *Direction* *Secondary Rd* **RT 168** *NCIC* **1001** *State Hwy?* **Y** *Route* **168** *Postmile Prefix* **R** *Postmile* **4.451** *Side of Hwy* **W**
City **Clovis** *County* **Fresno** *Population* **5** *Rpt Dist* *Beat* **001** *Type* **0** *CalTrans* **6** *Badge* **5650** *Collision Date* **20160903** *Time* **2025** *Day* **SAT**
Primary Collision Factor **UNSAFE SPEED** *Violation* **22350** *Collision Type* **REAR END** *Severity* **INJURY** *#Killed* **0** *#Injured* **1** *Tow Away?* **N** *Process Date* **20170224**
Weather1 **CLEAR** *Weather2* *Rdwy Surface* **DRY** *Rdwy Cond1* **NO UNUSL CND** *Rdwy Cond2* *Spec Cond* **0**
Hit and Run *Motor Vehicle Involved With* **OTHER MV** *Lighting* **DARK - ST** *Ped Action* *Cntrl Dev* **FNCTNG** *Loc Type* **R** *Ramp/Int* **1**

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	79	M	W	HNBD		PROC ST	N	A	0100	TOYOT	2014	-	3	A	22350	- M C
2	DRVR	61	M	W	HNBD		RGT TURN	N	A	0100	TOYOT	1996	-	3	N	-	M C

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	61	M	1	0	M	C

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Primary Rd SR-99 N/B TO SR-180 E/B | Distance (ft) 1584 | Direction E | Secondary Rd SR-99 N/B | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 016833 | Collision Date 20170216 | Time 1003 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type OVERTURNED | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170216
Weather1 CLOUDY | Weather2 | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	34	F	H	HNBD		OTHER	E	A	0100	DODGE	2008	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO SR-180 | Distance (ft) 100 | Direction N | Secondary Rd NIELSEN AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020854 | Collision Date 20170820 | Time 1550 | Day SUN
Primary Collision Factor WRONG SIDE | Violation 21651A | Collision Type SIDESWIPE | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20170915
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	OTHER	S	D	2200	CHEV		-	3	N	-	B B
2	DRVR	45	F	W	HNBD		PROC ST	S	A	0800	KIA	2012	-	3	N	-	M G
3	DRVR	40	M	W	HNBD		PROC ST	S	A	0100	TOYOT	1991	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	SEVERE	40	M	1	0	M	G
PASS	OTH VIS	47	F	3	0	M	G

Primary Rd SR-99 | Distance (ft) 800 | Direction S | Secondary Rd MANNING AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP | County Fresno | Population 9 | Rpt Dist | Beat 107 | Type 1 | CalTrans | Badge 020082 | Collision Date 20170622 | Time 1525 | Day THU
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170629
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	29	F	H	HNBD		OTHER	S	A	0100	TOYOT	2000	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 TO SHAW AVENUE | Distance (ft) 5 | Direction N | Secondary Rd SHAW AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015986 | Collision Date 20170920 | Time 0725 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170929
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	45	M	W	HNBD		PROC ST	S	A	0700	FORD	2017	-	3	N	-	M G
2	DRVR	56	M	H	HNBD		STOPPED	S	D	2200	CHEV	2017	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR180 W/B TO SR99 | Distance (ft) 475 | Direction W | Secondary Rd G ST | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 181 | Type 1 | CalTrans | Badge 019895 | Collision Date 20170502 | Time 1725 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170503
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	16	M	O	HNBD		PROC ST	W	A	0100	TOYO	2014	-	3	N	-	M G
2	DRVR	24	F	O	HNBD		PROC ST	W	A	0100	HONDA	2014	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 N/B FROM | Distance (ft) 528 | Direction N | Secondary Rd NORTH AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno NORTH AVE | County Fresno | Population 7 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 016833 | Collision Date 20170322 | Time 1020 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type OVERTURNED | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170323
Weather1 CLOUDY | Weather2 RAINING | Rdwy Surface WET | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	26	F	H	HNBD		OTHER	N	D	2200	DODGE	2007	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B FROM | Distance (ft) 200 | Direction N | Secondary Rd OLIVE AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno OLIVE AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20171010 | Time 1600 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171018
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	F	H	HNBD		PROC ST	N	A	0100	KIA	2013	-	3	H	-	M G
2	DRVR	83	F	O	HNBD		STOPPED	N	A	0700	CHEV	2011	-	3	H	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B FROM | Distance (ft) 220 | Direction N | Secondary Rd OLIVE AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno OLIVE AVE. | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015106 | Collision Date 20170310 | Time 0710 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20170314
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	37	M	H	HNBD		PROC ST	N	F	2600	GMC	2006	-	3	F	-	M G
2	DRVR	29	M	H	HNBD		STOPPED	N	D	2200	CHEVY	2017	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	37	M	1	0	M	G
DRVR	COMP PN	29	M	1	0	M	G

Primary Rd SR-99 N/B FROM | Distance (ft) 100 | Direction N | Secondary Rd SHAW AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno SHAW AVE. | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020680 | Collision Date 20170312 | Time 0300 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170320
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HBD-UI		PROC ST	N	A	0100	HOND	2009	-	3	A	22107	- L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B FROM | Distance (ft) 38 | Direction N | Secondary Rd SHAW AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno SHAW AVENUE W/B | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020064 | Collision Date 20171022 | Time 0530 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20171030
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	HBD-UI		PROC ST	W	D	2200	MAZDA	1994	-	3	A	22350	H M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	MINOR	23	M	1	0	M	G

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Primary Rd SR-99 N/B FROM | Distance (ft) 1056 | Direction N | Secondary Rd STANISLAUS | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | STANISLAUS AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 017489 | Collision Date 20170629 | Time 1015 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170703
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	37	F	A	HNBD		PROC ST	N	A	0100	TOYT	2009	- 3	N		-	M G
2	DRVR	59	M	H	HNBD		STOPPED	N	A	0100	DODG	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B FROM | Distance (ft) 725 | Direction N | Secondary Rd VENTURA AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | VENTURA AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015468 | Collision Date 20170920 | Time 0852 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20170927
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	F	H	HNBD		PROC ST	N	A	0100	CHEV	2012	- 3	N		-	L G
2	DRVR	53	F	A	HNBD		STOPPED	N	A	0700	HOND	2004	- 3	N		-	M G
3	DRVR	19	M	W	HNBD		STOPPED	N	E	2235	FORD	2001	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	53	F	1	0	M	G
PASS	COMP PN	18	F	3	0	M	G

Primary Rd SR-99 N/B FROM | Distance (ft) 500 | Direction N | Secondary Rd VENTURA AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | VENTURA AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015106 | Collision Date 20170508 | Time 1040 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? N | Process Date 20170515
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	25	F	A	HNBD		PROC ST	N	A	0100	CHEVY	2009	- 3	N		-	M G
2	DRVR	24	F	H	HNBD		STOPPED	N	A	0100	HYUND	2013	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	25	F	1	0	M	G

Primary Rd SR-99 N/B FROM | Distance (ft) 300 | Direction N | Secondary Rd VENTURA ST | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | VENTURA ST | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020193 | Collision Date 20170617 | Time 1905 | Day SAT
Primary Collision Factor IMPROP PASS | Violation 21755 | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170623
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PASSING	N	A	0700	LEXU		- 3	H		-	B B
2	DRVR	39	F	H	HNBD		PROC ST	N	D	2200	FORD	2002	- 3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 90 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | ASHLAN AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20170712 | Time 1815 | Day WE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170714
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	42	M	B	HNBD		PROC ST	N	A	0700	CHEV	2002	- 3	H		-	M G
2	DRVR	50	M	B	HNBD		STOPPED	N	A	0100	TOYO	2015	- 3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 N/B TO | Distance (ft) 10 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP | County Fresno | Population 9 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 016833 | Collision Date 20170917 | Time 2030 | Day SUN
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170926
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	38	M	B	IMP UNK	IMP UNK	PROC ST	N	A	0700	GMC	2005	- 3	N		-	M G
2	DRVR	20	M	H	IMP UNK	IMP UNK	STOPPED	N	A	0700	HONDA	2005	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 30 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019113 | Collision Date 20170613 | Time 1617 | Day TUE
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170621
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	23	M	H	IMP UNK	IMP UNK	PROC ST	N	A	0100	CHRY	2005	- 3	N		-	M G
2	DRVR	24	F	H	HNBD		STOPPED	N	D	2200	CHEV	2017	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 50 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015986 | Collision Date 20170906 | Time 0840 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170915
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	28	M	H	HNBD		PROC ST	N	A	0100	MITS	1998	- 3	N		-	M G
2	DRVR	33	F	H	HNBD		STOPPED	N	A	0100	SUZI	2005	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 100 | Direction S | Secondary Rd BELMONT AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20170509 | Time 1450 | Day TUE
Primary Collision Factor STRTNG|BCKNG | Violation 22106 | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170516
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	54	M	B	HNBD		BACKING	N	D	2200	CHEV	1988	- 3	H		L	M G
2	DRVR	38	M	W	HNBD		STOPPED	N	A	0100	HOND	2011	- 3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 10 | Direction S | Secondary Rd BELMONT | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018914 | Collision Date 20170620 | Time 1300 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? N | Process Date 20170628
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	PROC ST	N	D	2200	FORD		- 3	N		-	B B
2	DRVR	31	F	H	HNBD		RGT TURN	N	A	0100	NISS	2008	- 3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	COMP PN	31	F	1	0	M	G
PASS	COMP PN	56	M	3	0	M	G

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Primary Rd SR-99 N/B TO | Distance (ft) 528 | Direction S | Secondary Rd FRESNO ST | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | FRESNO STREET | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 014479 | Collision Date 20170505 | Time 1028 | Day FRI
Primary Collision Factor NOT DRIVER | Violation | Collision Type OVERTURNED | Severity INJURY | #Killed 0 | #Injured 2 | Tow Away? Y | Process Date 20170525
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 HOLES | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	35	F	H	HNBD		PROC ST	N	A	0100	KIA	2010	-	3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	35	F	1	0	M	G
PASS	COMP PN	16	F	3	0	M	G

Primary Rd SR-99 N/B TO | Distance (ft) 1584 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP | GOLDEN STATE BLVD | County Fresno | Population 9 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 016833 | Collision Date 20170711 | Time 0740 | Day TUE
Primary Collision Factor UNKNOWN | Violation | Collision Type OTHER | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170712
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1	DRVR	32	M	W	HNBD		PROC ST	N	D	2200	DODGE	1996	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 1426 | Direction S | Secondary Rd ASHLAN AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | GOLDENSTATE BLVD | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 017518 | Collision Date 20170519 | Time 0130 | Day FRI
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170531
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - ST | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	998	-		IMP UNK	IMP UNK	RAN OFF RD	S	A	0700	NISS	2008	-	3	A	22350	H	M B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 100 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019926 | Collision Date 20170724 | Time 1720 | Day MON
Primary Collision Factor STRTNG\|BCKNG | Violation 22106 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170726
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	51	M	W	HNBD		PROC ST	N	G	2531	PTRB	2015	-	3	H		-	M G
2	DRVR	27	F	H	HNBD		STOPPED	N	A	0100	NISS	2011	-	3	H		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 N/B TO | Distance (ft) 30 | Direction S | Secondary Rd HERNDON AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | HERNDON AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015468 | Collision Date 20171027 | Time 0800 | Day FRI
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171102
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	31	F	H	HNBD		PROC ST	N	A	0700	KIA	2011	-	3	N		-	M G
2	DRVR	40	M	O	HNBD		STOPPED	N	A	0100	VOLK	2016	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 S/B FROM | Distance (ft) 400 | Direction S | Secondary Rd OLIVE AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno OLIVE AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019113 | Collision Date 20171228 | Time 1502 | Day THU
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20180104
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 | Spec Cond 0
Hit and Run FELONY | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	68	F	W	HNBD		PROC ST	S	A	0700	NISS	2009	-	3	N		-	M G
2	DRVR	47	M	H	HNBD		STOPPED	S	A	0100	NISS	2016	-	3	N		-	M G
3	DRVR	32	M	W	HNBD		STOPPED	S	A	0100	NISS	2005	-	3	N		-	M G
4	DRVR	998	M	H	IMP UNK	IMP UNK	STOPPED	S	A	0100	-		-	3	N		-	B B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
PASS	POSSIBL	48	F	3	0	M	G

Primary Rd SR-99 S/B FROM | Distance (ft) 75 | Direction S | Secondary Rd GRANTLAND AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP PARKWAY DR | County Fresno | Population 9 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020680 | Collision Date 20170529 | Time 0054 | Day MON
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170607
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	43	M	H	HBD-UI		PROC ST	S	A	0700	TOYT	2004	-	3	A	22107	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B FROM | Distance (ft) 528 | Direction S | Secondary Rd HERNDON AVE. | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno PARKWAY DR | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 018944 | Collision Date 20170827 | Time 0205 | Day SUN
Primary Collision Factor DRVR ALC|DRG | Violation 23152A | Collision Type HIT OBJECT | Severity INJURY | #Killed 0 | #Injured 1 | Tow Away? Y | Process Date 20170905
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With FIXED OBJ | Lighting DARK - NO | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	26	M	H	HBD-UI		RAN OFF RD	S	A	0100	HOND	2007	-	3	A	22107	-	L G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected
DRVR	OTH VIS	26	M	1	0	L	G

Primary Rd SR-99 S/B FROM | Distance (ft) 1056 | Direction S | Secondary Rd SHAW AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno SHAW AVE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 015890 | Collision Date 20171204 | Time 1540 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20171212
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	34	M	H	IMP UNK	IMP UNK	PROC ST	S	A	0100	JAGUA	2009	-	3	N		-	M G
2	DRVR	70	M	W	HNBD		PROC ST	S	G	2532	FRHT	2001	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B FROM | Distance (ft) 175 | Direction S | Secondary Rd SHAW AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno SHAW AVENUE | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 020592 | Collision Date 20170929 | Time 2055 | Day FRI
Primary Collision Factor WRONG SIDE | Violation 21460A | Collision Type SIDESWIPE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20171016
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DARK - NO | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip	
1F	DRVR	32	F	W	IMP UNK	IMP UNK	OPPOS LN	S	A	0100	FORD	1991	-	3	N		-	P G
2	DRVR	38	F	B	HNBD		STOPPED	S	A	0700	FORD	2003	-	3	N		-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR-99 S/B FROM SHIELDS AVE | Distance (ft) 150 | Direction S | Secondary Rd SHIELDS AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019895 | Collision Date 20170628 | Time 1330 | Day WED
Primary Collision Factor IMPROP TURN | Violation 22107 | Collision Type HIT OBJECT | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170629
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 CONS ZONE | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER OBJ | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	32	F	H	HNBD		OTHER	S	A	0700	CHRYS	2004	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO ASHLAN AVE | Distance (ft) 200 | Direction S | Secondary Rd ASHLAN AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Fresno | County Fresno | Population 7 | Rpt Dist | Beat 105 | Type 1 | CalTrans | Badge 019369 | Collision Date 20170315 | Time 1550 | Day WED
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170320
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With NON-CLSN | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	60	F	B	HNBD		PROC ST	N	A	0100	MERB	2006	-	3	N	-	L G
2	DRVR	55	M	H	HNBD		STOPPED	N	G	2531	FREI	2012	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO CENTRAL AVE | Distance (ft) 60 | Direction N | Secondary Rd CENTRAL AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP | County Fresno | Population 9 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 019523 | Collision Date 20171030 | Time 1520 | Day MON
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20171109
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	36	F	A	HNBD		PROC ST	S	A	0100	TOYOT	2015	-	1	F	-	M G
2	DRVR	62	M	W	HNBD		STOPPED	S	G	2731	VOLVO	2016	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO CENTRAL AVENUE | Distance (ft) 40 | Direction N | Secondary Rd CENTRAL AVENUE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City UNINCORP | County Fresno | Population 9 | Rpt Dist | Beat 106 | Type 1 | CalTrans | Badge 015181 | Collision Date 20170919 | Time 1625 | Day TUE
Primary Collision Factor UNSAFE SPEED | Violation 22350 | Collision Type REAR END | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? N | Process Date 20170929
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run MSDMNR | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev NT PRS/FCTR | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	M	O	IMP UNK	IMP UNK	PROC ST	S	A	0100	-		-	3	N	-	- B
2	DRVR	42	F	H	HNBD		STOPPED	E	A	0100	VOLK	2015	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR-99 S/B TO FLORAL AVE / SR- | Distance (ft) 1200 | Direction N | Secondary Rd FLORAL AVE | NCIC 9435 | State Hwy? Y | Route | Postmile Prefix | Postmile | Side of Hwy
City Selma | County Fresno | Population 3 | Rpt Dist | Beat 107 | Type 1 | CalTrans | Badge 013703 | Collision Date 20170720 | Time 0833 | Day THU
Primary Collision Factor 43 LANE CHANGE | Violation 21658A | Collision Type BROADSIDE | Severity PDO | #Killed 0 | #Injured 0 | Tow Away? Y | Process Date 20170725
Weather1 CLEAR | Weather2 | Rdwy Surface DRY | Rdwy Cond1 NO UNUSL CND | Rdwy Cond2 | Spec Cond 0
Hit and Run | Motor Vehicle Involved With OTHER MV | Lighting DAYLIGHT | Ped Action | Cntrl Dev FNCTNG | Loc Type | Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	31	M	H	HNBD		CHANG LN	S	A	0100	TOYO	2012	-	3	H	-	M G
2	DRVR	57	M	W	HNBD		PROC ST	S	D	2200	CHEV	2005	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Primary Rd SR43 (HIGHLAND AVE.) Distance (ft) 480 Direction S Secondary Rd CARUTHERS AVE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County Fresno Population 9 Rpt Dist Beat 430 Type 1 CalTrans Badge 015556 Collision Date 20171002 Time 0630 Day MON
Primary Collision Factor NOT DRIVER Violation Collision Type OTHER Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20171010
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With ANIMAL Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1	DRVR	53	M	W	HNBD		PROC ST	N	A	0100	MAZD	2016	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR43 (HIGHLAND AVENUE) Distance (ft) 1584 Direction S Secondary Rd DAVIS AVE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County Fresno Population 9 Rpt Dist Beat 430 Type 1 CalTrans Badge 013112 Collision Date 20170519 Time 0001 Day FRI
Primary Collision Factor IMPROP TURN Violation 22107 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170524
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run MSDMNR Motor Vehicle Involved With FIXED OBJ Lighting DUSK/DAWN Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	998	-		IMP UNK	IMP UNK	RAN OFF RD	N	-	9900	NISS		-	3	N	-	B B

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR99 N/B Distance (ft) 3696 Direction S Secondary Rd HERNDON AVE NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City UNINCORP. County Fresno Population 9 Rpt Dist Beat 105 Type 1 CalTrans Badge 020062 Collision Date 20170421 Time 2253 Day FRI
Primary Collision Factor DRVR ALC|DRG Violation 23152A Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? Y Process Date 20170426
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With FIXED OBJ Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	27	M	H	HBD-UI		OTHER	N	A	0100	TOYT	2002	-	3	A	22107	N M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR99 N/B Distance (ft) 528 Direction N Secondary Rd ROAD 12 NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Kingsburg County Fresno Population 2 Rpt Dist Beat 107 Type 1 CalTrans Badge 020062 Collision Date 20171001 Time 0223 Day SUN
Primary Collision Factor TOO CLOSE Violation 21703 Collision Type HIT OBJECT Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20171005
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER OBJ Lighting DARK - NO Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	32	F	H	HNBD		PROC ST	N	A	0100	MAZD	2011		3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

Primary Rd SR99 N/B TO ASHLAN AVENUE Distance (ft) 5 Direction S Secondary Rd ASHLAN AVE. NCIC 9435 State Hwy? Y Route Postmile Prefix Postmile Side of Hwy
City Fresno County Fresno Population 7 Rpt Dist Beat 105 Type 1 CalTrans Badge 015106 Collision Date 20170602 Time 0855 Day FRI
Primary Collision Factor UNSAFE SPEED Violation 22350 Collision Type SIDESWIPE Severity PDO #Killed 0 #Injured 0 Tow Away? N Process Date 20170609
Weather1 CLEAR Weather2 Rdwy Surface DRY Rdwy Cond1 NO UNUSL CND Rdwy Cond2 Spec Cond 0
Hit and Run Motor Vehicle Involved With OTHER MV Lighting DAYLIGHT Ped Action Cntrl Dev NT PRS/FCTR Loc Type Ramp/Int

Party Info

Party	Type	Age	Sex	Race	Sobriety1	Sobriety2	Move Pre	Dir	SW Veh	CHP Veh	Make	Year	SP Info	OAF1	Viol	OAF2	Safety Equip
1F	DRVR	32	F	W	HNBD		PROC ST	N	A	0100	BUICK	2000	-	3	N	-	M G
2	DRVR	69	F	W	HNBD		STOPPED	N	A	0700	BUICK	2013	-	3	N	-	M G

Victim Info

ROLE	Ext Of Inj	AGE	Sex	Seat Pos	Safety	EQUIP	Ejected

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Appendix E: Existing Traffic Conditions

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	60	460	766	0	0	1086
Future Volume (veh/h)	60	460	766	0	0	1086
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	67	517	861	0	0	1220
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	561	878	969	0	0	1840
Arrive On Green	0.32	0.32	0.52	0.00	0.00	0.52
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	67	517	861	0	0	1220
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	1.8	10.3	27.3	0.0	0.0	16.7
Cycle Q Clear(g_c), s	1.8	10.3	27.3	0.0	0.0	16.7
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	561	878	969	0	0	1840
V/C Ratio(X)	0.12	0.59	0.89	0.00	0.00	0.66
Avail Cap(c_a), veh/h	561	878	1192	0	0	2265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.0	18.9	14.1	0.0	0.0	11.5
Incr Delay (d2), s/veh	0.4	2.9	6.3	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.1	10.8	0.0	0.0	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.4	21.8	20.3	0.0	0.0	12.1
LnGrp LOS	B	C	C	A	A	B
Approach Vol, veh/h	584		861			1220
Approach Delay, s/veh	21.2		20.3			12.1
Approach LOS	C		C			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.9	39.1	39.1
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	13.0	42.4	42.4
Max Q Clear Time (g_c+I1), s	12.3	29.3	18.7
Green Ext Time (p_c), s	0.2	5.1	9.7

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	696	376	0	0	486	135
Future Volume (veh/h)	696	376	0	0	486	135
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	829	0			579	161
Peak Hour Factor	0.84	0.84			0.84	0.84
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3301				0	0
Arrive On Green	0.94	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	829	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	1.3	0.0				
Cycle Q Clear(g_c), s	1.3	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3301					
V/C Ratio(X)	0.25					
Avail Cap(c_a), veh/h	3301					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.85	0.00				
Uniform Delay (d), s/veh	0.2	0.0				
Incr Delay (d2), s/veh	0.2	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	829	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	66.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 23
Max Q Clear Time (g_c+I1), s	3.3
Green Ext Time (p_c), s	4.9

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	476	28	209	331	70	32	33	410	224	73	10
Future Volume (veh/h)	5	476	28	209	331	70	32	33	410	224	73	10
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	5	491	29	215	341	72	33	34	423	231	75	10
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	12	629	280	244	599	507	656	38	471	255	136	18
Arrive On Green	0.01	0.18	0.18	0.14	0.32	0.32	0.37	0.32	0.32	0.14	0.08	0.08
Sat Flow, veh/h	1767	3526	1568	1767	1856	1570	1767	118	1471	1767	1599	213
Grp Volume(v), veh/h	5	491	29	215	341	72	33	0	457	231	0	85
Grp Sat Flow(s),veh/h/ln	1767	1763	1568	1767	1856	1570	1767	0	1589	1767	0	1813
Q Serve(g_s), s	0.2	11.3	1.3	10.2	13.0	1.8	1.0	0.0	23.4	11.0	0.0	3.8
Cycle Q Clear(g_c), s	0.2	11.3	1.3	10.2	13.0	1.8	1.0	0.0	23.4	11.0	0.0	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.12
Lane Grp Cap(c), veh/h	12	629	280	244	599	507	656	0	508	255	0	154
V/C Ratio(X)	0.43	0.78	0.10	0.88	0.57	0.14	0.05	0.00	0.90	0.91	0.00	0.55
Avail Cap(c_a), veh/h	104	851	379	244	611	517	656	0	596	255	0	797
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.2	33.5	29.3	36.1	23.9	8.3	17.2	0.0	27.7	35.9	0.0	37.5
Incr Delay (d2), s/veh	23.4	3.3	0.2	28.6	1.2	0.1	0.0	0.0	15.0	32.8	0.0	3.1
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	0.2	4.8	0.5	6.2	5.6	1.0	0.4	0.0	10.5	6.8	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.6	36.8	29.5	64.6	25.2	8.4	17.2	0.0	42.7	68.8	0.0	40.5
LnGrp LOS	E	D	C	E	C	A	B	A	D	E	A	D
Approach Vol, veh/h		525			628			490			316	
Approach Delay, s/veh		36.6			36.7			41.0			61.2	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	31.9	16.4	20.5	35.8	12.5	4.8	32.2
Change Period (Y+Rc), s	4.2	* 4.6	4.6	* 5.3	4.2	* 5.3	* 4.2	4.6
Max Green Setting (Gmax), s	12.3	* 32	11.8	* 21	6.1	* 38	* 5	28.1
Max Q Clear Time (g_c+I1), s	13.0	25.4	12.2	13.3	3.0	5.8	2.2	15.0
Green Ext Time (p_c), s	0.0	1.6	0.0	1.8	0.0	0.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	41.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	674	421	278	598	38	222
Future Volume (veh/h)	674	421	278	598	38	222
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	702	439	290	623	40	231
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	821	696	567	2624	126	485
Arrive On Green	0.47	0.47	0.50	1.00	0.08	0.08
Sat Flow, veh/h	1752	1485	1668	3416	1668	1485
Grp Volume(v), veh/h	702	439	290	623	40	231
Grp Sat Flow(s),veh/h/ln	1752	1485	1668	1664	1668	1485
Q Serve(g_s), s	23.5	14.7	0.0	0.0	1.5	0.0
Cycle Q Clear(g_c), s	23.5	14.7	0.0	0.0	1.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	821	696	567	2624	126	485
V/C Ratio(X)	0.86	0.63	0.51	0.24	0.32	0.48
Avail Cap(c_a), veh/h	1035	877	567	2624	126	486
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	15.5	13.2	11.9	0.0	28.9	17.7
Incr Delay (d2), s/veh	7.7	2.9	0.7	0.2	1.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.5	4.7	2.2	0.1	0.6	2.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.3	16.1	12.6	0.2	30.4	18.4
LnGrp LOS	C	B	B	A	C	B
Approach Vol, veh/h	1141			913	271	
Approach Delay, s/veh	20.5			4.2	20.2	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	21.1	35.4				56.5	9.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	8.5	39.0				52.0	5.0
Max Q Clear Time (g_c+I1), s	2.0	25.5				2.0	3.5
Green Ext Time (p_c), s	0.5	5.5				4.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	791	677	206	64	198
Future Volume (veh/h)	105	791	677	206	64	198
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	109	824	705	0	67	206
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	575	1314	2051		190	266
Arrive On Green	0.13	1.00	0.62	0.00	0.11	0.11
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	109	824	705	0	67	206
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	1.3	0.0	6.8	0.0	2.4	7.5
Cycle Q Clear(g_c), s	1.3	0.0	6.8	0.0	2.4	7.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	575	1314	2051		190	266
V/C Ratio(X)	0.19	0.63	0.34		0.35	0.77
Avail Cap(c_a), veh/h	681	1314	2051		190	266
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	6.2	0.0	27.0	25.8
Incr Delay (d2), s/veh	0.1	1.8	0.5	0.0	1.1	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	1.9	0.0	1.0	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.5	1.8	6.6	0.0	28.1	39.1
LnGrp LOS	A	A	A		C	D
Approach Vol, veh/h		933	705	A	273	
Approach Delay, s/veh		2.0	6.6		36.4	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		54.0		12.0	8.8	45.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		49.5		7.5	8.5	36.5
Max Q Clear Time (g_c+I1), s		2.0		9.5	3.3	8.8
Green Ext Time (p_c), s		7.4		0.0	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1441	34	110	650	0	22	0	407	145	47	101
Future Volume (veh/h)	0	1441	34	110	650	0	22	0	407	145	47	101
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1533	36	117	691	0	23	0	433	154	50	107
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	2263	1009	123	2670	0	40	0	0	563	159	141
Arrive On Green	0.00	0.64	0.64	0.14	1.00	0.00	0.02	0.00	0.00	0.16	0.09	0.09
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	23		3428	1763	1572
Grp Volume(v), veh/h	0	1533	36	117	691	0	23	68.6		154	50	107
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	E		1714	1763	1572
Q Serve(g_s), s	0.0	32.0	0.7	7.6	0.0	0.0	1.5			4.6	3.1	7.7
Cycle Q Clear(g_c), s	0.0	32.0	0.7	7.6	0.0	0.0	1.5			4.6	3.1	7.7
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	2263	1009	123	2670	0	40			563	159	141
V/C Ratio(X)	0.00	0.68	0.04	0.95	0.26	0.00	0.58			0.27	0.32	0.76
Avail Cap(c_a), veh/h	0	2263	1009	123	2670	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.84	0.84	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.2	3.9	49.7	0.0	0.0	56.1			42.4	49.4	51.5
Incr Delay (d2), s/veh	0.0	1.7	0.1	58.6	0.2	0.0	12.5			0.3	1.1	8.0
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
%ile BackOfQ(50%),veh/ln	0.0	11.7	0.3	5.1	0.1	0.0	0.8			1.9	1.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.8	4.0	108.3	0.2	0.0	68.6			42.7	50.6	59.5
LnGrp LOS	A	B	A	F	A	A	E			D	D	E
Approach Vol, veh/h		1569			808						311	
Approach Delay, s/veh		14.6			15.9						49.7	
Approach LOS		B			B						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	23.3		13.4	79.3	6.8	16.4		92.7
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		4.9
Max Green Setting (Gmax), s	* 46		8.1	47.5	5.0	* 35		60.9
Max Q Clear Time (g_c+I1), s	6.6		9.6	34.0	3.5	9.7		2.0
Green Ext Time (p_c), s	0.5		0.0	8.7	0.0	0.7		5.2

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	140	1114	0	0	526	481	266	8	497	1	36	0
Future Volume (vph)	140	1114	0	0	526	481	266	8	497	1	36	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Lane Util. Factor	1.00	0.95			0.95	1.00	0.95	0.91	0.95		0.97	
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1752	3505			3505	1568	1665	1452	1490		3400	
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1752	3505			3505	1568	1665	1452	1490		3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	1148	0	0	542	496	274	8	512	1	37	0
RTOR Reduction (vph)	0	0	0	0	0	303	0	189	189	0	0	0
Lane Group Flow (vph)	144	1148	0	0	542	193	247	87	82	0	38	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm	Prot	Prot	
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases						8			2			
Actuated Green, G (s)	14.2	63.6			45.2	45.2	22.0	22.0	22.0		3.8	
Effective Green, g (s)	14.2	63.6			45.2	45.2	22.0	22.0	22.0		3.8	
Actuated g/C Ratio	0.12	0.55			0.39	0.39	0.19	0.19	0.19		0.03	
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	214	1921			1365	610	315	275	282		111	
v/s Ratio Prot	0.08	c0.33			0.15		c0.15	0.06			c0.01	
v/s Ratio Perm						0.12			0.06			
v/c Ratio	0.67	0.60			0.40	0.32	0.78	0.32	0.29		0.34	
Uniform Delay, d1	48.7	17.6			25.6	24.6	44.7	40.5	40.3		54.9	
Progression Factor	0.74	0.49			1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	6.1	1.0			0.9	1.4	12.0	0.7	0.6		1.8	
Delay (s)	42.1	9.6			26.4	26.0	56.8	41.2	40.9		56.7	
Level of Service	D	A			C	C	E	D	D		E	
Approach Delay (s)		13.2			26.2			45.9				53.2
Approach LOS		B			C			D				D

Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	138
Future Volume (vph)	138
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	142
RTOR Reduction (vph)	134
Lane Group Flow (vph)	8
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	6.7
Effective Green, g (s)	6.7
Actuated g/C Ratio	0.06
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	90
v/s Ratio Prot	
v/s Ratio Perm	c0.01
v/c Ratio	0.09
Uniform Delay, d1	51.8
Progression Factor	1.00
Incremental Delay, d2	0.4
Delay (s)	52.2
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	109	723	540	0	0	1177
Future Volume (veh/h)	109	723	540	0	0	1177
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	117	777	581	0	0	1266
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	645	1011	820	0	0	1558
Arrive On Green	0.37	0.37	0.44	0.00	0.00	0.44
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	117	777	581	0	0	1266
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	2.5	13.6	14.0	0.0	0.0	17.2
Cycle Q Clear(g_c), s	2.5	13.6	14.0	0.0	0.0	17.2
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	645	1011	820	0	0	1558
V/C Ratio(X)	0.18	0.77	0.71	0.00	0.00	0.81
Avail Cap(c_a), veh/h	645	1011	924	0	0	1756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	15.4	12.5	0.0	0.0	13.4
Incr Delay (d2), s/veh	0.6	5.6	2.1	0.0	0.0	2.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	3.9	5.0	0.0	0.0	5.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.5	21.0	14.5	0.0	0.0	16.1
LnGrp LOS	B	C	B	A	A	B
Approach Vol, veh/h	894		581			1266
Approach Delay, s/veh	19.9		14.5			16.1
Approach LOS	B		B			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.1	28.9	28.9
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	17.0	27.4	27.4
Max Q Clear Time (g_c+I1), s	15.6	16.0	19.2
Green Ext Time (p_c), s	0.6	2.8	5.1

Intersection Summary	
HCM 6th Ctrl Delay	17.0
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	467	561	0	0	403	50
Future Volume (veh/h)	467	561	0	0	403	50
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	513	0			443	55
Peak Hour Factor	0.91	0.91			0.91	0.91
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3256				0	0
Arrive On Green	0.92	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	513	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	0.7	0.0				
Cycle Q Clear(g_c), s	0.7	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3256					
V/C Ratio(X)	0.16					
Avail Cap(c_a), veh/h	3256					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.93	0.00				
Uniform Delay (d), s/veh	0.2	0.0				
Incr Delay (d2), s/veh	0.1	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	513	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	55.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 18
Max Q Clear Time (g_c+I1), s	2.7
Green Ext Time (p_c), s	2.5

