APPENDIX 1: TRAFFIC COUNT DATA

DRAFT

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

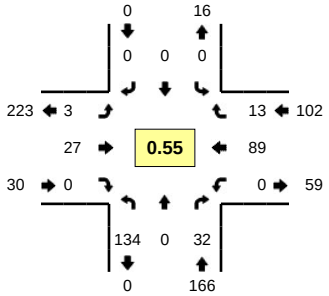
LOCATION: I-5 NB Ramps -- Old Oregon Trail

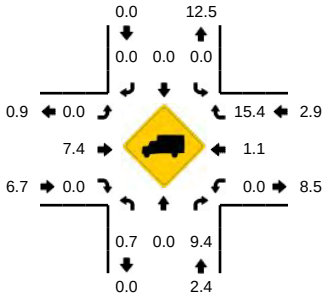
CITY/STATE: Shasta County, CA

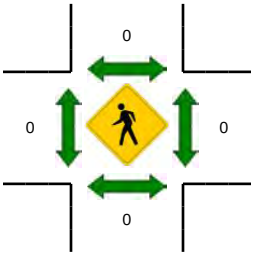
QC JOB #: 10689201

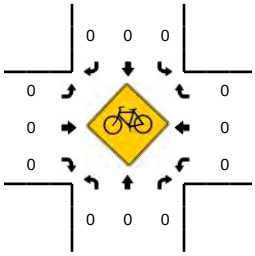
DATE: Tue, Jan 31 2012

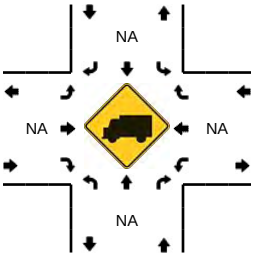
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:25 AM -- 7:40 AM

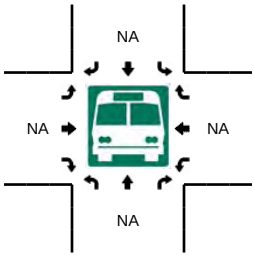












DRAFT

5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				Old Oregon Trail (Eastbound)				Old Oregon Trail (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	0	0	0	0	0	0	0	2	0	0	0	7	0	0	10	
7:05 AM	3	0	2	0	0	0	0	0	0	0	0	0	0	4	1	0	10	
7:10 AM	6	0	1	0	0	0	0	0	0	0	0	0	0	10	0	0	17	
7:15 AM	6	0	2	0	0	0	0	0	0	0	0	0	0	4	1	0	13	
7:20 AM	14	0	2	0	0	0	0	0	0	1	0	0	0	6	1	0	24	
7:25 AM	16	0	3	0	0	0	0	0	1	6	0	0	0	9	1	0	36	
7:30 AM	32	0	3	0	0	0	0	0	2	1	0	0	0	15	2	0	55	
7:35 AM	22	0	3	0	0	0	0	0	0	5	0	0	0	12	3	0	45	
7:40 AM	16	0	3	0	0	0	0	0	0	4	0	0	0	8	1	0	32	
7:45 AM	4	0	5	0	0	0	0	0	0	3	0	0	0	8	0	0	20	
7:50 AM	4	0	2	0	0	0	0	0	0	5	0	0	0	3	1	0	15	
7:55 AM	5	0	1	0	0	0	0	0	0	1	0	0	0	6	1	0	14	291
8:00 AM	6	0	5	0	0	0	0	0	0	1	0	0	0	4	1	0	17	298
8:05 AM	1	0	2	0	0	0	0	0	0	1	0	0	0	5	1	0	10	298
8:10 AM	4	0	3	0	0	0	0	0	0	1	0	0	0	6	0	0	14	295
8:15 AM	1	0	4	0	0	0	0	0	1	1	0	0	0	5	2	0	14	296
8:20 AM	1	0	2	0	0	0	0	0	0	0	0	0	0	4	2	0	9	281
8:25 AM	1	0	3	0	0	0	0	0	0	1	0	0	0	5	0	0	10	255
8:30 AM	3	0	2	0	0	0	0	0	0	0	0	0	0	4	1	0	10	210
8:35 AM	1	0	2	0	0	0	0	0	0	2	0	0	0	3	1	0	9	174
8:40 AM	2	0	3	0	0	0	0	0	2	2	0	0	0	4	0	0	13	155
8:45 AM	3	0	0	0	0	0	0	0	0	1	0	0	0	6	4	0	14	149
8:50 AM	1	0	1	0	0	0	0	0	0	1	0	0	0	2	3	0	8	142
8:55 AM	5	0	1	0	0	0	0	0	0	1	0	0	0	4	1	0	12	140

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	280	0	36	0	0	0	0	0	12	48	0	0	0	144	24	0	544
Heavy Trucks	0	0	4		0	0	0		0	0	0		0	4	4		12
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

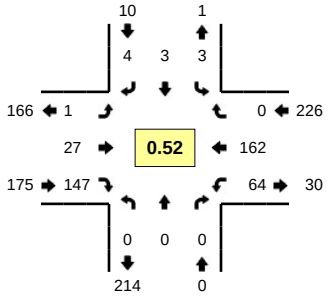
LOCATION: I-5 SB Ramps -- Old Oregon Trail

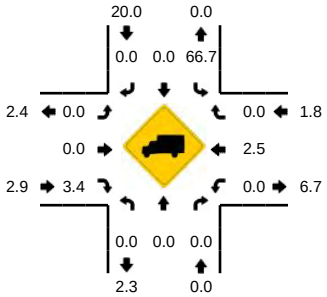
QC JOB #: 10689203

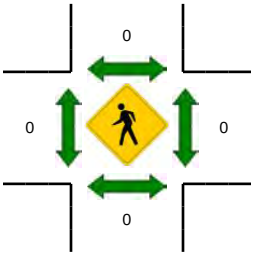
CITY/STATE: Shasta County, CA

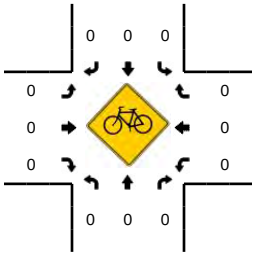
DATE: Tue, Jan 31 2012

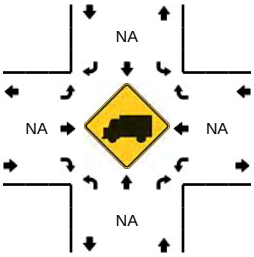
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

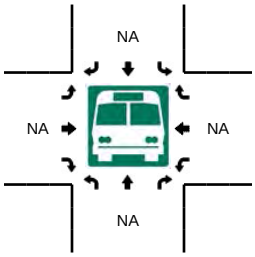












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5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				Old Oregon Trail (Eastbound)				Old Oregon Trail (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	2	3	0	6	2	0	0	13	
7:05 AM	0	0	0	0	0	0	0	0	0	0	2	0	3	4	0	0	9	
7:10 AM	0	0	0	0	0	0	0	0	0	0	7	0	8	8	0	0	23	
7:15 AM	0	0	0	0	0	0	0	0	0	1	7	0	3	8	0	0	19	
7:20 AM	0	0	0	0	0	0	0	0	0	0	9	0	3	16	0	0	28	
7:25 AM	0	0	0	0	0	0	0	0	0	6	10	0	4	21	0	0	41	
7:30 AM	0	0	0	0	0	0	1	0	0	3	15	0	8	40	0	0	67	
7:35 AM	0	0	0	0	0	0	0	0	0	5	26	0	9	26	0	0	66	
7:40 AM	0	0	0	0	0	2	0	0	1	5	31	0	7	18	0	0	64	
7:45 AM	0	0	0	0	1	1	0	0	0	2	18	0	5	7	0	0	34	
7:50 AM	0	0	0	0	1	0	1	0	0	4	14	0	3	4	0	0	27	
7:55 AM	0	0	0	0	0	0	2	0	0	1	5	0	6	5	0	0	19	410
8:00 AM	0	0	0	0	1	0	0	0	0	0	3	0	5	5	0	0	14	411
8:05 AM	0	0	0	0	1	0	0	0	0	0	3	0	4	1	0	0	9	411
8:10 AM	0	0	0	0	0	1	0	0	0	1	3	0	6	5	0	0	16	404
8:15 AM	0	0	0	0	1	0	0	0	0	1	0	0	2	4	0	0	8	393
8:20 AM	0	0	0	0	0	0	0	0	0	0	5	0	4	1	0	0	10	375
8:25 AM	0	0	0	0	0	0	1	0	0	1	4	0	5	1	0	0	12	346
8:30 AM	0	0	0	0	0	0	1	0	0	0	6	0	2	5	0	0	14	293
8:35 AM	0	0	0	0	0	0	0	0	0	2	5	0	2	2	0	0	11	238
8:40 AM	0	0	0	0	1	0	0	0	0	3	3	0	3	1	1	0	12	186
8:45 AM	0	0	0	0	0	0	1	0	0	1	5	0	6	4	0	0	17	169
8:50 AM	0	0	0	0	0	0	1	0	0	2	6	0	2	1	0	0	12	154
8:55 AM	0	0	0	0	0	0	0	0	0	1	2	0	3	6	0	0	12	147

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	8	4	0	4	52	288	0	96	336	0	0	788
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

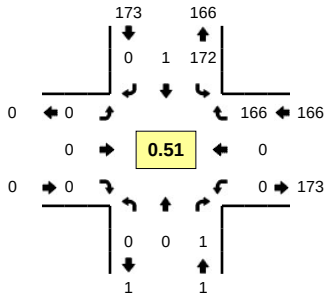
LOCATION: Wonderland Blvd -- Old Oregon Trail

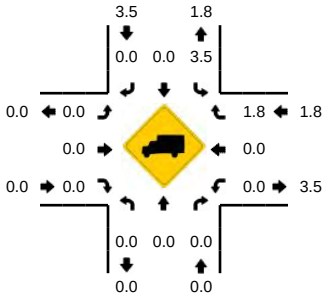
CITY/STATE: Shasta County, CA

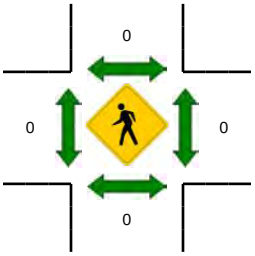
QC JOB #: 10689205

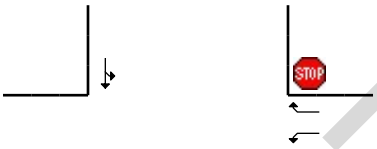
DATE: Tue, Jan 31 2012

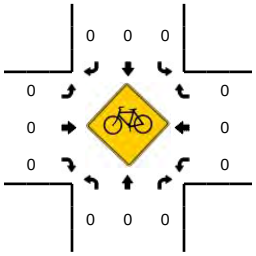
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

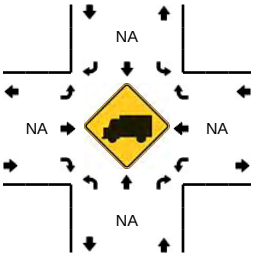


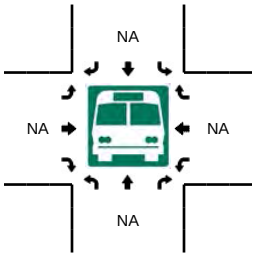












DRAFT

5-Min Count Period Beginning At	Wonderland Blvd (Northbound)				Wonderland Blvd (Southbound)				Old Oregon Trail (Eastbound)				Old Oregon Trail (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	7	
7:05 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	6	
7:10 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7	0	14	
7:15 AM	0	0	0	0	8	0	0	0	0	0	0	0	0	0	9	0	17	
7:20 AM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	15	0	24	
7:25 AM	0	0	0	0	17	0	0	0	0	0	0	0	0	0	22	0	39	
7:30 AM	0	0	0	0	17	0	0	0	0	0	0	0	0	0	38	0	55	
7:35 AM	0	0	0	0	33	1	0	0	0	0	0	0	0	0	29	0	63	
7:40 AM	0	0	0	0	33	0	0	0	0	0	0	0	0	0	17	0	50	
7:45 AM	0	0	0	0	19	0	0	0	0	0	0	0	0	0	8	0	27	
7:50 AM	0	0	1	0	17	0	0	0	0	0	0	0	0	0	4	0	22	
7:55 AM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	8	0	14	338
8:00 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	5	0	9	340
8:05 AM	0	0	0	0	3	0	0	0	0	0	0	0	0	0	1	0	4	338
8:10 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	1	9	333
8:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	3	0	5	321
8:20 AM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	2	0	6	303
8:25 AM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	2	0	7	271
8:30 AM	0	0	0	0	6	1	0	0	0	0	0	0	0	0	6	0	13	229
8:35 AM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	2	0	9	175
8:40 AM	0	1	0	0	4	0	0	0	0	0	0	0	0	0	2	0	7	132
8:45 AM	0	1	0	0	6	0	0	0	0	0	0	0	1	0	3	0	11	116
8:50 AM	0	0	0	0	8	0	0	0	0	0	0	0	0	0	1	1	10	104
8:55 AM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	6	0	8	98

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	332	4	0	0	0	0	0	0	0	0	336	0	672
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	0		4
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

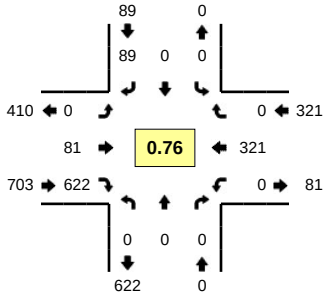
LOCATION: I-5 SB Off-Ramp -- Shasta Dam Blvd

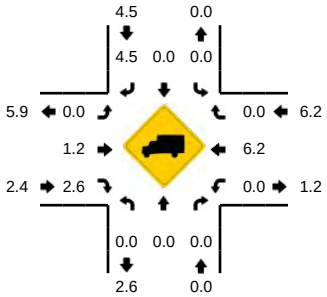
CITY/STATE: Shasta Lake, CA

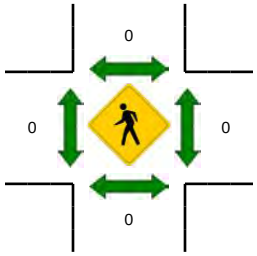
QC JOB #: 10689207

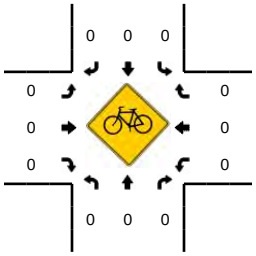
DATE: Tue, Jan 31 2012

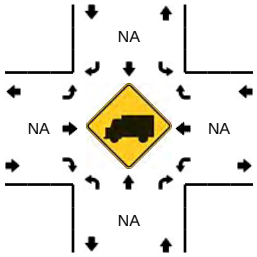
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

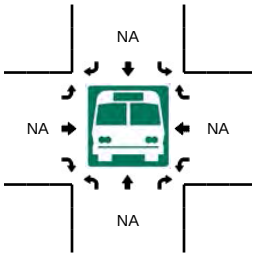












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5-Min Count Period Beginning At	I-5 SB Off-Ramp (Northbound)				I-5 SB Off-Ramp (Southbound)				Shasta Dam Blvd (Eastbound)				Shasta Dam Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	4	29	0	0	11	0	0	44	
7:05 AM	0	0	0	0	0	0	5	0	0	3	33	0	0	19	0	0	60	
7:10 AM	0	0	0	0	0	0	4	0	0	6	40	0	0	16	0	0	66	
7:15 AM	0	0	0	0	0	0	2	0	0	5	60	0	0	25	0	0	92	
7:20 AM	0	0	0	0	0	0	8	0	0	8	48	0	0	28	0	0	92	
7:25 AM	0	0	0	0	0	0	7	0	0	13	40	0	0	36	0	0	96	
7:30 AM	0	0	0	0	0	0	7	0	0	12	56	0	0	28	0	0	103	
7:35 AM	0	0	0	0	0	0	12	0	0	14	66	0	0	27	0	0	119	
7:40 AM	0	0	0	0	0	0	21	0	0	7	74	0	0	26	0	0	128	
7:45 AM	0	0	0	0	0	0	10	0	0	5	74	0	0	30	0	0	119	
7:50 AM	0	0	0	0	0	0	11	0	0	4	52	0	0	32	0	0	99	
7:55 AM	0	0	0	0	0	0	7	0	0	1	47	0	0	26	0	0	81	1099
8:00 AM	0	0	0	0	0	0	1	0	0	4	31	0	0	19	0	0	55	1110
8:05 AM	0	0	0	0	0	0	2	0	0	2	37	0	0	19	0	0	60	1110
8:10 AM	0	0	0	0	0	0	1	0	0	6	37	0	0	25	0	0	69	1113
8:15 AM	0	0	0	0	0	0	1	0	0	1	31	0	0	19	0	0	52	1073
8:20 AM	0	0	0	0	0	0	2	0	0	5	31	0	0	17	0	0	55	1036
8:25 AM	0	0	0	0	0	0	3	0	0	4	20	0	0	29	0	0	56	996
8:30 AM	0	0	0	0	0	0	3	0	0	2	31	0	0	10	0	0	46	939
8:35 AM	0	0	0	0	0	0	1	0	0	4	33	0	0	18	0	0	56	876
8:40 AM	0	0	0	0	0	0	4	0	0	4	21	0	0	17	0	0	46	794
8:45 AM	0	0	0	0	0	0	4	0	0	2	37	0	0	20	0	0	63	738
8:50 AM	0	0	0	0	0	0	3	0	0	5	34	0	0	22	0	0	64	703
8:55 AM	0	0	0	0	0	0	4	0	0	3	34	0	0	21	0	0	62	684

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	172	0	0	104	856	0	0	332	0	0	1464
Heavy Trucks	0	0	0		0	0	0		0	4	16		0	8	0		28
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

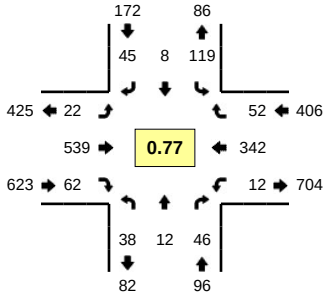
LOCATION: Cascade Blvd -- Shasta Dam Blvd