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	379	37	370	542	218	20	47	292	120	70	8
Future Volume (veh/h)	10	379	37	370	542	218	20	47	292	120	70	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	387	38	378	553	222	20	48	298	122	71	8
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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	21	506	222	592	885	745	37	56	349	149	530	60
Arrive On Green	0.01	0.14	0.14	0.56	0.80	0.80	0.02	0.26	0.26	0.08	0.32	0.32
Sat Flow, veh/h	1767	3526	1545	1767	1856	1563	1767	219	1357	1767	1635	184
Grp Volume(v), veh/h	10	387	38	378	553	222	20	0	346	122	0	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1545	1767	1856	1563	1767	0	1575	1767	0	1819
Q Serve(g_s), s	0.6	11.6	2.1	16.1	13.3	2.8	1.2	0.0	23.0	7.5	0.0	3.4
Cycle Q Clear(g_c), s	0.6	11.6	2.1	16.1	13.3	2.8	1.2	0.0	23.0	7.5	0.0	3.4
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.10
Lane Grp Cap(c), veh/h	21	506	222	592	885	745	37	0	405	149	0	590
V/C Ratio(X)	0.47	0.76	0.17	0.64	0.63	0.30	0.54	0.00	0.85	0.82	0.00	0.13
Avail Cap(c_a), veh/h	80	676	296	592	885	745	88	0	458	174	0	605
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	54.0	45.3	31.7	19.7	7.2	2.8	53.3	0.0	38.9	49.5	0.0	26.3
Incr Delay (d2), s/veh	15.5	10.5	1.7	2.1	3.0	0.9	12.0	0.0	13.4	22.8	0.0	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	0.4	5.7	1.0	5.4	3.9	1.3	0.7	0.0	10.2	4.1	0.0	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.5	55.8	33.3	21.7	10.3	3.7	65.3	0.0	52.3	72.3	0.0	26.4
LnGrp LOS	E	E	C	C	B	A	E	A	D	E	A	C
Approach Vol, veh/h		435			1153			366			201	
Approach Delay, s/veh		54.1			12.8			53.0			54.3	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	32.9	41.5	21.1	6.5	41.0	5.5	57.0
Change Period (Y+Rc), s	5.3	* 4.6	4.6	* 5.3	* 4.2	5.3	* 4.2	4.6
Max Green Setting (Gmax), s	10.8	* 32	27.8	* 21	* 5.5	36.6	* 5	44.6
Max Q Clear Time (g_c+I1), s	9.5	25.0	18.1	13.6	3.2	5.4	2.6	15.3
Green Ext Time (p_c), s	0.0	1.2	0.8	1.4	0.0	0.3	0.0	4.6

Intersection Summary	
HCM 6th Ctrl Delay	31.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	577	254	242	1122	71	227
Future Volume (veh/h)	577	254	242	1122	71	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	601	265	252	1169	74	236
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	638	539	840	2835	111	762
Arrive On Green	0.73	0.73	0.59	1.00	0.07	0.07
Sat Flow, veh/h	1752	1480	1668	3416	1668	1485
Grp Volume(v), veh/h	601	265	252	1169	74	236
Grp Sat Flow(s),veh/h/ln	1752	1480	1668	1664	1668	1485
Q Serve(g_s), s	32.7	8.3	0.6	0.0	4.8	0.0
Cycle Q Clear(g_c), s	32.7	8.3	0.6	0.0	4.8	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	638	539	840	2835	111	762
V/C Ratio(X)	0.94	0.49	0.30	0.41	0.67	0.31
Avail Cap(c_a), veh/h	1027	868	840	2835	190	832
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	13.9	10.6	12.0	0.0	50.2	15.5
Incr Delay (d2), s/veh	22.6	2.9	0.2	0.3	6.8	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	2.4	2.6	0.1	2.2	3.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.6	13.6	12.2	0.3	56.9	15.7
LnGrp LOS	D	B	B	A	E	B
Approach Vol, veh/h	866			1421	310	
Approach Delay, s/veh	29.5			2.4	25.6	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	53.6	44.6				98.2	11.8
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	19.5	64.5				88.5	12.5
Max Q Clear Time (g_c+I1), s	2.6	34.7				2.0	6.8
Green Ext Time (p_c), s	0.7	5.4				11.9	0.5

Intersection Summary	
HCM 6th Ctrl Delay	14.2
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	745	1055	324	151	340
Future Volume (veh/h)	55	745	1055	324	151	340
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	59	801	1134	0	162	366
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	355	1296	2201		297	321
Arrive On Green	0.04	0.74	0.66	0.00	0.18	0.18
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	59	801	1134	0	162	366
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	1.1	24.1	19.3	0.0	9.7	19.6
Cycle Q Clear(g_c), s	1.1	24.1	19.3	0.0	9.7	19.6
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	355	1296	2201		297	321
V/C Ratio(X)	0.17	0.62	0.52		0.54	1.14
Avail Cap(c_a), veh/h	648	1296	2201		297	321
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	6.9	6.9	9.6	0.0	41.1	43.1
Incr Delay (d2), s/veh	0.2	1.9	0.9	0.0	2.1	93.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	7.8	6.5	0.0	4.2	25.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.1	8.8	10.4	0.0	43.2	137.0
LnGrp LOS	A	A	B		D	F
Approach Vol, veh/h		860	1134	A	528	
Approach Delay, s/veh		8.7	10.4		108.2	
Approach LOS		A	B		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		85.9		24.1	8.7	77.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		81.4		19.6	23.5	53.4
Max Q Clear Time (g_c+I1), s		26.1		21.6	3.1	21.3
Green Ext Time (p_c), s		7.2		0.0	0.1	9.9

Intersection Summary	
HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	925	42	323	1295	0	45	0	308	147	94	153
Future Volume (veh/h)	0	925	42	323	1295	0	45	0	308	147	94	153
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	944	43	330	1321	0	46	0	314	150	96	156
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	1068	477	643	2500	0	59	0	0	717	219	195
Arrive On Green	0.00	0.30	0.30	0.73	1.00	0.00	0.03	0.00	0.00	0.21	0.12	0.12
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	46		3428	1763	1572
Grp Volume(v), veh/h	0	944	43	330	1321	0	46	87.0		150	96	156
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	F		1714	1763	1572
Q Serve(g_s), s	0.0	29.6	2.3	9.4	0.0	0.0	3.0			4.2	5.9	11.2
Cycle Q Clear(g_c), s	0.0	29.6	2.3	9.4	0.0	0.0	3.0			4.2	5.9	11.2
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	1068	477	643	2500	0	59			717	219	195
V/C Ratio(X)	0.00	0.88	0.09	0.51	0.53	0.00	0.78			0.21	0.44	0.80
Avail Cap(c_a), veh/h	0	1182	527	643	2500	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.44	0.44	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	38.5	29.0	11.3	0.0	0.0	55.6			37.9	47.1	49.4
Incr Delay (d2), s/veh	0.0	10.6	0.4	0.3	0.4	0.0	31.4			0.1	1.4	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.9	0.9	2.7	0.1	0.0	1.8			1.7	2.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.1	29.3	11.6	0.4	0.0	87.0			38.1	48.5	56.8
LnGrp LOS	A	D	C	B	A	A	F			D	D	E
Approach Vol, veh/h		987			1651						402	
Approach Delay, s/veh		48.3			2.6						47.8	
Approach LOS		D			A						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	28.5		47.5	40.1	8.1	20.4		87.5
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		* 5.3
Max Green Setting (Gmax), s	* 46		16.7	38.9	5.0	* 35		* 61
Max Q Clear Time (g_c+I1), s	6.2		11.4	31.6	5.0	13.2		2.0
Green Ext Time (p_c), s	0.5		0.5	3.6	0.0	1.2		13.4

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	136	834	0	0	962	406	517	6	555	57	0
Future Volume (vph)	6	136	834	0	0	962	406	517	6	555	57	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Lane Util. Factor		1.00	0.95			0.95	1.00	0.95	0.91	0.95	0.97	
Frpb, ped/bikes		1.00	1.00			1.00	0.99	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00			1.00	0.85	1.00	0.91	0.85	1.00	
Flt Protected		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (prot)		1752	3505			3505	1548	1665	1502	1490	3400	
Flt Permitted		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (perm)		1752	3505			3505	1548	1665	1502	1490	3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	6	140	860	0	0	992	419	533	6	572	59	0
RTOR Reduction (vph)	0	0	0	0	0	0	169	0	43	189	0	0
Lane Group Flow (vph)	0	146	860	0	0	992	250	384	329	166	59	0
Confl. Peds. (#/hr)							1					
Turn Type	Prot	Prot	NA			NA	Perm	Split	NA	Perm	Prot	
Protected Phases	7	7	4			8		2	2		1	
Permitted Phases							8			2		
Actuated Green, G (s)		11.0	56.0			40.8	40.8	28.0	28.0	28.0	4.0	
Effective Green, g (s)		11.0	56.0			40.8	40.8	28.0	28.0	28.0	4.0	
Actuated g/C Ratio		0.09	0.48			0.35	0.35	0.24	0.24	0.24	0.03	
Clearance Time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		166	1692			1232	544	401	362	359	117	
v/s Ratio Prot		c0.08	0.25			c0.28		c0.23	0.22		c0.02	
v/s Ratio Perm							0.16			0.11		
v/c Ratio		0.88	0.51			0.81	0.46	0.96	0.91	0.46	0.50	
Uniform Delay, d1		51.8	20.6			34.0	29.1	43.4	42.8	37.6	55.0	
Progression Factor		0.78	0.44			1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		33.7	1.0			5.7	2.8	33.7	25.5	0.9	3.4	
Delay (s)		74.1	9.9			39.7	31.8	77.1	68.3	38.5	58.4	
Level of Service		E	A			D	C	E	E	D	E	
Approach Delay (s)			19.2			37.4			61.8			55.6
Approach LOS			B			D			E			E

Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	246
Future Volume (vph)	246
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	254
RTOR Reduction (vph)	204
Lane Group Flow (vph)	50
Confl. Peds. (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	8.1
Effective Green, g (s)	8.1
Actuated g/C Ratio	0.07
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	109
v/s Ratio Prot	
v/s Ratio Perm	c0.03
v/c Ratio	0.46
Uniform Delay, d1	51.9
Progression Factor	1.00
Incremental Delay, d2	3.1
Delay (s)	54.9
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	62	113	113	440	222	310
Average Queue (ft)	20	69	53	188	128	138
95th Queue (ft)	46	100	92	342	223	243
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	388	333	86
Average Queue (ft)	157	191	37
95th Queue (ft)	337	297	65
Link Distance (ft)	604		1688
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		295	
Storage Blk Time (%)		1	
Queuing Penalty (veh)		1	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	30	180	182	150	234	312	65	199	379	177	177
Average Queue (ft)	4	110	94	19	124	132	27	33	132	111	48
95th Queue (ft)	19	172	151	81	192	240	57	90	242	178	114
Link Distance (ft)		1319	1319			477	477		1387		1182
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200			100	160			100		120	
Storage Blk Time (%)			6	0	5	3			17	7	0
Queuing Penalty (veh)			2	0	17	7			5	6	0

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	361	186	194	229	31	148	135
Average Queue (ft)	167	64	102	40	3	29	67
95th Queue (ft)	331	125	175	143	17	84	120
Link Distance (ft)	477	477		384	384	488	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			4	0		21	38
Queuing Penalty (veh)			11	0		47	14

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	79	205	175	134	126	137	151
Average Queue (ft)	37	61	100	31	12	56	69
95th Queue (ft)	72	155	170	98	62	120	122
Link Distance (ft)		384	260	260	260	654	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	125						40
Storage Blk Time (%)		1				14	15
Queuing Penalty (veh)		1				28	10

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	488	424	250	173	195	188	257	236	186	138	161	88
Average Queue (ft)	296	272	14	79	44	49	51	117	82	55	88	24
95th Queue (ft)	449	426	89	144	121	137	164	186	172	136	151	64
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)							0	0				
Queuing Penalty (veh)							0	0				
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		18					2	3	1			
Queuing Penalty (veh)		6					7	1	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	70
Average Queue (ft)	30
95th Queue (ft)	57
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	LTR	R	UL	L	R
Maximum Queue (ft)	294	339	351	261	264	200	196	255	267	22	86	116
Average Queue (ft)	90	122	123	150	122	70	112	182	128	1	28	39
95th Queue (ft)	204	260	256	239	223	141	192	242	203	7	63	81
Link Distance (ft)		1024	1024	1607	1607			535	535		544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)	0	1			1	2		2			0	0
Queuing Penalty (veh)	1	1			6	5		3			0	0

Zone Summary

Zone wide Queuing Penalty: 179

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	86	135	104	347	349	408
Average Queue (ft)	36	79	69	111	105	193
95th Queue (ft)	70	120	102	212	210	319
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	182	270	50
Average Queue (ft)	62	132	19
95th Queue (ft)	145	219	42
Link Distance (ft)	604		1688
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		295	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	91	288	255	150	235	506	497	200	455	150	142
Average Queue (ft)	14	164	112	19	216	383	104	20	172	65	38
95th Queue (ft)	48	255	225	65	267	604	362	101	357	123	97
Link Distance (ft)		1318	1318			477	477		1389		1182
Upstream Blk Time (%)						11	1				
Queuing Penalty (veh)						68	7				
Storage Bay Dist (ft)	200			100	160			100		120	
Storage Blk Time (%)		8	8		24	26			27	4	1
Queuing Penalty (veh)		1	3		130	95			5	3	1

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	486	439	245	398	395	394	145
Average Queue (ft)	203	72	149	182	87	118	78
95th Queue (ft)	443	252	260	411	296	317	154
Link Distance (ft)	477	477		384	384	488	
Upstream Blk Time (%)	1			4	2		
Queuing Penalty (veh)	5			25	12		
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			11	14		57	34
Queuing Penalty (veh)			63	35		129	24

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	R	T	T	L	R
Maximum Queue (ft)	89	384	342	307	56	291	303	688	160
Average Queue (ft)	24	163	271	204	6	40	16	272	136
95th Queue (ft)	66	357	393	319	33	163	120	556	197
Link Distance (ft)		384	260	260	260	1251	1251	654	
Upstream Blk Time (%)		0	16	2				2	
Queuing Penalty (veh)		2	0	0				0	
Storage Bay Dist (ft)	125								40
Storage Blk Time (%)		8						63	41
Queuing Penalty (veh)		4						215	62

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	389	348	249	382	307	295	165	184	96	139	152	165
Average Queue (ft)	244	213	47	201	103	112	45	72	35	35	75	67
95th Queue (ft)	362	331	177	326	243	232	108	128	84	100	137	139
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		16					0	0				
Queuing Penalty (veh)		7					0	0				

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	152
Average Queue (ft)	57
95th Queue (ft)	121
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	UL	T	T	T	T	R	L	LTR	R	L	L	R
Maximum Queue (ft)	202	237	264	451	453	200	332	346	211	24	165	190
Average Queue (ft)	103	111	131	300	288	147	191	238	147	1	56	89
95th Queue (ft)	192	224	256	432	449	261	279	314	210	8	127	154
Link Distance (ft)		1024	1024	1584	1584			535	535		544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)					22	0	3	13			0	12
Queuing Penalty (veh)					89	1	15	33			1	7

Zone Summary

Zone wide Queuing Penalty: 1044

Appendix F: Existing plus Project (Phase I) Traffic Conditions

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	60	460	772	0	0	1088
Future Volume (veh/h)	60	460	772	0	0	1088
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	67	517	867	0	0	1222
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	556	870	974	0	0	1851
Arrive On Green	0.31	0.31	0.52	0.00	0.00	0.52
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	67	517	867	0	0	1222
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	1.8	10.4	27.5	0.0	0.0	16.6
Cycle Q Clear(g_c), s	1.8	10.4	27.5	0.0	0.0	16.6
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	556	870	974	0	0	1851
V/C Ratio(X)	0.12	0.59	0.89	0.00	0.00	0.66
Avail Cap(c_a), veh/h	556	870	1192	0	0	2265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.84	0.00	0.00	1.00
Uniform Delay (d), s/veh	16.1	19.1	14.0	0.0	0.0	11.4
Incr Delay (d2), s/veh	0.4	3.0	6.4	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.1	10.9	0.0	0.0	5.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.6	22.0	20.4	0.0	0.0	11.9
LnGrp LOS	B	C	C	A	A	B
Approach Vol, veh/h	584		867			1222
Approach Delay, s/veh	21.4		20.4			11.9
Approach LOS	C		C			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.8	39.2	39.2
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	13.0	42.4	42.4
Max Q Clear Time (g_c+I1), s	12.4	29.5	18.6
Green Ext Time (p_c), s	0.2	5.1	9.7

Intersection Summary	
HCM 6th Ctrl Delay	16.7
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	696	378	0	0	492	135
Future Volume (veh/h)	696	378	0	0	492	135
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	829	0			586	161
Peak Hour Factor	0.84	0.84			0.84	0.84
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3301				0	0
Arrive On Green	0.94	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	829	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	1.3	0.0				
Cycle Q Clear(g_c), s	1.3	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3301					
V/C Ratio(X)	0.25					
Avail Cap(c_a), veh/h	3301					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.85	0.00				
Uniform Delay (d), s/veh	0.2	0.0				
Incr Delay (d2), s/veh	0.2	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	829	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	66.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 23
Max Q Clear Time (g_c+I1), s	3.3
Green Ext Time (p_c), s	4.9

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	481	28	209	332	70	32	33	410	224	73	10
Future Volume (veh/h)	5	481	28	209	332	70	32	33	410	224	73	10
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	5	496	29	215	342	72	33	34	423	231	75	10
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	12	633	282	244	601	509	655	38	470	254	136	18
Arrive On Green	0.01	0.18	0.18	0.14	0.32	0.32	0.37	0.32	0.32	0.14	0.08	0.08
Sat Flow, veh/h	1767	3526	1568	1767	1856	1570	1767	118	1471	1767	1599	213
Grp Volume(v), veh/h	5	496	29	215	342	72	33	0	457	231	0	85
Grp Sat Flow(s),veh/h/ln	1767	1763	1568	1767	1856	1570	1767	0	1589	1767	0	1813
Q Serve(g_s), s	0.2	11.5	1.3	10.2	13.1	1.8	1.0	0.0	23.5	11.0	0.0	3.8
Cycle Q Clear(g_c), s	0.2	11.5	1.3	10.2	13.1	1.8	1.0	0.0	23.5	11.0	0.0	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.12
Lane Grp Cap(c), veh/h	12	633	282	244	601	509	655	0	508	254	0	154
V/C Ratio(X)	0.43	0.78	0.10	0.88	0.57	0.14	0.05	0.00	0.90	0.91	0.00	0.55
Avail Cap(c_a), veh/h	103	850	378	244	610	516	655	0	595	254	0	795
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.3	33.5	29.3	36.2	23.9	8.3	17.3	0.0	27.8	36.0	0.0	37.6
Incr Delay (d2), s/veh	23.4	3.5	0.2	28.9	1.2	0.1	0.0	0.0	15.1	33.3	0.0	3.1
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	0.2	4.9	0.5	6.2	5.6	1.0	0.4	0.0	10.5	6.8	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	65.7	36.9	29.5	65.1	25.2	8.4	17.3	0.0	42.9	69.3	0.0	40.6
LnGrp LOS	E	D	C	E	C	A	B	A	D	E	A	D
Approach Vol, veh/h		530			629			490			316	
Approach Delay, s/veh		36.8			36.9			41.2			61.6	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	31.9	16.4	20.6	35.9	12.6	4.8	32.3
Change Period (Y+Rc), s	4.2	* 4.6	4.6	* 5.3	4.2	* 5.3	* 4.2	4.6
Max Green Setting (Gmax), s	12.3	* 32	11.8	* 21	6.1	* 38	* 5	28.1
Max Q Clear Time (g_c+I1), s	13.0	25.5	12.2	13.5	3.0	5.8	2.2	15.1
Green Ext Time (p_c), s	0.0	1.6	0.0	1.8	0.0	0.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	41.9
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	679	421	278	599	38	222
Future Volume (veh/h)	679	421	278	599	38	222
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	707	439	290	624	40	231
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	825	699	563	2624	126	481
Arrive On Green	0.47	0.47	0.50	1.00	0.08	0.08
Sat Flow, veh/h	1752	1485	1668	3416	1668	1485
Grp Volume(v), veh/h	707	439	290	624	40	231
Grp Sat Flow(s),veh/h/ln	1752	1485	1668	1664	1668	1485
Q Serve(g_s), s	23.6	14.7	0.0	0.0	1.5	0.0
Cycle Q Clear(g_c), s	23.6	14.7	0.0	0.0	1.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	825	699	563	2624	126	481
V/C Ratio(X)	0.86	0.63	0.52	0.24	0.32	0.48
Avail Cap(c_a), veh/h	1035	877	563	2624	126	482
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.67	0.67	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	15.5	13.1	12.1	0.0	28.9	17.8
Incr Delay (d2), s/veh	7.8	2.9	0.8	0.2	1.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	4.7	2.2	0.1	0.6	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.3	16.0	12.8	0.2	30.4	18.6
LnGrp LOS	C	B	B	A	C	B
Approach Vol, veh/h	1146			914	271	
Approach Delay, s/veh	20.5			4.2	20.3	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	20.9	35.6				56.5	9.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	8.5	39.0				52.0	5.0
Max Q Clear Time (g_c+I1), s	2.0	25.6				2.0	3.5
Green Ext Time (p_c), s	0.5	5.5				4.8	0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	796	678	206	64	198
Future Volume (veh/h)	105	796	678	206	64	198
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	109	829	706	0	67	206
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	575	1314	2051		190	266
Arrive On Green	0.13	1.00	0.62	0.00	0.11	0.11
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	109	829	706	0	67	206
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	1.3	0.0	6.8	0.0	2.4	7.5
Cycle Q Clear(g_c), s	1.3	0.0	6.8	0.0	2.4	7.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	575	1314	2051		190	266
V/C Ratio(X)	0.19	0.63	0.34		0.35	0.77
Avail Cap(c_a), veh/h	680	1314	2051		190	266
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.80	0.80	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	6.2	0.0	27.0	25.8
Incr Delay (d2), s/veh	0.1	1.9	0.5	0.0	1.1	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	1.9	0.0	1.0	7.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.5	1.9	6.6	0.0	28.1	39.1
LnGrp LOS	A	A	A		C	D
Approach Vol, veh/h		938	706	A	273	
Approach Delay, s/veh		2.0	6.6		36.4	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		54.0		12.0	8.8	45.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		49.5		7.5	8.5	36.5
Max Q Clear Time (g_c+I1), s		2.0		9.5	3.3	8.8
Green Ext Time (p_c), s		7.5		0.0	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	8.6
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1448	34	110	654	0	22	0	407	145	47	101
Future Volume (veh/h)	0	1448	34	110	654	0	22	0	407	145	47	101
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1540	36	117	696	0	23	0	433	154	50	107
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	2263	1009	123	2670	0	40	0	0	563	159	141
Arrive On Green	0.00	0.64	0.64	0.14	1.00	0.00	0.02	0.00	0.00	0.16	0.09	0.09
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	23		3428	1763	1572
Grp Volume(v), veh/h	0	1540	36	117	696	0	23	68.6		154	50	107
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	E		1714	1763	1572
Q Serve(g_s), s	0.0	32.2	0.7	7.6	0.0	0.0	1.5			4.6	3.1	7.7
Cycle Q Clear(g_c), s	0.0	32.2	0.7	7.6	0.0	0.0	1.5			4.6	3.1	7.7
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	2263	1009	123	2670	0	40			563	159	141
V/C Ratio(X)	0.00	0.68	0.04	0.95	0.26	0.00	0.58			0.27	0.32	0.76
Avail Cap(c_a), veh/h	0	2263	1009	123	2670	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.84	0.84	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.2	3.9	49.7	0.0	0.0	56.1			42.4	49.4	51.5
Incr Delay (d2), s/veh	0.0	1.7	0.1	58.6	0.2	0.0	12.5			0.3	1.1	8.0
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
%ile BackOfQ(50%),veh/ln	0.0	11.8	0.3	5.1	0.1	0.0	0.8			1.9	1.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	4.0	108.3	0.2	0.0	68.6			42.7	50.6	59.5
LnGrp LOS	A	B	A	F	A	A	E			D	D	E
Approach Vol, veh/h		1576			813						311	
Approach Delay, s/veh		14.6			15.8						49.7	
Approach LOS		B			B						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	23.3		13.4	79.3	6.8	16.4		92.7
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		4.9
Max Green Setting (Gmax), s	* 46		8.1	47.5	5.0	* 35		60.9
Max Q Clear Time (g_c+I1), s	6.6		9.6	34.2	3.5	9.7		2.0
Green Ext Time (p_c), s	0.5		0.0	8.6	0.0	0.7		5.2

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	140	1121	0	0	530	481	266	8	497	1	36	0
Future Volume (vph)	140	1121	0	0	530	481	266	8	497	1	36	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Lane Util. Factor	1.00	0.95			0.95	1.00	0.95	0.91	0.95		0.97	
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1752	3505			3505	1568	1665	1452	1490		3400	
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1752	3505			3505	1568	1665	1452	1490		3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	1156	0	0	546	496	274	8	512	1	37	0
RTOR Reduction (vph)	0	0	0	0	0	303	0	189	189	0	0	0
Lane Group Flow (vph)	144	1156	0	0	546	193	247	87	82	0	38	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm	Prot	Prot	
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases						8			2			
Actuated Green, G (s)	14.2	63.6			45.2	45.2	22.0	22.0	22.0		3.8	
Effective Green, g (s)	14.2	63.6			45.2	45.2	22.0	22.0	22.0		3.8	
Actuated g/C Ratio	0.12	0.55			0.39	0.39	0.19	0.19	0.19		0.03	
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	214	1921			1365	610	315	275	282		111	
v/s Ratio Prot	0.08	c0.33			0.16		c0.15	0.06			c0.01	
v/s Ratio Perm						0.12			0.06			
v/c Ratio	0.67	0.60			0.40	0.32	0.78	0.32	0.29		0.34	
Uniform Delay, d1	48.7	17.7			25.6	24.6	44.7	40.5	40.3		54.9	
Progression Factor	0.74	0.48			1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	6.1	1.0			0.9	1.4	12.0	0.7	0.6		1.8	
Delay (s)	42.0	9.6			26.5	26.0	56.8	41.2	40.9		56.7	
Level of Service	D	A			C	C	E	D	D		E	
Approach Delay (s)		13.2			26.3			45.9				53.2
Approach LOS		B			C			D				D

Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	138
Future Volume (vph)	138
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	142
RTOR Reduction (vph)	134
Lane Group Flow (vph)	8
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	6.7
Effective Green, g (s)	6.7
Actuated g/C Ratio	0.06
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	90
v/s Ratio Prot	
v/s Ratio Perm	c0.01
v/c Ratio	0.09
Uniform Delay, d1	51.8
Progression Factor	1.00
Incremental Delay, d2	0.4
Delay (s)	52.2
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	109	723	544	0	0	1184
Future Volume (veh/h)	109	723	544	0	0	1184
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	117	777	585	0	0	1273
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	658	1030	826	0	0	1569
Arrive On Green	0.37	0.37	0.45	0.00	0.00	0.45
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	117	777	585	0	0	1273
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	2.6	14.2	14.8	0.0	0.0	18.2
Cycle Q Clear(g_c), s	2.6	14.2	14.8	0.0	0.0	18.2
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	658	1030	826	0	0	1569
V/C Ratio(X)	0.18	0.75	0.71	0.00	0.00	0.81
Avail Cap(c_a), veh/h	658	1030	941	0	0	1787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	15.9	13.0	0.0	0.0	14.0
Incr Delay (d2), s/veh	0.6	5.1	2.0	0.0	0.0	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.0	5.4	0.0	0.0	6.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.8	21.0	15.0	0.0	0.0	16.6
LnGrp LOS	B	C	B	A	A	B
Approach Vol, veh/h	894		585			1273
Approach Delay, s/veh	19.9		15.0			16.6
Approach LOS	B		B			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	27.6	30.4	30.4
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	18.0	29.4	29.4
Max Q Clear Time (g_c+I1), s	16.2	16.8	20.2
Green Ext Time (p_c), s	0.7	3.0	5.6

Intersection Summary	
HCM 6th Ctrl Delay	17.4
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	467	568	0	0	407	50
Future Volume (veh/h)	467	568	0	0	407	50
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	513	0			447	55
Peak Hour Factor	0.91	0.91			0.91	0.91
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3270				0	0
Arrive On Green	0.93	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	513	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	0.7	0.0				
Cycle Q Clear(g_c), s	0.7	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3270					
V/C Ratio(X)	0.16					
Avail Cap(c_a), veh/h	3270					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.93	0.00				
Uniform Delay (d), s/veh	0.2	0.0				
Incr Delay (d2), s/veh	0.1	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	513	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	58.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 19
Max Q Clear Time (g_c+I1), s	2.7
Green Ext Time (p_c), s	2.6

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	381	37	370	545	218	20	47	292	120	70	8
Future Volume (veh/h)	10	381	37	370	545	218	20	47	292	120	70	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	389	38	378	556	222	20	48	298	122	71	8
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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	21	498	218	623	912	768	36	55	341	149	520	59
Arrive On Green	0.01	0.14	0.14	0.59	0.82	0.82	0.02	0.25	0.25	0.08	0.32	0.32
Sat Flow, veh/h	1767	3526	1545	1767	1856	1563	1767	218	1356	1767	1635	184
Grp Volume(v), veh/h	10	389	38	378	556	222	20	0	346	122	0	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1545	1767	1856	1563	1767	0	1574	1767	0	1819
Q Serve(g_s), s	0.7	12.4	2.2	15.9	12.5	2.6	1.3	0.0	24.5	7.9	0.0	3.6
Cycle Q Clear(g_c), s	0.7	12.4	2.2	15.9	12.5	2.6	1.3	0.0	24.5	7.9	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.10
Lane Grp Cap(c), veh/h	21	498	218	623	912	768	36	0	396	149	0	579
V/C Ratio(X)	0.48	0.78	0.17	0.61	0.61	0.29	0.55	0.00	0.87	0.82	0.00	0.14
Avail Cap(c_a), veh/h	76	641	281	623	912	768	85	0	434	195	0	604
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.91	0.91	0.91	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	48.1	34.0	18.7	6.4	2.5	56.3	0.0	41.7	52.3	0.0	28.2
Incr Delay (d2), s/veh	15.8	11.6	1.7	1.5	2.8	0.9	12.5	0.0	16.7	18.7	0.0	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	0.4	6.1	1.1	5.2	3.6	1.3	0.7	0.0	11.2	4.2	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	59.6	35.8	20.2	9.2	3.4	68.8	0.0	58.4	70.9	0.0	28.3
LnGrp LOS	E	E	D	C	A	A	E	A	E	E	A	C
Approach Vol, veh/h		437			1156			366			201	
Approach Delay, s/veh		57.9			11.7			58.9			54.2	
Approach LOS		E			B			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	33.8	45.5	21.7	6.6	42.2	5.6	61.6
Change Period (Y+Rc), s	5.3	* 4.6	4.6	* 5.3	* 4.2	5.3	* 4.2	4.6
Max Green Setting (Gmax), s	12.8	* 32	31.8	* 21	* 5.6	38.5	* 5	48.6
Max Q Clear Time (g_c+I1), s	9.9	26.5	17.9	14.4	3.3	5.6	2.7	14.5
Green Ext Time (p_c), s	0.1	1.0	1.0	1.3	0.0	0.3	0.0	4.8

Intersection Summary	
HCM 6th Ctrl Delay	33.0
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	579	254	242	1125	71	227
Future Volume (veh/h)	579	254	242	1125	71	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	603	265	252	1172	74	236
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	638	539	847	2852	109	771
Arrive On Green	0.73	0.73	0.60	1.00	0.07	0.07
Sat Flow, veh/h	1752	1481	1668	3416	1668	1485
Grp Volume(v), veh/h	603	265	252	1172	74	236
Grp Sat Flow(s),veh/h/ln	1752	1481	1668	1664	1668	1485
Q Serve(g_s), s	34.8	8.8	0.8	0.0	5.0	0.0
Cycle Q Clear(g_c), s	34.8	8.8	0.8	0.0	5.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	638	539	847	2852	109	771
V/C Ratio(X)	0.94	0.49	0.30	0.41	0.68	0.31
Avail Cap(c_a), veh/h	1050	887	847	2852	194	846
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.92	0.92	0.76	0.76	1.00	1.00
Uniform Delay (d), s/veh	14.7	11.2	12.3	0.0	53.0	15.9
Incr Delay (d2), s/veh	23.1	2.9	0.1	0.3	7.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.3	2.6	2.7	0.1	2.3	3.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.8	14.1	12.4	0.3	60.1	16.2
LnGrp LOS	D	B	B	A	E	B
Approach Vol, veh/h	868			1424	310	
Approach Delay, s/veh	30.6			2.5	26.6	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	57.1	46.8				103.9	12.1
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	19.5	69.5				93.5	13.5
Max Q Clear Time (g_c+I1), s	2.8	36.8				2.0	7.0
Green Ext Time (p_c), s	0.6	5.5				12.0	0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.7
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	747	1058	324	151	340
Future Volume (veh/h)	55	747	1058	324	151	340
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	59	803	1138	0	162	366
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	354	1306	2231		295	317
Arrive On Green	0.05	0.99	0.67	0.00	0.18	0.18
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	59	803	1138	0	162	366
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	1.2	1.1	19.9	0.0	10.3	20.5
Cycle Q Clear(g_c), s	1.2	1.1	19.9	0.0	10.3	20.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	354	1306	2231		295	317
V/C Ratio(X)	0.17	0.61	0.51		0.55	1.16
Avail Cap(c_a), veh/h	660	1306	2231		295	317
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.87	0.87	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	6.8	0.1	9.6	0.0	43.5	45.6
Incr Delay (d2), s/veh	0.2	1.9	0.8	0.0	2.2	99.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.8	6.8	0.0	4.5	27.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.0	2.0	10.4	0.0	45.7	145.2
LnGrp LOS	A	A	B		D	F
Approach Vol, veh/h		862	1138	A	528	
Approach Delay, s/veh		2.4	10.4		114.7	
Approach LOS		A	B		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		91.0		25.0	8.8	82.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		86.5		20.5	25.5	56.5
Max Q Clear Time (g_c+I1), s		3.1		22.5	3.2	21.9
Green Ext Time (p_c), s		7.3		0.0	0.1	10.2

Intersection Summary	
HCM 6th Ctrl Delay	29.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	933	42	323	1307	0	45	0	308	147	94	153
Future Volume (veh/h)	0	933	42	323	1307	0	45	0	308	147	94	153
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	952	43	330	1334	0	46	0	314	150	96	156
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	1074	479	640	2500	0	59	0	0	717	219	195
Arrive On Green	0.00	0.30	0.30	0.72	1.00	0.00	0.03	0.00	0.00	0.21	0.12	0.12
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	46		3428	1763	1572
Grp Volume(v), veh/h	0	952	43	330	1334	0	46	87.0		150	96	156
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	F		1714	1763	1572
Q Serve(g_s), s	0.0	29.8	2.3	9.5	0.0	0.0	3.0			4.2	5.9	11.2
Cycle Q Clear(g_c), s	0.0	29.8	2.3	9.5	0.0	0.0	3.0			4.2	5.9	11.2
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	1074	479	640	2500	0	59			717	219	195
V/C Ratio(X)	0.00	0.89	0.09	0.52	0.53	0.00	0.78			0.21	0.44	0.80
Avail Cap(c_a), veh/h	0	1182	527	640	2500	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.44	0.44	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	38.4	28.8	11.5	0.0	0.0	55.6			37.9	47.1	49.4
Incr Delay (d2), s/veh	0.0	10.8	0.4	0.3	0.4	0.0	31.4			0.1	1.4	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.0	0.9	2.7	0.1	0.0	1.8			1.7	2.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.2	29.2	11.8	0.4	0.0	87.0			38.1	48.5	56.8
LnGrp LOS	A	D	C	B	A	A	F			D	D	E
Approach Vol, veh/h		995			1664						402	
Approach Delay, s/veh		48.3			2.6						47.8	
Approach LOS		D			A						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	28.5		47.3	40.2	8.1	20.4		87.5
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		* 5.3
Max Green Setting (Gmax), s	* 46		16.7	38.9	5.0	* 35		* 61
Max Q Clear Time (g_c+I1), s	6.2		11.5	31.8	5.0	13.2		2.0
Green Ext Time (p_c), s	0.5		0.5	3.5	0.0	1.2		13.6