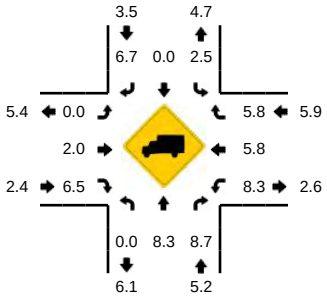
CITY/STATE: Shasta Lake, CA

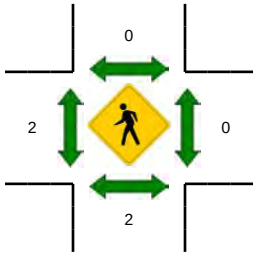
QC JOB #: 10689209

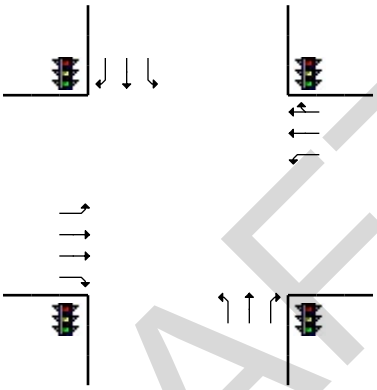
DATE: Tue, Jan 31 2012

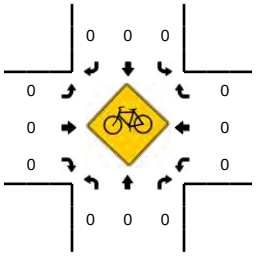
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

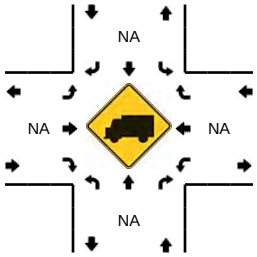


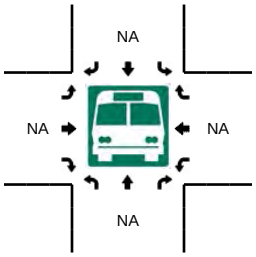












DRAFT

5-Min Count Period Beginning At	Cascade Blvd (Northbound)				Cascade Blvd (Southbound)				Shasta Dam Blvd (Eastbound)				Shasta Dam Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	1	1	0	10	1	3	0	0	21	0	0	0	8	0	0	45	
7:05 AM	3	0	0	0	4	0	0	0	0	31	3	0	1	23	3	0	68	
7:10 AM	0	0	5	0	8	0	1	0	1	33	6	0	3	16	1	0	74	
7:15 AM	1	1	13	0	5	0	3	0	1	47	3	0	2	20	3	0	99	
7:20 AM	2	1	5	0	14	0	7	0	2	38	3	0	3	24	6	0	105	
7:25 AM	3	1	3	0	8	0	2	0	2	43	7	0	0	41	5	0	115	
7:30 AM	2	0	2	0	13	0	8	0	2	54	2	0	0	33	2	0	118	
7:35 AM	4	2	1	0	16	1	7	0	3	63	6	0	0	36	2	0	141	
7:40 AM	4	1	7	0	15	4	5	0	2	58	8	0	2	37	9	0	152	
7:45 AM	2	3	4	0	11	1	1	0	2	63	8	0	0	29	3	0	127	
7:50 AM	5	1	4	0	12	0	1	0	4	41	6	0	0	45	5	0	124	
7:55 AM	12	0	2	0	4	0	4	0	1	41	7	0	2	24	5	0	102	1270
8:00 AM	2	0	2	0	9	0	4	0	1	25	2	0	0	17	5	0	67	1292
8:05 AM	1	1	3	0	8	2	1	0	2	28	4	0	3	14	3	0	70	1294
8:10 AM	0	1	0	0	4	0	2	0	0	38	6	0	0	22	4	0	77	1297
8:15 AM	1	0	3	0	6	2	1	0	2	24	6	0	1	15	5	0	66	1264
8:20 AM	3	1	3	0	7	1	3	0	1	26	2	0	0	15	2	0	64	1223
8:25 AM	2	0	2	0	7	0	0	0	3	14	1	0	1	28	4	0	62	1170
8:30 AM	0	1	1	0	8	2	3	0	2	25	2	0	1	11	2	0	58	1110
8:35 AM	3	0	2	0	6	2	6	0	0	28	2	0	0	16	3	0	68	1037
8:40 AM	4	0	1	0	4	0	3	0	1	19	2	0	2	15	2	0	53	938
8:45 AM	3	1	2	0	6	0	2	0	0	32	1	0	1	19	4	0	71	882
8:50 AM	4	1	1	0	7	1	3	0	0	32	4	0	2	19	4	0	78	836
8:55 AM	4	1	2	0	2	1	2	0	1	30	2	0	1	16	7	0	69	803

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	40	24	48	0	168	24	52	0	28	736	88	0	8	408	56	0	1680
Heavy Trucks	0	4	4		4	0	4		0	8	4		0	8	0		36
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

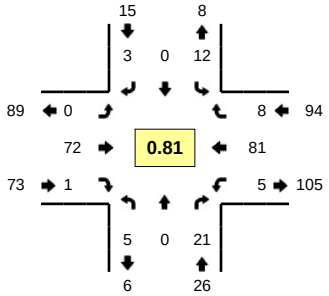
LOCATION: Shasta Park Dr -- Shasta Dam Blvd

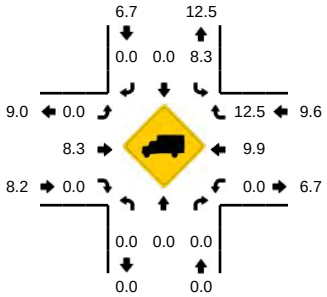
CITY/STATE: Shasta Lake, CA

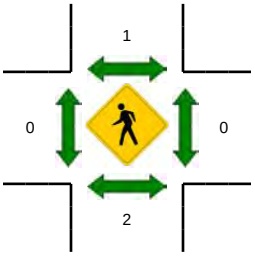
QC JOB #: 10689211

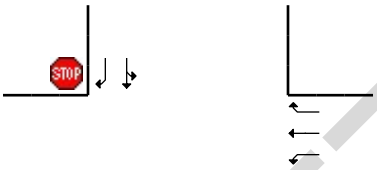
DATE: Tue, Jan 31 2012

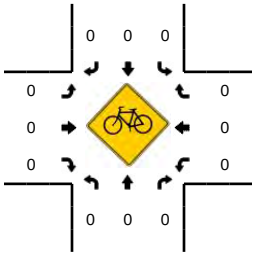
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

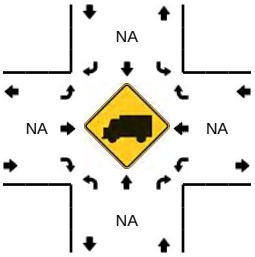


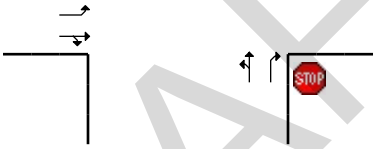


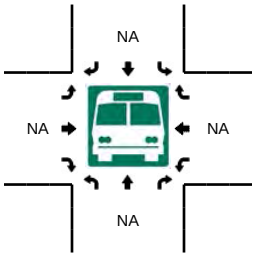












DRAFT

5-Min Count Period Beginning At	Shasta Park Dr (Northbound)				Shasta Park Dr (Southbound)				Shasta Dam Blvd (Eastbound)				Shasta Dam Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	1	0	0	0	0	4	0	0	0	2	0	0	8	
7:05 AM	0	0	2	0	0	0	1	0	0	1	0	0	0	3	0	0	7	
7:10 AM	0	0	1	0	0	0	0	0	0	5	0	0	0	1	1	1	9	
7:15 AM	1	0	2	0	0	0	0	0	0	2	0	0	0	5	0	0	10	
7:20 AM	1	0	0	0	1	0	0	0	1	7	0	0	0	4	0	0	14	
7:25 AM	0	0	1	0	1	0	0	0	0	10	0	0	0	5	0	0	17	
7:30 AM	1	0	4	0	1	0	0	0	0	6	0	0	0	9	1	0	22	
7:35 AM	0	0	2	0	1	0	0	0	0	16	0	0	0	7	0	0	26	
7:40 AM	0	0	1	0	1	0	0	0	0	8	0	0	0	4	2	0	16	
7:45 AM	0	0	1	0	2	0	0	0	0	4	0	0	2	11	0	0	20	
7:50 AM	1	0	1	0	1	0	0	0	0	6	1	0	0	7	0	0	17	
7:55 AM	1	0	3	0	1	0	1	0	0	9	0	0	0	9	1	0	25	191
8:00 AM	0	0	1	0	1	0	1	0	0	2	0	0	0	3	1	0	9	192
8:05 AM	0	0	3	0	1	0	0	0	0	2	0	0	0	4	2	0	12	197
8:10 AM	1	0	0	0	1	0	0	0	0	1	0	0	0	6	0	0	9	197
8:15 AM	1	0	1	0	1	0	1	0	0	4	0	0	1	7	1	0	17	204
8:20 AM	0	0	3	0	0	0	0	0	0	7	0	0	0	7	0	0	17	207
8:25 AM	0	0	1	0	1	0	0	0	0	7	0	0	2	7	0	0	18	208
8:30 AM	0	0	2	0	0	0	0	0	0	6	0	0	0	5	0	0	13	199
8:35 AM	0	0	1	0	0	0	0	0	0	6	0	0	1	7	0	0	15	188
8:40 AM	0	0	3	0	1	0	0	0	0	3	2	0	6	3	1	0	19	191
8:45 AM	0	0	1	0	4	0	0	0	0	9	0	0	2	5	0	0	21	192
8:50 AM	0	0	3	0	2	0	0	0	0	7	0	0	4	8	0	0	24	199
8:55 AM	0	0	2	0	1	0	0	0	0	4	0	0	1	0	1	0	9	183

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	0	28	0	12	0	0	0	0	120	0	0	0	80	12	0	256
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	12	0		20
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

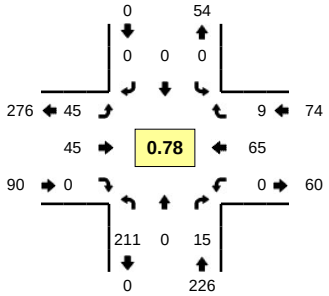
LOCATION: I-5 NB Ramps -- Pine Grove Ave

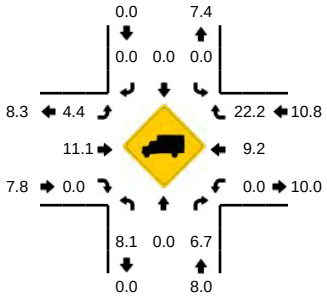
CITY/STATE: Shasta Lake, CA

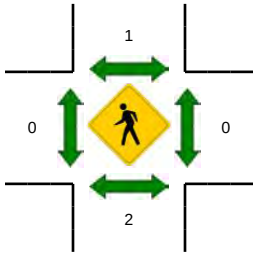
QC JOB #: 10689213

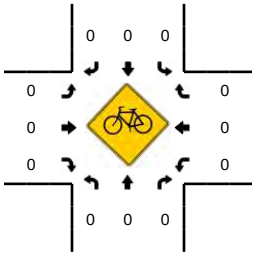
DATE: Tue, Jan 31 2012

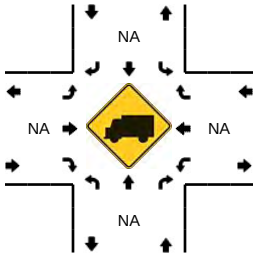
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

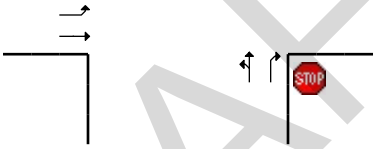


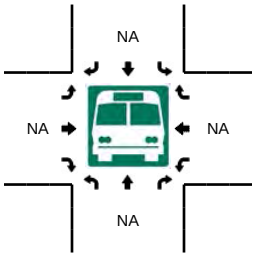












DRAFT

5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				Pine Grove Ave (Eastbound)				Pine Grove Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	11	0	0	0	0	0	0	0	1	2	0	0	0	1	0	0	15	
7:05 AM	6	0	0	0	0	0	0	0	2	0	0	0	0	3	0	0	11	
7:10 AM	13	0	3	0	0	0	0	0	3	0	0	0	0	5	1	0	25	
7:15 AM	18	0	0	0	0	0	0	0	4	1	0	0	0	6	0	0	29	
7:20 AM	16	0	1	0	0	0	0	0	3	5	0	0	0	2	3	0	30	
7:25 AM	15	0	3	0	0	0	0	0	7	6	0	0	0	2	2	0	35	
7:30 AM	20	0	0	0	0	0	0	0	5	1	0	0	0	8	0	0	34	
7:35 AM	26	0	0	0	0	0	0	0	8	4	0	0	0	5	2	0	45	
7:40 AM	21	0	0	0	0	0	0	0	3	6	0	0	0	8	1	0	39	
7:45 AM	17	0	3	0	0	0	0	0	3	10	0	0	0	8	0	0	41	
7:50 AM	22	0	1	0	0	0	0	0	3	2	0	0	0	5	0	0	33	
7:55 AM	17	0	2	0	0	0	0	0	3	2	0	0	0	5	0	0	29	366
8:00 AM	11	0	2	0	0	0	0	0	2	3	0	0	0	5	0	0	23	374
8:05 AM	15	0	0	0	0	0	0	0	1	5	0	0	0	6	0	0	27	390
8:10 AM	12	0	0	0	0	0	0	0	3	4	0	0	0	4	0	0	23	388
8:15 AM	8	0	2	0	0	0	0	0	2	1	0	0	0	4	1	0	18	377
8:20 AM	12	0	4	0	0	0	0	0	2	3	0	0	0	3	1	0	25	372
8:25 AM	8	0	0	0	0	0	0	0	0	3	0	0	0	3	1	0	15	352
8:30 AM	8	0	0	0	0	0	0	0	1	3	0	0	0	2	0	0	14	332
8:35 AM	14	0	2	0	0	0	0	0	2	3	0	0	0	3	1	0	25	312
8:40 AM	15	0	2	0	0	0	0	0	2	9	0	0	0	7	1	0	36	309
8:45 AM	7	0	2	0	0	0	0	0	2	1	0	0	0	2	2	0	16	284
8:50 AM	6	0	4	0	0	0	0	0	2	3	0	0	0	4	0	0	19	270
8:55 AM	7	0	2	0	0	0	0	0	0	2	0	0	0	2	0	0	13	254

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	256	0	12	0	0	0	0	0	56	80	0	0	0	84	12	0	500
Heavy Trucks	24	0	0		0	0	0		0	8	0		0	8	4		44
Pedestrians		4				4				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

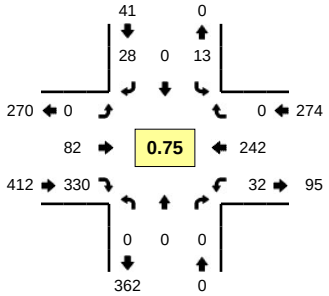
LOCATION: I-5 SB Ramps -- Pine Grove Ave

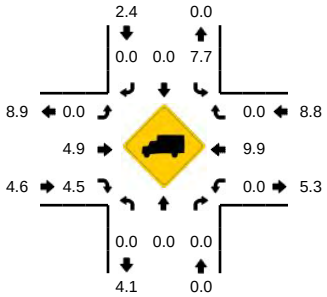
CITY/STATE: Shasta Lake, CA

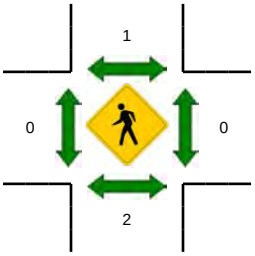
QC JOB #: 10689215

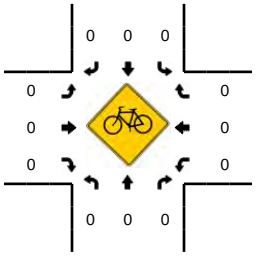
DATE: Tue, Jan 31 2012

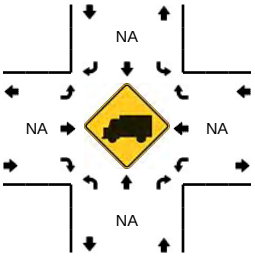
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

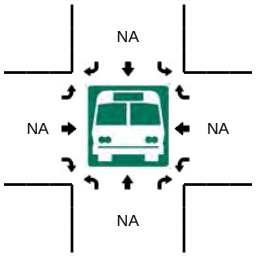












DRAFT

5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				Pine Grove Ave (Eastbound)				Pine Grove Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	3	0	0	2	16	0	0	10	0	0	32	
7:05 AM	0	0	0	0	0	0	3	0	0	2	11	0	0	9	0	0	25	
7:10 AM	0	0	0	0	0	0	0	0	0	3	24	0	4	15	0	0	46	
7:15 AM	0	0	0	0	1	0	0	0	0	4	23	0	4	19	0	0	51	
7:20 AM	0	0	0	0	3	0	2	0	0	6	15	0	1	18	0	0	45	
7:25 AM	0	0	0	0	1	0	4	0	0	11	35	0	0	16	0	0	67	
7:30 AM	0	0	0	0	1	0	2	0	0	5	28	0	5	24	0	0	65	
7:35 AM	0	0	0	0	0	0	5	0	0	12	37	0	2	29	0	0	85	
7:40 AM	0	0	0	0	2	0	1	0	0	7	41	0	5	22	0	0	78	
7:45 AM	0	0	0	0	3	0	4	0	0	10	38	0	3	21	0	0	79	
7:50 AM	0	0	0	0	1	0	1	0	0	4	34	0	6	23	0	0	69	
7:55 AM	0	0	0	0	0	0	1	0	0	5	28	0	1	18	0	0	53	695
8:00 AM	0	0	0	0	0	0	2	0	0	5	18	0	5	14	0	0	44	707
8:05 AM	0	0	0	0	1	0	2	0	0	5	15	0	0	21	0	0	44	726
8:10 AM	0	0	0	0	0	0	4	0	0	8	18	0	0	17	0	0	47	727
8:15 AM	0	0	0	0	0	0	1	0	0	3	19	0	3	9	0	0	35	711
8:20 AM	0	0	0	0	1	0	0	0	0	3	19	0	2	12	0	0	37	703
8:25 AM	0	0	0	0	1	0	0	0	0	2	14	0	1	11	0	0	29	665
8:30 AM	0	0	0	0	1	0	1	0	0	3	16	0	1	9	0	0	31	631
8:35 AM	0	0	0	0	3	0	2	0	0	4	16	0	0	15	0	0	40	586
8:40 AM	0	0	0	0	0	0	0	0	0	8	11	0	3	19	0	0	41	549
8:45 AM	0	0	0	0	0	0	0	0	0	3	26	0	2	8	0	0	39	509
8:50 AM	0	0	0	0	1	0	8	0	0	4	16	0	2	8	0	0	39	479
8:55 AM	0	0	0	0	0	0	0	0	0	2	11	0	2	7	0	0	22	448