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	136	842	0	0	974	406	517	6	555	57	0
Future Volume (vph)	6	136	842	0	0	974	406	517	6	555	57	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Lane Util. Factor		1.00	0.95			0.95	1.00	0.95	0.91	0.95	0.97	
Frpb, ped/bikes		1.00	1.00			1.00	0.99	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00			1.00	0.85	1.00	0.91	0.85	1.00	
Flt Protected		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (prot)		1752	3505			3505	1548	1665	1502	1490	3400	
Flt Permitted		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (perm)		1752	3505			3505	1548	1665	1502	1490	3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	6	140	868	0	0	1004	419	533	6	572	59	0
RTOR Reduction (vph)	0	0	0	0	0	0	167	0	43	188	0	0
Lane Group Flow (vph)	0	146	868	0	0	1004	252	384	329	167	59	0
Confl. Peds. (#/hr)							1					
Turn Type	Prot	Prot	NA			NA	Perm	Split	NA	Perm	Prot	
Protected Phases	7	7	4			8		2	2		1	
Permitted Phases							8			2		
Actuated Green, G (s)		11.0	56.0			40.8	40.8	28.0	28.0	28.0	4.0	
Effective Green, g (s)		11.0	56.0			40.8	40.8	28.0	28.0	28.0	4.0	
Actuated g/C Ratio		0.09	0.48			0.35	0.35	0.24	0.24	0.24	0.03	
Clearance Time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		166	1692			1232	544	401	362	359	117	
v/s Ratio Prot		c0.08	0.25			c0.29		c0.23	0.22		c0.02	
v/s Ratio Perm							0.16			0.11		
v/c Ratio		0.88	0.51			0.81	0.46	0.96	0.91	0.46	0.50	
Uniform Delay, d1		51.8	20.6			34.2	29.1	43.4	42.8	37.6	55.0	
Progression Factor		0.78	0.43			1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		33.6	1.0			6.0	2.8	33.7	25.5	1.0	3.4	
Delay (s)		73.9	9.9			40.2	31.9	77.1	68.3	38.6	58.4	
Level of Service		E	A			D	C	E	E	D	E	
Approach Delay (s)			19.1			37.7			61.8			55.6
Approach LOS			B			D			E			E

Intersection Summary			
HCM 2000 Control Delay	41.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	246
Future Volume (vph)	246
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	254
RTOR Reduction (vph)	204
Lane Group Flow (vph)	50
Confl. Peds. (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	8.1
Effective Green, g (s)	8.1
Actuated g/C Ratio	0.07
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	109
v/s Ratio Prot	
v/s Ratio Perm	c0.03
v/c Ratio	0.46
Uniform Delay, d1	51.9
Progression Factor	1.00
Incremental Delay, d2	3.1
Delay (s)	54.9
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	84	136	114	508	271	517
Average Queue (ft)	19	73	47	203	124	147
95th Queue (ft)	50	123	88	369	207	303
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	NB	NB
Directions Served	T	T	L	R
Maximum Queue (ft)	357	52	286	77
Average Queue (ft)	168	2	185	34
95th Queue (ft)	307	17	282	57
Link Distance (ft)	604	604		1688
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			295	
Storage Blk Time (%)			0	
Queuing Penalty (veh)			0	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	30	223	230	52	225	210	68	90	323	160	164
Average Queue (ft)	6	129	121	16	141	110	21	20	126	99	45
95th Queue (ft)	26	194	191	42	218	191	53	60	227	153	112
Link Distance (ft)		1319	1319			477	477		1387		1182
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200			100	160			100		120	
Storage Blk Time (%)		1	14		7	2		0	15	5	0
Queuing Penalty (veh)		0	4		25	4		0	5	4	0

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	268	286	244	391	384	138	137
Average Queue (ft)	122	70	135	55	26	32	64
95th Queue (ft)	210	154	228	194	146	86	118
Link Distance (ft)	477	477		384	384	488	
Upstream Blk Time (%)				0	0		
Queuing Penalty (veh)				1	0		
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			12	0		23	38
Queuing Penalty (veh)			35	1		51	14

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	204	184	309	260	99	123	131
Average Queue (ft)	46	52	117	47	11	51	67
95th Queue (ft)	108	133	217	146	52	96	110
Link Distance (ft)		384	260	260	260	654	
Upstream Blk Time (%)			0	0			
Queuing Penalty (veh)			0	0			
Storage Bay Dist (ft)	125						40
Storage Blk Time (%)	1	1				16	17
Queuing Penalty (veh)	7	1				32	11

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	B41	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	T	L	L
Maximum Queue (ft)	598	593	250	194	138	151	310	243	221	40	101	140
Average Queue (ft)	345	318	22	77	35	50	69	146	119	1	46	85
95th Queue (ft)	572	538	97	154	92	118	194	220	211	13	104	127
Link Distance (ft)	1212	1212			1024	1024	247			1114		
Upstream Blk Time (%)							1	0				
Queuing Penalty (veh)							0	0				
Storage Bay Dist (ft)			150	550				150	150		380	380
Storage Blk Time (%)		26					2	6	1			
Queuing Penalty (veh)		9					10	1	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	103	88
Average Queue (ft)	40	34
95th Queue (ft)	81	64
Link Distance (ft)	656	656
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	LTR	R	UL	L	R
Maximum Queue (ft)	143	295	1032	238	266	200	236	268	245	24	110	112
Average Queue (ft)	81	162	195	153	123	86	125	187	135	2	27	43
95th Queue (ft)	142	255	468	225	219	159	218	259	207	12	76	86
Link Distance (ft)		1024	1024	1607	1607			535	535		544	
Upstream Blk Time (%)			0									
Queuing Penalty (veh)			1									
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)		0			5	0	0	4			1	0
Queuing Penalty (veh)		0			24	0	0	5			1	0

Zone Summary

Zone wide Queuing Penalty: 246

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	98	125	127	248	267	310
Average Queue (ft)	42	71	64	134	107	185
95th Queue (ft)	84	120	98	203	204	291
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	NB	NB
Directions Served	T	T	L	R
Maximum Queue (ft)	119	52	243	51
Average Queue (ft)	46	2	148	18
95th Queue (ft)	90	17	231	45
Link Distance (ft)	604	604		1688
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			295	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	52	344	289	50	235	490	359	199	360	176	298
Average Queue (ft)	13	156	111	20	207	307	50	22	131	86	62
95th Queue (ft)	38	270	216	46	264	524	152	81	272	157	182
Link Distance (ft)		1318	1318			477	477		1389		1182
Upstream Blk Time (%)						3					
Queuing Penalty (veh)						15					
Storage Bay Dist (ft)	200			100	160			100		120	
Storage Blk Time (%)		8	12		23	17			16	5	0
Queuing Penalty (veh)		1	4		128	64			3	4	0

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	378	144	244	410	126	188	145
Average Queue (ft)	140	40	135	133	35	62	74
95th Queue (ft)	322	103	247	336	103	139	139
Link Distance (ft)	477	477		384	384	488	
Upstream Blk Time (%)				0			
Queuing Penalty (veh)				3			
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			11	5		37	37
Queuing Penalty (veh)			60	11		83	26

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	R	T	T	L	R
Maximum Queue (ft)	71	398	348	274	149	239	234	514	160
Average Queue (ft)	29	197	216	135	14	14	8	234	143
95th Queue (ft)	63	370	345	271	68	91	77	454	190
Link Distance (ft)		384	260	260	260	1251	1251	654	
Upstream Blk Time (%)		0	5	0					
Queuing Penalty (veh)		3	0	0					
Storage Bay Dist (ft)	125								40
Storage Blk Time (%)		9						59	39
Queuing Penalty (veh)		5						201	59

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	398	335	250	432	261	261	98	145	116	110	117	162
Average Queue (ft)	251	215	35	192	112	116	46	70	33	40	68	68
95th Queue (ft)	364	314	132	344	216	216	88	127	91	96	118	128
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		18						1				
Queuing Penalty (veh)		8						1				

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	173
Average Queue (ft)	60
95th Queue (ft)	115
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	UL	T	T	T	T	R	L	LTR	R	L	L	R
Maximum Queue (ft)	212	227	260	593	584	200	339	356	318	24	170	190
Average Queue (ft)	120	87	95	320	311	153	191	232	166	3	58	99
95th Queue (ft)	201	179	196	503	519	257	296	334	267	14	130	170
Link Distance (ft)		1024	1024	1584	1584			535	535		544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)					28	0	1	10			2	13
Queuing Penalty (veh)					115	1	6	26			5	7

Zone Summary

Zone wide Queuing Penalty: 839

Appendix G: Existing plus Project (Phase I & Phase II) Traffic Conditions

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	60	460	819	0	0	1100
Future Volume (veh/h)	60	460	819	0	0	1100
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	67	517	920	0	0	1236
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	511	801	1021	0	0	1939
Arrive On Green	0.29	0.29	0.55	0.00	0.00	0.55
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	67	517	920	0	0	1236
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	1.8	10.8	29.2	0.0	0.0	16.0
Cycle Q Clear(g_c), s	1.8	10.8	29.2	0.0	0.0	16.0
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	511	801	1021	0	0	1939
V/C Ratio(X)	0.13	0.65	0.90	0.00	0.00	0.64
Avail Cap(c_a), veh/h	511	801	1192	0	0	2265
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.81	0.00	0.00	1.00
Uniform Delay (d), s/veh	17.3	20.5	13.3	0.0	0.0	10.3
Incr Delay (d2), s/veh	0.5	4.0	7.2	0.0	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.3	11.4	0.0	0.0	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	17.9	24.5	20.5	0.0	0.0	10.8
LnGrp LOS	B	C	C	A	A	B
Approach Vol, veh/h	584		920			1236
Approach Delay, s/veh	23.7		20.5			10.8
Approach LOS	C		C			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	25.1	40.9	40.9
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	13.0	42.4	42.4
Max Q Clear Time (g_c+I1), s	12.8	31.2	18.0
Green Ext Time (p_c), s	0.1	5.1	9.9

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	696	390	0	0	539	135
Future Volume (veh/h)	696	390	0	0	539	135
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	829	0			642	161
Peak Hour Factor	0.84	0.84			0.84	0.84
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3301				0	0
Arrive On Green	0.94	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	829	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	1.3	0.0				
Cycle Q Clear(g_c), s	1.3	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3301					
V/C Ratio(X)	0.25					
Avail Cap(c_a), veh/h	3301					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.85	0.00				
Uniform Delay (d), s/veh	0.2	0.0				
Incr Delay (d2), s/veh	0.2	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	829	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	66.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 23
Max Q Clear Time (g_c+I1), s	3.3
Green Ext Time (p_c), s	4.8

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	551	28	209	350	70	32	33	410	224	73	10
Future Volume (veh/h)	5	551	28	209	350	70	32	33	410	224	73	10
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	5	568	29	215	361	72	33	34	423	231	75	10
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	12	690	307	237	623	528	646	38	467	247	134	18
Arrive On Green	0.01	0.20	0.20	0.13	0.34	0.34	0.37	0.32	0.32	0.14	0.08	0.08
Sat Flow, veh/h	1767	3526	1568	1767	1856	1570	1767	118	1471	1767	1599	213
Grp Volume(v), veh/h	5	568	29	215	361	72	33	0	457	231	0	85
Grp Sat Flow(s),veh/h/ln	1767	1763	1568	1767	1856	1570	1767	0	1589	1767	0	1813
Q Serve(g_s), s	0.2	13.6	1.3	10.5	14.1	1.8	1.1	0.0	24.2	11.4	0.0	4.0
Cycle Q Clear(g_c), s	0.2	13.6	1.3	10.5	14.1	1.8	1.1	0.0	24.2	11.4	0.0	4.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.12
Lane Grp Cap(c), veh/h	12	690	307	237	623	528	646	0	505	247	0	152
V/C Ratio(X)	0.43	0.82	0.09	0.91	0.58	0.14	0.05	0.00	0.91	0.93	0.00	0.56
Avail Cap(c_a), veh/h	100	826	367	237	623	528	646	0	578	247	0	773
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	43.5	33.9	29.0	37.5	24.1	8.3	18.1	0.0	28.8	37.4	0.0	38.7
Incr Delay (d2), s/veh	23.5	5.8	0.1	34.6	1.3	0.1	0.0	0.0	16.6	39.8	0.0	3.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	6.0	0.5	6.7	6.1	1.0	0.4	0.0	11.0	7.4	0.0	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.0	39.7	29.1	72.1	25.4	8.4	18.1	0.0	45.3	77.2	0.0	41.9
LnGrp LOS	E	D	C	E	C	A	B	A	D	E	A	D
Approach Vol, veh/h		602			648			490			316	
Approach Delay, s/veh		39.4			39.0			43.5			67.7	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	32.5	16.4	22.5	36.3	12.7	4.8	34.1
Change Period (Y+Rc), s	4.2	* 4.6	4.6	* 5.3	4.2	* 5.3	* 4.2	4.6
Max Green Setting (Gmax), s	12.3	* 32	11.8	* 21	6.1	* 38	* 5	28.1
Max Q Clear Time (g_c+I1), s	13.4	26.2	12.5	15.6	3.1	6.0	2.2	16.1
Green Ext Time (p_c), s	0.0	1.5	0.0	1.6	0.0	0.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	44.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	704	466	278	617	38	222
Future Volume (veh/h)	704	466	278	617	38	222
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	733	485	290	643	40	231
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	855	725	535	2624	126	456
Arrive On Green	0.49	0.49	0.46	1.00	0.08	0.08
Sat Flow, veh/h	1752	1485	1668	3416	1668	1485
Grp Volume(v), veh/h	733	485	290	643	40	231
Grp Sat Flow(s),veh/h/ln	1752	1485	1668	1664	1668	1485
Q Serve(g_s), s	24.3	16.4	0.5	0.0	1.5	0.0
Cycle Q Clear(g_c), s	24.3	16.4	0.5	0.0	1.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	855	725	535	2624	126	456
V/C Ratio(X)	0.86	0.67	0.54	0.25	0.32	0.51
Avail Cap(c_a), veh/h	1062	900	535	2624	126	457
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.94	0.94	1.00	1.00
Uniform Delay (d), s/veh	14.9	12.8	13.2	0.0	28.9	18.8
Incr Delay (d2), s/veh	7.1	3.1	1.1	0.2	1.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	5.1	2.4	0.1	0.6	2.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.9	15.9	14.2	0.2	30.4	19.7
LnGrp LOS	C	B	B	A	C	B
Approach Vol, veh/h	1218			933	271	
Approach Delay, s/veh	19.5			4.6	21.2	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	19.8	36.7				56.5	9.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	7.5	40.0				52.0	5.0
Max Q Clear Time (g_c+I1), s	2.5	26.3				2.0	3.5
Green Ext Time (p_c), s	0.4	5.9				5.0	0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	821	686	206	64	208
Future Volume (veh/h)	105	821	686	206	64	208
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	109	855	715	0	67	217
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	571	1314	2051		190	266
Arrive On Green	0.13	1.00	0.62	0.00	0.11	0.11
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	109	855	715	0	67	217
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	1.3	0.0	6.9	0.0	2.4	7.5
Cycle Q Clear(g_c), s	1.3	0.0	6.9	0.0	2.4	7.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	571	1314	2051		190	266
V/C Ratio(X)	0.19	0.65	0.35		0.35	0.82
Avail Cap(c_a), veh/h	702	1314	2051		190	266
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.78	0.78	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	6.2	0.0	27.0	26.0
Incr Delay (d2), s/veh	0.1	2.0	0.5	0.0	1.1	17.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.7	1.9	0.0	1.0	8.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.5	2.0	6.7	0.0	28.1	43.7
LnGrp LOS	A	A	A		C	D
Approach Vol, veh/h		964	715	A	284	
Approach Delay, s/veh		2.1	6.7		40.0	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		54.0		12.0	8.8	45.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		49.5		7.5	9.5	35.5
Max Q Clear Time (g_c+I1), s		2.0		9.5	3.3	8.9
Green Ext Time (p_c), s		7.9		0.0	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	9.3
HCM 6th LOS	A

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1452	34	110	656	0	22	0	407	145	47	101
Future Volume (veh/h)	0	1452	34	110	656	0	22	0	407	145	47	101
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1545	36	117	698	0	23	0	433	154	50	107
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	2263	1009	123	2670	0	40	0	0	563	159	141
Arrive On Green	0.00	0.64	0.64	0.14	1.00	0.00	0.02	0.00	0.00	0.16	0.09	0.09
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	23		3428	1763	1572
Grp Volume(v), veh/h	0	1545	36	117	698	0	23	68.6		154	50	107
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	E		1714	1763	1572
Q Serve(g_s), s	0.0	32.4	0.7	7.6	0.0	0.0	1.5			4.6	3.1	7.7
Cycle Q Clear(g_c), s	0.0	32.4	0.7	7.6	0.0	0.0	1.5			4.6	3.1	7.7
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	2263	1009	123	2670	0	40			563	159	141
V/C Ratio(X)	0.00	0.68	0.04	0.95	0.26	0.00	0.58			0.27	0.32	0.76
Avail Cap(c_a), veh/h	0	2263	1009	123	2670	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.84	0.84	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.2	3.9	49.7	0.0	0.0	56.1			42.4	49.4	51.5
Incr Delay (d2), s/veh	0.0	1.7	0.1	58.6	0.2	0.0	12.5			0.3	1.1	8.0
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
%ile BackOfQ(50%),veh/ln	0.0	11.8	0.3	5.1	0.1	0.0	0.8			1.9	1.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	4.0	108.3	0.2	0.0	68.6			42.7	50.6	59.5
LnGrp LOS	A	B	A	F	A	A	E			D	D	E
Approach Vol, veh/h		1581			815						311	
Approach Delay, s/veh		14.7			15.7						49.7	
Approach LOS		B			B						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	23.3		13.4	79.3	6.8	16.4		92.7
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		4.9
Max Green Setting (Gmax), s	* 46		8.1	47.5	5.0	* 35		60.9
Max Q Clear Time (g_c+I1), s	6.6		9.6	34.4	3.5	9.7		2.0
Green Ext Time (p_c), s	0.5		0.0	8.6	0.0	0.7		5.2

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	140	1125	0	0	532	481	266	8	497	1	36	0
Future Volume (vph)	140	1125	0	0	532	481	266	8	497	1	36	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Lane Util. Factor	1.00	0.95			0.95	1.00	0.95	0.91	0.95		0.97	
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1752	3505			3505	1568	1665	1452	1490		3400	
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1752	3505			3505	1568	1665	1452	1490		3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	1160	0	0	548	496	274	8	512	1	37	0
RTOR Reduction (vph)	0	0	0	0	0	303	0	188	188	0	0	0
Lane Group Flow (vph)	144	1160	0	0	548	193	247	88	83	0	38	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm	Prot	Prot	
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases						8			2			
Actuated Green, G (s)	14.2	63.6			45.2	45.2	22.0	22.0	22.0		3.8	
Effective Green, g (s)	14.2	63.6			45.2	45.2	22.0	22.0	22.0		3.8	
Actuated g/C Ratio	0.12	0.55			0.39	0.39	0.19	0.19	0.19		0.03	
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	214	1921			1365	610	315	275	282		111	
v/s Ratio Prot	0.08	c0.33			0.16		c0.15	0.06			c0.01	
v/s Ratio Perm						0.12			0.06			
v/c Ratio	0.67	0.60			0.40	0.32	0.78	0.32	0.29		0.34	
Uniform Delay, d1	48.7	17.7			25.6	24.6	44.7	40.5	40.3		54.9	
Progression Factor	0.74	0.48			1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	6.1	1.1			0.9	1.4	12.0	0.7	0.6		1.8	
Delay (s)	42.0	9.6			26.5	26.0	56.8	41.2	40.9		56.7	
Level of Service	D	A			C	C	E	D	D		E	
Approach Delay (s)		13.2			26.3			46.0				53.2
Approach LOS		B			C			D				D

Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	138
Future Volume (vph)	138
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	142
RTOR Reduction (vph)	134
Lane Group Flow (vph)	8
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	6.7
Effective Green, g (s)	6.7
Actuated g/C Ratio	0.06
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	90
v/s Ratio Prot	
v/s Ratio Perm	c0.01
v/c Ratio	0.09
Uniform Delay, d1	51.8
Progression Factor	1.00
Incremental Delay, d2	0.4
Delay (s)	52.2
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	109	723	571	0	0	1236
Future Volume (veh/h)	109	723	571	0	0	1236
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	117	777	614	0	0	1329
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	638	999	847	0	0	1609
Arrive On Green	0.36	0.36	0.46	0.00	0.00	0.46
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	117	777	614	0	0	1329
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	2.6	14.5	15.6	0.0	0.0	19.1
Cycle Q Clear(g_c), s	2.6	14.5	15.6	0.0	0.0	19.1
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	638	999	847	0	0	1609
V/C Ratio(X)	0.18	0.78	0.73	0.00	0.00	0.83
Avail Cap(c_a), veh/h	638	999	941	0	0	1787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.94	0.00	0.00	1.00
Uniform Delay (d), s/veh	12.7	16.5	12.8	0.0	0.0	13.8
Incr Delay (d2), s/veh	0.6	6.0	2.4	0.0	0.0	3.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.2	5.7	0.0	0.0	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.3	22.4	15.2	0.0	0.0	16.8
LnGrp LOS	B	C	B	A	A	B
Approach Vol, veh/h	894		614			1329
Approach Delay, s/veh	21.2		15.2			16.8
Approach LOS	C		B			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.9	31.1	31.1
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	18.0	29.4	29.4
Max Q Clear Time (g_c+I1), s	16.5	17.6	21.1
Green Ext Time (p_c), s	0.7	3.1	5.4

Intersection Summary	
HCM 6th Ctrl Delay	17.9
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	467	620	0	0	434	50
Future Volume (veh/h)	467	620	0	0	434	50
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	513	0			477	55
Peak Hour Factor	0.91	0.91			0.91	0.91
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3270				0	0
Arrive On Green	0.93	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	513	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	0.7	0.0				
Cycle Q Clear(g_c), s	0.7	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3270					
V/C Ratio(X)	0.16					
Avail Cap(c_a), veh/h	3270					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.91	0.00				
Uniform Delay (d), s/veh	0.2	0.0				
Incr Delay (d2), s/veh	0.1	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	513	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	58.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 18
Max Q Clear Time (g_c+I1), s	2.7
Green Ext Time (p_c), s	2.5

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	424	37	370	605	218	20	47	292	120	70	8
Future Volume (veh/h)	10	424	37	370	605	218	20	47	292	120	70	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	433	38	378	617	222	20	48	298	122	71	8
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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	21	536	235	604	912	769	36	55	341	148	520	59
Arrive On Green	0.01	0.15	0.15	0.68	0.98	0.98	0.02	0.25	0.25	0.08	0.32	0.32
Sat Flow, veh/h	1767	3526	1547	1767	1856	1563	1767	218	1356	1767	1635	184
Grp Volume(v), veh/h	10	433	38	378	617	222	20	0	346	122	0	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1547	1767	1856	1563	1767	0	1574	1767	0	1819
Q Serve(g_s), s	0.7	13.8	2.2	13.7	1.9	0.3	1.3	0.0	24.5	7.9	0.0	3.6
Cycle Q Clear(g_c), s	0.7	13.8	2.2	13.7	1.9	0.3	1.3	0.0	24.5	7.9	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.10
Lane Grp Cap(c), veh/h	21	536	235	604	912	769	36	0	396	148	0	579
V/C Ratio(X)	0.48	0.81	0.16	0.63	0.68	0.29	0.55	0.00	0.87	0.82	0.00	0.14
Avail Cap(c_a), veh/h	76	672	295	604	912	769	85	0	434	180	0	588
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.90	0.90	0.90	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	47.5	33.0	14.2	0.5	0.2	56.3	0.0	41.7	52.3	0.0	28.2
Incr Delay (d2), s/veh	15.8	12.3	1.5	1.8	3.6	0.9	12.5	0.0	16.7	21.9	0.0	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	0.4	6.8	1.0	4.0	1.2	0.3	0.7	0.0	11.2	4.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	59.8	34.5	16.1	4.1	1.1	68.8	0.0	58.4	74.2	0.0	28.3
LnGrp LOS	E	E	C	B	A	A	E	A	E	E	A	C
Approach Vol, veh/h		481			1217			366			201	
Approach Delay, s/veh		58.1			7.3			58.9			56.2	
Approach LOS		E			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	33.8	44.3	22.9	6.6	42.2	5.6	61.6
Change Period (Y+Rc), s	5.3	* 4.6	4.6	* 5.3	* 4.2	5.3	* 4.2	4.6
Max Green Setting (Gmax), s	11.8	* 32	31.8	* 22	* 5.6	37.5	* 5	49.6
Max Q Clear Time (g_c+I1), s	9.9	26.5	15.7	15.8	3.3	5.6	2.7	3.9
Green Ext Time (p_c), s	0.0	1.0	1.0	1.4	0.0	0.3	0.0	5.5

Intersection Summary	
HCM 6th Ctrl Delay	30.8
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	598	278	242	1185	71	227
Future Volume (veh/h)	598	278	242	1185	71	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	623	290	252	1234	74	236
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	657	555	830	2852	109	755
Arrive On Green	0.75	0.75	0.59	1.00	0.07	0.07
Sat Flow, veh/h	1752	1481	1668	3416	1668	1485
Grp Volume(v), veh/h	623	290	252	1234	74	236
Grp Sat Flow(s),veh/h/ln	1752	1481	1668	1664	1668	1485
Q Serve(g_s), s	35.7	9.3	1.1	0.0	5.0	0.0
Cycle Q Clear(g_c), s	35.7	9.3	1.1	0.0	5.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	657	555	830	2852	109	755
V/C Ratio(X)	0.95	0.52	0.30	0.43	0.68	0.31
Avail Cap(c_a), veh/h	1050	887	830	2852	194	830
HCM Platoon Ratio	2.00	2.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.91	0.91	0.72	0.72	1.00	1.00
Uniform Delay (d), s/veh	13.5	10.2	13.0	0.0	53.0	16.7
Incr Delay (d2), s/veh	23.0	3.2	0.1	0.3	7.1	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.1	2.6	2.8	0.1	2.3	3.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	36.5	13.4	13.1	0.3	60.1	16.9
LnGrp LOS	D	B	B	A	E	B
Approach Vol, veh/h	913			1486	310	
Approach Delay, s/veh	29.2			2.5	27.2	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	55.9	48.0				103.9	12.1
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	19.5	69.5				93.5	13.5
Max Q Clear Time (g_c+I1), s	3.1	37.7				2.0	7.0
Green Ext Time (p_c), s	0.6	5.8				13.1	0.6

Intersection Summary	
HCM 6th Ctrl Delay	14.3
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	766	1090	324	151	368
Future Volume (veh/h)	55	766	1090	324	151	368
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	59	824	1172	0	162	396
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	343	1306	2231		295	317
Arrive On Green	0.04	0.75	0.67	0.00	0.18	0.18
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	59	824	1172	0	162	396
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	1.2	26.2	20.8	0.0	10.3	20.5
Cycle Q Clear(g_c), s	1.2	26.2	20.8	0.0	10.3	20.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	343	1306	2231		295	317
V/C Ratio(X)	0.17	0.63	0.53		0.55	1.25
Avail Cap(c_a), veh/h	663	1306	2231		295	317
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.86	0.86	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	7.2	7.1	9.7	0.0	43.5	45.6
Incr Delay (d2), s/veh	0.2	2.0	0.9	0.0	2.2	136.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.6	7.1	0.0	4.5	30.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.4	9.1	10.6	0.0	45.7	181.6
LnGrp LOS	A	A	B		D	F
Approach Vol, veh/h		883	1172	A	558	
Approach Delay, s/veh		9.0	10.6		142.2	
Approach LOS		A	B		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		91.0		25.0	8.8	82.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		86.5		20.5	26.5	55.5
Max Q Clear Time (g_c+I1), s		28.2		22.5	3.2	22.8
Green Ext Time (p_c), s		7.5		0.0	0.1	10.4

Intersection Summary	
HCM 6th Ctrl Delay	38.2
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	938	42	323	1314	0	45	0	308	147	94	153
Future Volume (veh/h)	0	938	42	323	1314	0	45	0	308	147	94	153
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	957	43	330	1341	0	46	0	314	150	96	156
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	1078	481	638	2500	0	59	0	0	717	219	195
Arrive On Green	0.00	0.31	0.31	0.72	1.00	0.00	0.03	0.00	0.00	0.21	0.12	0.12
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	46		3428	1763	1572
Grp Volume(v), veh/h	0	957	43	330	1341	0	46	87.0		150	96	156
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	F		1714	1763	1572
Q Serve(g_s), s	0.0	30.0	2.3	9.6	0.0	0.0	3.0			4.2	5.9	11.2
Cycle Q Clear(g_c), s	0.0	30.0	2.3	9.6	0.0	0.0	3.0			4.2	5.9	11.2
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	1078	481	638	2500	0	59			717	219	195
V/C Ratio(X)	0.00	0.89	0.09	0.52	0.54	0.00	0.78			0.21	0.44	0.80
Avail Cap(c_a), veh/h	0	1182	527	638	2500	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	38.4	28.7	11.6	0.0	0.0	55.6			37.9	47.1	49.4
Incr Delay (d2), s/veh	0.0	10.9	0.4	0.3	0.4	0.0	31.4			0.1	1.4	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.1	0.9	2.8	0.1	0.0	1.8			1.7	2.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.2	29.1	12.0	0.4	0.0	87.0			38.1	48.5	56.8
LnGrp LOS	A	D	C	B	A	A	F			D	D	E
Approach Vol, veh/h		1000			1671						402	
Approach Delay, s/veh		48.4			2.6						47.8	
Approach LOS		D			A						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	28.5		47.2	40.4	8.1	20.4		87.5
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		* 5.3
Max Green Setting (Gmax), s	* 46		16.7	38.9	5.0	* 35		* 61
Max Q Clear Time (g_c+I1), s	6.2		11.6	32.0	5.0	13.2		2.0
Green Ext Time (p_c), s	0.5		0.5	3.5	0.0	1.2		13.8

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	136	847	0	0	981	406	517	6	555	57	0
Future Volume (vph)	6	136	847	0	0	981	406	517	6	555	57	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Lane Util. Factor		1.00	0.95			0.95	1.00	0.95	0.91	0.95	0.97	
Frpb, ped/bikes		1.00	1.00			1.00	0.99	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00			1.00	0.85	1.00	0.91	0.85	1.00	
Flt Protected		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (prot)		1752	3505			3505	1548	1665	1502	1490	3400	
Flt Permitted		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (perm)		1752	3505			3505	1548	1665	1502	1490	3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	6	140	873	0	0	1011	419	533	6	572	59	0
RTOR Reduction (vph)	0	0	0	0	0	0	166	0	43	187	0	0
Lane Group Flow (vph)	0	146	873	0	0	1011	253	384	329	168	59	0
Confl. Peds. (#/hr)							1					
Turn Type	Prot	Prot	NA			NA	Perm	Split	NA	Perm	Prot	
Protected Phases	7	7	4			8		2	2		1	
Permitted Phases							8			2		
Actuated Green, G (s)		11.0	56.0			40.8	40.8	28.0	28.0	28.0	4.0	
Effective Green, g (s)		11.0	56.0			40.8	40.8	28.0	28.0	28.0	4.0	
Actuated g/C Ratio		0.09	0.48			0.35	0.35	0.24	0.24	0.24	0.03	
Clearance Time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		166	1692			1232	544	401	362	359	117	
v/s Ratio Prot		c0.08	0.25			c0.29		c0.23	0.22		c0.02	
v/s Ratio Perm							0.16			0.11		
v/c Ratio		0.88	0.52			0.82	0.47	0.96	0.91	0.47	0.50	
Uniform Delay, d1		51.8	20.7			34.3	29.1	43.4	42.8	37.6	55.0	
Progression Factor		0.78	0.43			1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		33.6	1.0			6.2	2.8	33.7	25.5	1.0	3.4	
Delay (s)		73.8	10.0			40.5	32.0	77.1	68.3	38.6	58.4	
Level of Service		E	A			D	C	E	E	D	E	
Approach Delay (s)			19.1			38.0			61.9			55.6
Approach LOS			B			D			E			E

Intersection Summary			
HCM 2000 Control Delay	41.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	246
Future Volume (vph)	246
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	254
RTOR Reduction (vph)	204
Lane Group Flow (vph)	50
Confl. Peds. (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	8.1
Effective Green, g (s)	8.1
Actuated g/C Ratio	0.07
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	109
v/s Ratio Prot	
v/s Ratio Perm	c0.03
v/c Ratio	0.46
Uniform Delay, d1	51.9
Progression Factor	1.00
Incremental Delay, d2	3.1
Delay (s)	54.9
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	64	129	107	406	271	304
Average Queue (ft)	21	74	54	177	125	149
95th Queue (ft)	54	120	93	314	230	247
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	EB	NB	NB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	522	578	350	394	509
Average Queue (ft)	207	62	23	211	61
95th Queue (ft)	443	326	167	361	260
Link Distance (ft)	604	604			1688
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			295	295	
Storage Blk Time (%)				3	
Queuing Penalty (veh)				4	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	30	244	227	150	235	485	53	46	276	180	247
Average Queue (ft)	6	160	140	44	167	175	28	14	131	116	54
95th Queue (ft)	25	225	219	131	251	352	50	38	229	189	155
Link Distance (ft)		1319	1319			477	477		1387		1182
Upstream Blk Time (%)						0					
Queuing Penalty (veh)						1					
Storage Bay Dist (ft)	200			100	160			100		120	
Storage Blk Time (%)		2	19		23	5			13	11	
Queuing Penalty (veh)		0	5		79	10			4	9	

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	431	325	242	332	31	252	145
Average Queue (ft)	139	75	125	73	1	52	88
95th Queue (ft)	322	166	218	232	10	159	149
Link Distance (ft)	477	477		384	384	488	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			11	1		24	47
Queuing Penalty (veh)			34	2		53	18

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	128	166	204	130	93	193	160
Average Queue (ft)	49	67	120	38	18	51	67
95th Queue (ft)	87	149	192	92	66	113	121
Link Distance (ft)		384	260	260	260	654	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	125						40
Storage Blk Time (%)	0	1				14	18
Queuing Penalty (veh)	1	1				30	11

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	536	519	250	186	172	214	137	237	224	99	130	72
Average Queue (ft)	280	258	17	67	45	54	34	117	92	33	68	32
95th Queue (ft)	457	421	92	132	120	139	103	176	162	82	118	65
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)								0				
Queuing Penalty (veh)								0				
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		23					0	2	0			
Queuing Penalty (veh)		8					0	1	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	96
Average Queue (ft)	35
95th Queue (ft)	68
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	LTR	R	UL	L	R
Maximum Queue (ft)	164	274	284	233	211	200	193	264	189	24	86	70
Average Queue (ft)	78	130	142	149	119	87	109	181	132	2	34	33
95th Queue (ft)	148	231	234	220	208	166	187	240	184	12	67	62
Link Distance (ft)		1024	1024	1607	1607			535	535		544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)					3	1		2			0	
Queuing Penalty (veh)					16	3		2			0	

Zone Summary

Zone wide Queuing Penalty: 293

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	87	215	177	313	309	438
Average Queue (ft)	37	81	75	113	113	220
95th Queue (ft)	73	140	131	216	211	360
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	NB	NB
Directions Served	T	L	R
Maximum Queue (ft)	196	255	69
Average Queue (ft)	67	155	21
95th Queue (ft)	148	237	48
Link Distance (ft)	604		1688
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		295	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	51	264	226	149	234	490	502	111	338	179	202
Average Queue (ft)	9	161	106	16	207	337	82	14	133	74	39
95th Queue (ft)	32	252	199	63	284	551	293	55	244	133	108
Link Distance (ft)		1318	1318			477	477		1389		1182
Upstream Blk Time (%)						5	0				
Queuing Penalty (veh)						30	2				
Storage Bay Dist (ft)	200			100	160			100		120	
Storage Blk Time (%)		5	11		24	17		0	17	2	0
Queuing Penalty (veh)		1	4		145	64		1	3	2	1