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	20	0	40	0	0	116	464	0	40	288	0	0	968
Heavy Trucks	0	0	0		0	0	0		0	4	16		0	28	0		48
Pedestrians		0				4				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

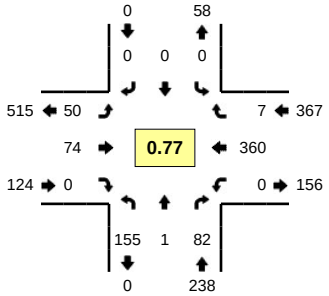
Type of peak hour being reported: Intersection Peak

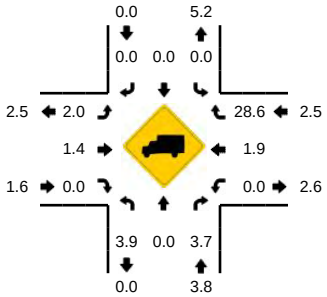
Method for determining peak hour: Total Entering Volume

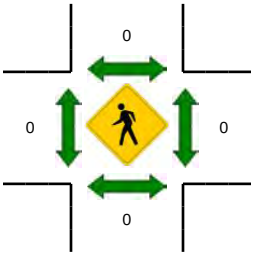
LOCATION: I-5 NB Ramps -- Oasis Rd
CITY/STATE: Redding, CA

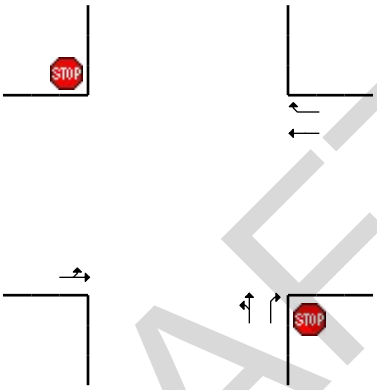
QC JOB #: 10689217
DATE: Tue, Jan 31 2012

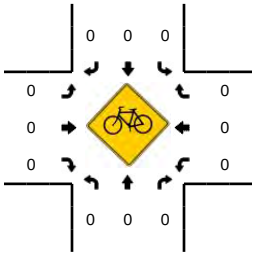
Peak-Hour: 7:10 AM -- 8:10 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

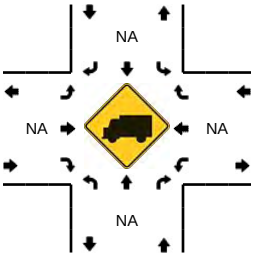


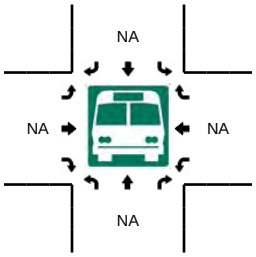












DRAFT

5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				Oasis Rd (Eastbound)				Oasis Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	9	0	2	0	0	0	0	0	1	4	0	0	0	28	0	0	44	
7:05 AM	9	0	1	0	0	0	0	0	4	3	0	0	0	18	1	0	36	
7:10 AM	6	0	0	0	0	0	0	0	2	2	0	0	0	27	0	0	37	
7:15 AM	13	0	6	0	0	0	0	0	5	2	0	0	0	30	1	0	57	
7:20 AM	5	0	11	0	0	0	0	0	0	6	0	0	0	36	1	0	59	
7:25 AM	13	0	6	0	0	0	0	0	7	4	0	0	0	29	0	0	59	
7:30 AM	9	0	3	0	0	0	0	0	6	5	0	0	0	26	2	0	51	
7:35 AM	10	0	6	0	0	0	0	0	7	7	0	0	0	30	1	0	61	
7:40 AM	14	1	9	0	0	0	0	0	3	11	0	0	0	32	0	0	70	
7:45 AM	16	0	6	0	0	0	0	0	6	11	0	0	0	53	0	0	92	
7:50 AM	21	0	11	0	0	0	0	0	3	12	0	0	0	26	1	0	74	
7:55 AM	18	0	4	0	0	0	0	0	5	7	0	0	0	32	1	0	67	707
8:00 AM	21	0	5	0	0	0	0	0	2	4	0	0	0	18	0	0	50	713
8:05 AM	9	0	15	0	0	0	0	0	4	3	0	0	0	21	0	0	52	729
8:10 AM	9	0	5	0	0	0	0	0	1	5	0	0	0	14	1	0	35	727
8:15 AM	14	0	8	0	0	0	0	0	1	1	0	0	0	19	0	0	43	713
8:20 AM	12	0	6	0	0	0	0	0	2	6	0	0	0	29	0	0	55	709
8:25 AM	17	0	8	0	0	0	0	0	5	9	0	0	0	18	0	0	57	707
8:30 AM	23	0	10	0	0	0	0	0	3	6	0	0	0	20	2	0	64	720
8:35 AM	7	0	11	0	0	0	0	0	5	5	0	0	0	24	1	0	53	712
8:40 AM	16	0	9	0	0	0	0	0	1	7	0	0	0	18	1	0	52	694
8:45 AM	16	0	12	0	0	0	0	0	1	6	0	0	0	23	2	0	60	662
8:50 AM	7	0	8	0	0	0	0	0	5	11	0	0	0	17	3	0	51	639
8:55 AM	11	0	7	0	0	0	0	0	2	7	0	0	0	10	0	0	37	609

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	204	4	104	0	0	0	0	0	48	136	0	0	0	444	4	0	944
Heavy Trucks	8	0	8		0	0	0		0	0	0		0	8	0		24
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

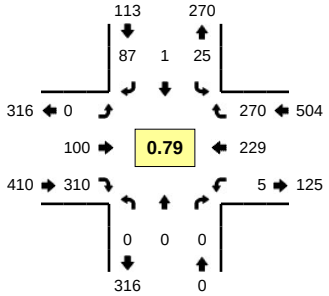
Type of peak hour being reported: Intersection Peak

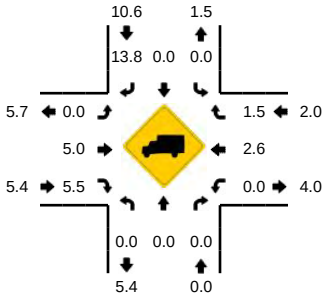
Method for determining peak hour: Total Entering Volume

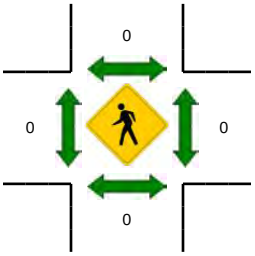
LOCATION: I-5 SB Ramps -- Oasis Rd
CITY/STATE: Redding, CA

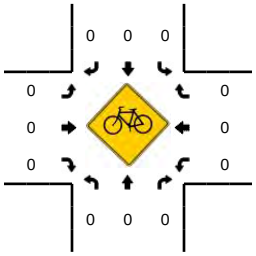
QC JOB #: 10689219
DATE: Tue, Jan 31 2012

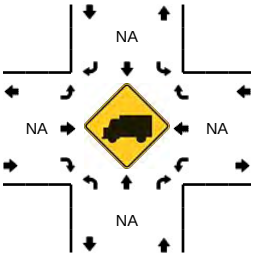
Peak-Hour: 7:05 AM -- 8:05 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

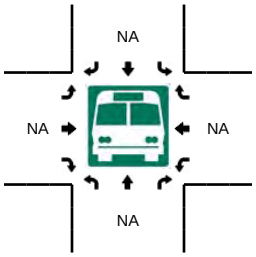












DRAFT

5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				Oasis Rd (Eastbound)				Oasis Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	2	0	2	0	0	3	19	0	1	15	22	0	64	
7:05 AM	0	0	0	0	1	0	8	0	0	6	13	0	0	13	23	0	64	
7:10 AM	0	0	0	0	0	0	2	0	0	4	22	0	0	9	19	0	56	
7:15 AM	0	0	0	0	0	0	6	0	0	10	18	0	0	20	26	0	80	
7:20 AM	0	0	0	0	0	0	6	0	0	3	28	0	3	13	21	0	74	
7:25 AM	0	0	0	0	0	0	12	0	0	15	35	0	0	14	27	0	103	
7:30 AM	0	0	0	0	1	0	9	0	0	9	24	0	0	21	17	0	81	
7:35 AM	0	0	0	0	4	1	3	0	0	10	36	0	1	15	12	0	82	
7:40 AM	0	0	0	0	4	0	9	0	0	10	28	0	0	22	28	0	101	
7:45 AM	0	0	0	0	7	0	6	0	0	11	33	0	0	22	41	0	120	
7:50 AM	0	0	0	0	5	0	8	0	0	10	32	0	0	24	23	0	102	
7:55 AM	0	0	0	0	1	0	14	0	0	8	18	0	0	27	22	0	90	1017
8:00 AM	0	0	0	0	2	0	4	0	0	4	23	0	1	29	11	0	74	1027
8:05 AM	0	0	0	0	0	0	2	0	0	7	19	0	0	12	18	0	58	1021
8:10 AM	0	0	0	0	1	0	5	0	0	4	21	0	0	11	11	0	53	1018
8:15 AM	0	0	0	0	0	0	7	0	0	4	24	0	0	17	15	0	67	1005
8:20 AM	0	0	0	0	0	0	4	0	0	6	25	0	0	17	22	0	74	1005
8:25 AM	0	0	0	0	2	0	6	0	0	11	19	0	0	20	15	0	73	975
8:30 AM	0	0	0	0	1	0	3	0	0	8	14	0	0	22	18	0	66	960
8:35 AM	0	0	0	0	2	0	4	0	0	9	20	0	1	15	20	0	71	949
8:40 AM	0	0	0	0	1	0	6	0	0	6	18	0	0	15	16	0	62	910
8:45 AM	0	0	0	0	0	0	4	0	0	8	23	0	0	20	21	0	76	866
8:50 AM	0	0	0	0	3	0	3	0	0	12	17	0	0	9	14	0	58	822
8:55 AM	0	0	0	0	1	0	4	0	0	9	15	0	0	14	9	0	52	784

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	64	0	92	0	0	124	372	0	0	272	368	0	1292
Heavy Trucks	0	0	0		0	0	20		0	12	20		0	12	0		64
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

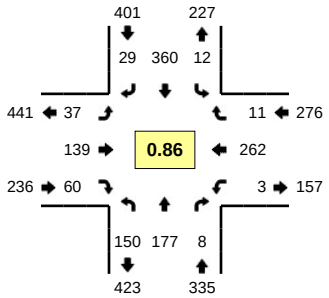
LOCATION: N Market St (SR-273) -- Caterpillar Rd

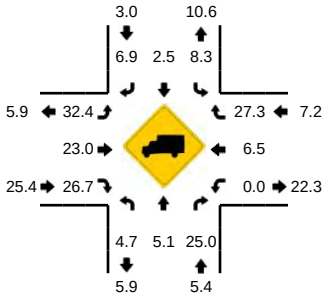
CITY/STATE: Redding, CA

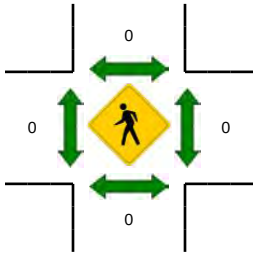
QC JOB #: 10689221

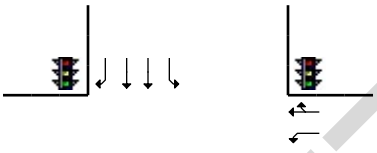
DATE: Tue, Jan 31 2012

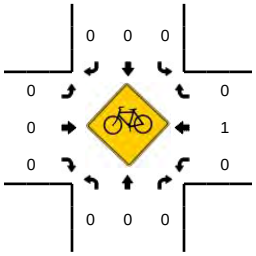
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

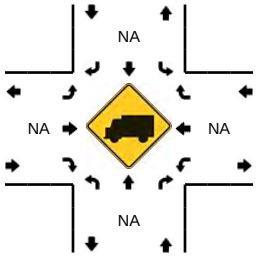


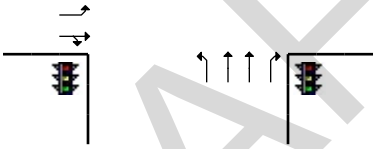


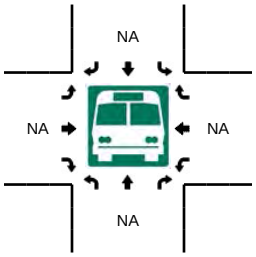












5-Min Count Period Beginning At	N Market St (SR-273) (Northbound)				N Market St (SR-273) (Southbound)				Caterpillar Rd (Eastbound)				Caterpillar Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	14	11	0	0	0	15	1	0	0	4	3	0	0	21	0	0	69	
7:05 AM	10	7	0	0	0	23	1	0	0	7	4	0	0	11	0	0	63	
7:10 AM	5	12	0	0	0	28	2	0	1	11	3	0	0	16	0	0	78	
7:15 AM	10	16	0	0	1	36	1	0	3	9	2	0	1	17	1	0	97	
7:20 AM	9	12	1	0	0	38	0	0	0	5	2	0	1	26	1	0	95	
7:25 AM	15	11	0	0	0	38	4	0	1	9	3	0	0	22	1	0	104	
7:30 AM	6	13	0	0	1	38	4	0	3	14	4	0	0	18	0	0	101	
7:35 AM	13	13	1	0	2	26	1	0	2	8	3	0	0	18	0	0	87	
7:40 AM	10	20	1	0	0	35	4	2	6	8	9	0	0	20	0	0	115	
7:45 AM	12	19	1	0	1	30	5	0	4	16	4	0	0	33	1	0	126	
7:50 AM	25	14	1	0	2	39	4	0	2	11	4	0	0	16	2	0	120	
7:55 AM	12	8	1	0	2	24	2	0	5	13	4	0	0	31	0	0	102	1157
8:00 AM	19	18	1	0	1	16	2	0	4	10	9	0	1	22	0	0	103	1191
8:05 AM	11	20	1	0	0	17	2	0	5	22	4	0	0	21	3	0	106	1234
8:10 AM	8	13	0	0	0	23	0	0	2	14	12	0	0	18	2	0	92	1248
8:15 AM	8	14	0	0	0	16	2	0	4	6	4	0	0	10	1	0	65	1216
8:20 AM	10	13	0	0	0	19	4	0	3	14	9	0	0	25	0	0	97	1218
8:25 AM	14	6	0	0	0	26	3	0	1	10	13	0	1	13	1	0	88	1202
8:30 AM	9	8	0	0	0	20	2	0	4	13	7	0	0	20	1	0	84	1185
8:35 AM	11	8	0	0	1	15	0	0	1	12	11	0	1	16	0	0	76	1174
8:40 AM	5	17	0	0	0	25	2	0	2	16	12	0	0	15	1	0	95	1154
8:45 AM	8	13	2	0	1	15	0	0	0	10	8	0	2	19	0	0	78	1106
8:50 AM	4	12	0	0	0	20	0	0	0	20	12	0	1	14	0	0	83	1069
8:55 AM	10	16	1	0	0	16	1	0	1	12	7	0	0	14	0	0	78	1045

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	188	212	12	0	12	416	52	8	48	140	68	0	0	276	12	0	1444
Heavy Trucks	4	4	4		0	12	0		24	20	8		0	32	0		108
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

DRAFT

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

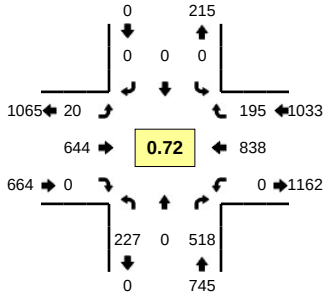
Type of peak hour being reported: Intersection Peak

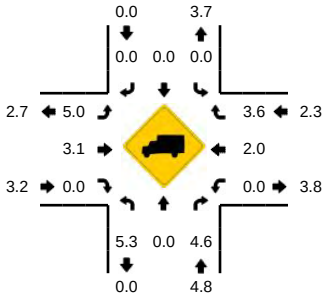
Method for determining peak hour: Total Entering Volume

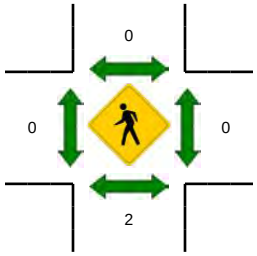
LOCATION: I-5 NB Ramps -- SR-299 (Lake Blvd E)
CITY/STATE: Redding, CA

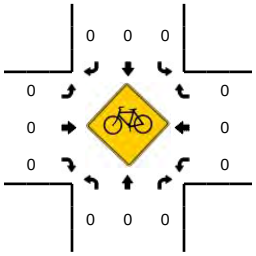
QC JOB #: 10689223
DATE: Tue, Jan 31 2012

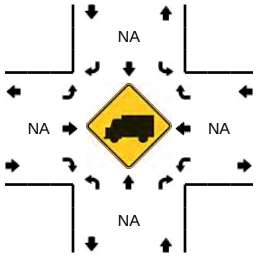
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

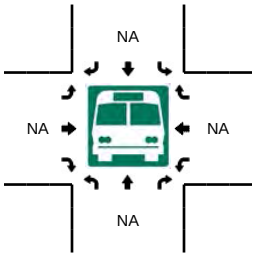












DRAFT

5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				SR-299 (Lake Blvd E) (Eastbound)				SR-299 (Lake Blvd E) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	7	0	13	0	0	0	0	0	1	15	0	0	0	36	10	0	82	
7:05 AM	9	0	7	0	0	0	0	0	2	14	0	0	0	31	8	0	71	
7:10 AM	12	0	15	0	0	0	0	0	2	16	0	0	0	42	11	0	98	
7:15 AM	12	0	17	0	0	0	0	0	2	32	0	0	0	56	10	0	129	
7:20 AM	19	0	31	0	0	0	0	0	1	26	0	0	0	65	15	0	157	
7:25 AM	13	0	31	0	0	0	0	0	1	49	0	0	0	70	12	0	176	
7:30 AM	12	0	39	0	0	0	0	0	1	48	0	0	0	59	14	0	173	
7:35 AM	16	0	60	0	0	0	0	0	2	71	0	0	0	78	10	0	237	
7:40 AM	21	0	76	0	0	0	0	0	5	69	0	0	0	77	13	0	261	
7:45 AM	16	0	79	0	0	0	0	0	3	115	0	0	0	77	24	0	314	
7:50 AM	29	0	61	0	0	0	0	0	0	87	0	0	0	80	18	0	275	
7:55 AM	20	0	42	0	0	0	0	0	0	53	0	0	0	89	23	0	227	2200
8:00 AM	28	0	35	0	0	0	0	0	1	41	0	0	0	73	25	0	203	2321
8:05 AM	22	0	18	0	0	0	0	0	1	32	0	0	0	53	17	0	143	2393
8:10 AM	15	0	24	0	0	0	0	0	2	25	0	0	0	55	15	0	136	2431
8:15 AM	16	0	22	0	0	0	0	0	3	28	0	0	0	62	9	0	140	2442
8:20 AM	18	0	15	0	0	0	0	0	2	28	0	0	0	47	17	0	127	2412
8:25 AM	16	0	28	0	0	0	0	0	0	29	0	0	0	55	14	0	142	2378
8:30 AM	14	0	33	0	0	0	0	0	3	32	0	0	0	41	13	0	136	2341
8:35 AM	12	0	43	0	0	0	0	0	3	35	0	0	0	46	11	0	150	2254
8:40 AM	23	0	30	0	0	0	0	0	4	42	0	0	0	38	10	0	147	2140
8:45 AM	18	0	47	0	0	0	0	0	2	45	0	0	0	49	6	0	167	1993
8:50 AM	11	0	44	0	0	0	0	0	2	62	0	0	0	56	8	0	183	1901
8:55 AM	27	0	54	0	0	0	0	0	1	40	0	0	0	40	10	0	172	1846

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	264	0	864	0	0	0	0	0	32	1084	0	0	0	936	220	0	3400
Heavy Trucks	8	0	24		0	0	0		4	12	0		0	8	4		60
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

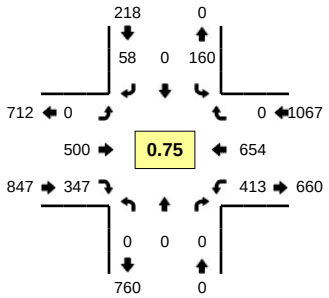
Type of peak hour being reported: Intersection Peak

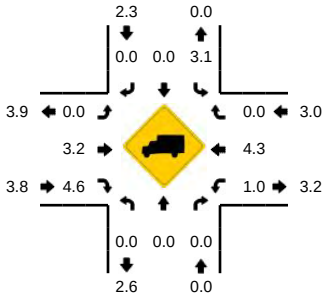
Method for determining peak hour: Total Entering Volume

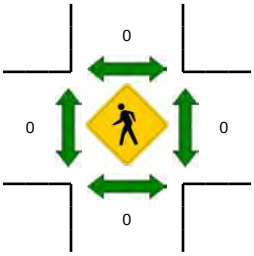
LOCATION: I-5 SB Ramps -- SR-299 (Lake Blvd E)
CITY/STATE: Redding, CA

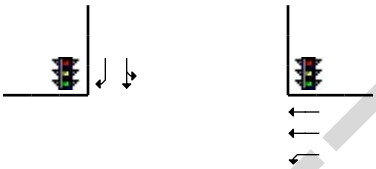
QC JOB #: 10689225
DATE: Tue, Jan 31 2012

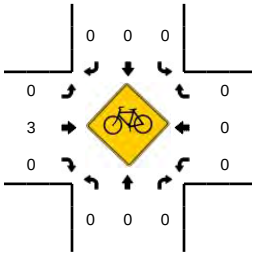
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

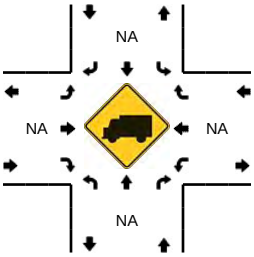


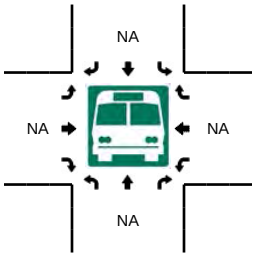












DRAFT

5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				SR-299 (Lake Blvd E) (Eastbound)				SR-299 (Lake Blvd E) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	6	0	3	0	0	11	17	0	14	27	0	0	78	
7:05 AM	0	0	0	0	2	0	2	0	0	14	23	0	16	27	0	0	84	
7:10 AM	0	0	0	0	5	0	2	0	0	13	23	0	20	34	0	0	97	
7:15 AM	0	0	0	0	9	0	5	0	0	27	22	0	29	42	0	0	134	
7:20 AM	0	0	0	0	6	0	2	0	0	20	32	0	35	49	0	0	144	
7:25 AM	0	0	0	0	16	0	9	0	0	36	24	0	26	54	0	0	165	
7:30 AM	0	0	0	0	15	0	5	0	0	34	24	0	19	53	0	0	150	
7:35 AM	0	0	0	0	21	0	4	0	0	56	36	0	39	41	0	0	197	
7:40 AM	0	0	0	0	12	0	4	0	0	72	43	0	50	63	0	0	244	
7:45 AM	0	0	0	0	25	0	5	0	0	76	32	0	49	42	0	0	229	
7:50 AM	0	0	0	0	16	0	7	0	0	71	36	0	37	72	0	0	239	
7:55 AM	0	0	0	0	14	0	4	0	0	36	23	0	37	60	0	0	174	1935
8:00 AM	0	0	0	0	10	0	3	0	0	32	25	0	34	74	0	0	178	2035
8:05 AM	0	0	0	0	6	0	9	0	0	27	22	0	32	52	0	0	148	2099
8:10 AM	0	0	0	0	9	0	3	0	0	17	27	0	30	42	0	0	128	2130
8:15 AM	0	0	0	0	10	0	3	0	0	23	23	0	25	52	0	0	136	2132
8:20 AM	0	0	0	0	11	0	3	0	0	19	30	0	23	42	0	0	128	2116
8:25 AM	0	0	0	0	10	0	5	0	0	20	25	0	27	44	0	0	131	2082
8:30 AM	0	0	0	0	9	0	2	0	0	25	27	0	18	41	0	0	122	2054
8:35 AM	0	0	0	0	11	0	6	0	0	32	15	0	19	37	0	0	120	1977
8:40 AM	0	0	0	0	6	0	2	0	0	42	28	0	17	39	0	0	134	1867
8:45 AM	0	0	0	0	9	0	6	0	0	33	23	0	26	42	0	0	139	1777
8:50 AM	0	0	0	0	13	0	14	0	0	50	17	0	30	38	0	0	162	1700
8:55 AM	0	0	0	0	13	0	4	0	0	26	31	0	24	43	0	0	141	1667

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	212	0	64	0	0	876	444	0	544	708	0	0	2848
Heavy Trucks	0	0	0		4	0	0		0	12	12		0	28	0		56
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

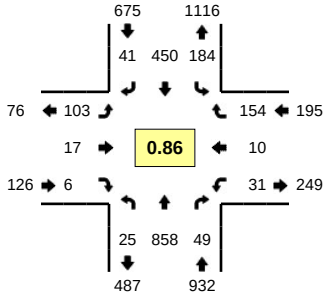
LOCATION: S Market St (SR-273) -- Breslauer Way

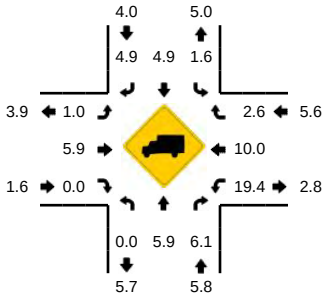
CITY/STATE: Redding, CA

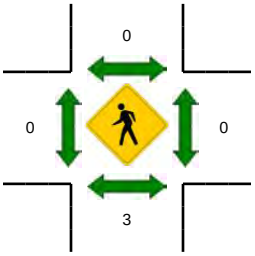
QC JOB #: 10689227

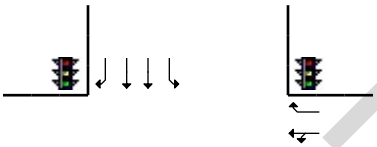
DATE: Thu, Feb 02 2012

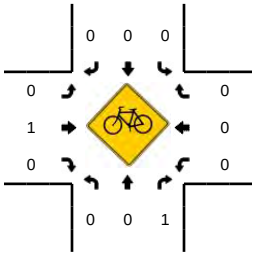
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

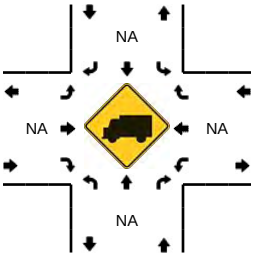


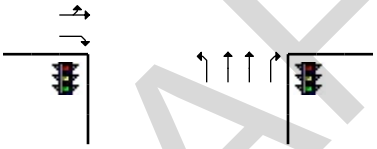


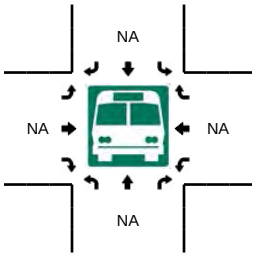












DRAFT

5-Min Count Period Beginning At	S Market St (SR-273) (Northbound)				S Market St (SR-273) (Southbound)				Breslauer Way (Eastbound)				Breslauer Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	35	1	0	12	17	0	0	5	3	0	0	0	0	10	0	83	
7:05 AM	1	42	3	0	7	19	3	0	1	1	0	0	1	1	5	0	84	
7:10 AM	0	43	1	0	5	21	2	0	6	0	1	0	1	1	13	0	94	
7:15 AM	1	63	1	0	8	24	1	0	9	0	2	0	2	0	12	0	123	
7:20 AM	0	54	2	0	12	41	1	0	8	1	1	0	4	0	12	0	136	
7:25 AM	1	87	1	0	12	23	2	0	8	3	0	0	0	0	11	0	148	
7:30 AM	1	53	2	0	11	30	3	0	13	0	0	0	5	0	13	0	131	
7:35 AM	2	62	3	0	8	50	3	0	9	2	0	0	4	1	16	0	160	
7:40 AM	0	92	4	0	14	41	4	0	7	0	0	0	2	0	11	0	175	
7:45 AM	7	83	5	0	21	29	3	0	14	1	0	0	1	0	15	0	179	
7:50 AM	0	90	10	0	22	46	2	0	5	2	0	0	3	0	9	0	189	
7:55 AM	2	84	8	0	27	28	4	0	11	0	2	0	5	5	14	0	190	1692
8:00 AM	2	62	8	0	24	44	5	0	7	2	1	0	2	1	13	0	171	1780
8:05 AM	1	62	1	0	13	45	5	0	5	3	1	0	1	0	10	0	147	1843
8:10 AM	1	67	3	0	12	35	1	1	8	1	1	0	0	2	9	0	141	1890
8:15 AM	8	62	2	0	7	38	8	0	8	2	0	0	4	1	21	0	161	1928
8:20 AM	0	45	4	0	9	31	6	0	10	3	1	0	0	2	13	0	124	1916
8:25 AM	2	68	6	0	12	38	6	0	5	2	2	0	0	0	18	0	159	1927
8:30 AM	4	46	4	0	3	27	7	0	8	0	0	0	2	0	9	0	110	1906
8:35 AM	0	56	3	0	5	46	8	0	6	2	1	0	2	2	7	0	138	1884
8:40 AM	1	75	7	1	8	33	5	0	8	1	0	0	0	0	12	0	151	1860
8:45 AM	1	71	4	0	16	31	4	0	9	1	2	0	3	2	13	0	157	1838
8:50 AM	1	64	1	0	6	39	11	0	6	3	2	0	3	1	5	0	142	1791
8:55 AM	4	47	2	0	6	41	8	0	9	0	0	0	2	3	25	0	147	1748

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	36	1028	92	0	280	412	36	0	120	12	8	0	36	20	152	0	2232
Heavy Trucks	0	68	4		4	16	0		0	0	0		8	0	8		108
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass from 6:30 AM-10:30 AM and 3:30 PM and 7:30 PM

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

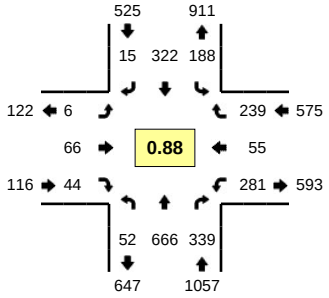
LOCATION: S Market St (SR-273) -- S Bonneyview Rd

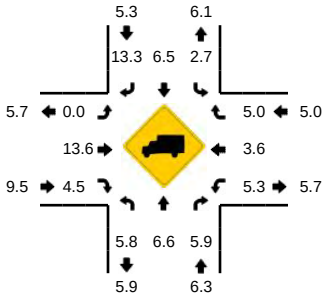
CITY/STATE: Redding, CA

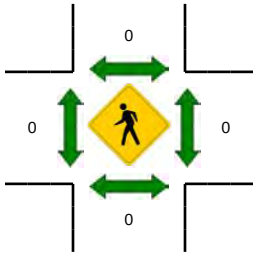
QC JOB #: 10689229

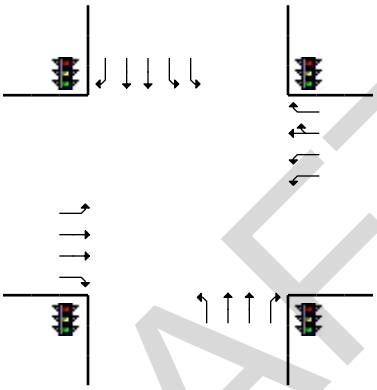
DATE: Thu, Feb 02 2012

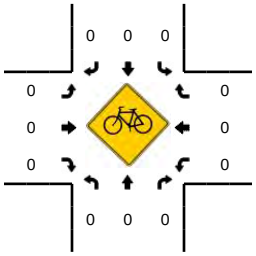
Peak-Hour: 7:25 AM -- 8:25 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

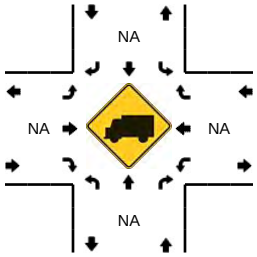


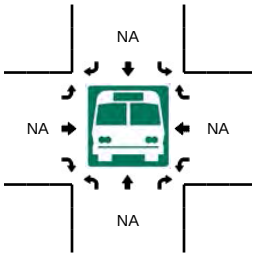












DRAFT

5-Min Count Period Beginning At	S Market St (SR-273) (Northbound)				S Market St (SR-273) (Southbound)				S Bonneyview Rd (Eastbound)				S Bonneyview Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	5	35	17	0	7	13	1	0	0	0	1	0	8	5	9	0	101	
7:05 AM	1	31	12	0	4	8	1	0	0	1	1	0	9	2	10	0	80	
7:10 AM	1	28	27	0	12	21	1	0	0	9	3	0	14	4	18	0	138	
7:15 AM	0	48	23	0	15	14	1	0	0	2	3	0	17	1	21	0	145	
7:20 AM	3	49	23	0	16	21	3	0	0	6	4	0	23	5	25	0	178	
7:25 AM	3	58	41	0	12	42	2	0	0	4	5	0	16	1	15	0	199	
7:30 AM	2	48	22	0	8	27	3	0	1	2	4	0	27	3	19	0	166	
7:35 AM	8	46	31	0	18	39	2	0	0	10	4	0	24	3	11	0	196	
7:40 AM	6	80	32	0	12	20	1	0	0	5	6	0	22	2	22	0	208	
7:45 AM	5	86	37	0	20	28	0	0	0	4	1	0	21	6	23	0	231	
7:50 AM	2	61	29	0	21	16	1	0	0	3	3	0	29	9	31	0	205	
7:55 AM	5	68	13	0	17	23	1	0	2	7	5	0	34	4	16	0	195	2042
8:00 AM	4	27	26	0	17	17	1	0	2	3	0	0	25	6	23	0	151	2092
8:05 AM	4	57	32	0	12	37	0	0	1	4	1	0	17	5	22	0	192	2204
8:10 AM	3	35	24	0	23	26	0	0	0	5	3	0	23	3	28	0	173	2239
8:15 AM	5	56	24	0	9	21	2	0	0	7	5	0	22	11	12	0	174	2268
8:20 AM	5	44	28	0	19	26	2	0	0	12	7	0	21	2	17	0	183	2273
8:25 AM	7	37	13	0	18	24	0	1	0	7	3	0	28	8	27	0	173	2247
8:30 AM	6	53	18	0	12	22	0	0	0	1	3	0	11	5	15	0	146	2227
8:35 AM	1	38	20	0	11	31	0	0	0	4	3	0	24	10	24	0	166	2197
8:40 AM	2	66	16	0	19	22	1	0	0	4	6	0	19	2	14	0	171	2160
8:45 AM	3	53	24	0	12	33	1	0	2	1	3	0	15	0	21	0	168	2097
8:50 AM	5	41	30	0	13	15	2	0	0	7	3	0	23	3	12	0	154	2046
8:55 AM	1	36	21	0	18	30	2	0	0	0	3	0	18	4	19	0	152	2003

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	52	908	392	0	212	256	8	0	0	48	40	0	288	68	304	0	2576
Heavy Trucks	0	64	24		8	12	4		0	0	4		8	4	28		156
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains passfrom 6:30 AM-10:30 AM and 3:30 PM and 7:30 PM

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

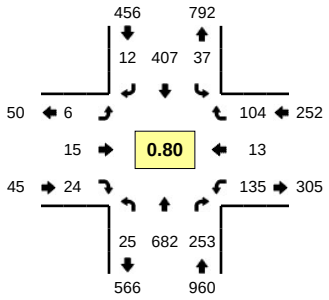
LOCATION: S Market St (SR-273) -- Girvan Ln