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	458	77	244	393	342	304	145
Average Queue (ft)	145	40	139	168	56	95	89
95th Queue (ft)	337	77	247	360	185	216	153
Link Distance (ft)	477	477		384	384	488	
Upstream Blk Time (%)	0			0			
Queuing Penalty (veh)	0			3			
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			10	11		54	39
Queuing Penalty (veh)			62	27		123	28

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	R	T	T	L	R
Maximum Queue (ft)	88	377	347	325	74	460	382	706	160
Average Queue (ft)	40	118	252	179	17	73	47	333	151
95th Queue (ft)	79	285	383	325	60	288	227	664	182
Link Distance (ft)		384	260	260	260	1251	1251	654	
Upstream Blk Time (%)		0	15	2				5	
Queuing Penalty (veh)		0	0	0				0	
Storage Bay Dist (ft)	125								40
Storage Blk Time (%)		4						59	46
Queuing Penalty (veh)		2						218	70

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	372	358	54	643	226	272	238	222	130	121	137	220
Average Queue (ft)	235	201	15	296	107	121	58	93	51	37	79	69
95th Queue (ft)	337	305	44	508	205	220	138	156	117	102	135	145
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)							0					
Queuing Penalty (veh)							0					
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		15		2			1	2				
Queuing Penalty (veh)		6		16			4	1				

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	202
Average Queue (ft)	81
95th Queue (ft)	153
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	UL	T	T	T	T	R	L	LTR	R	L	L	R
Maximum Queue (ft)	184	229	254	660	666	200	339	342	282	111	305	220
Average Queue (ft)	109	90	105	362	357	166	194	234	158	16	77	118
95th Queue (ft)	182	168	197	568	568	264	284	319	252	70	197	214
Link Distance (ft)		1024	1024	1584	1584			535	535		544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)					29	1	2	13			4	24
Queuing Penalty (veh)					118	3	13	35			10	14

Zone Summary

Zone wide Queuing Penalty: 1004

Appendix H: Existing plus Project (Buildout) Traffic Conditions

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	60	460	871	0	0	1111
Future Volume (veh/h)	60	460	871	0	0	1111
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	67	517	979	0	0	1248
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	459	719	1075	0	0	2043
Arrive On Green	0.26	0.26	0.58	0.00	0.00	0.58
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	67	517	979	0	0	1248
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	1.9	11.2	31.0	0.0	0.0	15.2
Cycle Q Clear(g_c), s	1.9	11.2	31.0	0.0	0.0	15.2
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	459	719	1075	0	0	2043
V/C Ratio(X)	0.15	0.72	0.91	0.00	0.00	0.61
Avail Cap(c_a), veh/h	459	719	1220	0	0	2318
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.77	0.00	0.00	1.00
Uniform Delay (d), s/veh	18.8	22.2	12.3	0.0	0.0	9.0
Incr Delay (d2), s/veh	0.7	6.1	7.6	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	3.6	11.8	0.0	0.0	4.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	19.5	28.3	19.9	0.0	0.0	9.4
LnGrp LOS	B	C	B	A	A	A
Approach Vol, veh/h	584		979			1248
Approach Delay, s/veh	27.3		19.9			9.4
Approach LOS	C		B			A

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	23.1	42.9	42.9
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	12.0	43.4	43.4
Max Q Clear Time (g_c+I1), s	13.2	33.0	17.2
Green Ext Time (p_c), s	0.0	5.3	10.4

Intersection Summary	
HCM 6th Ctrl Delay	16.8
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	696	401	0	0	591	135
Future Volume (veh/h)	696	401	0	0	591	135
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	829	0			704	161
Peak Hour Factor	0.84	0.84			0.84	0.84
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3301				0	0
Arrive On Green	0.94	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	829	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	1.3	0.0				
Cycle Q Clear(g_c), s	1.3	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3301					
V/C Ratio(X)	0.25					
Avail Cap(c_a), veh/h	3301					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.85	0.00				
Uniform Delay (d), s/veh	0.2	0.0				
Incr Delay (d2), s/veh	0.2	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	829	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	66.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 22
Max Q Clear Time (g_c+I1), s	3.3
Green Ext Time (p_c), s	4.8

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	636	28	209	371	70	32	33	410	224	73	10
Future Volume (veh/h)	5	636	28	209	371	70	32	33	410	224	73	10
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	5	656	29	215	382	72	33	34	423	231	75	10
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	12	750	334	230	647	547	636	37	463	240	133	18
Arrive On Green	0.01	0.21	0.21	0.13	0.35	0.35	0.36	0.32	0.32	0.14	0.08	0.08
Sat Flow, veh/h	1767	3526	1569	1767	1856	1570	1767	118	1471	1767	1599	213
Grp Volume(v), veh/h	5	656	29	215	382	72	33	0	457	231	0	85
Grp Sat Flow(s),veh/h/ln	1767	1763	1569	1767	1856	1570	1767	0	1589	1767	0	1813
Q Serve(g_s), s	0.3	16.3	1.3	10.9	15.3	1.8	1.1	0.0	25.1	11.8	0.0	4.1
Cycle Q Clear(g_c), s	0.3	16.3	1.3	10.9	15.3	1.8	1.1	0.0	25.1	11.8	0.0	4.1
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.93	1.00		0.12
Lane Grp Cap(c), veh/h	12	750	334	230	647	547	636	0	501	240	0	151
V/C Ratio(X)	0.43	0.87	0.09	0.93	0.59	0.13	0.05	0.00	0.91	0.96	0.00	0.56
Avail Cap(c_a), veh/h	97	801	357	230	647	547	636	0	561	240	0	750
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.9	34.5	28.6	39.0	24.2	8.3	18.9	0.0	29.8	38.9	0.0	40.0
Incr Delay (d2), s/veh	23.6	10.2	0.1	41.5	1.4	0.1	0.0	0.0	18.2	47.7	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	7.6	0.5	7.3	6.7	1.0	0.4	0.0	11.6	8.0	0.0	1.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	68.5	44.7	28.7	80.6	25.7	8.4	19.0	0.0	48.1	86.6	0.0	43.2
LnGrp LOS	E	D	C	F	C	A	B	A	D	F	A	D
Approach Vol, veh/h		690			669			490			316	
Approach Delay, s/veh		44.2			41.4			46.1			75.0	
Approach LOS		D			D			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.5	33.2	16.4	24.6	36.8	12.8	4.8	36.2
Change Period (Y+Rc), s	4.2	* 4.6	4.6	* 5.3	4.2	* 5.3	* 4.2	4.6
Max Green Setting (Gmax), s	12.3	* 32	11.8	* 21	6.1	* 38	* 5	28.1
Max Q Clear Time (g_c+I1), s	13.8	27.1	12.9	18.3	3.1	6.1	2.3	17.3
Green Ext Time (p_c), s	0.0	1.3	0.0	0.9	0.0	0.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	48.3
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	734	521	278	638	38	222
Future Volume (veh/h)	734	521	278	638	38	222
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	765	543	290	665	40	231
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	883	749	505	2624	126	432
Arrive On Green	0.50	0.50	0.43	1.00	0.08	0.08
Sat Flow, veh/h	1752	1485	1668	3416	1668	1485
Grp Volume(v), veh/h	765	543	290	665	40	231
Grp Sat Flow(s),veh/h/ln	1752	1485	1668	1664	1668	1485
Q Serve(g_s), s	25.4	18.9	1.2	0.0	1.5	0.0
Cycle Q Clear(g_c), s	25.4	18.9	1.2	0.0	1.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	883	749	505	2624	126	432
V/C Ratio(X)	0.87	0.73	0.57	0.25	0.32	0.53
Avail Cap(c_a), veh/h	1048	888	505	2624	126	433
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.56	0.56	0.93	0.93	1.00	1.00
Uniform Delay (d), s/veh	14.4	12.8	14.4	0.0	28.9	19.6
Incr Delay (d2), s/veh	6.6	3.5	1.5	0.2	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.8	5.8	2.6	0.1	0.6	3.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	21.0	16.2	15.9	0.2	30.4	20.9
LnGrp LOS	C	B	B	A	C	C
Approach Vol, veh/h	1308			955	271	
Approach Delay, s/veh	19.0			5.0	22.3	
Approach LOS	B			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	18.7	37.8				56.5	9.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	8.0	39.5				52.0	5.0
Max Q Clear Time (g_c+I1), s	3.2	27.4				2.0	3.5
Green Ext Time (p_c), s	0.4	5.9				5.2	0.1

Intersection Summary	
HCM 6th Ctrl Delay	14.1
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	851	694	206	64	221
Future Volume (veh/h)	105	851	694	206	64	221
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	109	886	723	0	67	230
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	571	1322	2067		182	259
Arrive On Green	0.13	1.00	0.62	0.00	0.11	0.11
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	109	886	723	0	67	230
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	1.3	0.0	6.9	0.0	2.5	7.2
Cycle Q Clear(g_c), s	1.3	0.0	6.9	0.0	2.5	7.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	571	1322	2067		182	259
V/C Ratio(X)	0.19	0.67	0.35		0.37	0.89
Avail Cap(c_a), veh/h	727	1322	2067		182	259
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	3.3	0.0	6.1	0.0	27.3	26.6
Incr Delay (d2), s/veh	0.1	2.0	0.5	0.0	1.2	28.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.8	1.9	0.0	1.0	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.4	2.0	6.5	0.0	28.5	55.4
LnGrp LOS	A	A	A		C	E
Approach Vol, veh/h		995	723	A	297	
Approach Delay, s/veh		2.2	6.5		49.3	
Approach LOS		A	A		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		54.3		11.7	8.8	45.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		49.8		7.2	10.5	34.8
Max Q Clear Time (g_c+I1), s		2.0		9.2	3.3	8.9
Green Ext Time (p_c), s		8.5		0.0	0.1	5.2

Intersection Summary	
HCM 6th Ctrl Delay	10.7
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1452	34	110	657	0	22	0	407	145	47	101
Future Volume (veh/h)	0	1452	34	110	657	0	22	0	407	145	47	101
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1545	36	117	699	0	23	0	433	154	50	107
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	2263	1009	123	2670	0	40	0	0	563	159	141
Arrive On Green	0.00	0.64	0.64	0.14	1.00	0.00	0.02	0.00	0.00	0.16	0.09	0.09
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	23		3428	1763	1572
Grp Volume(v), veh/h	0	1545	36	117	699	0	23	68.6		154	50	107
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	E		1714	1763	1572
Q Serve(g_s), s	0.0	32.4	0.7	7.6	0.0	0.0	1.5			4.6	3.1	7.7
Cycle Q Clear(g_c), s	0.0	32.4	0.7	7.6	0.0	0.0	1.5			4.6	3.1	7.7
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	2263	1009	123	2670	0	40			563	159	141
V/C Ratio(X)	0.00	0.68	0.04	0.95	0.26	0.00	0.58			0.27	0.32	0.76
Avail Cap(c_a), veh/h	0	2263	1009	123	2670	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.84	0.84	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.2	3.9	49.7	0.0	0.0	56.1			42.4	49.4	51.5
Incr Delay (d2), s/veh	0.0	1.7	0.1	58.6	0.2	0.0	12.5			0.3	1.1	8.0
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
%ile BackOfQ(50%),veh/ln	0.0	11.8	0.3	5.1	0.1	0.0	0.8			1.9	1.4	3.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	14.9	4.0	108.3	0.2	0.0	68.6			42.7	50.6	59.5
LnGrp LOS	A	B	A	F	A	A	E			D	D	E
Approach Vol, veh/h		1581			816						311	
Approach Delay, s/veh		14.7			15.7						49.7	
Approach LOS		B			B						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	23.3		13.4	79.3	6.8	16.4		92.7
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		4.9
Max Green Setting (Gmax), s	* 46		8.1	47.5	5.0	* 35		60.9
Max Q Clear Time (g_c+I1), s	6.6		9.6	34.4	3.5	9.7		2.0
Green Ext Time (p_c), s	0.5		0.0	8.6	0.0	0.7		5.2

Intersection Summary	
HCM 6th Ctrl Delay	19.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	140	1125	0	0	532	481	266	8	497	1	36	0
Future Volume (vph)	140	1125	0	0	532	481	266	8	497	1	36	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Lane Util. Factor	1.00	0.95			0.95	1.00	0.95	0.91	0.95		0.97	
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1752	3505			3505	1568	1665	1452	1490		3400	
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1752	3505			3505	1568	1665	1452	1490		3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	144	1160	0	0	548	496	274	8	512	1	37	0
RTOR Reduction (vph)	0	0	0	0	0	303	0	188	188	0	0	0
Lane Group Flow (vph)	144	1160	0	0	548	193	247	88	83	0	38	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm	Prot	Prot	
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases						8			2			
Actuated Green, G (s)	14.2	63.6			45.2	45.2	22.0	22.0	22.0		3.8	
Effective Green, g (s)	14.2	63.6			45.2	45.2	22.0	22.0	22.0		3.8	
Actuated g/C Ratio	0.12	0.55			0.39	0.39	0.19	0.19	0.19		0.03	
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	214	1921			1365	610	315	275	282		111	
v/s Ratio Prot	0.08	c0.33			0.16		c0.15	0.06			c0.01	
v/s Ratio Perm						0.12			0.06			
v/c Ratio	0.67	0.60			0.40	0.32	0.78	0.32	0.29		0.34	
Uniform Delay, d1	48.7	17.7			25.6	24.6	44.7	40.5	40.3		54.9	
Progression Factor	0.74	0.48			1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	6.1	1.1			0.9	1.4	12.0	0.7	0.6		1.8	
Delay (s)	42.0	9.6			26.5	26.0	56.8	41.2	40.9		56.7	
Level of Service	D	A			C	C	E	D	D		E	
Approach Delay (s)		13.2			26.3			46.0				53.2
Approach LOS		B			C			D				D

Intersection Summary			
HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	69.4%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	139
Future Volume (vph)	139
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	143
RTOR Reduction (vph)	135
Lane Group Flow (vph)	8
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	6.7
Effective Green, g (s)	6.7
Actuated g/C Ratio	0.06
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	90
v/s Ratio Prot	
v/s Ratio Perm	c0.01
v/c Ratio	0.09
Uniform Delay, d1	51.8
Progression Factor	1.00
Incremental Delay, d2	0.4
Delay (s)	52.2
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	109	723	600	0	0	1292
Future Volume (veh/h)	109	723	600	0	0	1292
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	117	777	645	0	0	1389
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	618	968	867	0	0	1648
Arrive On Green	0.35	0.35	0.47	0.00	0.00	0.47
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	117	777	645	0	0	1389
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	2.7	14.7	16.5	0.0	0.0	20.1
Cycle Q Clear(g_c), s	2.7	14.7	16.5	0.0	0.0	20.1
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	618	968	867	0	0	1648
V/C Ratio(X)	0.19	0.80	0.74	0.00	0.00	0.84
Avail Cap(c_a), veh/h	618	968	941	0	0	1787
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.93	0.00	0.00	1.00
Uniform Delay (d), s/veh	13.1	17.0	12.6	0.0	0.0	13.6
Incr Delay (d2), s/veh	0.7	7.0	2.8	0.0	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	4.4	6.1	0.0	0.0	7.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	13.8	24.1	15.4	0.0	0.0	17.2
LnGrp LOS	B	C	B	A	A	B
Approach Vol, veh/h	894		645			1389
Approach Delay, s/veh	22.7		15.4			17.2
Approach LOS	C		B			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	26.3	31.7	31.7
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	18.0	29.4	29.4
Max Q Clear Time (g_c+I1), s	16.7	18.5	22.1
Green Ext Time (p_c), s	0.6	3.2	5.0

Intersection Summary	
HCM 6th Ctrl Delay	18.5
HCM 6th LOS	B

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	467	676	0	0	463	50
Future Volume (veh/h)	467	676	0	0	463	50
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	513	0			509	55
Peak Hour Factor	0.91	0.91			0.91	0.91
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3270				0	0
Arrive On Green	0.93	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	513	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	0.7	0.0				
Cycle Q Clear(g_c), s	0.7	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3270					
V/C Ratio(X)	0.16					
Avail Cap(c_a), veh/h	3270					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.90	0.00				
Uniform Delay (d), s/veh	0.2	0.0				
Incr Delay (d2), s/veh	0.1	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	513	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	58.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 18
Max Q Clear Time (g_c+I1), s	2.7
Green Ext Time (p_c), s	2.5

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	477	37	370	674	218	20	47	292	120	70	8
Future Volume (veh/h)	10	477	37	370	674	218	20	47	292	120	70	8
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.98	1.00		0.99	1.00		0.98	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	487	38	378	688	222	20	48	298	122	71	8
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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	21	586	257	580	913	769	36	55	341	148	520	59
Arrive On Green	0.01	0.17	0.17	0.66	0.98	0.98	0.02	0.25	0.25	0.08	0.32	0.32
Sat Flow, veh/h	1767	3526	1549	1767	1856	1563	1767	218	1356	1767	1635	184
Grp Volume(v), veh/h	10	487	38	378	688	222	20	0	346	122	0	79
Grp Sat Flow(s),veh/h/ln	1767	1763	1549	1767	1856	1563	1767	0	1574	1767	0	1819
Q Serve(g_s), s	0.7	15.5	2.1	14.9	2.7	0.3	1.3	0.0	24.5	7.9	0.0	3.6
Cycle Q Clear(g_c), s	0.7	15.5	2.1	14.9	2.7	0.3	1.3	0.0	24.5	7.9	0.0	3.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.86	1.00		0.10
Lane Grp Cap(c), veh/h	21	586	257	580	913	769	36	0	396	148	0	579
V/C Ratio(X)	0.48	0.83	0.15	0.65	0.75	0.29	0.55	0.00	0.87	0.82	0.00	0.14
Avail Cap(c_a), veh/h	76	726	319	580	913	769	85	0	434	175	0	583
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.0	46.8	31.8	16.0	0.5	0.2	56.3	0.0	41.7	52.3	0.0	28.2
Incr Delay (d2), s/veh	15.8	13.0	1.2	2.3	5.1	0.8	12.5	0.0	16.7	23.0	0.0	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	0.4	7.6	1.0	4.4	1.6	0.3	0.7	0.0	11.2	4.3	0.0	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.8	59.8	33.0	18.3	5.6	1.1	68.8	0.0	58.4	75.3	0.0	28.3
LnGrp LOS	E	E	C	B	A	A	E	A	E	E	A	C
Approach Vol, veh/h		535			1288			366			201	
Approach Delay, s/veh		58.1			8.5			58.9			56.8	
Approach LOS		E			A			E			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.0	33.8	42.7	24.6	6.6	42.2	5.6	61.6
Change Period (Y+Rc), s	5.3	* 4.6	4.6	* 5.3	* 4.2	5.3	* 4.2	4.6
Max Green Setting (Gmax), s	11.5	* 32	30.3	* 24	* 5.6	37.2	* 5	49.9
Max Q Clear Time (g_c+I1), s	9.9	26.5	16.9	17.5	3.3	5.6	2.7	4.7
Green Ext Time (p_c), s	0.0	1.0	1.0	1.6	0.0	0.3	0.0	6.4

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	622	307	242	1254	71	227
Future Volume (veh/h)	622	307	242	1254	71	227
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	648	320	252	1306	74	236
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	681	575	809	2854	109	735
Arrive On Green	0.78	0.78	0.86	1.00	0.07	0.07
Sat Flow, veh/h	1752	1481	1668	3416	1668	1485
Grp Volume(v), veh/h	648	320	252	1306	74	236
Grp Sat Flow(s),veh/h/ln	1752	1481	1668	1664	1668	1485
Q Serve(g_s), s	36.8	9.8	0.0	0.0	5.0	0.0
Cycle Q Clear(g_c), s	36.8	9.8	0.0	0.0	5.0	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	681	575	809	2854	109	735
V/C Ratio(X)	0.95	0.56	0.31	0.46	0.68	0.32
Avail Cap(c_a), veh/h	1095	925	809	2854	180	798
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.90	0.90	0.67	0.67	1.00	1.00
Uniform Delay (d), s/veh	12.0	9.0	4.3	0.0	53.1	17.6
Incr Delay (d2), s/veh	22.9	3.5	0.1	0.4	7.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	2.7	1.0	0.1	2.3	3.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	34.9	12.5	4.4	0.4	60.3	17.8
LnGrp LOS	C	B	A	A	E	B
Approach Vol, veh/h	968			1558	310	
Approach Delay, s/veh	27.5			1.0	28.0	
Approach LOS	C			A	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	54.4	49.6				104.0	12.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	17.5	72.5				94.5	12.5
Max Q Clear Time (g_c+I1), s	2.0	38.8				2.0	7.0
Green Ext Time (p_c), s	0.6	6.3				14.5	0.5

Intersection Summary	
HCM 6th Ctrl Delay	13.0
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	55	790	1126	324	151	401
Future Volume (veh/h)	55	790	1126	324	151	401
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	59	849	1211	0	162	431
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	337	1321	2260		280	304
Arrive On Green	0.04	0.75	0.68	0.00	0.17	0.17
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	59	849	1211	0	162	431
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	1.1	26.8	21.3	0.0	10.4	19.5
Cycle Q Clear(g_c), s	1.1	26.8	21.3	0.0	10.4	19.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	337	1321	2260		280	304
V/C Ratio(X)	0.17	0.64	0.54		0.58	1.42
Avail Cap(c_a), veh/h	672	1321	2260		280	304
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.85	0.85	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	7.0	6.8	9.4	0.0	44.5	46.1
Incr Delay (d2), s/veh	0.2	2.1	0.9	0.0	2.9	206.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	8.7	7.2	0.0	4.6	35.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	7.2	8.8	10.3	0.0	47.4	252.4
LnGrp LOS	A	A	B		D	F
Approach Vol, veh/h		908	1211	A	593	
Approach Delay, s/veh		8.7	10.3		196.4	
Approach LOS		A	B		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		92.0		24.0	8.8	83.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		87.5		19.5	27.5	55.5
Max Q Clear Time (g_c+I1), s		28.8		21.5	3.1	23.3
Green Ext Time (p_c), s		8.0		0.0	0.1	10.9

Intersection Summary	
HCM 6th Ctrl Delay	50.5
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	938	42	323	1315	0	45	0	308	147	94	153
Future Volume (veh/h)	0	938	42	323	1315	0	45	0	308	147	94	153
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	957	43	330	1342	0	46	0	314	150	96	156
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	1078	481	638	2500	0	59	0	0	717	219	195
Arrive On Green	0.00	0.31	0.31	0.72	1.00	0.00	0.03	0.00	0.00	0.21	0.12	0.12
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	46		3428	1763	1572
Grp Volume(v), veh/h	0	957	43	330	1342	0	46	87.0		150	96	156
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	F		1714	1763	1572
Q Serve(g_s), s	0.0	30.0	2.3	9.6	0.0	0.0	3.0			4.2	5.9	11.2
Cycle Q Clear(g_c), s	0.0	30.0	2.3	9.6	0.0	0.0	3.0			4.2	5.9	11.2
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	1078	481	638	2500	0	59			717	219	195
V/C Ratio(X)	0.00	0.89	0.09	0.52	0.54	0.00	0.78			0.21	0.44	0.80
Avail Cap(c_a), veh/h	0	1182	527	638	2500	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.43	0.43	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	38.4	28.7	11.6	0.0	0.0	55.6			37.9	47.1	49.4
Incr Delay (d2), s/veh	0.0	10.9	0.4	0.3	0.4	0.0	31.4			0.1	1.4	7.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	14.1	0.9	2.8	0.1	0.0	1.8			1.7	2.5	4.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	49.2	29.1	12.0	0.4	0.0	87.0			38.1	48.5	56.8
LnGrp LOS	A	D	C	B	A	A	F			D	D	E
Approach Vol, veh/h		1000			1672						402	
Approach Delay, s/veh		48.4			2.6						47.8	
Approach LOS		D			A						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	28.5		47.2	40.4	8.1	20.4		87.5
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		* 5.3
Max Green Setting (Gmax), s	* 46		16.7	38.9	5.0	* 35		* 61
Max Q Clear Time (g_c+I1), s	6.2		11.6	32.0	5.0	13.2		2.0
Green Ext Time (p_c), s	0.5		0.5	3.5	0.0	1.2		13.8

Intersection Summary	
HCM 6th Ctrl Delay	24.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	136	847	0	0	982	406	517	6	555	57	0
Future Volume (vph)	6	136	847	0	0	982	406	517	6	555	57	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Lane Util. Factor		1.00	0.95			0.95	1.00	0.95	0.91	0.95	0.97	
Frpb, ped/bikes		1.00	1.00			1.00	0.99	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00			1.00	0.85	1.00	0.91	0.85	1.00	
Flt Protected		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (prot)		1752	3505			3505	1548	1665	1502	1490	3400	
Flt Permitted		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (perm)		1752	3505			3505	1548	1665	1502	1490	3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	6	140	873	0	0	1012	419	533	6	572	59	0
RTOR Reduction (vph)	0	0	0	0	0	0	166	0	43	187	0	0
Lane Group Flow (vph)	0	146	873	0	0	1012	253	384	329	168	59	0
Confl. Peds. (#/hr)							1					
Turn Type	Prot	Prot	NA			NA	Perm	Split	NA	Perm	Prot	
Protected Phases	7	7	4			8		2	2		1	
Permitted Phases							8			2		
Actuated Green, G (s)		11.0	56.0			40.8	40.8	28.0	28.0	28.0	4.0	
Effective Green, g (s)		11.0	56.0			40.8	40.8	28.0	28.0	28.0	4.0	
Actuated g/C Ratio		0.09	0.48			0.35	0.35	0.24	0.24	0.24	0.03	
Clearance Time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		166	1692			1232	544	401	362	359	117	
v/s Ratio Prot		c0.08	0.25			c0.29		c0.23	0.22		c0.02	
v/s Ratio Perm							0.16			0.11		
v/c Ratio		0.88	0.52			0.82	0.47	0.96	0.91	0.47	0.50	
Uniform Delay, d1		51.8	20.7			34.3	29.1	43.4	42.8	37.6	55.0	
Progression Factor		0.78	0.43			1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		33.6	1.0			6.2	2.8	33.7	25.5	1.0	3.4	
Delay (s)		73.8	10.0			40.5	32.0	77.1	68.3	38.6	58.4	
Level of Service		E	A			D	C	E	E	D	E	
Approach Delay (s)			19.1			38.0			61.9			55.6
Approach LOS			B			D			E			E

Intersection Summary			
HCM 2000 Control Delay	41.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	87.9%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	246
Future Volume (vph)	246
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	254
RTOR Reduction (vph)	204
Lane Group Flow (vph)	50
Confl. Peds. (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	8.1
Effective Green, g (s)	8.1
Actuated g/C Ratio	0.07
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	109
v/s Ratio Prot	
v/s Ratio Perm	c0.03
v/c Ratio	0.46
Uniform Delay, d1	51.9
Progression Factor	1.00
Incremental Delay, d2	3.1
Delay (s)	54.9
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	81	170	154	386	194	263
Average Queue (ft)	29	75	54	149	105	125
95th Queue (ft)	66	128	96	284	171	214
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	NB	NB
Directions Served	T	T	L	R
Maximum Queue (ft)	604	599	394	488
Average Queue (ft)	225	60	221	48
95th Queue (ft)	451	316	356	184
Link Distance (ft)	604	604		1688
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	1	0		
Storage Bay Dist (ft)			295	
Storage Blk Time (%)		0	3	
Queuing Penalty (veh)		0	4	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	29	370	345	150	235	384	75	199	271	180	220
Average Queue (ft)	1	184	167	32	128	163	24	27	145	120	55
95th Queue (ft)	10	309	297	120	210	304	52	86	246	189	151
Link Distance (ft)		1319	1319			477	477		1387		1182
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	200			100	160			100		120	
Storage Blk Time (%)		12	19		8	7			19	13	0
Queuing Penalty (veh)		1	5		31	14			6	11	0

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	466	354	243	295	290	102	137
Average Queue (ft)	211	109	124	75	26	37	70
95th Queue (ft)	392	235	213	188	129	79	117
Link Distance (ft)	477	477		384	384	488	
Upstream Blk Time (%)	0						
Queuing Penalty (veh)	0						
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			10	0		25	37
Queuing Penalty (veh)			32	1		55	14

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	SB	SB
Directions Served	L	T	T	T	R	L	R
Maximum Queue (ft)	94	194	198	178	88	109	150
Average Queue (ft)	42	79	100	39	12	48	71
95th Queue (ft)	75	181	159	117	53	91	122
Link Distance (ft)		384	260	260	260	654	
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)	125						40
Storage Blk Time (%)		2				18	16
Queuing Penalty (veh)		2				39	10

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	530	594	250	194	130	142	231	228	218	124	160	96
Average Queue (ft)	290	272	53	72	28	33	43	125	89	51	83	42
95th Queue (ft)	468	452	197	145	86	95	135	202	178	111	140	90
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)							0	0				
Queuing Penalty (veh)							0	0				
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		20					1	6	0			
Queuing Penalty (veh)		7					4	1	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	68
Average Queue (ft)	32
95th Queue (ft)	55
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	LTR	R	UL	L	R
Maximum Queue (ft)	196	250	266	218	242	200	258	312	323	24	66	77
Average Queue (ft)	85	126	145	145	111	85	131	194	152	1	28	36
95th Queue (ft)	162	236	259	213	198	168	230	282	255	8	64	64
Link Distance (ft)		1024	1024	1607	1607			535	535		544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)					3	1	0	4				
Queuing Penalty (veh)					13	4	0	6				

Zone Summary

Zone wide Queuing Penalty: 263

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	86	138	126	368	328	407
Average Queue (ft)	46	76	65	171	103	202
95th Queue (ft)	80	122	100	291	201	332
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	NB	NB
Directions Served	T	T	L	R
Maximum Queue (ft)	196	52	262	62
Average Queue (ft)	92	2	159	18
95th Queue (ft)	172	17	246	47
Link Distance (ft)	604	604		1688
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			295	
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	TR	L	TR
Maximum Queue (ft)	51	354	340	150	235	542	447	198	404	140	148
Average Queue (ft)	13	180	156	29	209	340	61	31	183	76	48
95th Queue (ft)	39	291	256	88	273	544	218	110	337	138	110
Link Distance (ft)		1318	1318			477	477		1389		1182
Upstream Blk Time (%)						3					
Queuing Penalty (veh)						20					
Storage Bay Dist (ft)	200			100	160			100		120	
Storage Blk Time (%)		10	19		23	26			30	2	2
Queuing Penalty (veh)		1	7		154	97			6	2	2

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	477	138	244	408	384	352	145
Average Queue (ft)	154	46	145	178	57	82	83
95th Queue (ft)	361	96	264	391	206	201	145
Link Distance (ft)	477	477		384	384	488	
Upstream Blk Time (%)	0			1	0		
Queuing Penalty (veh)	0			11	0		
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			13	7		47	37
Queuing Penalty (veh)			84	17		106	26

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	R	T	T	L	R
Maximum Queue (ft)	91	384	346	276	121	137	33	623	160
Average Queue (ft)	33	131	253	173	10	24	1	288	144
95th Queue (ft)	75	296	379	315	53	90	11	560	189
Link Distance (ft)		384	260	260	260	1251	1251	654	
Upstream Blk Time (%)		0	9	1					
Queuing Penalty (veh)		0	0	0					
Storage Bay Dist (ft)	125								40
Storage Blk Time (%)		5						62	53
Queuing Penalty (veh)		3						250	80

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	498	502	249	384	336	370	174	163	136	103	117	175
Average Queue (ft)	242	221	28	194	87	103	40	71	32	36	64	73
95th Queue (ft)	364	350	102	310	211	231	93	125	89	83	109	132
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		15					0	0	0			
Queuing Penalty (veh)		6					1	0	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	205
Average Queue (ft)	73
95th Queue (ft)	149
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	UL	T	T	T	T	R	L	LTR	R	L	L	R
Maximum Queue (ft)	234	222	195	541	572	200	340	384	231	24	125	160
Average Queue (ft)	122	88	97	283	276	167	194	240	160	2	48	93
95th Queue (ft)	222	185	186	417	434	260	278	324	237	11	101	154
Link Distance (ft)		1024	1024	1584	1584			535	535		544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)					23	2	1	17			3	10
Queuing Penalty (veh)					93	11	5	44			9	5

Zone Summary

Zone wide Queuing Penalty: 1042

Appendix I: Near Term plus Project (Buildout) Traffic Conditions

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	60	490	1082	0	0	1354
Future Volume (veh/h)	60	490	1082	0	0	1354
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	67	551	1216	0	0	1521
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	391	612	1276	0	0	2424
Arrive On Green	0.22	0.22	0.69	0.00	0.00	0.69
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	67	551	1216	0	0	1521
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	3.6	22.5	68.9	0.0	0.0	27.5
Cycle Q Clear(g_c), s	3.6	22.5	68.9	0.0	0.0	27.5
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	391	612	1276	0	0	2424
V/C Ratio(X)	0.17	0.90	0.95	0.00	0.00	0.63
Avail Cap(c_a), veh/h	391	612	1363	0	0	2589
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.63	0.00	0.00	1.00
Uniform Delay (d), s/veh	36.6	43.9	16.4	0.0	0.0	10.0
Incr Delay (d2), s/veh	1.0	18.8	10.1	0.0	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	8.9	28.2	0.0	0.0	9.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	37.5	62.7	26.6	0.0	0.0	10.4
LnGrp LOS	D	E	C	A	A	B
Approach Vol, veh/h	618		1216			1521
Approach Delay, s/veh	60.0		26.6			10.4
Approach LOS	E		C			B

Timer - Assigned Phs		2		4			8
Phs Duration (G+Y+Rc), s		31.6		84.4			84.4
Change Period (Y+Rc), s		6.0		4.6			4.6
Max Green Setting (Gmax), s		20.2		85.2			85.2
Max Q Clear Time (g_c+I1), s		24.5		70.9			29.5
Green Ext Time (p_c), s		0.0		8.9			18.1

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	772	566	0	0	800	136
Future Volume (veh/h)	772	566	0	0	800	136
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	919	0			952	162
Peak Hour Factor	0.84	0.84			0.84	0.84
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3398				0	0
Arrive On Green	0.96	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	919	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	1.5	0.0				
Cycle Q Clear(g_c), s	1.5	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3398					
V/C Ratio(X)	0.27					
Avail Cap(c_a), veh/h	3398					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.79	0.00				
Uniform Delay (d), s/veh	0.1	0.0				
Incr Delay (d2), s/veh	0.2	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	919	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	116.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 36
Max Q Clear Time (g_c+I1), s	3.5
Green Ext Time (p_c), s	6.3