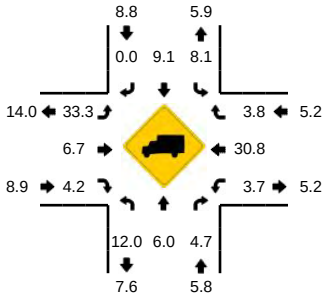
CITY/STATE: Redding, CA

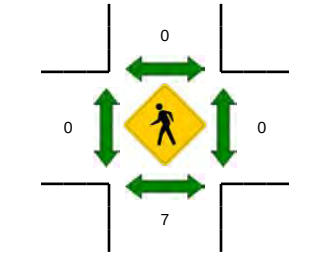
QC JOB #: 10689231

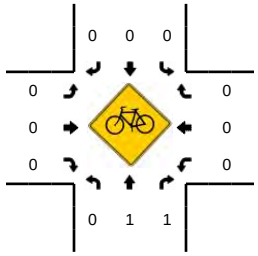
DATE: Thu, Feb 02 2012

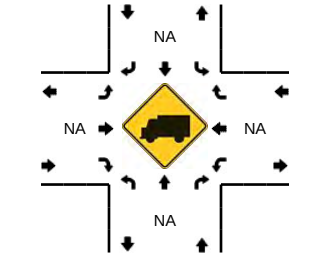
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

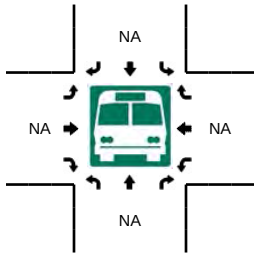












5-Min Count Period Beginning At	S Market St (SR-273) (Northbound)				S Market St (SR-273) (Southbound)				Girvan Ln (Eastbound)				Girvan Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	43	4	0	2	13	1	0	1	0	0	0	2	0	7	0	73	
7:05 AM	1	38	11	0	1	9	2	0	0	0	1	0	4	0	3	0	70	
7:10 AM	2	42	19	0	2	27	1	0	0	1	1	0	6	2	9	0	112	
7:15 AM	2	54	13	0	1	21	0	0	1	2	1	0	20	0	7	0	122	
7:20 AM	5	52	29	0	3	33	1	0	2	2	3	0	9	0	13	0	152	
7:25 AM	0	36	18	0	3	35	2	0	0	1	4	0	5	0	12	0	116	
7:30 AM	0	48	17	0	4	30	2	0	0	1	0	0	6	5	7	0	120	
7:35 AM	0	69	28	0	2	30	0	0	0	2	0	0	12	3	10	0	156	
7:40 AM	0	74	25	0	4	52	0	0	0	2	3	0	8	1	8	0	177	
7:45 AM	3	73	24	0	3	40	1	0	0	1	3	0	8	1	15	0	172	
7:50 AM	4	81	32	0	2	33	1	0	1	0	1	0	16	1	13	0	185	
7:55 AM	2	50	19	0	6	24	2	0	0	1	3	0	19	0	6	0	132	1587
8:00 AM	3	48	19	0	3	38	1	0	0	1	3	0	13	0	5	0	134	1648
8:05 AM	4	50	11	0	2	36	2	0	2	2	3	0	7	2	4	0	125	1703
8:10 AM	2	47	18	0	4	35	0	0	0	0	0	0	12	0	4	0	122	1713
8:15 AM	1	53	13	0	2	27	1	0	1	0	4	0	8	0	5	0	115	1706
8:20 AM	3	63	15	0	5	40	1	0	0	1	0	0	6	1	9	0	144	1698
8:25 AM	2	37	9	0	3	35	2	0	2	0	2	0	8	2	4	0	106	1688
8:30 AM	8	49	21	0	3	31	0	0	2	0	2	0	6	2	8	0	132	1700
8:35 AM	2	55	11	0	2	28	0	0	0	0	3	0	2	2	8	0	113	1657
8:40 AM	4	56	9	0	1	36	3	0	1	1	1	0	13	1	7	0	133	1613
8:45 AM	0	52	20	0	2	42	0	0	0	0	4	0	6	1	7	0	134	1575
8:50 AM	4	42	13	0	1	36	1	0	2	1	1	0	3	1	7	0	112	1502
8:55 AM	4	43	14	0	3	30	2	0	1	3	2	0	7	0	4	0	113	1483

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	28	912	324	0	36	500	8	0	4	12	28	0	128	12	144	0	2136
Heavy Trucks	4	56	24		8	52	0		4	4	4		16	0	0		172
Pedestrians		12				0				0				0			12
Bicycles	0	1	0		0	0	0		0	0	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass from 6:30 AM-10:30 AM and 3:30 PM and 7:30 PM

DRAFT

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

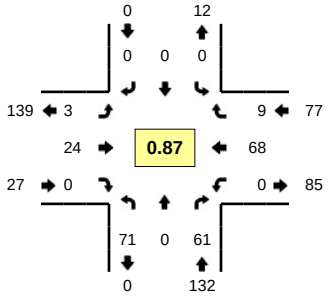
LOCATION: I-5 NB Ramps -- Old Oregon Trail

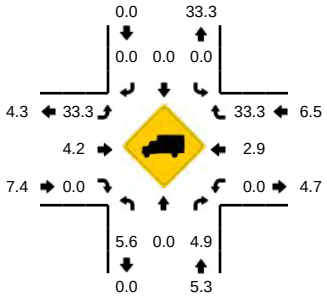
CITY/STATE: Shasta County, CA

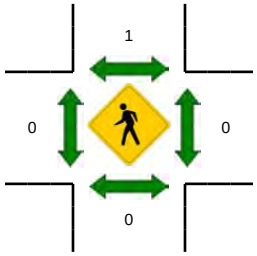
QC JOB #: 10689202

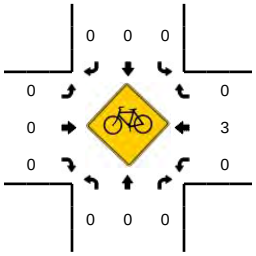
DATE: Tue, Jan 31 2012

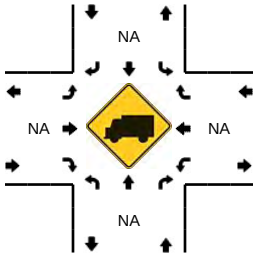
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

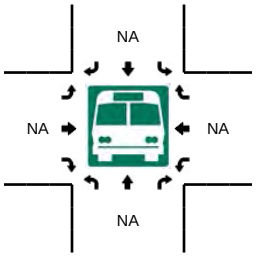












DRAFT

5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				Old Oregon Trail (Eastbound)				Old Oregon Trail (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	0	7	0	0	0	0	0	1	2	0	0	0	12	0	0	31	
4:05 PM	5	0	4	0	0	0	0	0	0	6	0	0	0	3	0	0	18	
4:10 PM	8	0	2	0	0	0	0	0	0	1	0	0	0	7	1	0	19	
4:15 PM	1	0	5	0	0	0	0	0	2	3	0	0	0	7	1	0	19	
4:20 PM	9	0	7	0	0	0	0	0	0	0	0	0	0	3	0	0	19	
4:25 PM	10	0	4	0	0	0	0	0	0	4	0	0	0	1	0	0	19	
4:30 PM	6	0	9	0	0	0	0	0	0	0	0	0	0	6	0	0	21	
4:35 PM	2	0	3	0	0	0	0	0	0	3	0	0	0	8	3	0	19	
4:40 PM	5	0	6	0	0	0	0	0	0	0	0	0	0	8	1	0	20	
4:45 PM	4	0	5	0	0	0	0	0	0	4	0	0	0	5	2	0	20	
4:50 PM	4	0	3	0	0	0	0	0	0	1	0	0	0	6	1	0	15	
4:55 PM	8	0	6	0	0	0	0	0	0	0	0	0	0	2	0	0	16	236
5:00 PM	7	0	2	0	0	0	0	0	1	2	0	0	0	0	1	0	13	218
5:05 PM	5	0	3	0	0	0	0	0	0	0	0	0	0	1	2	0	11	211
5:10 PM	7	0	6	0	0	0	0	0	0	2	0	0	0	5	0	0	20	212
5:15 PM	4	0	5	0	0	0	0	0	0	3	0	0	0	9	1	0	22	215
5:20 PM	10	0	1	0	0	0	0	0	1	1	0	0	0	5	0	0	18	214
5:25 PM	5	0	8	0	0	0	0	0	1	3	0	0	0	1	0	0	18	213
5:30 PM	8	0	4	0	0	0	0	0	0	4	0	0	0	12	1	0	29	221
5:35 PM	4	0	4	0	0	0	0	0	1	3	0	0	0	6	2	0	20	222
5:40 PM	9	0	3	0	0	0	0	0	0	1	0	0	0	9	1	0	23	225
5:45 PM	5	0	6	0	0	0	0	0	1	3	0	0	0	2	1	0	18	223
5:50 PM	9	0	4	0	0	0	0	0	0	3	0	0	0	5	2	0	23	231
5:55 PM	7	0	5	0	0	0	0	0	0	2	0	0	0	3	0	0	17	232

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	88	0	52	0	0	0	0	0	4	36	0	0	0	88	4	0	272
Heavy Trucks	4	0	0		0	0	0		4	4	0		0	4	0		16
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

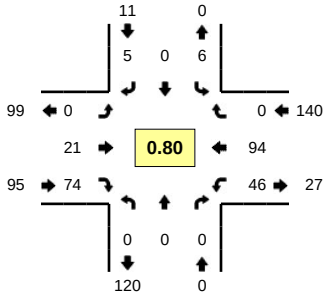
LOCATION: I-5 SB Ramps -- Old Oregon Trail

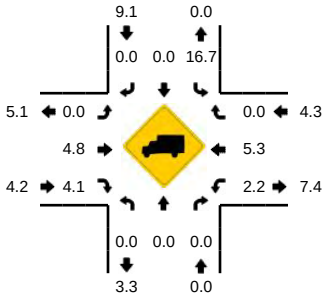
CITY/STATE: Shasta County, CA

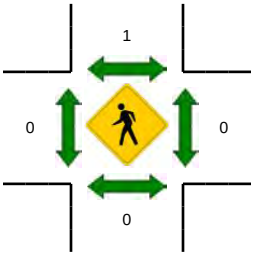
QC JOB #: 10689204

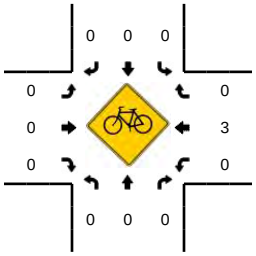
DATE: Tue, Jan 31 2012

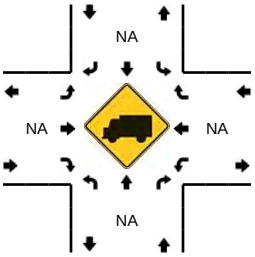
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

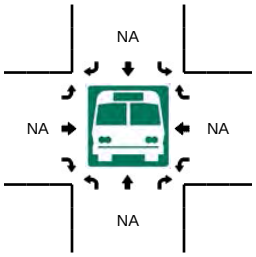












DRAFT

5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				Old Oregon Trail (Eastbound)				Old Oregon Trail (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	0	0	0	3	5	0	4	18	0	0	31	
4:05 PM	0	0	0	0	2	0	1	0	0	3	8	0	2	7	0	0	23	
4:10 PM	0	0	0	0	0	0	3	0	0	2	4	0	6	8	0	0	23	
4:15 PM	0	0	0	0	0	0	0	0	0	4	8	0	2	7	0	0	21	
4:20 PM	0	0	0	0	0	0	0	0	0	0	12	0	0	11	0	0	23	
4:25 PM	0	0	0	0	1	0	0	0	0	3	8	0	3	9	0	0	24	
4:30 PM	0	0	0	0	0	0	0	0	0	0	4	0	6	6	0	0	16	
4:35 PM	0	0	0	0	0	0	0	0	0	3	4	0	5	5	0	0	17	
4:40 PM	0	0	0	0	1	0	1	0	0	0	7	0	7	5	0	0	21	
4:45 PM	0	0	0	0	1	0	0	0	0	2	3	0	4	5	0	0	15	
4:50 PM	0	0	0	0	0	0	0	0	0	1	5	0	5	6	0	0	17	
4:55 PM	0	0	0	0	0	0	0	0	0	0	6	0	2	7	0	0	15	246
5:00 PM	0	0	0	0	1	0	1	0	0	2	6	0	0	8	0	0	18	233
5:05 PM	0	0	0	0	0	1	1	0	0	0	5	0	0	4	0	0	11	221
5:10 PM	0	0	0	0	1	0	2	0	0	1	5	0	6	8	0	0	23	221
5:15 PM	0	0	0	0	2	1	0	0	0	1	3	0	6	5	0	0	18	218
5:20 PM	0	0	0	0	1	0	0	0	0	1	3	0	7	10	0	0	22	217
5:25 PM	0	0	0	0	1	0	1	0	0	3	5	0	1	5	0	0	16	209
5:30 PM	0	0	0	0	2	0	1	0	0	3	5	0	11	8	0	0	30	223
5:35 PM	0	0	0	0	2	0	1	0	0	1	5	0	3	8	0	0	20	226
5:40 PM	0	0	0	0	1	1	0	0	0	0	5	0	7	10	0	0	24	229
5:45 PM	0	0	0	0	3	1	0	0	0	1	7	0	1	7	0	0	20	234
5:50 PM	0	0	0	0	0	0	1	0	0	3	2	0	4	9	0	0	19	236
5:55 PM	0	0	0	0	0	0	0	0	0	2	5	0	4	8	0	0	19	240

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	12	0	16	0	0	32	68	0	48	132	0	0	308
Heavy Trucks	0	0	0		4	0	0		0	4	0		0	8	0		16
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

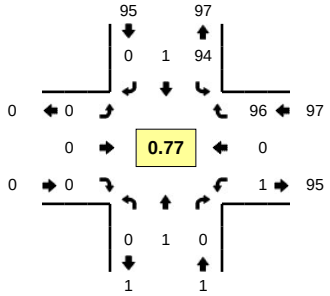
LOCATION: Wonderland Blvd -- Old Oregon Trail

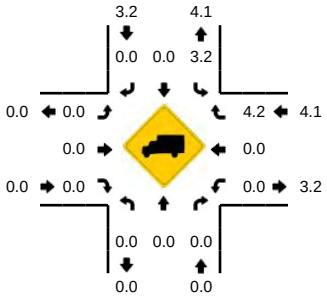
CITY/STATE: Shasta County, CA

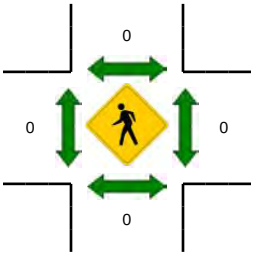
QC JOB #: 10689206

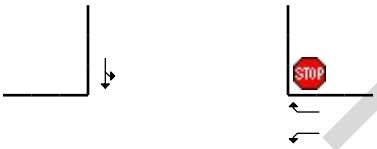
DATE: Tue, Jan 31 2012

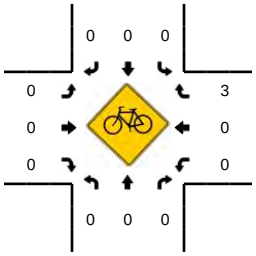
Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:00 PM -- 4:15 PM

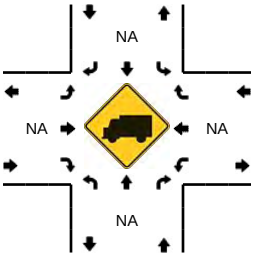


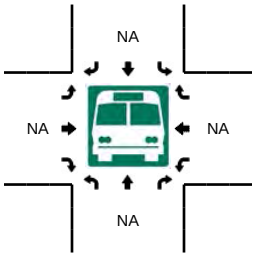












DRAFT

5-Min Count Period Beginning At	Wonderland Blvd (Northbound)				Wonderland Blvd (Southbound)				Old Oregon Trail (Eastbound)				Old Oregon Trail (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	16	1	24	
4:05 PM	0	0	0	0	11	0	0	0	0	0	0	0	0	0	8	0	19	
4:10 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	11	0	20	
4:15 PM	0	0	0	0	9	0	0	0	0	0	0	0	0	0	6	0	15	
4:20 PM	0	0	0	0	11	1	0	0	0	0	0	0	0	0	11	0	23	
4:25 PM	0	0	0	0	11	0	0	0	0	0	0	0	0	0	6	0	17	
4:30 PM	0	0	0	0	4	0	0	0	0	0	0	0	0	0	9	0	13	
4:35 PM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	5	0	12	
4:40 PM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	6	0	13	
4:45 PM	0	1	0	0	5	0	0	0	0	0	0	0	0	0	3	0	9	
4:50 PM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	8	0	15	
4:55 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	7	0	13	193
5:00 PM	0	0	0	0	8	0	0	0	0	0	0	0	0	0	9	0	17	186
5:05 PM	0	0	0	0	5	0	0	0	0	0	0	0	1	0	4	0	10	177
5:10 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	9	1	16	173
5:15 PM	0	0	1	0	3	0	0	0	0	0	0	0	0	0	5	0	9	167
5:20 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	10	0	15	159
5:25 PM	0	0	0	0	7	1	0	0	0	0	0	0	0	0	6	0	14	156
5:30 PM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	8	0	15	158
5:35 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	10	0	16	162
5:40 PM	0	0	0	0	6	0	0	0	0	0	0	0	0	0	9	0	15	164
5:45 PM	0	0	0	0	7	0	0	0	0	0	0	0	0	0	7	0	14	169
5:50 PM	0	0	0	0	5	0	0	0	0	0	0	0	0	0	8	0	13	167
5:55 PM	0	0	1	0	6	0	0	0	0	0	0	0	0	0	10	0	17	171

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	108	0	0	0	0	0	0	0	0	0	140	4	252
Heavy Trucks	0	0	0		4	0	0		0	0	0		0	0	4		8
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

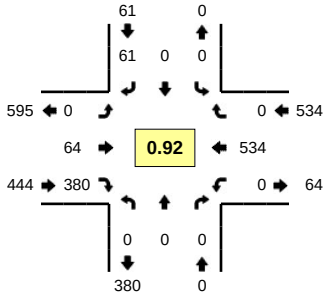
LOCATION: I-5 SB Off-Ramp -- Shasta Dam Blvd

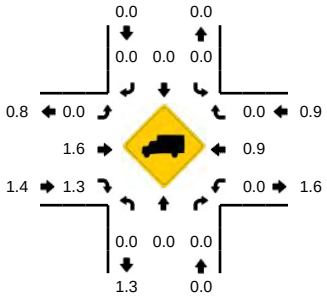
CITY/STATE: Shasta Lake, CA

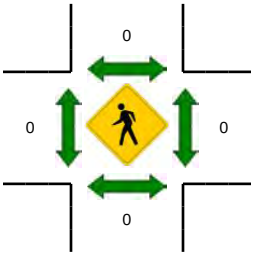
QC JOB #: 10689208

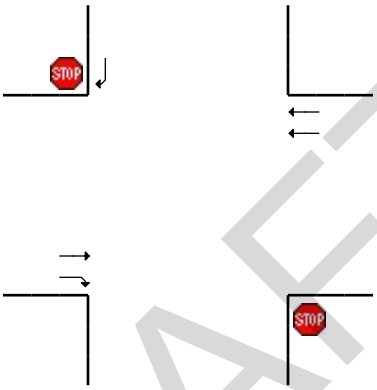
DATE: Tue, Jan 31 2012

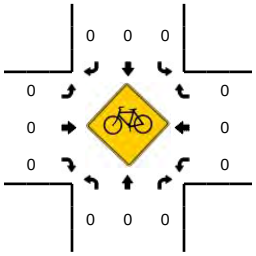
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

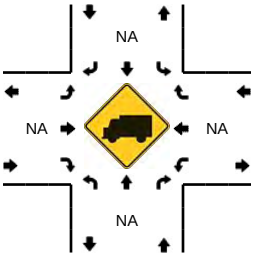


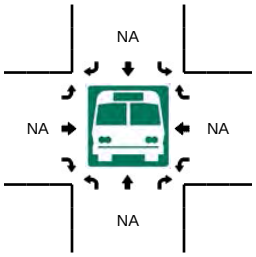












DRAFT

5-Min Count Period Beginning At	I-5 SB Off-Ramp (Northbound)				I-5 SB Off-Ramp (Southbound)				Shasta Dam Blvd (Eastbound)				Shasta Dam Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	6	0	0	9	41	0	0	45	0	0	101	
4:05 PM	0	0	0	0	0	0	7	0	0	4	40	0	0	43	0	0	94	
4:10 PM	0	0	0	0	0	0	7	0	0	6	41	0	0	39	0	0	93	
4:15 PM	0	0	0	0	0	0	6	0	0	4	44	0	0	33	0	0	87	
4:20 PM	0	0	0	0	0	0	1	0	0	10	27	0	0	45	0	0	83	
4:25 PM	0	0	0	0	0	0	8	0	0	7	28	0	0	29	0	0	72	
4:30 PM	0	0	0	0	0	0	4	0	0	4	35	0	0	45	0	0	88	
4:35 PM	0	0	0	0	0	0	8	0	0	7	31	0	0	30	0	0	76	
4:40 PM	0	0	0	0	0	0	6	0	0	2	30	0	0	47	0	0	85	
4:45 PM	0	0	0	0	0	0	6	0	0	8	39	0	0	42	0	0	95	
4:50 PM	0	0	0	0	0	0	4	0	0	3	24	0	0	35	0	0	66	
4:55 PM	0	0	0	0	0	0	4	0	0	7	33	0	0	42	0	0	86	1026
5:00 PM	0	0	0	0	0	0	3	0	0	6	27	0	0	46	0	0	82	1007
5:05 PM	0	0	0	0	0	0	4	0	0	7	31	0	0	53	0	0	95	1008
5:10 PM	0	0	0	0	0	0	3	0	0	6	34	0	0	50	0	0	93	1008
5:15 PM	0	0	0	0	0	0	6	0	0	4	35	0	0	50	0	0	95	1016
5:20 PM	0	0	0	0	0	0	8	0	0	4	24	0	0	50	0	0	86	1019
5:25 PM	0	0	0	0	0	0	5	0	0	6	37	0	0	44	0	0	92	1039
5:30 PM	0	0	0	0	0	0	1	0	0	3	19	0	0	37	0	0	60	1011
5:35 PM	0	0	0	0	0	0	4	0	0	7	27	0	0	47	0	0	85	1020
5:40 PM	0	0	0	0	0	0	4	0	0	3	26	0	0	41	0	0	74	1009
5:45 PM	0	0	0	0	0	0	4	0	0	9	26	0	0	38	0	0	77	991
5:50 PM	0	0	0	0	0	0	4	0	0	10	34	0	0	38	0	0	86	1011
5:55 PM	0	0	0	0	0	0	4	0	0	4	26	0	0	35	0	0	69	994

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	52	0	0	68	400	0	0	612	0	0	1132
Heavy Trucks	0	0	0		0	0	0		0	4	8		0	12	0		24
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

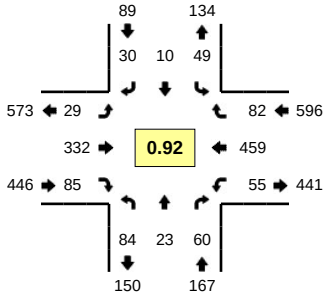
LOCATION: Cascade Blvd -- Shasta Dam Blvd

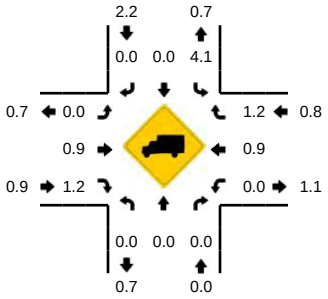
CITY/STATE: Shasta Lake, CA

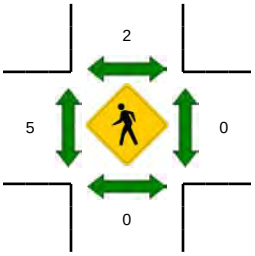
QC JOB #: 10689210

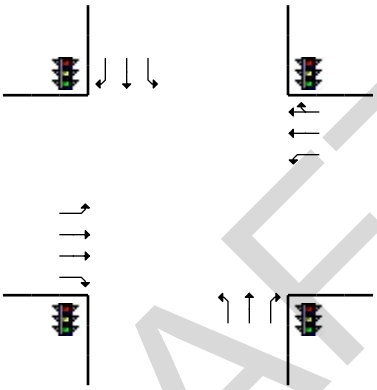
DATE: Tue, Jan 31 2012

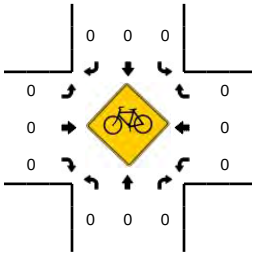
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

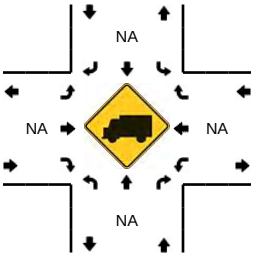


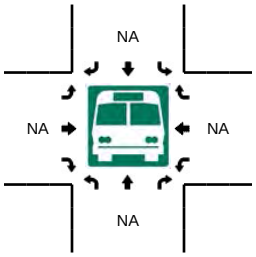












DRAFT

5-Min Count Period Beginning At	Cascade Blvd (Northbound)				Cascade Blvd (Southbound)				Shasta Dam Blvd (Eastbound)				Shasta Dam Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	9	1	4	0	5	1	3	0	1	41	4	0	5	37	6	0	117	
4:05 PM	4	3	1	0	2	2	0	0	3	41	7	0	5	44	5	0	117	
4:10 PM	10	0	8	0	8	1	2	0	2	33	6	0	5	33	6	0	114	
4:15 PM	10	2	0	0	8	2	2	0	1	40	11	0	1	30	7	0	114	
4:20 PM	7	1	6	0	4	1	2	0	2	27	9	0	4	28	5	0	96	
4:25 PM	5	4	3	0	5	2	3	0	1	29	8	0	4	38	5	0	107	
4:30 PM	8	4	2	0	2	0	5	0	3	32	7	0	6	26	7	0	102	
4:35 PM	4	1	6	0	3	1	1	0	3	29	6	0	1	36	10	0	101	
4:40 PM	5	1	2	0	3	0	2	0	3	27	9	0	6	42	5	0	105	
4:45 PM	4	4	12	0	4	0	6	0	0	32	5	0	6	36	6	0	115	
4:50 PM	8	1	4	0	2	2	2	0	3	22	7	0	6	25	6	0	88	
4:55 PM	5	1	4	0	5	0	1	0	6	32	10	0	4	39	8	0	115	1291
5:00 PM	11	2	7	0	3	2	1	0	1	21	9	0	4	33	6	0	100	1274
5:05 PM	10	3	5	0	4	2	3	0	0	28	5	0	3	43	10	0	116	1273
5:10 PM	9	1	6	0	9	0	1	0	4	25	8	0	8	38	5	0	114	1273
5:15 PM	5	4	6	0	6	1	3	0	2	27	5	0	4	55	5	0	123	1282
5:20 PM	6	1	1	0	6	0	1	0	1	21	8	0	2	45	5	0	97	1283
5:25 PM	9	0	5	0	2	2	4	0	3	36	6	0	5	41	9	0	122	1298
5:30 PM	3	4	3	0	2	1	6	0	2	17	10	0	4	25	8	0	85	1281
5:35 PM	8	1	6	0	5	2	4	0	1	25	6	0	6	36	5	0	105	1285
5:40 PM	10	0	3	0	4	1	1	0	3	20	4	0	10	32	10	0	98	1278
5:45 PM	4	1	6	0	3	0	5	0	3	28	5	0	9	23	6	0	93	1256
5:50 PM	6	1	6	0	9	1	3	0	0	26	4	0	2	34	7	0	99	1267
5:55 PM	10	0	7	0	3	1	8	0	0	20	6	0	6	28	8	0	97	1249

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	96	32	68	0	76	12	28	0	24	320	72	0	60	544	80	0	1412
Heavy Trucks	0	0	0		4	0	0		0	4	0		0	12	0		20
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

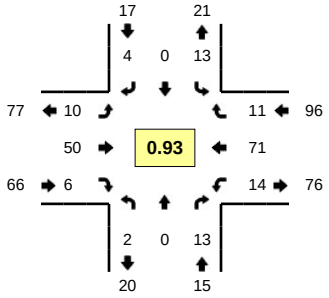
Type of peak hour being reported: Intersection Peak

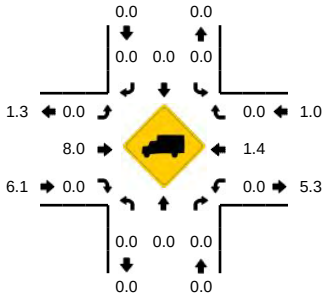
Method for determining peak hour: Total Entering Volume

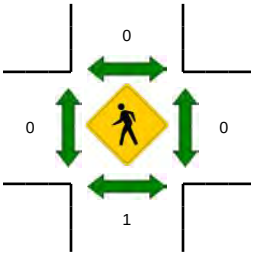
LOCATION: Shasta Park Dr -- Shasta Dam Blvd
CITY/STATE: Shasta Lake, CA

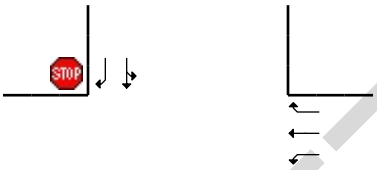
QC JOB #: 10689212
DATE: Tue, Jan 31 2012

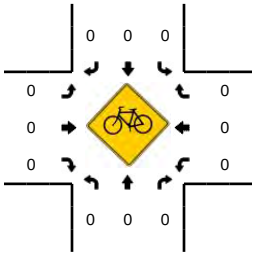
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

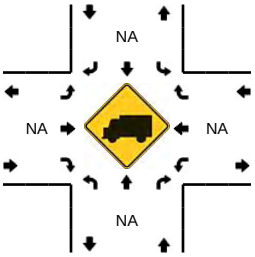


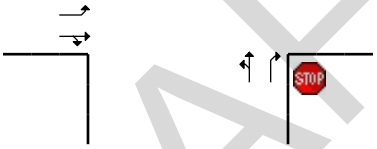


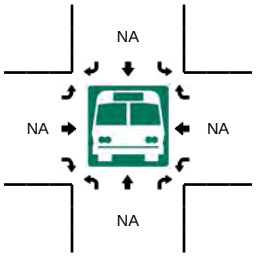












DRAFT

5-Min Count Period Beginning At	Shasta Park Dr (Northbound)				Shasta Park Dr (Southbound)				Shasta Dam Blvd (Eastbound)				Shasta Dam Blvd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	2	0	0	0	1	0	0	5	0	0	2	3	1	0	14	
4:05 PM	0	0	0	0	2	0	0	0	0	6	0	0	4	4	1	0	17	
4:10 PM	0	0	0	0	0	0	1	0	0	5	1	0	5	6	2	0	20	
4:15 PM	0	0	1	0	2	0	0	0	0	5	0	0	1	6	0	0	15	
4:20 PM	0	0	1	0	1	0	0	0	0	5	1	0	4	2	0	0	14	
4:25 PM	0	0	1	0	0	0	0	0	0	4	0	0	2	6	0	0	13	
4:30 PM	0	0	1	0	2	0	0	0	0	6	0	0	0	5	0	0	14	
4:35 PM	0	0	2	0	1	0	0	0	1	4	0	0	0	5	2	0	15	
4:40 PM	0	0	0	0	1	0	0	0	1	6	0	0	3	9	0	0	20	
4:45 PM	1	0	0	0	0	0	0	0	0	2	1	0	0	4	0	0	8	
4:50 PM	1	0	2	0	1	0	0	0	1	3	1	0	1	9	1	0	20	
4:55 PM	0	0	0	0	2	0	0	0	1	4	0	0	0	9	1	0	17	187
5:00 PM	0	0	0	0	4	0	0	0	0	3	0	0	2	3	0	0	12	185
5:05 PM	0	0	3	0	1	0	2	0	1	5	0	0	1	3	3	0	19	187
5:10 PM	0	0	2	0	0	0	1	0	0	5	1	0	0	8	1	0	18	185
5:15 PM	0	0	0	0	0	0	0	0	1	3	1	0	4	4	0	0	13	183
5:20 PM	0	0	2	0	1	0	0	0	2	4	1	0	3	6	2	0	21	190
5:25 PM	0	0	1	0	2	0	1	0	0	4	1	0	0	5	1	0	15	192
5:30 PM	0	0	1	0	0	0	0	0	2	7	0	0	0	6	0	0	16	194
5:35 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	3	0	0	5	184
5:40 PM	0	0	0	0	1	0	0	0	0	7	0	0	2	6	0	0	16	180
5:45 PM	0	0	1	0	0	0	0	0	0	6	0	0	1	3	1	0	12	184
5:50 PM	0	0	0	0	1	0	1	0	0	7	0	0	0	6	2	0	17	181
5:55 PM	0	0	1	0	1	0	0	0	1	4	0	0	1	2	2	0	12	176

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	16	0	4	0	4	0	12	48	12	0	28	72	12	0	208
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	4	0		8
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

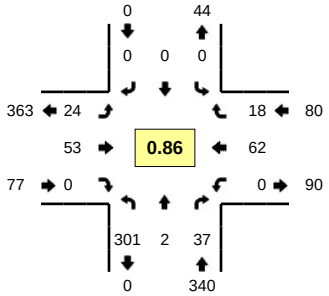
LOCATION: I-5 NB Ramps -- Pine Grove Ave

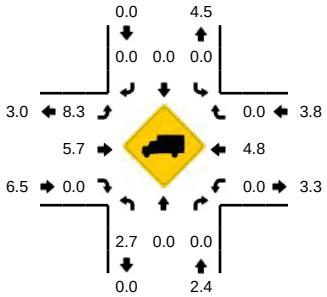
CITY/STATE: Shasta Lake, CA

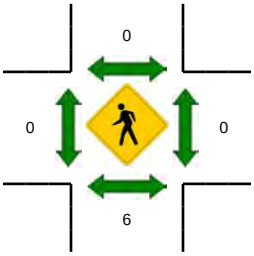
QC JOB #: 10689214

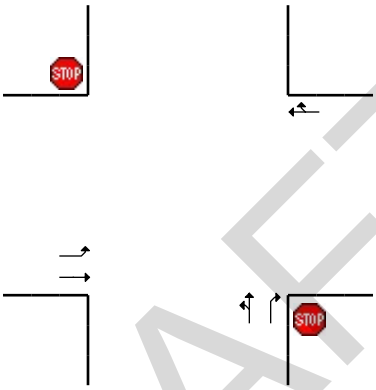
DATE: Tue, Jan 31 2012

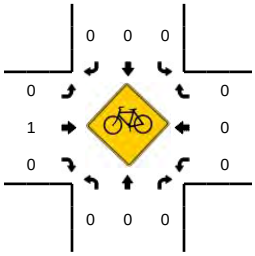
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

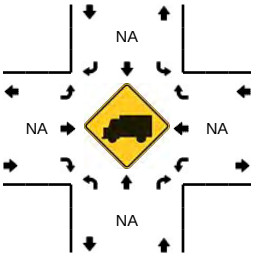


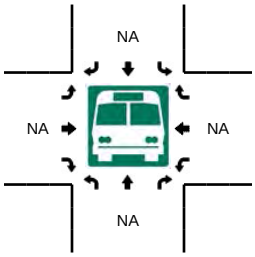












DRAFT

5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				Pine Grove Ave (Eastbound)				Pine Grove Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	21	1	7	0	0	0	0	0	2	4	0	0	0	7	0	0	42	
4:05 PM	27	0	4	0	0	0	0	0	3	7	0	0	0	7	1	0	49	
4:10 PM	30	0	2	0	0	0	0	0	1	4	0	0	0	2	0	0	39	
4:15 PM	14	1	2	0	0	0	0	0	3	5	0	0	0	8	0	0	33	
4:20 PM	17	0	3	0	0	0	0	0	2	4	0	0	0	7	1	0	34	
4:25 PM	19	0	1	0	0	0	0	0	0	8	0	0	0	6	0	0	34	
4:30 PM	23	1	1	0	0	0	0	0	0	3	0	0	0	6	1	0	35	
4:35 PM	21	0	4	0	0	0	0	0	0	8	0	0	0	5	1	0	39	
4:40 PM	13	0	5	0	0	0	0	0	0	3	0	0	0	7	0	0	28	
4:45 PM	22	0	3	0	0	0	0	0	1	6	0	0	0	7	2	0	41	
4:50 PM	17	1	5	0	0	0	0	0	2	4	0	0	0	6	2	0	37	
4:55 PM	19	0	2	0	0	0	0	0	2	9	0	0	0	10	3	0	45	456
5:00 PM	27	0	2	0	0	0	0	0	0	5	0	0	0	1	1	0	36	450
5:05 PM	23	0	2	0	0	0	0	0	4	1	0	0	0	6	1	0	37	438
5:10 PM	32	0	2	0	0	0	0	0	4	5	0	0	0	6	1	0	50	449
5:15 PM	32	0	7	0	0	0	0	0	2	2	0	0	0	6	2	0	51	467
5:20 PM	25	0	4	0	0	0	0	0	4	4	0	0	0	5	1	0	43	476
5:25 PM	21	0	1	0	0	0	0	0	0	2	0	0	0	7	1	0	32	474
5:30 PM	31	0	3	0	0	0	0	0	2	6	0	0	0	1	0	0	43	482
5:35 PM	26	1	5	0	0	0	0	0	2	6	0	0	0	4	1	0	45	488
5:40 PM	26	0	1	0	0	0	0	0	1	3	0	0	0	3	3	0	37	497
5:45 PM	22	1	3	0	0	0	0	0	2	5	0	0	0	2	2	0	37	493
5:50 PM	16	0	3	0	0	0	0	0	1	3	0	0	0	6	1	0	30	486
5:55 PM	18	0	3	0	0	0	0	0	2	4	0	0	0	2	2	0	31	472