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	872	36	249	579	83	51	33	491	262	73	23
Future Volume (veh/h)	5	872	36	249	579	83	51	33	491	262	73	23
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	5	899	37	257	597	86	53	34	506	270	75	24
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	11	927	413	812	1346	1140	68	28	410	274	528	169
Arrive On Green	0.01	0.26	0.26	0.15	0.24	0.24	0.04	0.28	0.28	0.16	0.39	0.39
Sat Flow, veh/h	1767	3526	1570	1767	1856	1571	1767	100	1486	1767	1346	431
Grp Volume(v), veh/h	5	899	37	257	597	86	53	0	540	270	0	99
Grp Sat Flow(s),veh/h/ln	1767	1763	1570	1767	1856	1571	1767	0	1586	1767	0	1776
Q Serve(g_s), s	0.3	29.3	2.6	15.0	31.8	4.9	3.4	0.0	32.0	17.7	0.0	4.2
Cycle Q Clear(g_c), s	0.3	29.3	2.6	15.0	31.8	4.9	3.4	0.0	32.0	17.7	0.0	4.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.24
Lane Grp Cap(c), veh/h	11	927	413	812	1346	1140	68	0	438	274	0	697
V/C Ratio(X)	0.44	0.97	0.09	0.32	0.44	0.08	0.78	0.00	1.23	0.98	0.00	0.14
Avail Cap(c_a), veh/h	76	927	413	812	1346	1140	139	0	438	274	0	697
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	57.4	42.3	52.2	33.0	24.2	14.0	55.3	0.0	42.0	48.9	0.0	22.7
Incr Delay (d2), s/veh	24.7	23.1	0.4	0.2	1.0	0.1	17.0	0.0	123.8	49.9	0.0	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	0.2	15.1	0.8	7.1	16.1	1.6	1.8	0.0	27.3	11.3	0.0	1.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.1	65.4	52.6	33.2	25.2	14.1	72.2	0.0	165.8	98.8	0.0	22.8
LnGrp LOS	F	E	D	C	C	B	E	A	F	F	A	C
Approach Vol, veh/h		941			940			593			369	
Approach Delay, s/veh		65.0			26.4			157.5			78.4	
Approach LOS		E			C			F			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	22.2	37.3	58.9	35.8	8.7	50.8	4.9	89.7
Change Period (Y+Rc), s	* 4.2	* 5.3	4.6	* 5.3	* 4.2	5.3	* 4.2	4.6
Max Green Setting (Gmax), s	* 18	* 32	17.2	* 31	* 9.1	40.2	* 5	43.4
Max Q Clear Time (g_c+I1), s	19.7	34.0	17.0	31.3	5.4	6.2	2.3	33.8
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.0	0.5	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	73.2
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1041	590	288	850	73	225
Future Volume (veh/h)	1041	590	288	850	73	225
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	1084	615	300	885	76	234
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	1151	975	359	2863	104	336
Arrive On Green	0.66	0.66	0.33	1.00	0.06	0.06
Sat Flow, veh/h	1752	1485	1668	3416	1668	1485
Grp Volume(v), veh/h	1084	615	300	885	76	234
Grp Sat Flow(s),veh/h/ln	1752	1485	1668	1664	1668	1485
Q Serve(g_s), s	64.6	28.1	12.7	0.0	5.2	0.0
Cycle Q Clear(g_c), s	64.6	28.1	12.7	0.0	5.2	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1151	975	359	2863	104	336
V/C Ratio(X)	0.94	0.63	0.84	0.31	0.73	0.70
Avail Cap(c_a), veh/h	1231	1043	359	2863	108	340
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.89	0.89	1.00	1.00
Uniform Delay (d), s/veh	17.9	11.6	34.7	0.0	53.4	41.2
Incr Delay (d2), s/veh	9.0	1.5	14.3	0.3	21.4	6.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	25.5	8.7	7.7	0.1	2.8	6.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.9	13.1	48.9	0.3	74.9	47.2
LnGrp LOS	C	B	D	A	E	D
Approach Vol, veh/h	1699			1185	310	
Approach Delay, s/veh	21.9			12.6	54.0	
Approach LOS	C			B	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.5	80.7				104.3	11.7
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	13.5	81.5				99.5	7.5
Max Q Clear Time (g_c+I1), s	14.7	66.6				2.0	7.2
Green Ext Time (p_c), s	0.0	9.7				7.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	21.6
HCM 6th LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	142	1142	885	210	77	263
Future Volume (veh/h)	142	1142	885	210	77	263
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	148	1190	922	0	80	274
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	505	1457	2498		151	198
Arrive On Green	0.09	1.00	0.75	0.00	0.09	0.09
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	148	1190	922	0	80	274
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	2.3	0.0	11.1	0.0	5.3	10.5
Cycle Q Clear(g_c), s	2.3	0.0	11.1	0.0	5.3	10.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	505	1457	2498		151	198
V/C Ratio(X)	0.29	0.82	0.37		0.53	1.39
Avail Cap(c_a), veh/h	697	1457	2498		151	198
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.46	0.46	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	3.1	0.0	5.0	0.0	50.4	50.3
Incr Delay (d2), s/veh	0.1	2.5	0.4	0.0	3.5	201.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	1.0	3.3	0.0	2.4	23.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	3.3	2.5	5.4	0.0	53.9	251.7
LnGrp LOS	A	A	A		D	F
Approach Vol, veh/h		1338	922	A	354	
Approach Delay, s/veh		2.5	5.4		207.0	
Approach LOS		A	A		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		101.0		15.0	9.5	91.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		96.5		10.5	18.3	73.7
Max Q Clear Time (g_c+I1), s		2.0		12.5	4.3	13.1
Green Ext Time (p_c), s		18.1		0.0	0.3	8.1

Intersection Summary	
HCM 6th Ctrl Delay	31.2
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1587	34	110	711	0	22	0	418	145	54	105
Future Volume (veh/h)	0	1587	34	110	711	0	22	0	418	145	54	105
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1688	36	117	756	0	23	0	445	154	57	112
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	2293	1023	102	2657	0	40	0	0	575	165	147
Arrive On Green	0.00	0.65	0.65	0.12	1.00	0.00	0.02	0.00	0.00	0.17	0.09	0.09
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	23		3428	1763	1572
Grp Volume(v), veh/h	0	1688	36	117	756	0	23	68.6		154	57	112
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	E		1714	1763	1572
Q Serve(g_s), s	0.0	37.3	0.7	6.7	0.0	0.0	1.5			4.5	3.5	8.1
Cycle Q Clear(g_c), s	0.0	37.3	0.7	6.7	0.0	0.0	1.5			4.5	3.5	8.1
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	2293	1023	102	2657	0	40			575	165	147
V/C Ratio(X)	0.00	0.74	0.04	1.15	0.28	0.00	0.58			0.27	0.35	0.76
Avail Cap(c_a), veh/h	0	2293	1023	102	2657	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.82	0.82	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	13.6	3.7	51.3	0.0	0.0	56.1			42.1	49.2	51.3
Incr Delay (d2), s/veh	0.0	2.2	0.1	125.3	0.2	0.0	12.5			0.2	1.2	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.5	0.3	6.3	0.1	0.0	0.8			1.9	1.5	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	15.8	3.7	176.6	0.2	0.0	68.6			42.3	50.5	59.2
LnGrp LOS	A	B	A	F	A	A	E			D	D	E
Approach Vol, veh/h		1724			873						323	
Approach Delay, s/veh		15.5			23.9						49.6	
Approach LOS		B			C						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	23.7		12.0	80.3	6.8	16.9		92.3
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		4.9
Max Green Setting (Gmax), s	* 46		6.7	48.9	5.0	* 35		60.9
Max Q Clear Time (g_c+I1), s	6.5		8.7	39.3	3.5	10.1		2.0
Green Ext Time (p_c), s	0.5		0.0	7.2	0.0	0.8		5.8

Intersection Summary	
HCM 6th Ctrl Delay	22.1
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	144	1220	0	0	576	483	278	8	497	1	38	0
Future Volume (vph)	144	1220	0	0	576	483	278	8	497	1	38	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Lane Util. Factor	1.00	0.95			0.95	1.00	0.95	0.91	0.95		0.97	
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00		0.95	
Satd. Flow (prot)	1752	3505			3505	1568	1665	1453	1490		3400	
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00		0.95	
Satd. Flow (perm)	1752	3505			3505	1568	1665	1453	1490		3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	148	1258	0	0	594	498	287	8	512	1	39	0
RTOR Reduction (vph)	0	0	0	0	0	305	0	168	168	0	0	0
Lane Group Flow (vph)	148	1258	0	0	594	193	258	110	103	0	40	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm	Prot	Prot	
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases						8			2			
Actuated Green, G (s)	14.2	63.4			45.0	45.0	22.3	22.3	22.3		3.8	
Effective Green, g (s)	14.2	63.4			45.0	45.0	22.3	22.3	22.3		3.8	
Actuated g/C Ratio	0.12	0.55			0.39	0.39	0.19	0.19	0.19		0.03	
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	214	1915			1359	608	320	279	286		111	
v/s Ratio Prot	0.08	c0.36			0.17		c0.15	0.08			c0.01	
v/s Ratio Perm						0.12			0.07			
v/c Ratio	0.69	0.66			0.44	0.32	0.81	0.39	0.36		0.36	
Uniform Delay, d1	48.8	18.6			26.2	24.8	44.8	40.9	40.7		54.9	
Progression Factor	0.70	0.45			1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	6.2	1.2			1.0	1.4	13.7	0.9	0.8		2.0	
Delay (s)	40.6	9.5			27.2	26.2	58.5	41.9	41.4		56.9	
Level of Service	D	A			C	C	E	D	D		E	
Approach Delay (s)		12.8			26.7			47.1				53.3
Approach LOS		B			C			D				D

Intersection Summary			
HCM 2000 Control Delay	27.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	141
Future Volume (vph)	141
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	145
RTOR Reduction (vph)	137
Lane Group Flow (vph)	8
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	6.6
Effective Green, g (s)	6.6
Actuated g/C Ratio	0.06
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	89
v/s Ratio Prot	
v/s Ratio Perm	c0.01
v/c Ratio	0.09
Uniform Delay, d1	51.9
Progression Factor	1.00
Incremental Delay, d2	0.5
Delay (s)	52.3
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	109	819	780	0	0	1544
Future Volume (veh/h)	109	819	780	0	0	1544
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	117	881	839	0	0	1660
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	672	1052	981	0	0	1864
Arrive On Green	0.38	0.38	0.53	0.00	0.00	0.53
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	117	881	839	0	0	1660
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	5.1	33.6	45.1	0.0	0.0	48.7
Cycle Q Clear(g_c), s	5.1	33.6	45.1	0.0	0.0	48.7
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	672	1052	981	0	0	1864
V/C Ratio(X)	0.17	0.84	0.86	0.00	0.00	0.89
Avail Cap(c_a), veh/h	672	1052	1062	0	0	2018
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.92	0.00	0.00	1.00
Uniform Delay (d), s/veh	23.9	32.7	23.5	0.0	0.0	24.4
Incr Delay (d2), s/veh	0.6	8.0	6.1	0.0	0.0	5.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	11.5	20.2	0.0	0.0	20.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.4	40.7	29.7	0.0	0.0	29.5
LnGrp LOS	C	D	C	A	A	C
Approach Vol, veh/h	998		839			1660
Approach Delay, s/veh	38.8		29.7			29.5
Approach LOS	D		C			C

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	50.1	65.9	65.9
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	39.0	66.4	66.4
Max Q Clear Time (g_c+I1), s	35.6	47.1	50.7
Green Ext Time (p_c), s	1.5	6.0	10.7

Intersection Summary	
HCM 6th Ctrl Delay	32.2
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	522	869	0	0	640	50
Future Volume (veh/h)	522	869	0	0	640	50
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	574	0			703	55
Peak Hour Factor	0.91	0.91			0.91	0.91
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3398				0	0
Arrive On Green	0.96	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	574	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	0.8	0.0				
Cycle Q Clear(g_c), s	0.8	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3398					
V/C Ratio(X)	0.17					
Avail Cap(c_a), veh/h	3398					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.92	0.00				
Uniform Delay (d), s/veh	0.1	0.0				
Incr Delay (d2), s/veh	0.1	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.0	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	574	A				
Approach Delay, s/veh	0.2					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	116.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 33
Max Q Clear Time (g_c+I1), s	2.8
Green Ext Time (p_c), s	3.5

Intersection Summary	
HCM 6th Ctrl Delay	0.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	697	56	467	942	255	35	47	346	143	70	11
Future Volume (veh/h)	10	697	56	467	942	255	35	47	346	143	70	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	711	57	477	961	260	36	48	353	146	71	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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	73	771	340	477	841	708	52	51	376	134	498	77
Arrive On Green	0.04	0.22	0.22	0.27	0.45	0.45	0.03	0.27	0.27	0.08	0.32	0.32
Sat Flow, veh/h	1767	3526	1555	1767	1856	1562	1767	188	1383	1767	1565	243
Grp Volume(v), veh/h	10	711	57	477	961	260	36	0	401	146	0	82
Grp Sat Flow(s),veh/h/ln	1767	1763	1555	1767	1856	1562	1767	0	1572	1767	0	1808
Q Serve(g_s), s	0.6	22.9	3.0	31.3	52.6	9.1	2.3	0.0	28.9	8.8	0.0	3.8
Cycle Q Clear(g_c), s	0.6	22.9	3.0	31.3	52.6	9.1	2.3	0.0	28.9	8.8	0.0	3.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.88	1.00		0.13
Lane Grp Cap(c), veh/h	73	771	340	477	841	708	52	0	427	134	0	575
V/C Ratio(X)	0.14	0.92	0.17	1.00	1.14	0.37	0.69	0.00	0.94	1.09	0.00	0.14
Avail Cap(c_a), veh/h	76	787	347	477	841	708	102	0	434	134	0	575
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.6	44.3	27.0	42.3	31.7	10.8	55.8	0.0	41.3	53.6	0.0	28.3
Incr Delay (d2), s/veh	0.8	18.1	1.1	35.7	75.0	1.1	14.9	0.0	28.3	103.6	0.0	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	11.6	1.4	18.1	39.8	3.2	1.3	0.0	14.3	7.7	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.5	62.5	28.1	78.1	106.7	11.9	70.6	0.0	69.6	157.2	0.0	28.4
LnGrp LOS	D	E	C	F	F	B	E	A	E	F	A	C
Approach Vol, veh/h		778			1698			437			228	
Approach Delay, s/veh		59.9			84.1			69.7			110.9	
Approach LOS		E			F			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	36.8	35.5	30.7	7.6	42.2	9.0	57.2
Change Period (Y+Rc), s	* 4.2	* 5.3	4.2	* 5.3	* 4.2	5.3	4.2	* 4.6
Max Green Setting (Gmax), s	* 8.8	* 32	31.0	* 26	* 6.7	33.4	5.0	* 53
Max Q Clear Time (g_c+I1), s	10.8	30.9	33.3	24.9	4.3	5.8	2.6	54.6
Green Ext Time (p_c), s	0.0	0.3	0.0	0.5	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	78.0
HCM 6th LOS	E

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	873	365	253	1559	131	230
Future Volume (veh/h)	873	365	253	1559	131	230
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	909	380	264	1624	136	240
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	979	828	462	2735	168	482
Arrive On Green	0.56	0.56	0.45	1.00	0.10	0.10
Sat Flow, veh/h	1752	1482	1668	3416	1668	1485
Grp Volume(v), veh/h	909	380	264	1624	136	240
Grp Sat Flow(s),veh/h/ln	1752	1482	1668	1664	1668	1485
Q Serve(g_s), s	55.2	17.6	5.8	0.0	9.3	0.0
Cycle Q Clear(g_c), s	55.2	17.6	5.8	0.0	9.3	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	979	828	462	2735	168	482
V/C Ratio(X)	0.93	0.46	0.57	0.59	0.81	0.50
Avail Cap(c_a), veh/h	1110	939	462	2735	209	518
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.69	0.69	0.37	0.37	1.00	1.00
Uniform Delay (d), s/veh	23.5	15.2	25.1	0.0	51.1	31.5
Incr Delay (d2), s/veh	12.0	1.3	0.6	0.4	17.2	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	24.2	6.0	4.4	0.1	4.7	5.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.5	16.4	25.7	0.4	68.2	32.3
LnGrp LOS	D	B	C	A	E	C
Approach Vol, veh/h	1289			1888	376	
Approach Delay, s/veh	29.9			3.9	45.3	
Approach LOS	C			A	D	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	30.5	69.3				99.8	16.2
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	14.5	73.5				92.5	14.5
Max Q Clear Time (g_c+I1), s	7.8	57.2				2.0	11.3
Green Ext Time (p_c), s	0.4	7.6				22.8	0.4

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	91	1030	1402	327	158	476
Future Volume (veh/h)	91	1030	1402	327	158	476
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	98	1108	1508	0	170	512
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	526	1402	1648		204	577
Arrive On Green	0.35	1.00	0.50	0.00	0.12	0.12
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	98	1108	1508	0	170	512
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	0.0	0.0	48.5	0.0	11.6	6.5
Cycle Q Clear(g_c), s	0.0	0.0	48.5	0.0	11.6	6.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	526	1402	1648		204	577
V/C Ratio(X)	0.19	0.79	0.91		0.83	0.89
Avail Cap(c_a), veh/h	526	1402	1736		223	594
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	0.0	27.0	0.0	49.8	33.1
Incr Delay (d2), s/veh	0.1	2.9	9.4	0.0	21.7	15.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	1.1	20.3	0.0	6.1	20.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.9	2.9	36.4	0.0	71.5	48.1
LnGrp LOS	C	A	D		E	D
Approach Vol, veh/h		1206	1508	A	682	
Approach Delay, s/veh		4.9	36.4		53.9	
Approach LOS		A	D		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		97.3		18.7	35.4	61.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		91.5		15.5	26.5	60.5
Max Q Clear Time (g_c+I1), s		2.0		13.6	2.0	50.5
Green Ext Time (p_c), s		14.7		0.6	0.2	6.9

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1051	42	323	1461	0	45	0	313	147	102	164
Future Volume (veh/h)	0	1051	42	323	1461	0	45	0	313	147	102	164
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1072	43	330	1491	0	46	0	319	150	104	167
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	1152	514	588	2473	0	59	0	0	743	232	207
Arrive On Green	0.00	0.33	0.33	0.67	1.00	0.00	0.03	0.00	0.00	0.22	0.13	0.13
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	46		3428	1763	1572
Grp Volume(v), veh/h	0	1072	43	330	1491	0	46	87.0		150	104	167
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	F		1714	1763	1572
Q Serve(g_s), s	0.0	34.1	2.2	11.6	0.0	0.0	3.0			4.2	6.3	12.0
Cycle Q Clear(g_c), s	0.0	34.1	2.2	11.6	0.0	0.0	3.0			4.2	6.3	12.0
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	1152	514	588	2473	0	59			743	232	207
V/C Ratio(X)	0.00	0.93	0.08	0.56	0.60	0.00	0.78			0.20	0.45	0.81
Avail Cap(c_a), veh/h	0	1182	527	588	2473	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.29	0.29	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	37.8	27.0	14.9	0.0	0.0	55.6			37.2	46.5	48.9
Incr Delay (d2), s/veh	0.0	14.4	0.3	0.4	0.3	0.0	31.4			0.1	1.4	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	16.4	0.9	3.4	0.1	0.0	1.8			1.7	2.7	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	52.1	27.4	15.3	0.3	0.0	87.0			37.4	47.8	56.2
LnGrp LOS	A	D	C	B	A	A	F			D	D	E
Approach Vol, veh/h		1115			1821						421	
Approach Delay, s/veh		51.2			3.0						47.4	
Approach LOS		D			A						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	29.3		43.9	42.8	8.1	21.3		86.7
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		* 5.3
Max Green Setting (Gmax), s	* 46		16.7	38.9	5.0	* 35		* 61
Max Q Clear Time (g_c+I1), s	6.2		13.6	36.1	5.0	14.0		2.0
Green Ext Time (p_c), s	0.5		0.3	1.8	0.0	1.3		16.7

Intersection Summary	
HCM 6th Ctrl Delay	25.4
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	139	919	0	0	1096	407	547	6	555	61	0
Future Volume (vph)	6	139	919	0	0	1096	407	547	6	555	61	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Lane Util. Factor		1.00	0.95			0.95	1.00	0.95	0.91	0.95	0.97	
Frpb, ped/bikes		1.00	1.00			1.00	0.99	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00			1.00	0.85	1.00	0.92	0.85	1.00	
Flt Protected		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (prot)		1752	3505			3505	1548	1665	1509	1490	3400	
Flt Permitted		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (perm)		1752	3505			3505	1548	1665	1509	1490	3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	6	143	947	0	0	1130	420	564	6	572	63	0
RTOR Reduction (vph)	0	0	0	0	0	0	154	0	36	165	0	0
Lane Group Flow (vph)	0	149	947	0	0	1130	266	395	345	201	63	0
Confl. Peds. (#/hr)							1					
Turn Type	Prot	Prot	NA			NA	Perm	Split	NA	Perm	Prot	
Protected Phases	7	7	4			8		2	2		1	
Permitted Phases							8			2		
Actuated Green, G (s)		11.1	55.5			40.2	40.2	28.7	28.7	28.7	4.0	
Effective Green, g (s)		11.1	55.5			40.2	40.2	28.7	28.7	28.7	4.0	
Actuated g/C Ratio		0.10	0.48			0.35	0.35	0.25	0.25	0.25	0.03	
Clearance Time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		167	1676			1214	536	411	373	368	117	
v/s Ratio Prot		c0.09	0.27			c0.32		c0.24	0.23		c0.02	
v/s Ratio Perm							0.17			0.14		
v/c Ratio		0.89	0.57			0.93	0.50	0.96	0.92	0.55	0.54	
Uniform Delay, d1		51.9	21.6			36.6	29.9	43.1	42.6	38.0	55.1	
Progression Factor		0.74	0.42			1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		35.5	1.2			13.8	3.3	34.2	28.2	1.7	4.7	
Delay (s)		73.9	10.3			50.4	33.2	77.3	70.8	39.7	59.8	
Level of Service		E	B			D	C	E	E	D	E	
Approach Delay (s)			19.0			45.7			63.1			59.8
Approach LOS			B			D			E			E

Intersection Summary			
HCM 2000 Control Delay	44.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	91.0%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	248
Future Volume (vph)	248
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	256
RTOR Reduction (vph)	195
Lane Group Flow (vph)	61
Confl. Peds. (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	7.9
Effective Green, g (s)	7.9
Actuated g/C Ratio	0.07
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	106
v/s Ratio Prot	
v/s Ratio Perm	c0.04
v/c Ratio	0.58
Uniform Delay, d1	52.4
Progression Factor	1.00
Incremental Delay, d2	7.4
Delay (s)	59.9
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	872	36	249	579	83	51	33	491	262	73	23
Future Volume (veh/h)	5	872	36	249	579	83	51	33	491	262	73	23
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		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	5	899	37	257	597	86	53	34	506	270	75	24
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	248	1168	520	262	623	528	489	392	565	277	114	37
Arrive On Green	0.14	0.33	0.33	0.30	0.67	0.67	0.28	0.21	0.21	0.16	0.09	0.09
Sat Flow, veh/h	1767	3526	1570	1767	1856	1570	1767	1856	1570	1767	1340	429
Grp Volume(v), veh/h	5	899	37	257	597	86	53	34	506	270	0	99
Grp Sat Flow(s),veh/h/ln	1767	1763	1570	1767	1856	1570	1767	1856	1570	1767	0	1769
Q Serve(g_s), s	0.3	27.5	0.9	17.3	35.5	2.4	2.7	1.8	21.4	18.3	0.0	6.5
Cycle Q Clear(g_c), s	0.3	27.5	0.9	17.3	35.5	2.4	2.7	1.8	21.4	18.3	0.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	248	1168	520	262	623	528	489	392	565	277	0	151
V/C Ratio(X)	0.02	0.77	0.07	0.98	0.96	0.16	0.11	0.09	0.90	0.98	0.00	0.66
Avail Cap(c_a), veh/h	248	1168	520	262	721	610	489	495	652	277	0	603
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.5	36.0	6.0	42.0	18.9	13.5	32.4	38.0	15.7	50.4	0.0	53.2
Incr Delay (d2), s/veh	0.0	4.9	0.3	48.6	26.1	0.6	0.1	0.1	13.8	47.1	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	12.1	0.8	9.8	12.4	0.9	1.2	0.8	9.2	11.4	0.0	3.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	40.9	6.3	90.6	45.0	14.1	32.5	38.1	29.5	97.5	0.0	58.0
LnGrp LOS	D	D	A	F	D	B	C	D	C	F	A	E
Approach Vol, veh/h		941			940			593			369	
Approach Delay, s/veh		39.6			54.7			30.2			86.9	
Approach LOS		D			D			C			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.0	29.9	22.0	45.1	37.4	15.5	22.1	44.9
Change Period (Y+Rc), s	4.2	* 4.6	* 4.2	5.3	4.2	* 5.3	5.3	* 4.6
Max Green Setting (Gmax), s	18.8	* 32	* 18	33.1	9.2	* 41	5.0	* 47
Max Q Clear Time (g_c+I1), s	20.3	23.4	19.3	29.5	4.7	8.5	2.3	37.5
Green Ext Time (p_c), s	0.0	1.4	0.0	1.9	0.0	0.5	0.0	2.8

Intersection Summary	
HCM 6th Ctrl Delay	48.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	697	56	467	942	255	35	47	346	143	70	11
Future Volume (veh/h)	10	697	56	467	942	255	35	47	346	143	70	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.96	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	711	57	477	961	260	36	48	353	146	71	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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	297	792	349	724	875	737	138	260	855	130	197	31
Arrive On Green	0.17	0.22	0.22	0.54	0.63	0.63	0.08	0.14	0.14	0.07	0.13	0.13
Sat Flow, veh/h	1767	3526	1555	1767	1856	1562	1767	1856	1508	1767	1560	242
Grp Volume(v), veh/h	10	711	57	477	961	260	36	48	353	146	0	82
Grp Sat Flow(s),veh/h/ln	1767	1763	1555	1767	1856	1562	1767	1856	1508	1767	0	1802
Q Serve(g_s), s	0.6	23.5	3.5	23.0	56.6	6.9	2.3	2.7	4.0	8.8	0.0	5.0
Cycle Q Clear(g_c), s	0.6	23.5	3.5	23.0	56.6	6.9	2.3	2.7	4.0	8.8	0.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	297	792	349	724	875	737	138	260	855	130	0	228
V/C Ratio(X)	0.03	0.90	0.16	0.66	1.10	0.35	0.26	0.18	0.41	1.13	0.00	0.36
Avail Cap(c_a), veh/h	297	846	373	724	875	737	138	495	1046	130	0	500
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.75	0.75	0.75	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	41.7	45.2	37.5	21.4	22.4	7.1	52.1	45.6	6.5	55.6	0.0	48.0
Incr Delay (d2), s/veh	0.0	15.1	1.0	1.7	57.4	1.0	1.0	0.3	0.3	117.1	0.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	11.6	1.4	8.5	33.4	3.1	1.1	1.3	2.7	8.0	0.0	2.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	41.8	60.3	38.5	23.0	79.8	8.1	53.1	45.9	6.8	172.7	0.0	48.9
LnGrp LOS	D	E	D	C	F	A	D	D	A	F	A	D
Approach Vol, veh/h		778			1698			437			228	
Approach Delay, s/veh		58.4			52.8			14.9			128.2	
Approach LOS		E			D			B			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	21.4	53.4	32.2	13.9	20.5	24.4	61.2
Change Period (Y+Rc), s	* 4.2	4.6	4.2	* 5.3	4.6	* 5.3	4.2	* 4.6
Max Green Setting (Gmax), s	* 8.8	32.0	32.1	* 29	6.8	* 33	5.0	* 57
Max Q Clear Time (g_c+I1), s	10.8	6.0	25.0	25.5	4.3	7.0	2.6	58.6
Green Ext Time (p_c), s	0.0	1.6	1.0	1.4	0.0	0.3	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	270	196	199	572	1635	1617
Average Queue (ft)	123	115	94	320	1088	1117
95th Queue (ft)	246	173	166	580	1899	1906
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)				1	16	23
Queuing Penalty (veh)				14	0	0
Storage Bay Dist (ft)	290					
Storage Blk Time (%)	0					
Queuing Penalty (veh)	0					

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	EB	NB	NB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	626	665	350	395	1382
Average Queue (ft)	598	577	151	333	315
95th Queue (ft)	709	833	437	462	1013
Link Distance (ft)	604	604			1688
Upstream Blk Time (%)	35	31			
Queuing Penalty (veh)	246	218			
Storage Bay Dist (ft)			295	295	
Storage Blk Time (%)		8		21	
Queuing Penalty (veh)		44		29	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	299	608	571	150	235	487	383	115	544	370	180	471
Average Queue (ft)	16	382	349	35	150	266	35	36	83	200	147	150
95th Queue (ft)	104	510	501	131	261	560	185	71	339	369	210	360
Link Distance (ft)		1319	1319			465	465		1387			1182
Upstream Blk Time (%)						4						
Queuing Penalty (veh)						19						
Storage Bay Dist (ft)	200			100	160			100		250	120	
Storage Blk Time (%)		53	38	0	16	19		1		12	29	1
Queuing Penalty (veh)		3	14	0	94	47		3		10	27	2

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	487	510	245	450	414	377	145
Average Queue (ft)	337	166	221	313	59	161	123
95th Queue (ft)	535	405	287	518	267	327	170
Link Distance (ft)	465	465		384	384	488	
Upstream Blk Time (%)	5	0		19	5		
Queuing Penalty (veh)	43	4		107	27		
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			55	8		60	63
Queuing Penalty (veh)			233	24		134	46

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	R	T	T	L	R
Maximum Queue (ft)	244	341	361	325	86	748	749	518	160
Average Queue (ft)	74	111	284	171	16	248	190	169	128
95th Queue (ft)	170	260	420	325	59	628	549	341	193
Link Distance (ft)		384	260	260	260	1251	1251	654	
Upstream Blk Time (%)			39	8					
Queuing Penalty (veh)			0	0					
Storage Bay Dist (ft)	125								40
Storage Blk Time (%)	2	3						46	54
Queuing Penalty (veh)	26	4						120	42

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	548	538	250	132	193	169	273	246	218	132	140	113
Average Queue (ft)	324	302	33	70	29	36	108	154	123	61	89	49
95th Queue (ft)	497	473	153	116	96	97	251	225	181	124	149	96
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)							0	0				
Queuing Penalty (veh)							0	0				
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		25					4	5	1			
Queuing Penalty (veh)		9					15	1	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	71
Average Queue (ft)	30
95th Queue (ft)	57
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	T	T	T	T	R	L	LTR	R	UL	L	R
Maximum Queue (ft)	174	247	249	266	297	200	236	299	246	25	67	73
Average Queue (ft)	79	130	151	163	135	99	129	194	146	4	26	35
95th Queue (ft)	142	231	253	253	239	193	197	265	217	16	60	66
Link Distance (ft)		1024	1024	1607	1607			535	535		544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)					6	0	0	3				
Queuing Penalty (veh)					29	1	0	5				

Zone Summary

Zone wide Queuing Penalty: 1641

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	171	250	253	578	467	587
Average Queue (ft)	44	134	119	340	273	375
95th Queue (ft)	108	220	205	602	431	557
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)				1		
Queuing Penalty (veh)				7		
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	EB	NB	NB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	463	604	350	394	510
Average Queue (ft)	180	38	12	325	140
95th Queue (ft)	396	252	115	428	476
Link Distance (ft)	604	604			1688
Upstream Blk Time (%)		0			
Queuing Penalty (veh)		0			
Storage Bay Dist (ft)			295	295	
Storage Blk Time (%)				11	
Queuing Penalty (veh)				5	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	T	R	L	TR
Maximum Queue (ft)	299	455	445	150	235	498	465	90	280	322	179	413
Average Queue (ft)	28	264	218	41	222	455	54	21	40	128	114	92
95th Queue (ft)	148	395	353	133	280	540	214	60	123	271	180	248
Link Distance (ft)		1318	1318			465	465		1389			1182
Upstream Blk Time (%)						18	0					
Queuing Penalty (veh)						154	1					
Storage Bay Dist (ft)	200			100	160			100		250	120	
Storage Blk Time (%)		28	27		29	29		0	0	4	17	4
Queuing Penalty (veh)		3	15		271	136		0	0	3	14	6

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	R	L	T	T	L	R
Maximum Queue (ft)	490	534	245	430	438	551	145
Average Queue (ft)	348	121	216	358	230	232	116
95th Queue (ft)	567	367	307	505	492	504	179
Link Distance (ft)	465	465		384	384	488	
Upstream Blk Time (%)	6	4		13	4	9	
Queuing Penalty (veh)	34	21		123	35	0	
Storage Bay Dist (ft)			125				25
Storage Blk Time (%)			11	42		67	47
Queuing Penalty (veh)			82	107		155	62

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	R	T	T	L	R
Maximum Queue (ft)	244	398	372	354	179	1314	1314	717	160
Average Queue (ft)	69	155	336	312	25	1208	1187	620	159
95th Queue (ft)	173	339	360	351	98	1607	1649	874	163
Link Distance (ft)		384	260	260	260	1251	1251	654	
Upstream Blk Time (%)		0	75	28		69	55	54	
Queuing Penalty (veh)		3	0	0		0	0	0	
Storage Bay Dist (ft)	125								40
Storage Blk Time (%)	0	8						72	47
Queuing Penalty (veh)	0	8						342	74

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	477	472	250	327	217	328	184	182	149	140	172	122
Average Queue (ft)	274	244	50	184	88	101	65	92	60	43	69	77
95th Queue (ft)	429	409	182	298	190	221	138	158	131	102	135	129
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		23					0	1	0			
Queuing Penalty (veh)		10					1	1	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	133
Average Queue (ft)	71
95th Queue (ft)	120
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	UL	T	T	T	T	R	L	LTR	R	L	L	R
Maximum Queue (ft)	188	203	179	676	699	200	340	381	406	116	149	191
Average Queue (ft)	113	85	99	427	445	178	230	280	200	4	58	94
95th Queue (ft)	172	154	164	660	670	255	345	377	329	38	122	161
Link Distance (ft)		1024	1024	1584	1584			535	535		544	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220			200		100
Storage Blk Time (%)					40	3	7	27			2	10
Queuing Penalty (veh)					163	17	36	73			7	6

Zone Summary

Zone wide Queuing Penalty: 1975

Appendix J: Cumulative Year 2035 No Project Traffic Conditions

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	60	490	1143	0	0	1329
Future Volume (veh/h)	60	490	1143	0	0	1329
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	65	533	1242	0	0	1445
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	387	607	1297	0	0	2465
Arrive On Green	0.22	0.22	0.70	0.00	0.00	0.70
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	65	533	1242	0	0	1445
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	3.9	24.2	79.2	0.0	0.0	27.2
Cycle Q Clear(g_c), s	3.9	24.2	79.2	0.0	0.0	27.2
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	387	607	1297	0	0	2465
V/C Ratio(X)	0.17	0.88	0.96	0.00	0.00	0.59
Avail Cap(c_a), veh/h	387	607	1382	0	0	2625
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.64	0.00	0.00	1.00
Uniform Delay (d), s/veh	41.1	49.1	17.8	0.0	0.0	10.0
Incr Delay (d2), s/veh	0.9	16.5	10.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	9.4	33.1	0.0	0.0	9.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.1	65.5	28.5	0.0	0.0	10.3
LnGrp LOS	D	E	C	A	A	B
Approach Vol, veh/h	598		1242			1445
Approach Delay, s/veh	63.0		28.5			10.3
Approach LOS	E		C			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	34.5	95.5	95.5
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	22.6	96.8	96.8
Max Q Clear Time (g_c+I1), s	26.2	81.2	29.2
Green Ext Time (p_c), s	0.0	9.7	17.0