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	356	0	52	0	0	0	0	0	40	44	0	0	0	68	16	0	576
Heavy Trucks	8	0	0		0	0	0		4	0	0		0	4	0		16
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

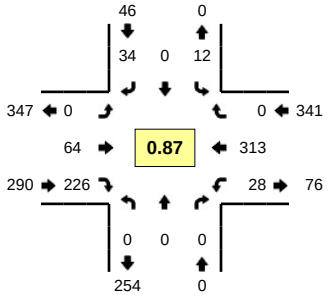
LOCATION: I-5 SB Ramps -- Pine Grove Ave

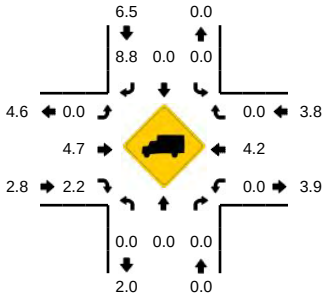
CITY/STATE: Shasta Lake, CA

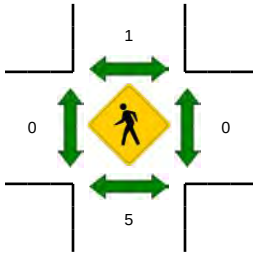
QC JOB #: 10689216

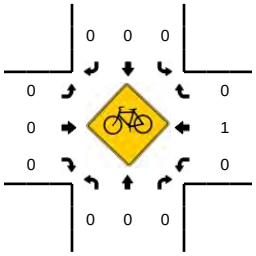
DATE: Tue, Jan 31 2012

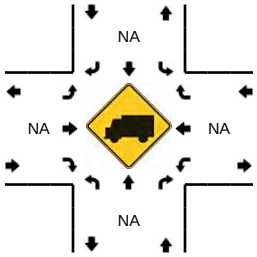
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

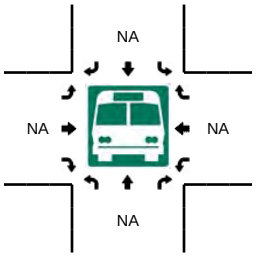












DRAFT

5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				Pine Grove Ave (Eastbound)				Pine Grove Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	3	0	0	6	15	0	3	23	0	0	50	
4:05 PM	0	0	0	0	1	0	1	0	0	10	25	0	5	31	0	0	73	
4:10 PM	0	0	0	0	2	0	3	0	0	2	20	0	0	32	0	0	59	
4:15 PM	0	0	0	0	1	0	4	0	0	7	16	0	2	20	0	0	50	
4:20 PM	0	0	0	0	3	0	3	0	0	4	12	0	5	21	0	0	48	
4:25 PM	0	0	0	0	2	0	1	0	0	4	19	0	2	19	0	0	47	
4:30 PM	0	0	0	0	1	0	3	0	0	2	22	0	1	27	0	0	56	
4:35 PM	0	0	0	0	3	0	0	0	0	5	30	0	4	26	0	0	68	
4:40 PM	0	0	0	0	0	0	4	0	0	4	19	0	2	18	0	0	47	
4:45 PM	0	0	0	0	1	0	2	0	0	5	13	0	3	26	0	0	50	
4:50 PM	0	0	0	0	0	0	2	0	0	6	10	0	3	22	0	0	43	
4:55 PM	0	0	0	0	3	0	7	0	0	8	18	0	3	23	0	0	62	653
5:00 PM	0	0	0	0	1	0	1	0	0	5	12	0	0	29	0	0	48	651
5:05 PM	0	0	0	0	0	0	2	0	0	5	25	0	4	25	0	0	61	639
5:10 PM	0	0	0	0	0	0	0	0	0	9	27	0	2	36	0	0	74	654
5:15 PM	0	0	0	0	0	0	8	0	0	4	14	0	3	31	0	0	60	664
5:20 PM	0	0	0	0	1	0	4	0	0	7	17	0	1	31	0	0	61	677
5:25 PM	0	0	0	0	1	0	3	0	0	1	11	0	3	23	0	0	42	672
5:30 PM	0	0	0	0	1	0	1	0	0	7	15	0	0	33	0	0	57	673
5:35 PM	0	0	0	0	1	1	1	0	0	6	12	0	1	30	0	0	52	657
5:40 PM	0	0	0	0	1	0	5	0	0	3	14	0	3	22	0	0	48	658
5:45 PM	0	0	0	0	3	0	2	0	0	4	15	0	2	24	0	0	50	658
5:50 PM	0	0	0	0	1	0	3	0	0	3	11	0	2	19	0	0	39	654
5:55 PM	0	0	0	0	2	0	5	0	0	4	9	0	0	19	0	0	39	631

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	40	0	0	72	264	0	36	368	0	0	780
Heavy Trucks	0	0	0		0	0	4		0	8	4		0	8	0		24
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

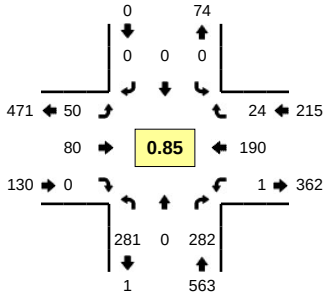
Type of peak hour being reported: Intersection Peak

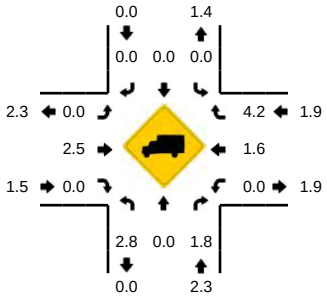
Method for determining peak hour: Total Entering Volume

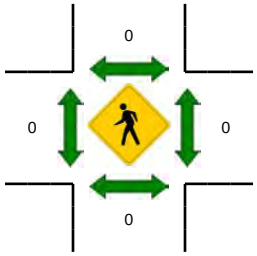
LOCATION: I-5 NB Ramps -- Oasis Rd
CITY/STATE: Redding, CA

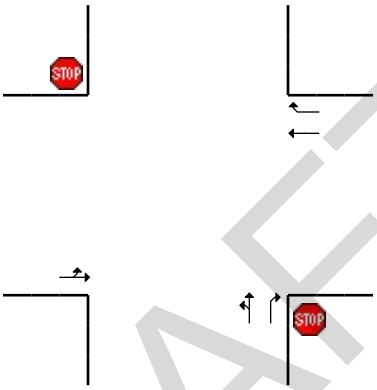
QC JOB #: 10689218
DATE: Tue, Jan 31 2012

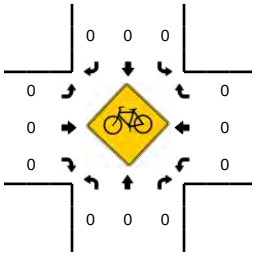
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

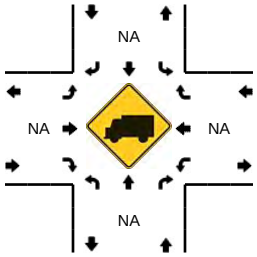


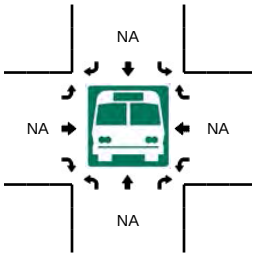












DRAFT

5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				Oasis Rd (Eastbound)				Oasis Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	18	0	16	0	0	0	0	0	6	6	0	0	0	18	3	0	67	
4:05 PM	15	0	17	0	0	0	0	0	3	8	0	0	0	16	2	0	61	
4:10 PM	17	0	18	0	0	0	0	0	5	6	0	0	0	19	3	0	68	
4:15 PM	16	0	16	0	0	0	0	0	4	6	0	0	0	29	4	0	75	
4:20 PM	33	0	11	0	0	0	0	0	3	9	0	0	0	18	2	0	76	
4:25 PM	18	0	20	0	0	0	0	0	4	9	0	0	0	17	0	0	68	
4:30 PM	26	0	15	0	0	0	0	0	2	7	0	0	0	12	0	0	62	
4:35 PM	20	0	24	0	0	0	0	0	3	7	0	0	0	12	1	0	67	
4:40 PM	23	0	25	0	0	0	0	0	2	12	0	0	0	20	0	0	82	
4:45 PM	21	0	22	0	0	0	0	0	3	7	0	0	0	10	3	0	66	
4:50 PM	21	0	15	0	0	0	0	0	4	6	0	0	0	14	0	0	60	
4:55 PM	16	0	13	0	0	0	0	0	2	9	0	0	0	12	1	0	53	805
5:00 PM	18	0	21	0	0	0	0	0	7	8	0	0	1	16	1	0	72	810
5:05 PM	19	0	25	0	0	0	0	0	5	13	0	0	0	24	6	0	92	841
5:10 PM	37	0	28	0	0	0	0	0	3	7	0	0	0	14	3	0	92	865
5:15 PM	28	0	20	0	0	0	0	0	5	11	0	0	0	14	4	0	82	872
5:20 PM	20	0	21	0	0	0	0	0	2	4	0	0	0	26	0	0	73	869
5:25 PM	21	0	17	0	0	0	0	0	2	4	0	0	0	18	2	0	64	865
5:30 PM	30	0	28	0	0	0	0	0	6	3	0	0	0	21	0	0	88	891
5:35 PM	28	0	32	0	0	0	0	0	5	11	0	0	0	7	0	0	83	907
5:40 PM	18	0	17	0	0	0	0	0	3	4	0	0	0	17	0	0	59	884
5:45 PM	21	0	25	0	0	0	0	0	7	8	0	0	0	13	3	0	77	895
5:50 PM	14	0	23	0	0	0	0	0	4	2	0	0	0	8	5	0	56	891
5:55 PM	27	0	25	0	0	0	0	0	1	5	0	0	0	12	0	0	70	908

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	336	0	292	0	0	0	0	0	52	124	0	0	0	208	52	0	1064
Heavy Trucks	8	0	8		0	0	0		0	0	0		0	4	0		20
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

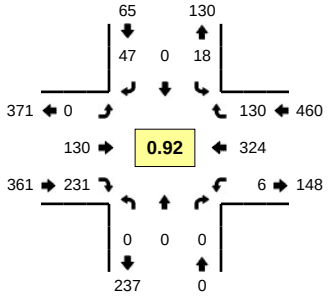
Type of peak hour being reported: Intersection Peak

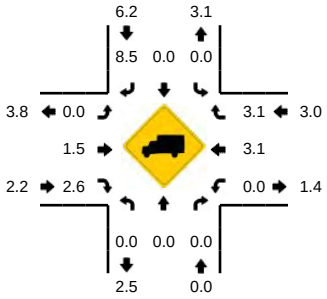
Method for determining peak hour: Total Entering Volume

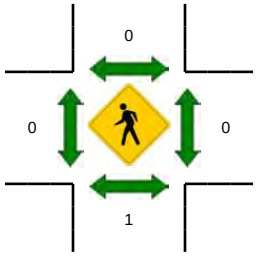
LOCATION: I-5 SB Ramps -- Oasis Rd
CITY/STATE: Redding, CA

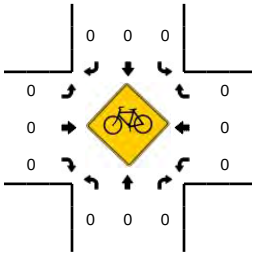
QC JOB #: 10689220
DATE: Tue, Jan 31 2012

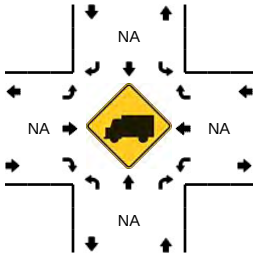
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

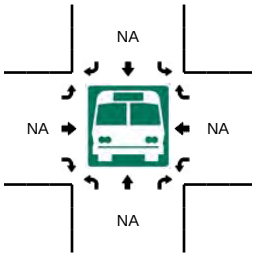












DRAFT

5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				Oasis Rd (Eastbound)				Oasis Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	3	0	0	14	22	0	2	30	6	0	77	
4:05 PM	0	0	0	0	2	0	4	0	0	8	24	0	0	24	12	0	74	
4:10 PM	0	0	0	0	0	0	6	0	0	8	25	0	2	21	11	0	73	
4:15 PM	0	0	0	0	3	0	3	0	0	7	20	0	1	26	21	0	81	
4:20 PM	0	0	0	0	3	0	7	0	0	8	19	0	0	39	9	0	85	
4:25 PM	0	0	0	0	0	0	3	0	0	15	20	0	1	21	12	0	72	
4:30 PM	0	0	0	0	0	0	5	0	0	8	16	0	0	30	10	0	69	
4:35 PM	0	0	0	0	0	0	4	0	0	14	17	0	1	24	6	0	66	
4:40 PM	0	0	0	0	1	0	3	0	0	9	28	0	1	28	9	0	79	
4:45 PM	0	0	0	0	2	0	4	0	0	8	23	0	0	28	8	0	73	
4:50 PM	0	0	0	0	3	0	7	0	0	10	7	0	0	22	11	0	60	
4:55 PM	0	0	0	0	0	0	6	0	0	8	15	0	0	22	8	0	59	868
5:00 PM	0	0	0	0	1	0	0	0	0	16	20	0	1	20	8	0	66	857
5:05 PM	0	0	0	0	3	0	2	0	0	16	27	0	0	26	20	0	94	877
5:10 PM	0	0	0	0	2	0	3	0	0	11	19	0	1	38	8	0	82	886
5:15 PM	0	0	0	0	0	0	6	0	0	13	14	0	0	34	9	0	76	881
5:20 PM	0	0	0	0	2	0	2	0	0	3	20	0	0	29	18	0	74	870
5:25 PM	0	0	0	0	3	0	4	0	0	3	8	0	0	24	13	0	55	853
5:30 PM	0	0	0	0	0	0	5	0	0	11	13	0	0	34	12	0	75	859
5:35 PM	0	0	0	0	2	1	3	0	0	12	17	0	1	25	11	0	72	865
5:40 PM	0	0	0	0	0	0	4	0	0	11	11	0	0	27	13	0	66	852
5:45 PM	0	0	0	0	1	0	6	0	0	8	11	0	0	22	12	0	60	839
5:50 PM	0	0	0	0	1	0	2	0	0	5	17	0	0	16	5	0	46	825
5:55 PM	0	0	0	0	0	0	4	0	0	5	20	0	1	28	9	0	67	833

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	24	0	20	0	0	172	264	0	8	336	144	0	968
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	8	4		12
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

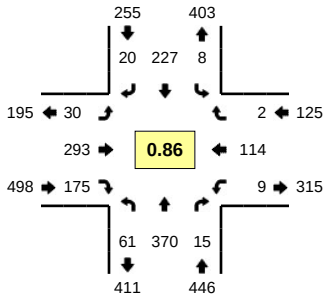
LOCATION: N Market St (SR-273) -- Caterpillar Rd

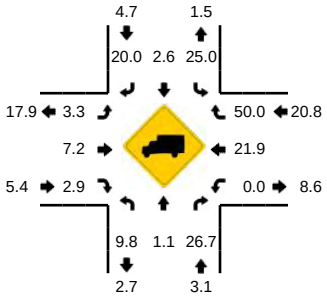
CITY/STATE: Redding, CA

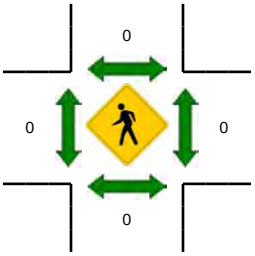
QC JOB #: 10689222

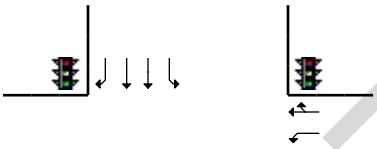
DATE: Tue, Jan 31 2012

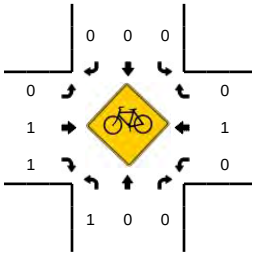
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