Intersection Summary	
HCM 6th Ctrl Delay	26.8
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	845	541	0	0	695	136
Future Volume (veh/h)	845	541	0	0	695	136
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	918	0			755	148
Peak Hour Factor	0.92	0.92			0.92	0.92
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3412				0	0
Arrive On Green	0.97	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	918	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	1.5	0.0				
Cycle Q Clear(g_c), s	1.5	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3412					
V/C Ratio(X)	0.27					
Avail Cap(c_a), veh/h	3412					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.82	0.00				
Uniform Delay (d), s/veh	0.1	0.0				
Incr Delay (d2), s/veh	0.2	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	918	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	130.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 46
Max Q Clear Time (g_c+I1), s	3.5
Green Ext Time (p_c), s	6.5

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1102	89	300	695	83	94	33	541	262	73	23
Future Volume (veh/h)	8	1102	89	300	695	83	94	33	541	262	73	23
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	8	1136	92	309	716	86	97	34	558	270	75	24
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	17	1060	472	722	1314	1113	120	22	368	258	436	140
Arrive On Green	0.01	0.30	0.30	0.27	0.47	0.47	0.07	0.25	0.25	0.15	0.32	0.32
Sat Flow, veh/h	1767	3526	1570	1767	1856	1571	1767	91	1494	1767	1345	430
Grp Volume(v), veh/h	8	1136	92	309	716	86	97	0	592	270	0	99
Grp Sat Flow(s),veh/h/ln	1767	1763	1570	1767	1856	1571	1767	0	1585	1767	0	1776
Q Serve(g_s), s	0.6	39.1	6.5	18.7	35.5	3.9	7.0	0.0	32.0	19.0	0.0	5.2
Cycle Q Clear(g_c), s	0.6	39.1	6.5	18.7	35.5	3.9	7.0	0.0	32.0	19.0	0.0	5.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.24
Lane Grp Cap(c), veh/h	17	1060	472	722	1314	1113	120	0	390	258	0	576
V/C Ratio(X)	0.47	1.07	0.19	0.43	0.54	0.08	0.81	0.00	1.52	1.05	0.00	0.17
Avail Cap(c_a), veh/h	68	1060	472	722	1314	1113	201	0	390	258	0	576
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	64.0	45.5	45.2	34.7	19.3	11.0	59.7	0.0	49.0	55.5	0.0	31.4
Incr Delay (d2), s/veh	18.7	48.8	0.9	0.4	1.5	0.1	11.8	0.0	245.8	68.4	0.0	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	23.6	2.7	8.5	16.9	1.3	3.5	0.0	39.1	13.2	0.0	2.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	82.7	94.3	46.1	35.1	20.8	11.1	71.6	0.0	294.8	123.9	0.0	31.6
LnGrp LOS	F	F	D	D	C	B	E	A	F	F	A	C
Approach Vol, veh/h		1236			1111			689			369	
Approach Delay, s/veh		90.6			24.0			263.4			99.1	
Approach LOS		F			C			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	23.2	37.3	58.0	44.4	13.1	47.4	5.5	97.0
Change Period (Y+Rc), s	* 4.2	* 5.3	4.6	* 5.3	* 4.2	5.3	* 4.2	4.6
Max Green Setting (Gmax), s	* 19	* 32	21.6	* 39	* 15	35.5	* 5	56.4
Max Q Clear Time (g_c+I1), s	21.0	34.0	20.7	41.1	9.0	7.2	2.6	37.5
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	0.4	0.0	5.1

Intersection Summary	
HCM 6th Ctrl Delay	104.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1216	734	592	950	73	298
Future Volume (veh/h)	1216	734	592	950	73	298
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	1267	765	617	990	76	310
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	1071	908	460	2957	71	423
Arrive On Green	0.61	0.61	0.48	1.00	0.04	0.04
Sat Flow, veh/h	1752	1485	1668	3416	1668	1485
Grp Volume(v), veh/h	1267	765	617	990	76	310
Grp Sat Flow(s),veh/h/ln	1752	1485	1668	1664	1668	1485
Q Serve(g_s), s	79.5	53.7	31.5	0.0	5.5	0.0
Cycle Q Clear(g_c), s	79.5	53.7	31.5	0.0	5.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1071	908	460	2957	71	423
V/C Ratio(X)	1.18	0.84	1.34	0.33	1.08	0.73
Avail Cap(c_a), veh/h	1071	908	460	2957	71	423
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.56	0.56	1.00	1.00
Uniform Delay (d), s/veh	25.2	20.2	31.6	0.0	62.2	42.0
Incr Delay (d2), s/veh	83.2	0.9	162.2	0.2	129.7	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	54.8	17.5	29.1	0.1	4.9	9.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	108.4	21.2	193.8	0.2	192.0	48.5
LnGrp LOS	F	C	F	A	F	D
Approach Vol, veh/h	2032			1607	386	
Approach Delay, s/veh	75.6			74.5	76.8	
Approach LOS	E			E	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	36.0	84.0				120.0	10.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	31.5	79.5				115.5	5.5
Max Q Clear Time (g_c+I1), s	33.5	81.5				2.0	7.5
Green Ext Time (p_c), s	0.0	0.0				9.1	0.0

Intersection Summary	
HCM 6th Ctrl Delay	75.3
HCM 6th LOS	E

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	188	1354	946	293	189	560
Future Volume (veh/h)	188	1354	946	293	189	560
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	196	1410	985	0	197	583
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	803	1418	1142		203	821
Arrive On Green	0.57	1.00	0.34	0.00	0.12	0.12
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	196	1410	985	0	197	583
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	0.1	0.0	35.9	0.0	15.3	0.0
Cycle Q Clear(g_c), s	0.1	0.0	35.9	0.0	15.3	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	803	1418	1142		203	821
V/C Ratio(X)	0.24	0.99	0.86		0.97	0.71
Avail Cap(c_a), veh/h	803	1418	1439		203	821
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	39.9	0.0	56.9	21.4
Incr Delay (d2), s/veh	0.0	6.0	8.7	0.0	54.8	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	2.4	15.8	0.0	9.6	21.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.3	6.0	48.5	0.0	111.7	24.2
LnGrp LOS	B	A	D		F	C
Approach Vol, veh/h		1606	985	A	780	
Approach Delay, s/veh		7.2	48.5		46.3	
Approach LOS		A	D		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		109.7		20.3	60.6	49.1
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		105.2		15.8	44.5	56.2
Max Q Clear Time (g_c+I1), s		2.0		17.3	2.1	37.9
Green Ext Time (p_c), s		33.6		0.0	0.6	6.7

Intersection Summary	
HCM 6th Ctrl Delay	28.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1647	34	110	704	0	22	0	418	294	95	205
Future Volume (veh/h)	0	1647	34	110	704	0	22	0	418	294	95	205
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1752	36	117	749	0	23	0	445	313	101	218
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	2042	911	102	2407	0	40	0	0	819	290	259
Arrive On Green	0.00	0.58	0.58	0.12	1.00	0.00	0.02	0.00	0.00	0.24	0.16	0.16
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	23		3428	1763	1572
Grp Volume(v), veh/h	0	1752	36	117	749	0	23	68.6		313	101	218
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	E		1714	1763	1572
Q Serve(g_s), s	0.0	48.2	0.9	6.7	0.0	0.0	1.5			8.9	5.9	15.6
Cycle Q Clear(g_c), s	0.0	48.2	0.9	6.7	0.0	0.0	1.5			8.9	5.9	15.6
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	2042	911	102	2407	0	40			819	290	259
V/C Ratio(X)	0.00	0.86	0.04	1.15	0.31	0.00	0.58			0.38	0.35	0.84
Avail Cap(c_a), veh/h	0	2042	911	102	2407	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.70	0.70	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.4	6.1	51.3	0.0	0.0	56.1			37.0	42.9	47.0
Incr Delay (d2), s/veh	0.0	4.9	0.1	119.2	0.2	0.0	12.5			0.3	0.7	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.2	0.4	6.1	0.1	0.0	0.8			3.6	2.5	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.3	6.1	170.5	0.2	0.0	68.6			37.3	43.7	54.3
LnGrp LOS	A	C	A	F	A	A	E			D	D	D
Approach Vol, veh/h		1788			866						632	
Approach Delay, s/veh		25.0			23.2						44.2	
Approach LOS		C			C						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	31.9		12.0	72.1	6.8	25.1		84.1
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		4.9
Max Green Setting (Gmax), s	* 46		6.7	48.9	5.0	* 35		60.9
Max Q Clear Time (g_c+I1), s	10.9		8.7	50.2	3.5	17.6		2.0
Green Ext Time (p_c), s	1.0		0.0	0.0	0.0	1.5		5.7

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	144	1209	0	0	570	483	278	8	497	1	92	0
Future Volume (vph)	144	1209	0	0	570	483	278	8	497	1	92	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Lane Util. Factor	1.00	0.95			0.95	1.00	0.95	0.91	0.95		0.97	
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00		0.95	
Satd. Flow (prot)	1752	3505			3505	1568	1665	1453	1490		3400	
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00		0.95	
Satd. Flow (perm)	1752	3505			3505	1568	1665	1453	1490		3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	148	1246	0	0	588	498	287	8	512	1	95	0
RTOR Reduction (vph)	0	0	0	0	0	325	0	197	218	0	0	0
Lane Group Flow (vph)	148	1246	0	0	588	173	258	81	53	0	96	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm	Prot	Prot	
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases						8			2			
Actuated Green, G (s)	14.0	58.4			40.2	40.2	21.4	21.4	21.4		7.2	
Effective Green, g (s)	14.0	58.4			40.2	40.2	21.4	21.4	21.4		7.2	
Actuated g/C Ratio	0.12	0.50			0.35	0.35	0.18	0.18	0.18		0.06	
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	211	1764			1214	543	307	268	274		211	
v/s Ratio Prot	0.08	c0.36			0.17		c0.15	0.06			c0.03	
v/s Ratio Perm						0.11			0.04			
v/c Ratio	0.70	0.71			0.48	0.32	0.84	0.30	0.19		0.45	
Uniform Delay, d1	49.0	22.2			29.8	27.8	45.7	40.9	40.0		52.5	
Progression Factor	0.76	0.58			1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	6.2	1.5			1.4	1.5	18.3	0.6	0.3		1.6	
Delay (s)	43.7	14.3			31.1	29.4	64.0	41.5	40.4		54.1	
Level of Service	D	B			C	C	E	D	D		D	
Approach Delay (s)		17.4			30.3			48.3				52.7
Approach LOS		B			C			D				D

Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	351
Future Volume (vph)	351
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	362
RTOR Reduction (vph)	319
Lane Group Flow (vph)	43
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	9.1
Effective Green, g (s)	9.1
Actuated g/C Ratio	0.08
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	123
v/s Ratio Prot	
v/s Ratio Perm	c0.03
v/c Ratio	0.35
Uniform Delay, d1	50.7
Progression Factor	1.00
Incremental Delay, d2	1.7
Delay (s)	52.4
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	109	819	733	0	0	1429
Future Volume (veh/h)	109	819	733	0	0	1429
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	117	881	788	0	0	1537
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	577	904	922	0	0	1752
Arrive On Green	0.33	0.33	0.50	0.00	0.00	0.50
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	117	881	788	0	0	1537
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	2.9	18.9	22.3	0.0	0.0	23.3
Cycle Q Clear(g_c), s	2.9	18.9	22.3	0.0	0.0	23.3
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	577	904	922	0	0	1752
V/C Ratio(X)	0.20	0.97	0.85	0.00	0.00	0.88
Avail Cap(c_a), veh/h	577	904	965	0	0	1833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.88	0.00	0.00	1.00
Uniform Delay (d), s/veh	14.6	20.0	13.2	0.0	0.0	13.5
Incr Delay (d2), s/veh	0.8	24.5	6.6	0.0	0.0	5.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	7.7	8.9	0.0	0.0	8.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	15.4	44.4	19.8	0.0	0.0	18.5
LnGrp LOS	B	D	B	A	A	B
Approach Vol, veh/h	998		788			1537
Approach Delay, s/veh	41.0		19.8			18.5
Approach LOS	D		B			B

Timer - Assigned Phs		2		4				8
Phs Duration (G+Y+Rc), s		25.6		34.4				34.4
Change Period (Y+Rc), s		6.0		4.6				4.6
Max Green Setting (Gmax), s		18.2		31.2				31.2
Max Q Clear Time (g_c+I1), s		20.9		24.3				25.3
Green Ext Time (p_c), s		0.0		3.0				4.5

Intersection Summary	
HCM 6th Ctrl Delay	25.6
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	699	787	0	0	580	50
Future Volume (veh/h)	699	787	0	0	580	50
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	760	0			630	54
Peak Hour Factor	0.92	0.92			0.92	0.92
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3279				0	0
Arrive On Green	0.93	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	760	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	1.2	0.0				
Cycle Q Clear(g_c), s	1.2	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3279					
V/C Ratio(X)	0.23					
Avail Cap(c_a), veh/h	3279					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.81	0.00				
Uniform Delay (d), s/veh	0.2	0.0				
Incr Delay (d2), s/veh	0.1	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	760	A				
Approach Delay, s/veh	0.3					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	60.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 20
Max Q Clear Time (g_c+I1), s	3.2
Green Ext Time (p_c), s	4.1

Intersection Summary	
HCM 6th Ctrl Delay	0.3
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	875	138	467	1110	255	51	79	792	143	70	11
Future Volume (veh/h)	10	875	138	467	1110	255	51	79	792	143	70	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	893	141	477	1133	260	52	81	808	146	71	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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	63	999	442	389	877	739	422	43	431	111	186	29
Arrive On Green	0.04	0.28	0.28	0.15	0.32	0.32	0.24	0.30	0.30	0.06	0.12	0.12
Sat Flow, veh/h	1767	3526	1559	1767	1856	1563	1767	143	1424	1767	1559	242
Grp Volume(v), veh/h	10	893	141	477	1133	260	52	0	889	146	0	82
Grp Sat Flow(s),veh/h/ln	1767	1763	1559	1767	1856	1563	1767	0	1567	1767	0	1801
Q Serve(g_s), s	0.8	34.0	10.0	30.8	66.2	13.6	3.2	0.0	42.4	8.8	0.0	5.9
Cycle Q Clear(g_c), s	0.8	34.0	10.0	30.8	66.2	13.6	3.2	0.0	42.4	8.8	0.0	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	1.00		0.13
Lane Grp Cap(c), veh/h	63	999	442	389	877	739	422	0	475	111	0	214
V/C Ratio(X)	0.16	0.89	0.32	1.23	1.29	0.35	0.12	0.00	1.87	1.31	0.00	0.38
Avail Cap(c_a), veh/h	63	1100	487	389	877	739	422	0	475	111	0	524
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	65.5	48.2	39.5	59.7	47.8	18.2	41.8	0.0	48.8	65.6	0.0	56.9
Incr Delay (d2), s/veh	1.2	12.1	1.9	116.1	136.9	0.9	0.1	0.0	401.0	191.5	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	16.2	4.1	26.7	64.8	5.5	1.4	0.0	69.2	9.8	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	66.6	60.3	41.4	175.8	184.7	19.1	41.9	0.0	449.8	257.1	0.0	58.0
LnGrp LOS	E	E	D	F	F	B	D	A	F	F	A	E
Approach Vol, veh/h		1044			1870			941			228	
Approach Delay, s/veh		57.8			159.4			427.2			185.5	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	47.0	35.0	45.0	38.0	22.0	9.2	70.8
Change Period (Y+Rc), s	* 4.2	4.6	4.2	* 5.3	4.6	* 5.3	4.2	* 4.6
Max Green Setting (Gmax), s	* 8.8	42.4	26.8	* 44	9.8	* 41	5.0	* 66
Max Q Clear Time (g_c+I1), s	10.8	44.4	32.8	36.0	5.2	7.9	2.8	68.2
Green Ext Time (p_c), s	0.0	0.0	0.0	3.6	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	196.6
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1447	427	378	1727	148	474
Future Volume (veh/h)	1447	427	378	1727	148	474
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	1507	445	394	1799	154	494
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	1207	1022	284	2865	125	318
Arrive On Green	0.69	0.69	0.19	1.00	0.08	0.08
Sat Flow, veh/h	1752	1482	1668	3416	1668	1485
Grp Volume(v), veh/h	1507	445	394	1799	154	494
Grp Sat Flow(s),veh/h/ln	1752	1482	1668	1664	1668	1485
Q Serve(g_s), s	96.5	18.7	19.5	0.0	10.5	10.5
Cycle Q Clear(g_c), s	96.5	18.7	19.5	0.0	10.5	10.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1207	1022	284	2865	125	318
V/C Ratio(X)	1.25	0.44	1.39	0.63	1.23	1.55
Avail Cap(c_a), veh/h	1207	1022	284	2865	125	318
HCM Platoon Ratio	1.00	1.00	1.33	1.33	1.00	1.00
Upstream Filter(I)	0.24	0.24	0.21	0.21	1.00	1.00
Uniform Delay (d), s/veh	21.8	9.7	51.3	0.0	64.8	55.0
Incr Delay (d2), s/veh	113.4	0.3	179.4	0.2	155.2	263.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	72.9	5.8	23.1	0.1	9.9	34.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	135.1	10.0	230.6	0.2	219.9	318.8
LnGrp LOS	F	A	F	A	F	F
Approach Vol, veh/h	1952			2193	648	
Approach Delay, s/veh	106.6			41.6	295.3	
Approach LOS	F			D	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	24.0	101.0				125.0	15.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	19.5	96.5				120.5	10.5
Max Q Clear Time (g_c+I1), s	21.5	98.5				2.0	12.5
Green Ext Time (p_c), s	0.0	0.0				30.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	102.4
HCM 6th LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	1752	1560	500	173	515
Future Volume (veh/h)	104	1752	1560	500	173	515
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	112	1884	1677	0	186	554
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	503	1445	1758		185	557
Arrive On Green	0.53	1.00	0.53	0.00	0.11	0.11
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	112	1884	1677	0	186	554
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	0.0	0.0	67.1	0.0	15.5	15.0
Cycle Q Clear(g_c), s	0.0	0.0	67.1	0.0	15.5	15.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	503	1445	1758		185	557
V/C Ratio(X)	0.22	1.30	0.95		1.01	0.99
Avail Cap(c_a), veh/h	503	1445	1785		185	557
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	0.0	31.4	0.0	62.3	43.6
Incr Delay (d2), s/veh	0.0	137.1	13.0	0.0	68.0	36.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	55.0	28.9	0.0	10.1	31.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	24.0	137.1	44.5	0.0	130.3	80.0
LnGrp LOS	C	F	D		F	F
Approach Vol, veh/h		1996	1677	A	740	
Approach Delay, s/veh		130.8	44.5		92.6	
Approach LOS		F	D		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		120.0		20.0	41.6	78.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		115.5		15.5	35.9	75.1
Max Q Clear Time (g_c+I1), s		2.0		17.5	2.0	69.1
Green Ext Time (p_c), s		105.2		0.0	0.3	4.8

Intersection Summary	
HCM 6th Ctrl Delay	91.6
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1038	42	323	1441	0	62	0	402	210	376	237
Future Volume (veh/h)	0	1038	42	323	1441	0	62	0	402	210	376	237
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1059	43	330	1470	0	63	0	410	214	384	242
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	1117	498	464	2179	0	77	0	0	1051	449	279
Arrive On Green	0.00	0.32	0.32	0.35	0.82	0.00	0.04	0.00	0.00	0.31	0.22	0.22
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	63		3428	2087	1298
Grp Volume(v), veh/h	0	1059	43	330	1470	0	63	106.9		214	323	303
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	F		1714	1763	1622
Q Serve(g_s), s	0.0	37.0	2.0	20.4	21.0	0.0	4.5			5.8	22.2	22.7
Cycle Q Clear(g_c), s	0.0	37.0	2.0	20.4	21.0	0.0	4.5			5.8	22.2	22.7
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		0.80
Lane Grp Cap(c), veh/h	0	1117	498	464	2179	0	77			1051	379	349
V/C Ratio(X)	0.00	0.95	0.09	0.71	0.67	0.00	0.82			0.20	0.85	0.87
Avail Cap(c_a), veh/h	0	1130	504	464	2179	0	77			1265	490	451
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	42.0	20.8	36.9	6.1	0.0	59.8			32.3	47.5	47.7
Incr Delay (d2), s/veh	0.0	17.0	0.3	0.5	0.2	0.0	47.1			0.1	11.0	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	18.2	1.0	8.1	4.3	0.0	3.0			2.3	10.5	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	59.1	21.2	37.4	6.3	0.0	106.9			32.4	58.5	61.0
LnGrp LOS	A	E	C	D	A	A	F			C	E	E
Approach Vol, veh/h		1102			1800						840	
Approach Delay, s/veh		57.6			12.0						52.8	
Approach LOS		E			B						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	42.8		38.4	44.8	9.7	33.1		83.2
Change Period (Y+Rc), s	* 4.2		5.3	4.9	* 4.2	6.0		* 5.3
Max Green Setting (Gmax), s	* 47		24.7	40.4	* 5.5	35.0		* 70
Max Q Clear Time (g_c+I1), s	7.8		22.4	39.0	6.5	24.7		23.0
Green Ext Time (p_c), s	0.7		0.2	1.0	0.0	2.4		15.5

Intersection Summary	
HCM 6th Ctrl Delay	35.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	139	906	0	0	1076	410	547	6	555	129	0
Future Volume (vph)	6	139	906	0	0	1076	410	547	6	555	129	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Lane Util. Factor		1.00	0.95			0.95	1.00	0.95	0.91	0.95	0.97	
Frpb, ped/bikes		1.00	1.00			1.00	0.99	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00			1.00	0.85	1.00	0.92	0.85	1.00	
Flt Protected		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (prot)		1752	3505			3505	1547	1665	1509	1490	3400	
Flt Permitted		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (perm)		1752	3505			3505	1547	1665	1509	1490	3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	6	143	934	0	0	1109	423	564	6	572	133	0
RTOR Reduction (vph)	0	0	0	0	0	0	145	0	34	296	0	0
Lane Group Flow (vph)	0	149	934	0	0	1109	278	395	347	70	133	0
Confl. Peds. (#/hr)							1					
Turn Type	Prot	Prot	NA			NA	Perm	Split	NA	Perm	Prot	
Protected Phases	7	7	4			8		2	2		1	
Permitted Phases							8			2		
Actuated Green, G (s)		9.8	53.6			39.6	39.6	24.0	24.0	24.0	5.0	
Effective Green, g (s)		9.8	53.6			39.6	39.6	24.0	24.0	24.0	5.0	
Actuated g/C Ratio		0.08	0.43			0.31	0.31	0.19	0.19	0.19	0.04	
Clearance Time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		136	1491			1101	486	317	287	283	134	
v/s Ratio Prot		c0.09	0.27			c0.32		c0.24	0.23		c0.04	
v/s Ratio Perm							0.18			0.05		
v/c Ratio		1.10	0.63			1.01	0.57	1.25	1.21	0.25	0.99	
Uniform Delay, d1		58.1	28.4			43.2	36.1	51.0	51.0	43.3	60.5	
Progression Factor		0.75	0.49			1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		95.8	1.6			28.9	4.8	134.4	122.0	0.5	75.2	
Delay (s)		139.4	15.3			72.1	41.0	185.4	173.0	43.8	135.7	
Level of Service		F	B			E	D	F	F	D	F	
Approach Delay (s)			32.4			63.5			135.9			233.4
Approach LOS			C			E			F			F

Intersection Summary			
HCM 2000 Control Delay	101.3	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.16		
Actuated Cycle Length (s)	126.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	109.4%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	555
Future Volume (vph)	555
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	572
RTOR Reduction (vph)	159
Lane Group Flow (vph)	413
Confl. Peds. (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	23.5
Effective Green, g (s)	23.5
Actuated g/C Ratio	0.19
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	292
v/s Ratio Prot	
v/s Ratio Perm	c0.26
v/c Ratio	1.41
Uniform Delay, d1	51.2
Progression Factor	1.00
Incremental Delay, d2	204.9
Delay (s)	256.2
Level of Service	F
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1102	89	300	695	83	94	33	541	262	73	23
Future Volume (veh/h)	8	1102	89	300	695	83	94	33	541	262	73	23
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	8	1136	92	309	716	86	97	34	558	270	75	24
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	17	1136	506	451	2029	904	119	252	614	263	292	93
Arrive On Green	0.01	0.32	0.32	0.25	0.58	0.58	0.07	0.14	0.14	0.15	0.22	0.22
Sat Flow, veh/h	1767	3526	1570	1767	3526	1571	1767	1856	1569	1767	1345	431
Grp Volume(v), veh/h	8	1136	92	309	716	86	97	34	558	270	0	99
Grp Sat Flow(s),veh/h/ln	1767	1763	1570	1767	1763	1571	1767	1856	1569	1767	0	1776
Q Serve(g_s), s	0.6	45.1	4.7	22.1	15.1	3.4	7.6	2.3	13.8	20.8	0.0	6.5
Cycle Q Clear(g_c), s	0.6	45.1	4.7	22.1	15.1	3.4	7.6	2.3	13.8	20.8	0.0	6.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	17	1136	506	451	2029	904	119	252	614	263	0	385
V/C Ratio(X)	0.47	1.00	0.18	0.69	0.35	0.10	0.81	0.13	0.91	1.03	0.00	0.26
Avail Cap(c_a), veh/h	63	1136	506	451	2029	904	193	424	760	263	0	467
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	69.0	47.4	21.9	47.1	15.8	13.4	64.4	53.3	17.5	59.6	0.0	45.5
Incr Delay (d2), s/veh	19.2	26.8	0.8	4.0	0.4	0.2	12.6	0.2	13.0	63.1	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	23.3	2.4	10.2	6.2	1.3	3.8	1.1	11.6	13.7	0.0	2.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.2	74.2	22.7	51.1	16.3	13.5	77.0	53.5	30.5	122.7	0.0	45.8
LnGrp LOS	F	F	C	D	B	B	E	D	C	F	A	D
Approach Vol, veh/h		1236			1111			689			369	
Approach Delay, s/veh		70.5			25.8			38.2			102.0	
Approach LOS		E			C			D			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.0	24.3	40.3	50.4	13.6	35.7	5.5	85.2
Change Period (Y+Rc), s	* 4.2	* 5.3	4.6	* 5.3	* 4.2	5.3	* 4.2	4.6
Max Green Setting (Gmax), s	* 21	* 32	23.8	* 45	* 15	36.8	* 5	64.6
Max Q Clear Time (g_c+I1), s	22.8	15.8	24.1	47.1	9.6	8.5	2.6	17.1
Green Ext Time (p_c), s	0.0	2.1	0.0	0.0	0.1	0.4	0.0	6.0

Intersection Summary	
HCM 6th Ctrl Delay	52.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1216	734	592	950	73	298
Future Volume (veh/h)	1216	734	592	950	73	298
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	1267	765	617	990	76	310
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	1623	724	588	2746	104	510
Arrive On Green	0.49	0.49	0.56	1.00	0.06	0.06
Sat Flow, veh/h	3416	1485	1668	3416	1668	1485
Grp Volume(v), veh/h	1267	765	617	990	76	310
Grp Sat Flow(s),veh/h/ln	1664	1485	1668	1664	1668	1485
Q Serve(g_s), s	25.2	39.0	22.5	0.0	3.6	0.0
Cycle Q Clear(g_c), s	25.2	39.0	22.5	0.0	3.6	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1623	724	588	2746	104	510
V/C Ratio(X)	0.78	1.06	1.05	0.36	0.73	0.61
Avail Cap(c_a), veh/h	1623	724	588	2746	104	510
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.55	0.55	1.00	1.00
Uniform Delay (d), s/veh	17.0	20.5	14.9	0.0	36.8	21.8
Incr Delay (d2), s/veh	1.5	37.8	41.4	0.2	22.5	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.8	19.3	11.4	0.1	2.1	5.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.5	58.3	56.3	0.2	59.4	23.8
LnGrp LOS	B	F	F	A	E	C
Approach Vol, veh/h	2032			1607	386	
Approach Delay, s/veh	33.5			21.7	30.8	
Approach LOS	C			C	C	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	27.0	43.5				70.5	9.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	22.5	39.0				66.0	5.0
Max Q Clear Time (g_c+I1), s	24.5	41.0				2.0	5.6
Green Ext Time (p_c), s	0.0	0.0				9.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	28.5
HCM 6th LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	188	1354	946	293	189	560
Future Volume (veh/h)	188	1354	946	293	189	560
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	196	1410	985	0	197	583
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	674	2456	1154		249	719
Arrive On Green	0.22	0.49	0.35	0.00	0.15	0.15
Sat Flow, veh/h	1668	3416	3416	1485	1668	1485
Grp Volume(v), veh/h	196	1410	985	0	197	583
Grp Sat Flow(s),veh/h/ln	1668	1664	1664	1485	1668	1485
Q Serve(g_s), s	1.9	23.9	22.0	0.0	9.1	0.0
Cycle Q Clear(g_c), s	1.9	23.9	22.0	0.0	9.1	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	674	2456	1154		249	719
V/C Ratio(X)	0.29	0.57	0.85		0.79	0.81
Avail Cap(c_a), veh/h	674	2456	1302		282	748
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.60	0.60	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	20.6	11.3	24.2	0.0	32.8	17.5
Incr Delay (d2), s/veh	0.1	0.6	8.1	0.0	12.7	6.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	9.2	9.3	0.0	4.5	14.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.7	11.9	32.3	0.0	45.5	24.0
LnGrp LOS	C	B	C		D	C
Approach Vol, veh/h		1606	985	A	780	
Approach Delay, s/veh		13.0	32.3		29.4	
Approach LOS		B	C		C	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		63.5		16.5	31.3	32.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		57.5		13.5	21.7	31.3
Max Q Clear Time (g_c+I1), s		25.9		11.1	3.9	24.0
Green Ext Time (p_c), s		13.4		0.8	0.5	3.8

Intersection Summary	
HCM 6th Ctrl Delay	22.5
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	144	1209	0	0	570	483	278	8	497	1	92	0
Future Volume (vph)	144	1209	0	0	570	483	278	8	497	1	92	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97	0.95	0.95		0.97	
Frt	1.00	1.00			1.00	0.85	1.00	0.85	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1752	3505			3505	1568	3400	1498	1490		3400	
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1752	3505			3505	1568	3400	1498	1490		3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	148	1246	0	0	588	498	287	8	512	1	95	0
RTOR Reduction (vph)	0	0	0	0	0	237	0	47	84	0	0	0
Lane Group Flow (vph)	148	1246	0	0	588	261	287	212	177	0	96	0
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm	Prot	Prot	
Protected Phases	7	4			8		5	2		1	1	
Permitted Phases						8			2			
Actuated Green, G (s)	16.6	85.8			65.0	65.0	24.4	24.6	24.6		9.2	
Effective Green, g (s)	16.6	85.8			65.0	65.0	24.4	24.6	24.6		9.2	
Actuated g/C Ratio	0.12	0.64			0.48	0.48	0.18	0.18	0.18		0.07	
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	215	2227			1687	754	614	272	271		231	
v/s Ratio Prot	c0.08	c0.36			0.17		c0.08	c0.14			0.03	
v/s Ratio Perm						0.17			0.12			
v/c Ratio	0.69	0.56			0.35	0.35	0.47	0.78	0.65		0.42	
Uniform Delay, d1	56.7	13.9			21.8	21.8	49.5	52.6	51.2		60.3	
Progression Factor	0.90	0.91			1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	5.9	0.7			0.6	1.3	0.6	13.5	5.5		1.2	
Delay (s)	57.0	13.3			22.4	23.0	50.1	66.1	56.8		61.5	
Level of Service	E	B			C	C	D	E	E		E	
Approach Delay (s)		18.0			22.7			57.4				60.7
Approach LOS		B			C			E				E

Intersection Summary			
HCM 2000 Control Delay	33.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	69.7%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	351
Future Volume (vph)	351
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	362
RTOR Reduction (vph)	337
Lane Group Flow (vph)	25
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	9.4
Effective Green, g (s)	9.4
Actuated g/C Ratio	0.07
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	109
v/s Ratio Prot	
v/s Ratio Perm	0.02
v/c Ratio	0.23
Uniform Delay, d1	59.4
Progression Factor	1.00
Incremental Delay, d2	1.1
Delay (s)	60.5
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	875	138	467	1110	255	51	79	792	143	70	11
Future Volume (veh/h)	10	875	138	467	1110	255	51	79	792	143	70	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	893	141	477	1133	260	52	81	808	146	71	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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	20	1093	484	489	2028	900	67	437	796	153	450	70
Arrive On Green	0.01	0.31	0.31	0.55	1.00	1.00	0.04	0.24	0.24	0.09	0.29	0.29
Sat Flow, veh/h	1767	3526	1560	1767	3526	1564	1767	1856	1534	1767	1566	243
Grp Volume(v), veh/h	10	893	141	477	1133	260	52	81	808	146	0	82
Grp Sat Flow(s),veh/h/ln	1767	1763	1560	1767	1763	1564	1767	1856	1534	1767	0	1809
Q Serve(g_s), s	0.8	31.8	9.3	35.6	0.0	0.0	4.0	4.7	32.0	11.2	0.0	4.6
Cycle Q Clear(g_c), s	0.8	31.8	9.3	35.6	0.0	0.0	4.0	4.7	32.0	11.2	0.0	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	20	1093	484	489	2028	900	67	437	796	153	0	519
V/C Ratio(X)	0.49	0.82	0.29	0.98	0.56	0.29	0.78	0.19	1.01	0.95	0.00	0.16
Avail Cap(c_a), veh/h	65	1093	484	491	2028	900	125	437	796	153	0	519
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	66.8	43.4	35.6	29.9	0.0	0.0	64.9	41.6	23.9	61.8	0.0	36.2
Incr Delay (d2), s/veh	17.0	6.8	1.5	27.0	0.7	0.5	17.3	0.2	35.6	58.3	0.0	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	0.4	14.5	3.8	14.7	0.2	0.1	2.1	2.2	32.1	7.4	0.0	2.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.8	50.1	37.1	56.9	0.7	0.5	82.1	41.8	59.5	120.1	0.0	36.3
LnGrp LOS	F	D	D	E	A	A	F	D	F	F	A	D
Approach Vol, veh/h		1044			1870			941			228	
Approach Delay, s/veh		48.7			15.0			59.2			90.0	
Approach LOS		D			B			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.1	36.6	41.8	47.5	9.3	44.4	5.8	83.5
Change Period (Y+Rc), s	5.3	* 4.6	* 4.2	5.3	* 4.2	5.3	* 4.2	* 5.3
Max Green Setting (Gmax), s	11.8	* 32	* 38	36.1	* 9.6	33.5	* 5	* 70
Max Q Clear Time (g_c+I1), s	13.2	34.0	37.6	33.8	6.0	6.6	2.8	2.0
Green Ext Time (p_c), s	0.0	0.0	0.0	1.3	0.0	0.3	0.0	12.8

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1447	427	378	1727	148	474
Future Volume (veh/h)	1447	427	378	1727	148	474
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	1507	445	394	1799	154	494
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	2117	943	414	2680	215	393
Arrive On Green	1.00	1.00	0.27	1.00	0.13	0.13
Sat Flow, veh/h	3416	1482	1668	3416	1668	1485
Grp Volume(v), veh/h	1507	445	394	1799	154	494
Grp Sat Flow(s),veh/h/ln	1664	1482	1668	1664	1668	1485
Q Serve(g_s), s	0.0	0.0	15.4	0.0	12.1	17.5
Cycle Q Clear(g_c), s	0.0	0.0	15.4	0.0	12.1	17.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2117	943	414	2680	215	393
V/C Ratio(X)	0.71	0.47	0.95	0.67	0.72	1.26
Avail Cap(c_a), veh/h	2117	943	611	2680	215	393
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.15	0.15	0.23	0.23	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	16.2	0.0	56.9	50.0
Incr Delay (d2), s/veh	0.3	0.3	6.6	0.3	10.9	134.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.1	9.8	0.1	5.8	28.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.3	0.3	22.8	0.3	67.8	184.9
LnGrp LOS	A	A	C	A	E	F
Approach Vol, veh/h	1952			2193	648	
Approach Delay, s/veh	0.3			4.4	157.1	
Approach LOS	A			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	23.0	91.0				114.0	22.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	34.5	70.5				109.5	17.5
Max Q Clear Time (g_c+I1), s	17.4	2.0				2.0	19.5
Green Ext Time (p_c), s	1.1	23.6				29.6	0.0

Intersection Summary	
HCM 6th Ctrl Delay	23.4
HCM 6th LOS	C

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	1752	1560	500	173	515
Future Volume (veh/h)	104	1752	1560	500	173	515
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	112	1884	1677	0	186	554
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	462	2680	1779		215	544
Arrive On Green	0.32	1.00	0.53	0.00	0.13	0.13
Sat Flow, veh/h	1668	3416	3416	1485	1668	1485
Grp Volume(v), veh/h	112	1884	1677	0	186	554
Grp Sat Flow(s),veh/h/ln	1668	1664	1664	1485	1668	1485
Q Serve(g_s), s	1.0	0.0	64.3	0.0	14.9	17.5
Cycle Q Clear(g_c), s	1.0	0.0	64.3	0.0	14.9	17.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	462	2680	1779		215	544
V/C Ratio(X)	0.24	0.70	0.94		0.87	1.02
Avail Cap(c_a), veh/h	462	2680	1823		215	544
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.1	0.0	29.7	0.0	58.1	43.1
Incr Delay (d2), s/veh	0.1	0.7	11.5	0.0	29.0	43.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.3	27.4	0.0	8.1	31.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.2	0.7	41.3	0.0	87.1	86.4
LnGrp LOS	D	A	D		F	F
Approach Vol, veh/h		1996	1677	A	740	
Approach Delay, s/veh		2.6	41.3		86.6	
Approach LOS		A	D		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		114.0		22.0	36.8	77.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		109.5		17.5	30.5	74.5
Max Q Clear Time (g_c+I1), s		2.0		19.5	3.0	66.3
Green Ext Time (p_c), s		33.3		0.0	0.3	6.4

Intersection Summary	
HCM 6th Ctrl Delay	31.4
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	139	906	0	0	1076	410	547	6	555	129	0
Future Volume (vph)	6	139	906	0	0	1076	410	547	6	555	129	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Lane Util. Factor		1.00	0.95			0.95	1.00	0.97	0.95	0.95	0.97	
Frpb, ped/bikes		1.00	1.00			1.00	0.99	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00			1.00	0.85	1.00	0.85	0.85	1.00	
Flt Protected		0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	
Satd. Flow (prot)		1752	3505			3505	1548	3400	1495	1490	3400	
Flt Permitted		0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95	
Satd. Flow (perm)		1752	3505			3505	1548	3400	1495	1490	3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	6	143	934	0	0	1109	423	564	6	572	133	0
RTOR Reduction (vph)	0	0	0	0	0	0	151	0	265	265	0	0
Lane Group Flow (vph)	0	149	934	0	0	1109	272	564	27	21	133	0
Confl. Peds. (#/hr)							1					
Turn Type	Prot	Prot	NA			NA	Perm	Prot	NA	Perm	Prot	
Protected Phases	7	7	4			8		5	2		1	
Permitted Phases							8			2		
Actuated Green, G (s)		11.6	60.3			44.5	44.5	43.8	7.8	7.8	31.5	
Effective Green, g (s)		11.6	60.3			44.5	44.5	43.8	7.8	7.8	31.5	
Actuated g/C Ratio		0.10	0.52			0.39	0.39	0.38	0.07	0.07	0.27	
Clearance Time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		176	1837			1356	599	1294	101	101	931	
v/s Ratio Prot		c0.09	0.27			c0.32		c0.17	0.02		0.04	
v/s Ratio Perm							0.18			0.01		
v/c Ratio		0.85	0.51			0.82	0.45	0.44	0.27	0.21	0.14	
Uniform Delay, d1		50.8	17.7			31.6	26.2	26.4	50.9	50.7	31.5	
Progression Factor		0.69	0.42			1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		24.4	0.8			5.6	2.5	0.2	1.4	1.0	0.1	
Delay (s)		59.7	8.3			37.2	28.7	26.7	52.3	51.7	31.6	
Level of Service		E	A			D	C	C	D	D	C	
Approach Delay (s)			15.4			34.8			39.5			66.4
Approach LOS			B			C			D			E

Intersection Summary			
HCM 2000 Control Delay	36.3	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.85		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	104.1%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	555
Future Volume (vph)	555
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	572
RTOR Reduction (vph)	160
Lane Group Flow (vph)	412
Confl. Peds. (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	1
Actuated Green, G (s)	31.5
Effective Green, g (s)	31.5
Actuated g/C Ratio	0.27
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	429
v/s Ratio Prot	
v/s Ratio Perm	c0.26
v/c Ratio	0.96
Uniform Delay, d1	41.1
Progression Factor	1.00
Incremental Delay, d2	33.4
Delay (s)	74.5
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	150	175	188	568	730	765
Average Queue (ft)	39	109	99	362	236	273
95th Queue (ft)	93	167	152	602	609	667
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				3		
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	EB	NB	NB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	641	671	350	394	418
Average Queue (ft)	615	619	162	257	45
95th Queue (ft)	659	657	447	390	164
Link Distance (ft)	604	604			1688
Upstream Blk Time (%)	28	21			
Queuing Penalty (veh)	189	145			
Storage Bay Dist (ft)			295	295	
Storage Blk Time (%)		2	0	7	
Queuing Penalty (veh)		11	0	9	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	B20
Directions Served	L	T	T	R	L	T	T	R	L	T	R	T
Maximum Queue (ft)	52	486	625	150	234	387	229	44	184	1467	370	771
Average Queue (ft)	8	347	404	82	195	149	96	12	88	858	364	65
95th Queue (ft)	32	479	581	192	263	331	171	33	165	1603	406	367
Link Distance (ft)		1319	1319			465	465			1387		708
Upstream Blk Time (%)										14		1
Queuing Penalty (veh)										0		0
Storage Bay Dist (ft)	200			100	160			250	100		250	
Storage Blk Time (%)		26	59		27	1			16	0	76	
Queuing Penalty (veh)		2	52		94	2			90	0	96	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	B19	SB	SB
Directions Served	T	L	TR
Maximum Queue (ft)	59	180	765
Average Queue (ft)	2	174	380
95th Queue (ft)	19	195	722
Link Distance (ft)	348		1170
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		120	
Storage Blk Time (%)		68	6
Queuing Penalty (veh)		65	15

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	505	481	370	245	407	112	289	145
Average Queue (ft)	312	384	347	240	357	31	84	90
95th Queue (ft)	520	584	423	256	498	82	186	150
Link Distance (ft)	465	465			385	385	476	
Upstream Blk Time (%)	0	7			9			
Queuing Penalty (veh)	2	68			71			
Storage Bay Dist (ft)			250	125				25
Storage Blk Time (%)		3	39	63	0		52	39
Queuing Penalty (veh)		23	237	299	0		155	28

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	T	R	T	T	L	R
Maximum Queue (ft)	237	362	353	372	324	181	1314	1314	693	160
Average Queue (ft)	93	174	189	332	207	30	1044	1022	336	158
95th Queue (ft)	165	308	327	394	323	103	1775	1770	583	165
Link Distance (ft)		385	385	260	260	260	1251	1251	654	
Upstream Blk Time (%)				79	3		55	36	1	
Queuing Penalty (veh)				0	0		0	0	0	
Storage Bay Dist (ft)	125									40
Storage Blk Time (%)	4	8							47	47
Queuing Penalty (veh)	26	15							262	88

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	B41	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	T	L	L
Maximum Queue (ft)	675	664	250	132	150	149	310	247	220	115	232	290
Average Queue (ft)	386	353	56	67	39	52	103	160	135	4	117	163
95th Queue (ft)	585	558	216	129	107	114	252	240	218	38	198	242
Link Distance (ft)	1212	1212			1024	1024	247			1114		
Upstream Blk Time (%)							1	0				
Queuing Penalty (veh)							0	0				
Storage Bay Dist (ft)			150	550				150	150		380	380
Storage Blk Time (%)		28					4	12	2			
Queuing Penalty (veh)		9					16	3	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB	SB
Directions Served	T	TR
Maximum Queue (ft)	114	119
Average Queue (ft)	62	55
95th Queue (ft)	116	100
Link Distance (ft)	656	656
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	T	R	L	L	TR	R	UL	L
Maximum Queue (ft)	191	381	406	246	255	196	170	228	242	245	120	202
Average Queue (ft)	107	186	200	150	114	83	94	125	117	115	14	70
95th Queue (ft)	170	340	350	242	228	165	158	195	198	186	64	140
Link Distance (ft)		1024	1024	1607	1607				532	532		544
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220	220			200	
Storage Blk Time (%)		2			4	0		0	1			7
Queuing Penalty (veh)		2			20	0		1	2			27

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	208
Average Queue (ft)	98
95th Queue (ft)	186
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	11
Queuing Penalty (veh)	11

Zone Summary

Zone wide Queuing Penalty: 2143

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	149	262	233	506	545	1103
Average Queue (ft)	61	137	119	154	228	448
95th Queue (ft)	121	235	205	406	437	805
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	EB	NB	NB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	516	459	350	394	656
Average Queue (ft)	182	28	12	322	127
95th Queue (ft)	372	180	115	437	447
Link Distance (ft)	604	604			1688
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			295	295	
Storage Blk Time (%)		0		16	
Queuing Penalty (veh)		0		8	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	B20
Directions Served	L	T	T	R	L	T	T	R	L	T	R	T
Maximum Queue (ft)	30	601	670	150	235	479	490	45	89	1490	370	811
Average Queue (ft)	2	454	480	110	203	274	161	26	27	842	334	259
95th Queue (ft)	15	589	624	203	289	531	367	51	63	1902	435	835
Link Distance (ft)		1318	1318			465	465			1389		721
Upstream Blk Time (%)						2	0			34		18
Queuing Penalty (veh)						18	2			0		0
Storage Bay Dist (ft)	200			100	160			250	100		250	
Storage Blk Time (%)		58	69	1	37	1	0		0	2	48	
Queuing Penalty (veh)		6	96	2	206	4	0		0	19	63	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	B19	B19	SB	SB
Directions Served	T		L	TR
Maximum Queue (ft)	364	377	176	200
Average Queue (ft)	57	24	94	63
95th Queue (ft)	245	172	169	146
Link Distance (ft)	325	325		1170
Upstream Blk Time (%)	5	2		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)			120	
Storage Blk Time (%)			10	0
Queuing Penalty (veh)			8	0

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	T	T	L	R
Maximum Queue (ft)	464	481	370	245	392	365	528	145
Average Queue (ft)	324	332	176	209	224	115	425	143
95th Queue (ft)	453	479	375	279	446	276	604	149
Link Distance (ft)	465	465			385	385	476	
Upstream Blk Time (%)	0	2			3	0	29	
Queuing Penalty (veh)	0	16			26	0	0	
Storage Bay Dist (ft)			250	125				25
Storage Blk Time (%)		19	1	42	3		82	51
Queuing Penalty (veh)		81	5	360	11		389	76

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	T	R	T	T	L	R
Maximum Queue (ft)	149	400	398	361	343	326	1248	325	717	160
Average Queue (ft)	70	103	115	329	285	59	196	126	682	160
95th Queue (ft)	131	254	258	349	342	180	546	308	707	161
Link Distance (ft)		385	385	260	260	260	1251	1251	654	
Upstream Blk Time (%)		0	0	27	14	1	0		67	
Queuing Penalty (veh)		5	5	0	0	0	0		0	
Storage Bay Dist (ft)	125									40
Storage Blk Time (%)	1	3							55	63
Queuing Penalty (veh)	5	3							281	110

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	427	362	250	670	1024	1049	183	174	202	183	199	326
Average Queue (ft)	309	271	52	430	426	419	58	97	81	48	89	193
95th Queue (ft)	411	369	180	742	970	984	131	171	164	123	159	302
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)					0	0						
Queuing Penalty (veh)					1	2						
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		26		29	3		0	1	0			
Queuing Penalty (veh)		11		210	9		1	1	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	242
Average Queue (ft)	129
95th Queue (ft)	236
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	UL	T	T	T	T	R	L	L	TR	R	L	L
Maximum Queue (ft)	195	203	227	1174	1218	200	268	274	284	197	275	607
Average Queue (ft)	88	122	126	562	561	188	150	181	121	116	228	542
95th Queue (ft)	151	199	202	1020	1045	243	221	252	220	177	395	700
Link Distance (ft)		1024	1024	1584	1584				532	532		544
Upstream Blk Time (%)												73
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	300					150	220	220			200	
Storage Blk Time (%)					44	2	0	4	0			2
Queuing Penalty (veh)					181	12	0	10	0			10

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	220
Average Queue (ft)	218
95th Queue (ft)	233
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	84
Queuing Penalty (veh)	107

Zone Summary

Zone wide Queuing Penalty: 2364

Appendix K: Cumulative Year 2035 plus Project (Buildout) Traffic Conditions

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	60	490	1153	0	0	1330
Future Volume (veh/h)	60	490	1153	0	0	1330
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	65	533	1253	0	0	1446
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	388	608	1307	0	0	2484
Arrive On Green	0.22	0.22	0.70	0.00	0.00	0.70
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	65	533	1253	0	0	1446
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	4.2	26.1	86.0	0.0	0.0	28.8
Cycle Q Clear(g_c), s	4.2	26.1	86.0	0.0	0.0	28.8
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	388	608	1307	0	0	2484
V/C Ratio(X)	0.17	0.88	0.96	0.00	0.00	0.58
Avail Cap(c_a), veh/h	388	608	1397	0	0	2654
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.63	0.00	0.00	1.00
Uniform Delay (d), s/veh	44.3	52.8	18.8	0.0	0.0	10.4
Incr Delay (d2), s/veh	0.9	16.3	10.7	0.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.9	10.1	36.2	0.0	0.0	10.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	45.2	69.1	29.5	0.0	0.0	10.6
LnGrp LOS	D	E	C	A	A	B
Approach Vol, veh/h	598		1253			1446
Approach Delay, s/veh	66.5		29.5			10.6
Approach LOS	E		C			B

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	36.8	103.2	103.2
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	24.0	105.4	105.4
Max Q Clear Time (g_c+I1), s	28.1	88.0	30.8
Green Ext Time (p_c), s	0.0	10.7	17.2

Intersection Summary	
HCM 6th Ctrl Delay	27.9
HCM 6th LOS	C

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	845	542	0	0	705	136
Future Volume (veh/h)	845	542	0	0	705	136
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	918	0			766	148
Peak Hour Factor	0.92	0.92			0.92	0.92
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3420				0	0
Arrive On Green	0.97	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	918	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	1.5	0.0				
Cycle Q Clear(g_c), s	1.5	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3420					
V/C Ratio(X)	0.27					
Avail Cap(c_a), veh/h	3420					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.82	0.00				
Uniform Delay (d), s/veh	0.1	0.0				
Incr Delay (d2), s/veh	0.2	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	918	A				
Approach Delay, s/veh	0.2					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	140.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 49
Max Q Clear Time (g_c+I1), s	3.5
Green Ext Time (p_c), s	6.5

Intersection Summary	
HCM 6th Ctrl Delay	0.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1262	89	300	735	83	94	33	541	262	73	23
Future Volume (veh/h)	8	1262	89	300	735	83	94	33	541	262	73	23
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	8	1301	92	309	758	86	97	34	558	270	75	24
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	342	1211	539	448	757	641	119	21	341	250	411	131
Arrive On Green	0.19	0.34	0.34	0.51	0.82	0.82	0.07	0.23	0.23	0.14	0.31	0.31
Sat Flow, veh/h	1767	3526	1570	1767	1856	1571	1767	91	1493	1767	1345	430
Grp Volume(v), veh/h	8	1301	92	309	758	86	97	0	592	270	0	99
Grp Sat Flow(s),veh/h/ln	1767	1763	1570	1767	1856	1571	1767	0	1584	1767	0	1776
Q Serve(g_s), s	0.5	48.1	5.5	18.6	57.1	1.6	7.6	0.0	32.0	19.8	0.0	5.7
Cycle Q Clear(g_c), s	0.5	48.1	5.5	18.6	57.1	1.6	7.6	0.0	32.0	19.8	0.0	5.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.94	1.00		0.24
Lane Grp Cap(c), veh/h	342	1211	539	448	757	641	119	0	362	250	0	542
V/C Ratio(X)	0.02	1.07	0.17	0.69	1.00	0.13	0.81	0.00	1.63	1.08	0.00	0.18
Avail Cap(c_a), veh/h	342	1211	539	448	869	736	193	0	362	250	0	542
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.92	0.92	0.92	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	45.7	45.9	29.2	30.4	12.9	7.8	64.4	0.0	54.0	60.1	0.0	35.8
Incr Delay (d2), s/veh	0.0	48.2	0.7	4.1	31.6	0.4	12.6	0.0	297.9	79.9	0.0	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	28.4	2.3	6.7	12.0	0.6	3.8	0.0	42.6	14.2	0.0	2.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.7	94.2	29.9	34.5	44.4	8.2	77.0	0.0	351.9	140.0	0.0	35.9
LnGrp LOS	D	F	C	C	F	A	E	A	F	F	A	D
Approach Vol, veh/h		1401			1153			689			369	
Approach Delay, s/veh		89.7			39.1			313.2			112.1	
Approach LOS		F			D			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.1	36.6	39.7	53.4	13.6	48.1	28.9	64.2
Change Period (Y+Rc), s	5.3	* 4.6	4.2	* 5.3	* 4.2	5.3	4.2	* 4.6
Max Green Setting (Gmax), s	19.8	* 32	21.8	* 48	* 15	35.8	5.0	* 66
Max Q Clear Time (g_c+I1), s	21.8	34.0	20.6	50.1	9.6	7.7	2.5	59.1
Green Ext Time (p_c), s	0.0	0.0	0.1	0.0	0.1	0.4	0.0	2.9

Intersection Summary	
HCM 6th Ctrl Delay	118.4
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1276	834	592	990	73	298
Future Volume (veh/h)	1276	834	592	990	73	298
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	1329	869	617	1031	76	310
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	976	827	581	2984	66	515
Arrive On Green	1.00	1.00	0.61	1.00	0.04	0.04
Sat Flow, veh/h	1752	1485	1668	3416	1668	1485
Grp Volume(v), veh/h	1329	869	617	1031	76	310
Grp Sat Flow(s),veh/h/ln	1752	1485	1668	1664	1668	1485
Q Serve(g_s), s	78.0	0.0	43.0	0.0	5.5	0.0
Cycle Q Clear(g_c), s	78.0	0.0	43.0	0.0	5.5	0.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	976	827	581	2984	66	515
V/C Ratio(X)	1.36	1.05	1.06	0.35	1.16	0.60
Avail Cap(c_a), veh/h	1095	928	581	2984	66	515
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.55	0.55	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	24.2	0.0	67.2	37.8
Incr Delay (d2), s/veh	163.5	26.4	45.7	0.2	160.9	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	44.3	6.1	18.1	0.1	5.3	9.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	163.5	26.4	70.0	0.2	228.1	39.8
LnGrp LOS	F	F	F	A	F	D
Approach Vol, veh/h	2198			1648	386	
Approach Delay, s/veh	109.3			26.3	76.8	
Approach LOS	F			C	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	43.2	86.8				130.0	10.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	33.5	87.5				125.5	5.5
Max Q Clear Time (g_c+I1), s	45.0	80.0				2.0	7.5
Green Ext Time (p_c), s	0.0	6.7				9.7	0.0

Intersection Summary	
HCM 6th Ctrl Delay	74.0
HCM 6th LOS	E

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	188	1414	963	293	189	583
Future Volume (veh/h)	188	1414	963	293	189	583
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	196	1473	1003	0	197	607
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	808	1433	1161		197	823
Arrive On Green	0.58	1.00	0.35	0.00	0.12	0.12
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	196	1473	1003	0	197	607
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	0.2	0.0	39.3	0.0	16.5	0.0
Cycle Q Clear(g_c), s	0.2	0.0	39.3	0.0	16.5	0.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	808	1433	1161		197	823
V/C Ratio(X)	0.24	1.03	0.86		1.00	0.74
Avail Cap(c_a), veh/h	808	1433	1529		197	823
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	16.0	0.0	42.5	0.0	61.8	23.5
Incr Delay (d2), s/veh	0.0	15.9	8.6	0.0	64.7	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	6.3	17.3	0.0	10.6	24.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	16.0	15.9	51.1	0.0	126.4	27.0
LnGrp LOS	B	F	D		F	C
Approach Vol, veh/h		1669	1003	A	804	
Approach Delay, s/veh		15.9	51.1		51.4	
Approach LOS		B	D		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		119.0		21.0	65.6	53.4
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		114.5		16.5	45.7	64.3
Max Q Clear Time (g_c+I1), s		2.0		18.5	2.2	41.3
Green Ext Time (p_c), s		41.4		0.0	0.6	7.5

Intersection Summary	
HCM 6th Ctrl Delay	34.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1658	34	110	711	0	22	0	418	294	95	205
Future Volume (veh/h)	0	1658	34	110	711	0	22	0	418	294	95	205
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1764	36	117	756	0	23	0	445	313	101	218
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	2042	911	102	2407	0	40	0	0	819	290	259
Arrive On Green	0.00	0.58	0.58	0.12	1.00	0.00	0.02	0.00	0.00	0.24	0.16	0.16
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	23		3428	1763	1572
Grp Volume(v), veh/h	0	1764	36	117	756	0	23	68.6		313	101	218
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	E		1714	1763	1572
Q Serve(g_s), s	0.0	48.9	0.9	6.7	0.0	0.0	1.5			8.9	5.9	15.6
Cycle Q Clear(g_c), s	0.0	48.9	0.9	6.7	0.0	0.0	1.5			8.9	5.9	15.6
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		1.00
Lane Grp Cap(c), veh/h	0	2042	911	102	2407	0	40			819	290	259
V/C Ratio(X)	0.00	0.86	0.04	1.15	0.31	0.00	0.58			0.38	0.35	0.84
Avail Cap(c_a), veh/h	0	2042	911	102	2407	0	76			1360	532	474
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.70	0.70	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	20.5	6.1	51.3	0.0	0.0	56.1			37.0	42.9	47.0
Incr Delay (d2), s/veh	0.0	5.2	0.1	119.2	0.2	0.0	12.5			0.3	0.7	7.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	19.5	0.4	6.1	0.1	0.0	0.8			3.6	2.5	6.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	25.7	6.1	170.5	0.2	0.0	68.6			37.3	43.7	54.3
LnGrp LOS	A	C	A	F	A	A	E			D	D	D
Approach Vol, veh/h		1800			873						632	
Approach Delay, s/veh		25.3			23.1						44.2	
Approach LOS		C			C						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	31.9		12.0	72.1	6.8	25.1		84.1
Change Period (Y+Rc), s	* 4.2		5.3	4.9	4.2	* 6		4.9
Max Green Setting (Gmax), s	* 46		6.7	48.9	5.0	* 35		60.9
Max Q Clear Time (g_c+I1), s	10.9		8.7	50.9	3.5	17.6		2.0
Green Ext Time (p_c), s	1.0		0.0	0.0	0.0	1.5		5.8

Intersection Summary	
HCM 6th Ctrl Delay	28.6
HCM 6th LOS	C

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	144	1220	0	0	576	483	278	8	497	1	92	0
Future Volume (vph)	144	1220	0	0	576	483	278	8	497	1	92	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Lane Util. Factor	1.00	0.95			0.95	1.00	0.95	0.91	0.95		0.97	
Frt	1.00	1.00			1.00	0.85	1.00	0.87	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00	0.95	0.99	1.00		0.95	
Satd. Flow (prot)	1752	3505			3505	1568	1665	1453	1490		3400	
Flt Permitted	0.95	1.00			1.00	1.00	0.95	0.99	1.00		0.95	
Satd. Flow (perm)	1752	3505			3505	1568	1665	1453	1490		3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	148	1258	0	0	594	498	287	8	512	1	95	0
RTOR Reduction (vph)	0	0	0	0	0	325	0	197	217	0	0	0
Lane Group Flow (vph)	148	1258	0	0	594	173	258	81	54	0	96	0
Turn Type	Prot	NA			NA	Perm	Split	NA	Perm	Prot	Prot	
Protected Phases	7	4			8		2	2		1	1	
Permitted Phases						8			2			
Actuated Green, G (s)	14.0	58.5			40.3	40.3	21.3	21.3	21.3		7.1	
Effective Green, g (s)	14.0	58.5			40.3	40.3	21.3	21.3	21.3		7.1	
Actuated g/C Ratio	0.12	0.50			0.35	0.35	0.18	0.18	0.18		0.06	
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	211	1767			1217	544	305	266	273		208	
v/s Ratio Prot	0.08	c0.36			0.17		c0.15	0.06			c0.03	
v/s Ratio Perm						0.11			0.04			
v/c Ratio	0.70	0.71			0.49	0.32	0.85	0.31	0.20		0.46	
Uniform Delay, d1	49.0	22.2			29.7	27.8	45.8	41.0	40.1		52.6	
Progression Factor	0.76	0.57			1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	6.1	1.5			1.4	1.5	18.9	0.7	0.4		1.6	
Delay (s)	43.5	14.2			31.1	29.3	64.7	41.6	40.5		54.2	
Level of Service	D	B			C	C	E	D	D		D	
Approach Delay (s)		17.3			30.3			48.6				52.9
Approach LOS		B			C			D				D

Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	116.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	70.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	352
Future Volume (vph)	352
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	363
RTOR Reduction (vph)	317
Lane Group Flow (vph)	46
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	9.2
Effective Green, g (s)	9.2
Actuated g/C Ratio	0.08
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	124
v/s Ratio Prot	
v/s Ratio Perm	c0.03
v/c Ratio	0.37
Uniform Delay, d1	50.7
Progression Factor	1.00
Incremental Delay, d2	1.9
Delay (s)	52.6
Level of Service	D
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Traffic Volume (veh/h)	109	819	735	0	0	1440
Future Volume (veh/h)	109	819	735	0	0	1440
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1856	1856	1856	0	0	1856
Adj Flow Rate, veh/h	117	881	790	0	0	1548
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	3	3	3	0	0	3
Cap, veh/h	749	1173	928	0	0	1764
Arrive On Green	0.42	0.42	0.50	0.00	0.00	0.50
Sat Flow, veh/h	1767	2768	1856	0	0	3711
Grp Volume(v), veh/h	117	881	790	0	0	1548
Grp Sat Flow(s),veh/h/ln	1767	1384	1856	0	0	1763
Q Serve(g_s), s	5.7	37.7	51.9	0.0	0.0	54.8
Cycle Q Clear(g_c), s	5.7	37.7	51.9	0.0	0.0	54.8
Prop In Lane	1.00	1.00		0.00	0.00	
Lane Grp Cap(c), veh/h	749	1173	928	0	0	1764
V/C Ratio(X)	0.16	0.75	0.85	0.00	0.00	0.88
Avail Cap(c_a), veh/h	749	1173	1079	0	0	2050
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.88	0.00	0.00	1.00
Uniform Delay (d), s/veh	24.9	34.1	30.4	0.0	0.0	31.2
Incr Delay (d2), s/veh	0.4	4.4	5.2	0.0	0.0	4.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.4	12.6	23.8	0.0	0.0	23.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.3	38.5	35.7	0.0	0.0	35.3
LnGrp LOS	C	D	D	A	A	D
Approach Vol, veh/h	998		790			1548
Approach Delay, s/veh	37.0		35.7			35.3
Approach LOS	D		D			D

Timer - Assigned Phs	2	4	8
Phs Duration (G+Y+Rc), s	65.3	74.7	74.7
Change Period (Y+Rc), s	6.0	4.6	4.6
Max Green Setting (Gmax), s	48.0	81.4	81.4
Max Q Clear Time (g_c+I1), s	39.7	53.9	56.8
Green Ext Time (p_c), s	2.8	6.2	13.3

Intersection Summary	
HCM 6th Ctrl Delay	35.9
HCM 6th LOS	D

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	699	798	0	0	582	50
Future Volume (veh/h)	699	798	0	0	582	50
Initial Q (Qb), veh	0	0			0	0
Ped-Bike Adj(A_pbT)		1.00			1.00	1.00
Parking Bus, Adj	1.00	1.00			1.00	1.00
Work Zone On Approach	No				No	
Adj Sat Flow, veh/h/ln	1856	1856			1856	1856
Adj Flow Rate, veh/h	760	0			633	54
Peak Hour Factor	0.92	0.92			0.92	0.92
Percent Heavy Veh, %	3	3			3	3
Cap, veh/h	3420				0	0
Arrive On Green	0.97	0.00			0.00	0.00
Sat Flow, veh/h	3618	1572			0	
Grp Volume(v), veh/h	760	0			0.0	
Grp Sat Flow(s),veh/h/ln	1763	1572				
Q Serve(g_s), s	1.2	0.0				
Cycle Q Clear(g_c), s	1.2	0.0				
Prop In Lane		1.00				
Lane Grp Cap(c), veh/h	3420					
V/C Ratio(X)	0.22					
Avail Cap(c_a), veh/h	3420					
HCM Platoon Ratio	1.00	1.00				
Upstream Filter(I)	0.83	0.00				
Uniform Delay (d), s/veh	0.1	0.0				
Incr Delay (d2), s/veh	0.1	0.0				
Initial Q Delay(d3),s/veh	0.0	0.0				
%ile BackOfQ(50%),veh/ln	0.1	0.0				
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.0				
LnGrp LOS	A					
Approach Vol, veh/h	760	A				
Approach Delay, s/veh	0.2					
Approach LOS	A					

Timer - Assigned Phs	4
Phs Duration (G+Y+Rc), s	140.0
Change Period (Y+Rc), s	* 4.2
Max Green Setting (Gmax), s	* 50
Max Q Clear Time (g_c+I1), s	3.2
Green Ext Time (p_c), s	5.1

Intersection Summary	
HCM 6th Ctrl Delay	0.2
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	973	138	467	1242	255	51	79	792	143	70	11
Future Volume (veh/h)	10	973	138	467	1242	255	51	79	792	143	70	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.96
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	993	141	477	1267	260	52	81	808	146	71	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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	20	1095	485	336	922	777	427	43	431	111	186	29
Arrive On Green	0.01	0.31	0.31	0.25	0.66	0.66	0.24	0.30	0.30	0.06	0.12	0.12
Sat Flow, veh/h	1767	3526	1560	1767	1856	1563	1767	143	1424	1767	1559	242
Grp Volume(v), veh/h	10	993	141	477	1267	260	52	0	889	146	0	82
Grp Sat Flow(s),veh/h/ln	1767	1763	1560	1767	1856	1563	1767	0	1567	1767	0	1801
Q Serve(g_s), s	0.8	37.8	9.6	26.6	69.6	7.6	3.2	0.0	42.4	8.8	0.0	5.9
Cycle Q Clear(g_c), s	0.8	37.8	9.6	26.6	69.6	7.6	3.2	0.0	42.4	8.8	0.0	5.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.91	1.00		0.13
Lane Grp Cap(c), veh/h	20	1095	485	336	922	777	427	0	475	111	0	214
V/C Ratio(X)	0.49	0.91	0.29	1.42	1.37	0.33	0.12	0.00	1.87	1.31	0.00	0.38
Avail Cap(c_a), veh/h	63	1176	520	336	922	777	427	0	475	111	0	524
HCM Platoon Ratio	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	68.8	46.3	36.6	52.3	23.7	7.7	41.5	0.0	48.8	65.6	0.0	56.9
Incr Delay (d2), s/veh	17.2	12.3	1.5	199.7	172.4	0.7	0.1	0.0	401.0	191.5	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	18.0	3.9	29.8	68.8	3.3	1.4	0.0	69.2	9.8	0.0	2.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	86.0	58.6	38.1	252.0	196.2	8.4	41.6	0.0	449.8	257.1	0.0	58.0
LnGrp LOS	F	E	D	F	F	A	D	A	F	F	A	E
Approach Vol, veh/h		1144			2004			941			228	
Approach Delay, s/veh		56.3			185.1			427.2			185.5	
Approach LOS		E			F			F			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	13.0	47.0	31.2	48.8	38.0	22.0	5.8	74.2
Change Period (Y+Rc), s	4.2	* 4.6	4.6	* 5.3	4.2	* 5.3	* 4.2	4.6
Max Green Setting (Gmax), s	8.8	* 42	23.8	* 47	9.8	* 41	* 5	66.2
Max Q Clear Time (g_c+I1), s	10.8	44.4	28.6	39.8	5.2	7.9	2.8	71.6
Green Ext Time (p_c), s	0.0	0.0	0.0	3.7	0.0	0.4	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	203.8
HCM 6th LOS	F

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1492	480	378	1859	148	474
Future Volume (veh/h)	1492	480	378	1859	148	474
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	1554	500	394	1936	154	494
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	1207	1022	284	2865	125	318
Arrive On Green	1.00	1.00	0.28	1.00	0.08	0.08
Sat Flow, veh/h	1752	1482	1668	3416	1668	1485
Grp Volume(v), veh/h	1554	500	394	1936	154	494
Grp Sat Flow(s),veh/h/ln	1752	1482	1668	1664	1668	1485
Q Serve(g_s), s	96.5	0.0	19.5	0.0	10.5	10.5
Cycle Q Clear(g_c), s	96.5	0.0	19.5	0.0	10.5	10.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1207	1022	284	2865	125	318
V/C Ratio(X)	1.29	0.49	1.39	0.68	1.23	1.55
Avail Cap(c_a), veh/h	1207	1022	284	2865	125	318
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.21	0.21	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	44.7	0.0	64.8	55.0
Incr Delay (d2), s/veh	130.5	0.4	176.7	0.1	155.2	263.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	43.8	0.1	21.7	0.0	9.9	34.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	130.5	0.4	221.5	0.1	219.9	318.8
LnGrp LOS	F	A	F	A	F	F
Approach Vol, veh/h	2054			2330	648	
Approach Delay, s/veh	98.8			37.5	295.3	
Approach LOS	F			D	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	24.0	101.0				125.0	15.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	19.5	96.5				120.5	10.5
Max Q Clear Time (g_c+I1), s	21.5	98.5				2.0	12.5
Green Ext Time (p_c), s	0.0	0.0				36.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	95.8
HCM 6th LOS	F

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	1797	1630	500	173	576
Future Volume (veh/h)	104	1797	1630	500	173	576
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	112	1932	1753	0	186	619
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	508	1445	1728		185	571
Arrive On Green	0.55	1.00	0.52	0.00	0.11	0.11
Sat Flow, veh/h	1668	1752	3416	1485	1668	1485
Grp Volume(v), veh/h	112	1932	1753	0	186	619
Grp Sat Flow(s),veh/h/ln	1668	1752	1664	1485	1668	1485
Q Serve(g_s), s	0.0	0.0	72.7	0.0	15.5	15.5
Cycle Q Clear(g_c), s	0.0	0.0	72.7	0.0	15.5	15.5
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	508	1445	1728		185	571
V/C Ratio(X)	0.22	1.34	1.01		1.01	1.09
Avail Cap(c_a), veh/h	508	1445	1728		185	571
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.0	0.0	33.7	0.0	62.3	43.1
Incr Delay (d2), s/veh	0.0	152.0	25.2	0.0	68.0	62.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	61.0	34.1	0.0	10.1	36.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	152.0	58.9	0.0	130.3	105.9
LnGrp LOS	C	F	F		F	F
Approach Vol, veh/h		2044	1753	A	805	
Approach Delay, s/veh		144.9	58.9		111.5	
Approach LOS		F	E		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		120.0		20.0	42.8	77.2
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		115.5		15.5	38.3	72.7
Max Q Clear Time (g_c+I1), s		2.0		17.5	2.0	74.7
Green Ext Time (p_c), s		109.0		0.0	0.3	0.0

Intersection Summary	
HCM 6th Ctrl Delay	106.3
HCM 6th LOS	F

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1051	42	323	1461	0	62	0	402	210	376	237
Future Volume (veh/h)	0	1051	42	323	1461	0	62	0	402	210	376	237
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	0	1856	1856	1856	1856	0	1856	0	1856	1856	1856	1856
Adj Flow Rate, veh/h	0	1072	43	330	1491	0	63	0	410	214	384	242
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, %	0	3	3	3	3	0	3	0	3	3	3	3
Cap, veh/h	0	1351	603	346	2190	0	77	0	0	1051	449	279
Arrive On Green	0.00	0.38	0.38	0.20	0.62	0.00	0.04	0.00	0.00	0.31	0.22	0.22
Sat Flow, veh/h	0	3618	1572	1767	3618	0	1767	63		3428	2087	1298
Grp Volume(v), veh/h	0	1072	43	330	1491	0	63	106.9		214	323	303
Grp Sat Flow(s),veh/h/ln	0	1763	1572	1767	1763	0	1767	F		1714	1763	1622
Q Serve(g_s), s	0.0	34.0	2.2	23.3	35.0	0.0	4.5			5.8	22.2	22.7
Cycle Q Clear(g_c), s	0.0	34.0	2.2	23.3	35.0	0.0	4.5			5.8	22.2	22.7
Prop In Lane	0.00		1.00	1.00		0.00	1.00			1.00		0.80
Lane Grp Cap(c), veh/h	0	1351	603	346	2190	0	77			1051	379	349
V/C Ratio(X)	0.00	0.79	0.07	0.95	0.68	0.00	0.82			0.20	0.85	0.87
Avail Cap(c_a), veh/h	0	1351	603	346	2190	0	77			1265	490	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.09	0.09	0.00	1.00			1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	34.4	24.6	50.1	15.7	0.0	59.8			32.3	47.5	47.7
Incr Delay (d2), s/veh	0.0	4.9	0.2	6.6	0.2	0.0	47.1			0.1	11.0	13.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0			0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	15.0	0.8	10.7	12.9	0.0	3.0			2.3	10.5	10.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	39.3	24.9	56.7	15.8	0.0	106.9			32.4	58.5	61.0
LnGrp LOS	A	D	C	E	B	A	F			C	E	E
Approach Vol, veh/h		1115			1821						840	
Approach Delay, s/veh		38.8			23.2						52.8	
Approach LOS		D			C						D	

Timer - Assigned Phs	1		3	4	5	6		8
Phs Duration (G+Y+Rc), s	42.8		30.0	53.2	9.7	33.1		83.2
Change Period (Y+Rc), s	* 4.2		5.3	4.9	* 4.2	6.0		4.9
Max Green Setting (Gmax), s	* 47		24.7	40.4	* 5.5	35.0		70.4
Max Q Clear Time (g_c+I1), s	7.8		25.3	36.0	6.5	24.7		37.0
Green Ext Time (p_c), s	0.7		0.0	2.7	0.0	2.4		14.1

Intersection Summary	
HCM 6th Ctrl Delay	35.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	6	139	919	0	0	1096	410	547	6	555	129	0
Future Volume (vph)	6	139	919	0	0	1096	410	547	6	555	129	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Lane Util. Factor		1.00	0.95			0.95	1.00	0.95	0.91	0.95	0.97	
Frpb, ped/bikes		1.00	1.00			1.00	0.99	1.00	1.00	1.00	1.00	
Flpb, ped/bikes		1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00	
Frt		1.00	1.00			1.00	0.85	1.00	0.92	0.85	1.00	
Flt Protected		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (prot)		1752	3505			3505	1547	1665	1509	1490	3400	
Flt Permitted		0.95	1.00			1.00	1.00	0.95	0.98	1.00	0.95	
Satd. Flow (perm)		1752	3505			3505	1547	1665	1509	1490	3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	6	143	947	0	0	1130	423	564	6	572	133	0
RTOR Reduction (vph)	0	0	0	0	0	0	142	0	34	296	0	0
Lane Group Flow (vph)	0	149	947	0	0	1130	281	395	347	70	133	0
Confl. Peds. (#/hr)							1					
Turn Type	Prot	Prot	NA			NA	Perm	Split	NA	Perm	Prot	
Protected Phases	7	7	4			8		2	2		1	
Permitted Phases							8			2		
Actuated Green, G (s)		9.8	53.6			39.6	39.6	24.0	24.0	24.0	5.0	
Effective Green, g (s)		9.8	53.6			39.6	39.6	24.0	24.0	24.0	5.0	
Actuated g/C Ratio		0.08	0.43			0.31	0.31	0.19	0.19	0.19	0.04	
Clearance Time (s)		4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5	
Vehicle Extension (s)		3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0	
Lane Grp Cap (vph)		136	1491			1101	486	317	287	283	134	
v/s Ratio Prot		c0.09	0.27			c0.32		c0.24	0.23		c0.04	
v/s Ratio Perm							0.18			0.05		
v/c Ratio		1.10	0.64			1.03	0.58	1.25	1.21	0.25	0.99	
Uniform Delay, d1		58.1	28.5			43.2	36.2	51.0	51.0	43.3	60.5	
Progression Factor		0.69	0.46			1.00	1.00	1.00	1.00	1.00	1.00	
Incremental Delay, d2		93.6	1.5			34.0	5.0	134.4	122.0	0.5	75.2	
Delay (s)		133.5	14.5			77.2	41.2	185.4	173.0	43.8	135.7	
Level of Service		F	B			E	D	F	F	D	F	
Approach Delay (s)			30.7			67.4			135.9			233.4
Approach LOS			C			E			F			F

Intersection Summary			
HCM 2000 Control Delay	101.9	HCM 2000 Level of Service	F
HCM 2000 Volume to Capacity ratio	1.17		
Actuated Cycle Length (s)	126.0	Sum of lost time (s)	24.1
Intersection Capacity Utilization	110.0%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	555
Future Volume (vph)	555
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.5
Lane Util. Factor	1.00
Frpb, ped/bikes	1.00
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	572
RTOR Reduction (vph)	159
Lane Group Flow (vph)	413
Confl. Peds. (#/hr)	
Turn Type	Perm
Protected Phases	
Permitted Phases	6
Actuated Green, G (s)	23.5
Effective Green, g (s)	23.5
Actuated g/C Ratio	0.19
Clearance Time (s)	4.5
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	292
v/s Ratio Prot	
v/s Ratio Perm	c0.26
v/c Ratio	1.41
Uniform Delay, d1	51.2
Progression Factor	1.00
Incremental Delay, d2	204.9
Delay (s)	256.2
Level of Service	F
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	8	1262	89	300	735	83	94	33	541	262	73	23
Future Volume (veh/h)	8	1262	89	300	735	83	94	33	541	262	73	23
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	8	1301	92	309	758	86	97	34	558	270	75	24
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, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	766	1803	803	327	916	408	119	409	637	257	406	130
Arrive On Green	0.43	0.51	0.51	0.18	0.26	0.26	0.07	0.22	0.22	0.15	0.30	0.30
Sat Flow, veh/h	1767	3526	1571	1767	3526	1569	1767	1856	1570	1767	1346	431
Grp Volume(v), veh/h	8	1301	92	309	758	86	97	34	558	270	0	99
Grp Sat Flow(s),veh/h/ln	1767	1763	1571	1767	1763	1569	1767	1856	1570	1767	0	1776
Q Serve(g_s), s	0.4	41.4	4.4	25.0	29.4	6.2	7.9	2.1	32.0	21.1	0.0	6.0
Cycle Q Clear(g_c), s	0.4	41.4	4.4	25.0	29.4	6.2	7.9	2.1	32.0	21.1	0.0	6.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.24
Lane Grp Cap(c), veh/h	766	1803	803	327	916	408	119	409	637	257	0	536
V/C Ratio(X)	0.01	0.72	0.11	0.95	0.83	0.21	0.82	0.08	0.88	1.05	0.00	0.18
Avail Cap(c_a), veh/h	766	1803	803	327	1685	750	190	409	637	257	0	536
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.93	0.93	0.93	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	23.4	27.4	18.4	58.4	50.6	42.0	66.7	44.9	43.5	62.0	0.0	37.4
Incr Delay (d2), s/veh	0.0	2.5	0.3	34.2	8.0	1.1	13.5	0.1	13.0	69.8	0.0	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	17.3	1.7	14.2	13.9	2.6	4.0	1.0	25.0	14.3	0.0	2.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	23.4	30.0	18.7	92.6	58.6	43.1	80.2	44.9	56.5	131.8	0.0	37.6
LnGrp LOS	C	C	B	F	E	D	F	D	E	F	A	D
Approach Vol, veh/h		1401			1153			689			369	
Approach Delay, s/veh		29.2			66.5			59.3			106.5	
Approach LOS		C			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	26.4	36.6	31.0	79.6	13.9	49.1	68.3	42.3
Change Period (Y+Rc), s	5.3	* 4.6	* 4.2	5.3	* 4.2	5.3	5.3	* 4.6
Max Green Setting (Gmax), s	21.1	* 32	* 27	46.8	* 16	36.8	5.0	* 69
Max Q Clear Time (g_c+I1), s	23.1	34.0	27.0	43.4	9.9	8.0	2.4	31.4
Green Ext Time (p_c), s	0.0	0.0	0.0	2.4	0.1	0.4	0.0	6.3

Intersection Summary	
HCM 6th Ctrl Delay	54.8
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1276	834	592	990	73	298
Future Volume (veh/h)	1276	834	592	990	73	298
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	1329	869	617	1031	76	310
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	1967	877	728	2622	126	304
Arrive On Green	0.59	0.59	0.26	1.00	0.08	0.08
Sat Flow, veh/h	3416	1485	3237	3416	1668	1485
Grp Volume(v), veh/h	1329	869	617	1031	76	310
Grp Sat Flow(s),veh/h/ln	1664	1485	1618	1664	1668	1485
Q Serve(g_s), s	17.9	38.1	4.8	0.0	2.9	5.0
Cycle Q Clear(g_c), s	17.9	38.1	4.8	0.0	2.9	5.0
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	1967	877	728	2622	126	304
V/C Ratio(X)	0.68	0.99	0.85	0.39	0.60	1.02
Avail Cap(c_a), veh/h	1967	877	728	2622	126	304
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.51	0.51	1.00	1.00
Uniform Delay (d), s/veh	9.2	13.3	20.5	0.0	29.5	26.3
Incr Delay (d2), s/veh	0.2	7.2	5.0	0.2	7.7	57.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.9	11.0	4.0	0.1	1.4	9.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	9.4	20.5	25.5	0.2	37.3	83.3
LnGrp LOS	A	C	C	A	D	F
Approach Vol, veh/h	2198			1648	386	
Approach Delay, s/veh	13.8			9.7	74.3	
Approach LOS	B			A	E	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	13.0	43.5				56.5	9.5
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	8.5	39.0				52.0	5.0
Max Q Clear Time (g_c+I1), s	6.8	40.1				2.0	7.0
Green Ext Time (p_c), s	0.5	0.0				9.4	0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.7
HCM 6th LOS	B

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	188	1414	963	293	189	583
Future Volume (veh/h)	188	1414	963	293	189	583
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	196	1473	1003	0	197	607
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	630	2426	1231		225	632
Arrive On Green	0.19	0.49	0.37	0.00	0.13	0.13
Sat Flow, veh/h	1668	3416	3416	1485	1668	1485
Grp Volume(v), veh/h	196	1473	1003	0	197	607
Grp Sat Flow(s),veh/h/ln	1668	1664	1664	1485	1668	1485
Q Serve(g_s), s	0.6	21.2	17.9	0.0	7.6	7.0
Cycle Q Clear(g_c), s	0.6	21.2	17.9	0.0	7.6	7.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	630	2426	1231		225	632
V/C Ratio(X)	0.31	0.61	0.81		0.88	0.96
Avail Cap(c_a), veh/h	630	2426	1462		225	632
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.68	0.68	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	10.0	18.8	0.0	28.0	18.4
Incr Delay (d2), s/veh	0.2	0.8	6.0	0.0	29.6	26.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	7.9	7.1	0.0	4.8	17.4
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.6	10.8	24.7	0.0	57.7	44.7
LnGrp LOS	B	B	C		E	D
Approach Vol, veh/h		1669	1003	A	804	
Approach Delay, s/veh		11.7	24.7		47.9	
Approach LOS		B	C		D	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		52.6		13.4	23.7	28.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		48.1		8.9	14.6	29.0
Max Q Clear Time (g_c+I1), s		23.2		9.6	2.6	19.9
Green Ext Time (p_c), s		12.7		0.0	0.4	4.5

Intersection Summary	
HCM 6th Ctrl Delay	23.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	144	1220	0	0	576	483	278	8	497	1	92	0
Future Volume (vph)	144	1220	0	0	576	483	278	8	497	1	92	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97	0.95	0.95		0.97	
Frt	1.00	1.00			1.00	0.85	1.00	0.85	0.85		1.00	
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (prot)	1752	3505			3505	1568	3400	1498	1490		3400	
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00		0.95	
Satd. Flow (perm)	1752	3505			3505	1568	3400	1498	1490		3400	
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	148	1258	0	0	594	498	287	8	512	1	95	0
RTOR Reduction (vph)	0	0	0	0	0	229	0	61	85	0	0	0
Lane Group Flow (vph)	148	1258	0	0	594	269	287	198	176	0	96	0
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm	Prot	Prot	
Protected Phases	7	4			8		5	2		1	1	
Permitted Phases						8			2			
Actuated Green, G (s)	16.7	87.4			66.5	66.5	36.7	23.0	23.0		9.2	
Effective Green, g (s)	16.7	87.4			66.5	66.5	36.7	23.0	23.0		9.2	
Actuated g/C Ratio	0.12	0.65			0.49	0.49	0.27	0.17	0.17		0.07	
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0		4.5	
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	216	2269			1726	772	924	255	253		231	
v/s Ratio Prot	c0.08	c0.36			0.17		0.08	c0.13			0.03	
v/s Ratio Perm						0.17			0.12			
v/c Ratio	0.69	0.55			0.34	0.35	0.31	0.77	0.69		0.42	
Uniform Delay, d1	56.6	13.1			20.9	21.0	39.1	53.5	52.7		60.3	
Progression Factor	0.90	0.92			1.00	1.00	1.00	1.00	1.00		1.00	
Incremental Delay, d2	5.7	0.6			0.5	1.2	0.2	13.7	8.0		1.2	
Delay (s)	56.9	12.7			21.5	22.2	39.3	67.2	60.7		61.5	
Level of Service	E	B			C	C	D	E	E		E	
Approach Delay (s)		17.4			21.8			55.2				57.5
Approach LOS		B			C			E				E

Intersection Summary			
HCM 2000 Control Delay	31.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	70.0%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	352
Future Volume (vph)	352
Ideal Flow (vphpl)	1900
Total Lost time (s)	4.2
Lane Util. Factor	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1568
Flt Permitted	1.00
Satd. Flow (perm)	1568
Peak-hour factor, PHF	0.97
Adj. Flow (vph)	363
RTOR Reduction (vph)	162
Lane Group Flow (vph)	201
Turn Type	pm+ov
Protected Phases	7
Permitted Phases	1
Actuated Green, G (s)	25.9
Effective Green, g (s)	25.9
Actuated g/C Ratio	0.19
Clearance Time (s)	4.2
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	300
v/s Ratio Prot	c0.08
v/s Ratio Perm	0.05
v/c Ratio	0.67
Uniform Delay, d1	50.6
Progression Factor	1.00
Incremental Delay, d2	5.8
Delay (s)	56.4
Level of Service	E
Approach Delay (s)	
Approach LOS	

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	973	138	467	1242	255	51	79	792	143	70	11
Future Volume (veh/h)	10	973	138	467	1242	255	51	79	792	143	70	11
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.99	1.00		0.98	1.00		0.99
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	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856	1856
Adj Flow Rate, veh/h	10	993	141	477	1267	260	52	81	808	146	71	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	0.97
Percent Heavy Veh, %	3	3	3	3	3	3	3	3	3	3	3	3
Cap, veh/h	427	1282	568	477	1372	607	67	424	775	153	439	68
Arrive On Green	0.24	0.36	0.36	0.54	0.78	0.78	0.04	0.23	0.23	0.09	0.28	0.28
Sat Flow, veh/h	1767	3526	1562	1767	3526	1560	1767	1856	1533	1767	1566	243
Grp Volume(v), veh/h	10	993	141	477	1267	260	52	81	808	146	0	82
Grp Sat Flow(s),veh/h/ln	1767	1763	1562	1767	1763	1560	1767	1856	1533	1767	0	1809
Q Serve(g_s), s	0.6	34.9	8.8	37.8	39.7	7.8	4.1	4.9	32.0	11.5	0.0	4.8
Cycle Q Clear(g_c), s	0.6	34.9	8.8	37.8	39.7	7.8	4.1	4.9	32.0	11.5	0.0	4.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.13
Lane Grp Cap(c), veh/h	427	1282	568	477	1372	607	67	424	775	153	0	507
V/C Ratio(X)	0.02	0.77	0.25	1.00	0.92	0.43	0.78	0.19	1.04	0.96	0.00	0.16
Avail Cap(c_a), veh/h	427	1282	568	477	1846	817	124	424	775	153	0	507
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.61	0.61	0.61	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	40.5	39.5	31.2	32.2	13.9	10.3	66.8	43.6	33.2	63.7	0.0	38.0
Incr Delay (d2), s/veh	0.0	4.6	1.0	32.1	7.9	1.3	17.3	0.2	43.9	59.5	0.0	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	15.5	3.5	16.3	7.0	2.3	2.2	2.3	37.7	7.6	0.0	2.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	40.5	44.1	32.2	64.3	21.7	11.7	84.1	43.8	77.2	123.2	0.0	38.2
LnGrp LOS	D	D	C	E	C	B	F	D	F	F	A	D
Approach Vol, veh/h		1144			2004			941			228	
Approach Delay, s/veh		42.6			30.6			74.7			92.6	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	17.4	36.6	42.0	56.2	9.5	44.5	39.1	59.1
Change Period (Y+Rc), s	5.3	* 4.6	* 4.2	5.3	* 4.2	5.3	5.3	* 4.6
Max Green Setting (Gmax), s	12.1	* 32	* 38	39.8	* 9.8	33.6	5.0	* 73
Max Q Clear Time (g_c+I1), s	13.5	34.0	39.8	36.9	6.1	6.8	2.6	41.7
Green Ext Time (p_c), s	0.0	0.0	0.0	1.8	0.0	0.3	0.0	12.8

Intersection Summary	
HCM 6th Ctrl Delay	46.6
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	1492	480	378	1859	148	474
Future Volume (veh/h)	1492	480	378	1859	148	474
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	1554	500	394	1936	154	494
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	2406	1072	552	2698	209	268
Arrive On Green	1.00	1.00	0.11	1.00	0.13	0.13
Sat Flow, veh/h	3416	1483	3237	3416	1668	1485
Grp Volume(v), veh/h	1554	500	394	1936	154	494
Grp Sat Flow(s),veh/h/ln	1664	1483	1618	1664	1668	1485
Q Serve(g_s), s	0.0	0.0	4.4	0.0	12.5	17.5
Cycle Q Clear(g_c), s	0.0	0.0	4.4	0.0	12.5	17.5
Prop In Lane		1.00	1.00		1.00	1.00
Lane Grp Cap(c), veh/h	2406	1072	552	2698	209	268
V/C Ratio(X)	0.65	0.47	0.71	0.72	0.74	1.84
Avail Cap(c_a), veh/h	2406	1072	1145	2698	209	268
HCM Platoon Ratio	2.00	2.00	2.00	2.00	1.00	1.00
Upstream Filter(I)	0.11	0.11	0.09	0.09	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	4.6	0.0	59.0	57.3
Incr Delay (d2), s/veh	0.2	0.2	0.2	0.2	12.9	392.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	1.0	0.1	6.1	38.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	0.2	0.2	4.8	0.2	72.0	449.8
LnGrp LOS	A	A	A	A	E	F
Approach Vol, veh/h	2054			2330	648	
Approach Delay, s/veh	0.2			0.9	360.0	
Approach LOS	A			A	F	

Timer - Assigned Phs	1	2				6	8
Phs Duration (G+Y+Rc), s	12.3	105.7				118.0	22.0
Change Period (Y+Rc), s	4.5	4.5				4.5	4.5
Max Green Setting (Gmax), s	33.5	75.5				113.5	17.5
Max Q Clear Time (g_c+I1), s	6.4	2.0				2.0	19.5
Green Ext Time (p_c), s	1.4	26.3				35.9	0.0

Intersection Summary	
HCM 6th Ctrl Delay	46.9
HCM 6th LOS	D

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	104	1797	1630	500	173	576
Future Volume (veh/h)	104	1797	1630	500	173	576
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1752	1752	1752	1752	1752	1752
Adj Flow Rate, veh/h	112	1932	1753	0	186	619
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	10	10	10	10	10	10
Cap, veh/h	471	2727	1787		194	544
Arrive On Green	0.33	1.00	0.54	0.00	0.12	0.12
Sat Flow, veh/h	1668	3416	3416	1485	1668	1485
Grp Volume(v), veh/h	112	1932	1753	0	186	619
Grp Sat Flow(s),veh/h/ln	1668	1664	1664	1485	1668	1485
Q Serve(g_s), s	2.0	0.0	72.1	0.0	15.5	16.3
Cycle Q Clear(g_c), s	2.0	0.0	72.1	0.0	15.5	16.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	471	2727	1787		194	544
V/C Ratio(X)	0.24	0.71	0.98		0.96	1.14
Avail Cap(c_a), veh/h	471	2727	1790		194	544
HCM Platoon Ratio	1.33	1.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	35.2	0.0	31.7	0.0	61.5	44.3
Incr Delay (d2), s/veh	0.1	0.7	17.2	0.0	52.2	82.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.2	31.9	0.0	9.5	37.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	35.3	0.7	48.9	0.0	113.7	126.7
LnGrp LOS	D	A	D		F	F
Approach Vol, veh/h		2044	1753	A	805	
Approach Delay, s/veh		2.6	48.9		123.7	
Approach LOS		A	D		F	

Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		119.2		20.8	39.5	79.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		114.7		16.3	34.9	75.3
Max Q Clear Time (g_c+I1), s		2.0		18.3	4.0	74.1
Green Ext Time (p_c), s		35.8		0.0	0.3	1.0

Intersection Summary	
HCM 6th Ctrl Delay	41.4
HCM 6th LOS	D

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	145	919	0	0	1096	410	547	6	555	129	0	561
Future Volume (vph)	145	919	0	0	1096	410	547	6	555	129	0	561
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5		4.2
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97	0.95	0.95	0.97		1.00
Frpb, ped/bikes	1.00	1.00			1.00	0.99	1.00	1.00	1.00	1.00		1.00
Flpb, ped/bikes	1.00	1.00			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Frt	1.00	1.00			1.00	0.85	1.00	0.85	0.85	1.00		0.85
Flt Protected	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (prot)	1752	3505			3505	1547	3400	1495	1490	3400		1568
Flt Permitted	0.95	1.00			1.00	1.00	0.95	1.00	1.00	0.95		1.00
Satd. Flow (perm)	1752	3505			3505	1547	3400	1495	1490	3400		1568
Peak-hour factor, PHF	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Adj. Flow (vph)	149	947	0	0	1130	423	564	6	572	133	0	578
RTOR Reduction (vph)	0	0	0	0	0	122	0	166	166	0	0	40
Lane Group Flow (vph)	149	947	0	0	1130	301	564	126	120	133	0	538
Confl. Peds. (#/hr)						1						
Turn Type	Prot	NA			NA	Perm	Prot	NA	Perm	Prot		pm+ov
Protected Phases	7	4			8		5	2		1		7
Permitted Phases						8			2			1
Actuated Green, G (s)	41.5	101.9			56.2	56.2	27.2	14.4	14.4	8.3		49.8
Effective Green, g (s)	41.5	101.9			56.2	56.2	27.2	14.4	14.4	8.3		49.8
Actuated g/C Ratio	0.30	0.73			0.40	0.40	0.19	0.10	0.10	0.06		0.36
Clearance Time (s)	4.2	4.9			4.9	4.9	6.0	6.0	6.0	4.5		4.2
Vehicle Extension (s)	3.0	3.0			3.0	3.0	3.0	3.0	3.0	3.0		3.0
Lane Grp Cap (vph)	519	2551			1407	621	660	153	153	201		557
v/s Ratio Prot	0.09	0.27			c0.32		c0.17	0.08		0.04		c0.29
v/s Ratio Perm						0.19			0.08			0.06
v/c Ratio	0.29	0.37			0.80	0.49	0.85	0.82	0.78	0.66		0.97
Uniform Delay, d1	37.9	7.1			37.0	31.2	54.5	61.6	61.3	64.5		44.3
Progression Factor	0.96	0.32			1.00	1.00	1.00	1.00	1.00	1.00		1.00
Incremental Delay, d2	0.2	0.3			4.9	2.7	10.5	28.7	22.6	7.9		29.4
Delay (s)	36.7	2.6			42.0	33.9	65.0	90.3	83.9	72.4		73.7
Level of Service	D	A			D	C	E	F	F	E		E
Approach Delay (s)		7.3			39.7			76.2			73.4	
Approach LOS		A			D			E			E	

Intersection Summary			
HCM 2000 Control Delay	46.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.90		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	19.6
Intersection Capacity Utilization	93.2%	ICU Level of Service	F
Analysis Period (min)	15		
c Critical Lane Group			

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	170	152	137	566	1617	1635
Average Queue (ft)	44	102	85	340	949	969
95th Queue (ft)	109	143	121	531	1925	1923
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)				0	21	29
Queuing Penalty (veh)				1	0	0
Storage Bay Dist (ft)	290					
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	EB	NB	NB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	639	678	350	385	76
Average Queue (ft)	608	601	221	234	30
95th Queue (ft)	687	793	499	346	60
Link Distance (ft)	604	604			1688
Upstream Blk Time (%)	34	26			
Queuing Penalty (veh)	235	178			
Storage Bay Dist (ft)			295	295	
Storage Blk Time (%)		2		2	
Queuing Penalty (veh)		13		3	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	B24	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	R	T	L	T	T	R	L	T	R
Maximum Queue (ft)	299	1382	1384	150	468	404	411	425	58	121	875	370
Average Queue (ft)	28	991	1031	63	67	232	218	176	20	69	225	305
95th Queue (ft)	149	1548	1533	174	294	338	381	361	44	119	662	429
Link Distance (ft)		1319	1319		1226		453	453			1387	
Upstream Blk Time (%)		2	4									
Queuing Penalty (veh)		0	0									
Storage Bay Dist (ft)	200			100		300			250	100		250
Storage Blk Time (%)		60	64			1	5	4		10		34
Queuing Penalty (veh)		5	57			5	15	3		55		44

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	SB	SB
Directions Served	L	TR
Maximum Queue (ft)	179	452
Average Queue (ft)	157	176
95th Queue (ft)	209	401
Link Distance (ft)		1169
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	120	
Storage Blk Time (%)	31	6
Queuing Penalty (veh)	30	15

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	225	460	370	184	236	245	71	217	145
Average Queue (ft)	135	180	249	137	142	65	18	73	99
95th Queue (ft)	223	355	413	192	229	150	54	152	152
Link Distance (ft)	453	453				384	384	471	
Upstream Blk Time (%)		0							
Queuing Penalty (veh)		4							
Storage Bay Dist (ft)			250	125	125				25
Storage Blk Time (%)		1	9	8	9	0		44	54
Queuing Penalty (veh)		6	60	40	44	1		132	39

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	T	R	T	T	L	R
Maximum Queue (ft)	176	221	231	362	284	123	200	197	711	160
Average Queue (ft)	103	90	104	268	175	30	43	7	408	155
95th Queue (ft)	167	177	190	383	294	88	143	65	724	181
Link Distance (ft)		384	384	261	261	261	1251	1251	648	
Upstream Blk Time (%)				14	1				8	
Queuing Penalty (veh)				0	0				0	
Storage Bay Dist (ft)	125									40
Storage Blk Time (%)	4	1							51	55
Queuing Penalty (veh)	28	2							298	103

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	598	578	250	173	188	168	252	246	204	167	203	153
Average Queue (ft)	404	380	36	79	48	58	75	145	123	108	143	58
95th Queue (ft)	534	526	156	136	120	126	210	209	191	170	204	125
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)							1	0				
Queuing Penalty (veh)							0	0				
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		28					4	8	2			
Queuing Penalty (veh)		10					15	2	0			

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	131
Average Queue (ft)	58
95th Queue (ft)	100
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	T	R	L	L	TR	R	UL	L
Maximum Queue (ft)	189	295	330	284	327	200	201	209	184	182	46	260
Average Queue (ft)	94	176	194	169	154	102	97	128	105	107	9	72
95th Queue (ft)	168	303	333	278	278	204	168	199	168	178	30	161
Link Distance (ft)		1024	1024	1607	1607				532	532		544
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	300					150	220	220			200	
Storage Blk Time (%)		0			10		0	0				1
Queuing Penalty (veh)		0			46		0	0				4

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	220
Average Queue (ft)	90
95th Queue (ft)	173
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	9
Queuing Penalty (veh)	9

Zone Summary

Zone wide Queuing Penalty: 1502

Intersection: 1: Herndon Avenue & SR 99 NB Off-Ramp

Movement	NW	NW	NW	NE	SW	SW
Directions Served	L	R	R	T	T	T
Maximum Queue (ft)	174	325	324	584	641	931
Average Queue (ft)	72	163	156	289	262	419
95th Queue (ft)	142	271	262	618	561	746
Link Distance (ft)		772	772	566	1583	1583
Upstream Blk Time (%)				3		
Queuing Penalty (veh)				18		
Storage Bay Dist (ft)	290					
Storage Blk Time (%)		1				
Queuing Penalty (veh)		1				

Intersection: 2: Grantland Avenue & Parkway Drive/SR 99 SB On-Ramp

Movement	EB	EB	EB	NB	NB
Directions Served	T	T	R	L	R
Maximum Queue (ft)	518	499	350	395	620
Average Queue (ft)	236	83	69	322	216
95th Queue (ft)	510	360	298	458	612
Link Distance (ft)	604	604			1688
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			295	295	
Storage Blk Time (%)				20	
Queuing Penalty (veh)				10	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	B20
Directions Served	L	T	T	R	L	T	T	R	L	T	R	T
Maximum Queue (ft)	299	850	913	150	372	405	400	85	87	1501	370	832
Average Queue (ft)	50	578	610	94	236	200	134	26	35	1260	370	451
95th Queue (ft)	212	890	916	194	352	356	301	64	73	1810	372	1076
Link Distance (ft)		1318	1318			453	453			1389		721
Upstream Blk Time (%)										52		45
Queuing Penalty (veh)										0		0
Storage Bay Dist (ft)	200			100	300			250	100		250	
Storage Blk Time (%)		60	66	0	4	2	0		0	8	68	
Queuing Penalty (veh)		6	91	1	24	8	0		0	65	88	

Intersection: 3: Polk Avenue/Island Waterpark Drive & Shaw Avenue

Movement	B19	B19	SB	SB
Directions Served	T		L	TR
Maximum Queue (ft)	364	388	179	319
Average Queue (ft)	167	151	122	93
95th Queue (ft)	445	437	194	249
Link Distance (ft)	325	325		1169
Upstream Blk Time (%)	41	38		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)			120	
Storage Blk Time (%)			19	2
Queuing Penalty (veh)			15	2

Intersection: 4: SR 99 SB Ramps & Shaw Avenue

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB
Directions Served	T	T	R	L	L	T	T	L	R
Maximum Queue (ft)	464	464	370	185	242	267	138	510	145
Average Queue (ft)	279	286	155	126	138	100	66	483	144
95th Queue (ft)	399	411	329	179	198	192	121	563	149
Link Distance (ft)	453	453				384	384	471	
Upstream Blk Time (%)	0	1						57	
Queuing Penalty (veh)	3	5						0	
Storage Bay Dist (ft)			250	125	125				25
Storage Blk Time (%)		12	1	7	15	2		83	55
Queuing Penalty (veh)		57	5	67	140	7		392	81

Intersection: 5: Shaw Avenue & SR 99 NB Ramps

Movement	EB	EB	EB	WB	WB	WB	B35	B35	SB	SB
Directions Served	L	T	T	T	T	R	T	T	L	R
Maximum Queue (ft)	138	200	173	373	349	326	1290	1314	711	160
Average Queue (ft)	64	73	61	329	308	72	825	809	673	160
95th Queue (ft)	113	152	137	375	365	214	1616	1634	734	161
Link Distance (ft)		384	384	261	261	261	1251	1251	648	
Upstream Blk Time (%)				39	28	1	13	17	72	
Queuing Penalty (veh)				0	0	0	0	0	0	
Storage Bay Dist (ft)	125									40
Storage Blk Time (%)	1	1							56	58
Queuing Penalty (veh)	10	1							321	100

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB	SB
Directions Served	T	T	R	L	T	T	L	R	R	L	L	T
Maximum Queue (ft)	574	536	250	381	276	318	187	231	224	146	181	452
Average Queue (ft)	360	322	76	230	153	163	74	110	78	68	99	273
95th Queue (ft)	461	443	248	360	220	238	158	180	162	134	161	396
Link Distance (ft)	1212	1212			1024	1024	247					656
Upstream Blk Time (%)								0				
Queuing Penalty (veh)								0				
Storage Bay Dist (ft)			150	550				150	150	380	380	
Storage Blk Time (%)		35					1	1	0			3
Queuing Penalty (veh)		15					5	0	0			6

Intersection: 6: Parkway Drive/SR 99 SB Off-Ramp & Ashlan Avenue

Movement	SB
Directions Served	TR
Maximum Queue (ft)	359
Average Queue (ft)	175
95th Queue (ft)	320
Link Distance (ft)	656
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	EB	EB	EB	WB	WB	WB	NB	NB	NB	NB	SB	SB
Directions Served	L	T	T	T	T	R	L	L	TR	R	L	L
Maximum Queue (ft)	222	122	114	707	719	200	280	340	552	424	274	559
Average Queue (ft)	102	49	51	459	476	176	244	284	256	166	131	374
95th Queue (ft)	188	105	106	641	681	262	325	403	550	338	325	657
Link Distance (ft)		1024	1024	1584	1584				532	532		544
Upstream Blk Time (%)									1			7
Queuing Penalty (veh)									0			0
Storage Bay Dist (ft)	300					150	220	220			200	
Storage Blk Time (%)					42	2	26	37				11
Queuing Penalty (veh)					174	9	72	105				70

Intersection: 7: SR 99 NB Off-Ramp/Golden State Boulevard & Ashlan Avenue

Movement	SB
Directions Served	R
Maximum Queue (ft)	220
Average Queue (ft)	215
95th Queue (ft)	233
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	100
Storage Blk Time (%)	58
Queuing Penalty (veh)	74

Zone Summary

Zone wide Queuing Penalty: 2048