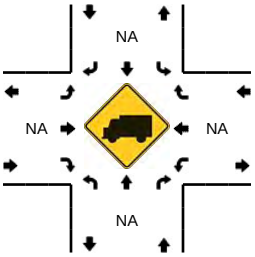


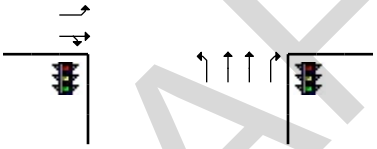


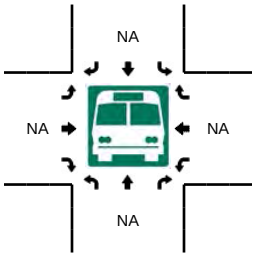












DRAFT

5-Min Count Period Beginning At	N Market St (SR-273) (Northbound)				N Market St (SR-273) (Southbound)				Caterpillar Rd (Eastbound)				Caterpillar Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	18	1	0	0	12	1	0	2	25	19	0	0	18	0	0	104	
4:05 PM	3	35	1	0	0	20	3	0	3	29	14	0	2	11	0	0	121	
4:10 PM	5	15	1	0	4	19	1	0	2	23	17	0	0	14	1	0	102	
4:15 PM	8	29	2	0	0	18	3	1	4	18	7	0	3	13	0	0	106	
4:20 PM	5	25	3	0	0	21	4	0	3	16	8	0	0	11	0	0	96	
4:25 PM	8	29	1	0	1	20	1	0	0	27	11	0	3	9	0	0	110	
4:30 PM	2	32	1	0	1	16	2	0	2	34	29	0	0	11	0	0	130	
4:35 PM	9	26	0	0	2	10	1	0	3	42	21	0	0	12	0	0	126	
4:40 PM	1	39	1	0	0	30	2	0	2	30	18	0	0	8	0	0	131	
4:45 PM	5	28	1	0	0	18	2	0	4	7	8	0	0	11	0	0	84	
4:50 PM	4	29	4	0	0	21	0	0	0	14	11	0	0	10	0	0	93	
4:55 PM	7	22	1	0	1	15	1	0	2	16	7	0	0	8	1	0	81	1284
5:00 PM	4	35	1	0	0	19	0	0	5	31	25	0	2	6	0	0	128	1308
5:05 PM	6	40	0	0	0	14	3	0	2	33	12	0	1	6	1	0	118	1305
5:10 PM	2	36	0	0	2	25	1	0	3	25	18	0	0	9	0	0	121	1324
5:15 PM	2	40	0	0	0	17	3	0	7	12	9	0	0	7	0	0	97	1315
5:20 PM	3	41	2	0	1	9	1	0	1	17	5	0	0	4	2	0	86	1305
5:25 PM	4	35	2	0	0	21	0	0	1	9	7	0	1	4	1	0	85	1280
5:30 PM	3	36	0	0	1	15	1	0	4	17	10	0	0	10	0	0	97	1247
5:35 PM	1	39	1	0	0	20	0	0	2	8	5	0	2	3	0	0	81	1202
5:40 PM	1	41	0	1	0	19	0	0	1	8	2	0	0	6	1	0	80	1151
5:45 PM	2	22	3	0	0	20	2	0	1	10	4	0	1	10	0	0	75	1142
5:50 PM	4	22	1	0	0	18	2	0	2	6	7	0	0	6	1	0	69	1118
5:55 PM	2	35	1	0	0	13	3	0	2	10	5	0	0	9	0	0	80	1117

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	48	388	8	0	12	224	20	0	28	424	272	0	0	124	0	0	1548
Heavy Trucks	8	4	0		8	4	0		0	24	16		0	12	0		76
Pedestrians		0				0				0				0			0
Bicycles	1	0	0		0	0	0		0	1	0		0	1	0		3
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

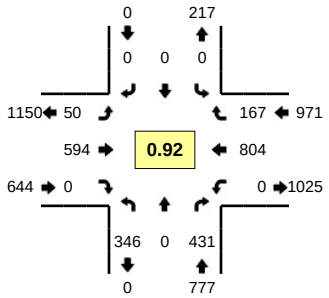
Type of peak hour being reported: Intersection Peak

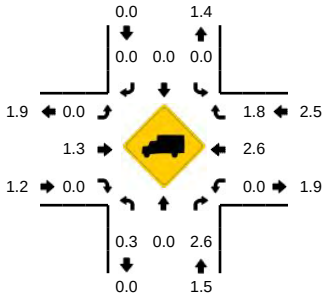
Method for determining peak hour: Total Entering Volume

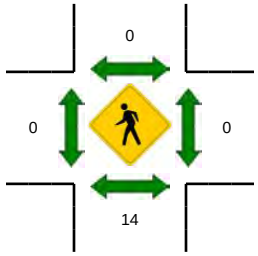
LOCATION: I-5 NB Ramps -- SR-299 (Lake Blvd E)
CITY/STATE: Redding, CA

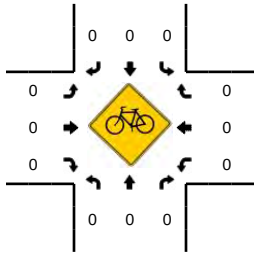
QC JOB #: 10689224
DATE: Tue, Jan 31 2012

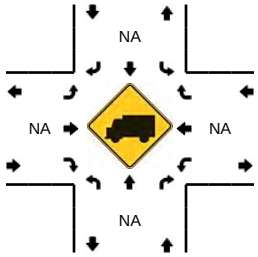
Peak-Hour: 5:00 PM -- 6:00 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

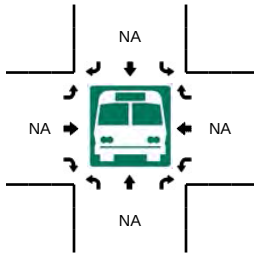












DRAFT

5-Min Count Period Beginning At	I-5 NB Ramps (Northbound)				I-5 NB Ramps (Southbound)				SR-299 (Lake Blvd E) (Eastbound)				SR-299 (Lake Blvd E) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	25	0	22	0	0	0	0	0	5	45	0	0	0	54	16	0	167	
4:05 PM	26	0	24	0	0	0	0	0	2	49	0	0	0	48	11	0	160	
4:10 PM	20	0	17	0	0	0	0	0	7	53	0	0	0	55	13	0	165	
4:15 PM	26	0	23	0	0	0	0	0	0	33	0	0	0	59	15	0	156	
4:20 PM	24	0	30	0	0	0	0	0	3	36	0	0	0	37	13	0	143	
4:25 PM	25	0	14	0	0	0	0	0	5	35	0	0	0	72	13	0	164	
4:30 PM	31	0	15	0	0	0	0	0	7	32	0	0	0	70	18	0	173	
4:35 PM	29	0	28	0	0	0	0	0	3	58	0	0	0	50	9	0	177	
4:40 PM	33	0	32	0	0	0	0	0	14	46	0	0	0	65	16	0	206	
4:45 PM	24	0	37	0	0	0	0	0	4	60	0	0	0	57	9	0	191	
4:50 PM	34	0	30	0	0	0	0	0	3	59	0	0	0	67	12	0	205	
4:55 PM	26	0	26	0	0	0	0	0	9	35	0	0	0	68	12	0	176	2083
5:00 PM	26	0	35	0	0	0	0	0	3	41	0	0	0	75	12	0	192	2108
5:05 PM	39	0	32	0	0	0	0	0	6	55	0	0	0	80	15	0	227	2175
5:10 PM	28	0	44	0	0	0	0	0	7	58	0	0	0	64	15	0	216	2226
5:15 PM	31	0	51	0	0	0	0	0	4	54	0	0	0	47	19	0	206	2276
5:20 PM	39	0	29	0	0	0	0	0	4	56	0	0	0	52	10	0	190	2323
5:25 PM	30	0	37	0	0	0	0	0	5	53	0	0	0	43	12	0	180	2339
5:30 PM	28	0	38	0	0	0	0	0	3	53	0	0	0	50	11	0	183	2349
5:35 PM	17	0	33	0	0	0	0	0	3	41	0	0	0	67	16	0	177	2349
5:40 PM	29	0	35	0	0	0	0	0	4	51	0	0	0	68	15	0	202	2345
5:45 PM	31	0	46	0	0	0	0	0	5	64	0	0	0	77	12	0	235	2389
5:50 PM	32	0	26	0	0	0	0	0	3	39	0	0	0	84	12	0	196	2380
5:55 PM	16	0	25	0	0	0	0	0	3	29	0	0	0	97	18	0	188	2392

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	392	0	508	0	0	0	0	0	68	668	0	0	0	764	196	0	2596
Heavy Trucks	4	0	12		0	0	0		0	12	0		0	32	4		64
Pedestrians		8				0				0				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

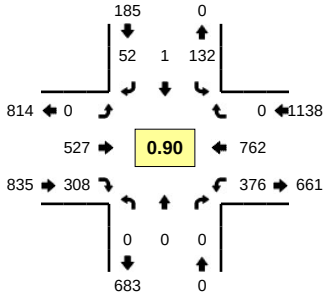
Type of peak hour being reported: Intersection Peak

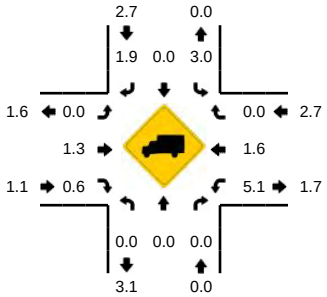
Method for determining peak hour: Total Entering Volume

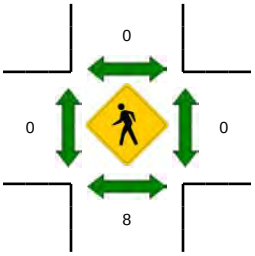
LOCATION: I-5 SB Ramps -- SR-299 (Lake Blvd E)
CITY/STATE: Redding, CA

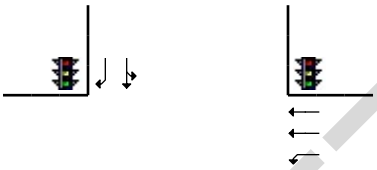
QC JOB #: 10689226
DATE: Tue, Jan 31 2012

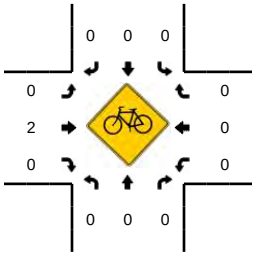
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

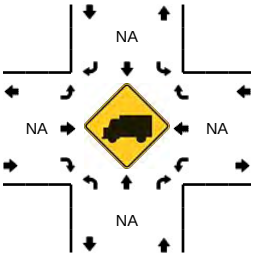


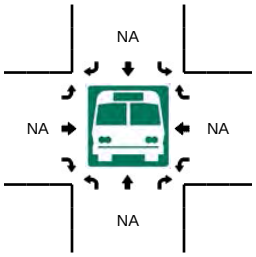












DRAFT

5-Min Count Period Beginning At	I-5 SB Ramps (Northbound)				I-5 SB Ramps (Southbound)				SR-299 (Lake Blvd E) (Eastbound)				SR-299 (Lake Blvd E) (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	13	0	5	0	0	28	27	1	18	66	0	0	158	
4:05 PM	0	0	0	0	14	0	5	0	0	44	33	0	19	48	0	0	163	
4:10 PM	0	0	0	0	11	0	5	0	0	44	40	0	21	54	0	0	175	
4:15 PM	0	0	0	0	6	0	6	0	0	24	24	0	36	52	0	0	148	
4:20 PM	0	0	0	0	17	0	5	0	0	25	26	0	14	38	0	0	125	
4:25 PM	0	0	0	0	4	1	5	0	0	33	31	0	33	70	0	0	177	
4:30 PM	0	0	0	0	9	0	8	0	0	36	25	0	39	64	0	2	183	
4:35 PM	0	0	0	0	9	0	3	0	0	51	31	0	18	55	0	0	167	
4:40 PM	0	0	0	0	18	0	3	0	0	39	25	0	33	66	0	0	184	
4:45 PM	0	0	0	0	14	0	3	0	0	63	32	0	32	52	0	0	196	
4:50 PM	0	0	0	0	7	0	4	0	0	40	26	0	36	67	0	0	180	
4:55 PM	0	0	0	0	6	0	3	0	0	38	29	0	21	49	0	0	146	2002
5:00 PM	0	0	0	0	10	0	3	0	0	39	25	0	46	71	0	0	194	2038
5:05 PM	0	0	0	0	9	0	1	0	0	46	26	0	46	75	0	0	203	2078
5:10 PM	0	0	0	0	17	0	7	0	0	57	25	0	26	73	0	0	205	2108
5:15 PM	0	0	0	0	12	0	8	0	0	43	14	0	17	59	0	0	153	2113
5:20 PM	0	0	0	0	17	0	4	0	0	42	19	0	27	61	0	0	170	2158
5:25 PM	0	0	0	0	12	0	9	0	0	41	21	0	31	46	0	0	160	2141
5:30 PM	0	0	0	0	9	0	2	0	0	51	31	0	16	57	0	0	166	2124
5:35 PM	0	0	0	0	10	0	3	0	0	29	29	0	32	56	0	0	159	2116
5:40 PM	0	0	0	0	13	0	3	0	0	52	18	0	21	73	0	0	180	2112
5:45 PM	0	0	0	0	12	0	3	0	0	48	25	0	27	84	0	0	199	2115
5:50 PM	0	0	0	0	7	0	3	0	0	41	26	0	27	87	0	0	191	2126
5:55 PM	0	0	0	0	12	0	4	0	0	21	22	0	38	71	0	0	168	2148

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	144	0	44	0	0	568	304	0	472	876	0	0	2408
Heavy Trucks	0	0	0		0	0	0		0	8	0		36	12	0		56
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

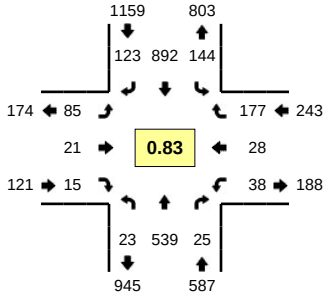
LOCATION: S Market St (SR-273) -- Breslauer Way

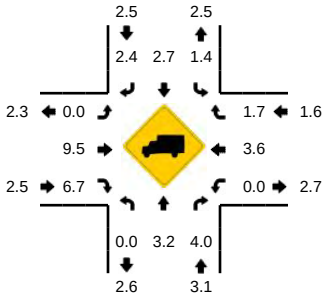
CITY/STATE: Redding, CA

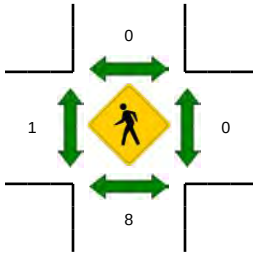
QC JOB #: 10689228

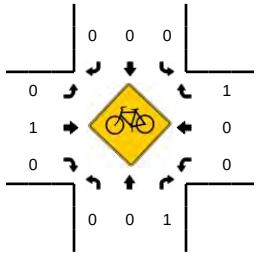
DATE: Thu, Feb 02 2012

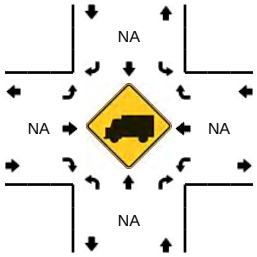
Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

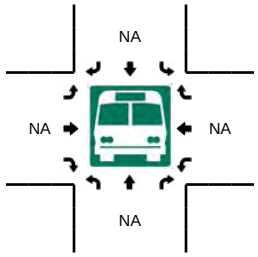












DRAFT

5-Min Count Period Beginning At	S Market St (SR-273) (Northbound)				S Market St (SR-273) (Southbound)				Breslauer Way (Eastbound)				Breslauer Way (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	5	37	2	0	15	55	8	0	10	1	3	0	0	1	21	0	158	
4:05 PM	9	26	0	0	18	53	11	0	4	2	4	0	5	6	13	0	151	
4:10 PM	2	53	3	0	17	88	9	0	7	2	5	0	2	0	11	0	199	
4:15 PM	2	41	2	0	12	65	16	0	10	3	1	0	1	2	7	0	162	
4:20 PM	1	45	0	0	17	58	7	0	8	2	3	0	3	3	13	0	160	
4:25 PM	0	40	1	0	13	73	8	0	5	0	0	0	2	3	12	0	157	
4:30 PM	2	33	1	0	9	41	13	0	7	0	1	0	3	1	21	0	132	
4:35 PM	1	40	0	0	10	55	10	0	15	1	2	0	2	7	20	0	163	
4:40 PM	1	42	2	0	14	64	11	0	7	1	1	0	3	3	25	0	174	
4:45 PM	2	34	4	0	13	72	9	0	4	2	1	0	5	2	8	0	156	
4:50 PM	1	34	1	0	12	61	10	0	5	3	0	0	2	2	12	0	143	
4:55 PM	0	53	2	0	6	61	6	0	7	2	4	0	1	0	13	0	155	1910
5:00 PM	2	49	2	0	15	61	9	1	9	2	2	0	5	2	17	0	176	1928
5:05 PM	0	47	1	0	6	84	7	0	5	2	2	0	3	2	20	0	179	1956
5:10 PM	5	43	4	0	19	106	17	0	7	3	2	0	10	3	21	0	240	1997
5:15 PM	0	59	2	0	11	109	13	1	4	2	0	0	3	1	14	0	219	2054
5:20 PM	1	49	3	0	8	65	12	0	5	2	0	0	1	1	12	0	159	2053
5:25 PM	3	55	1	0	12	64	14	0	8	0	1	0	1	0	7	0	166	2062
5:30 PM	5	38	2	0	13	72	5	0	15	1	2	0	2	5	15	0	175	2105
5:35 PM	3	36	1	0	13	73	10	0	9	1	0	0	2	7	13	0	168	2110
5:40 PM	0	53	2	0	6	61	7	0	8	1	3	0	2	1	13	0	157	2093
5:45 PM	3	34	0	0	10	58	5	0	4	1	1	1	2	3	8	0	130	2067
5:50 PM	1	43	1	0	10	57	7	0	2	2	0	0	1	0	9	0	133	2057
5:55 PM	0	36	0	0	2	40	4	0	8	0	1	0	2	1	8	0	102	2004

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	596	28	0	144	1196	148	4	64	28	16	0	64	24	220	0	2552
Heavy Trucks	0	12	4		4	16	0		0	8	0		0	0	8		52
Pedestrians		4				0				4				0			8
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass from 6:30 AM-10:30 AM and 3:30 PM and 7:30 PM

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

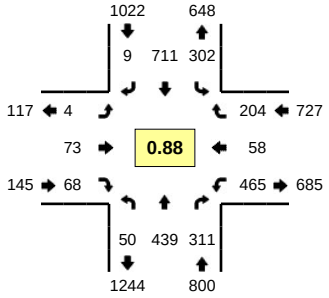
LOCATION: S Market St (SR-273) -- S Bonneyview Rd

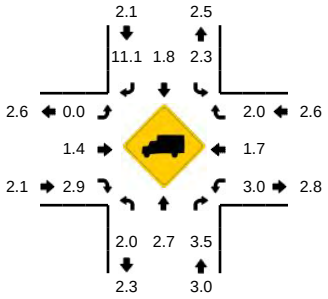
CITY/STATE: Redding, CA

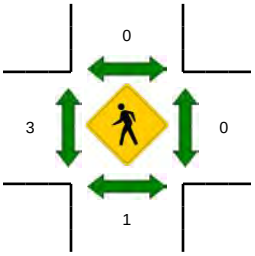
QC JOB #: 10689230

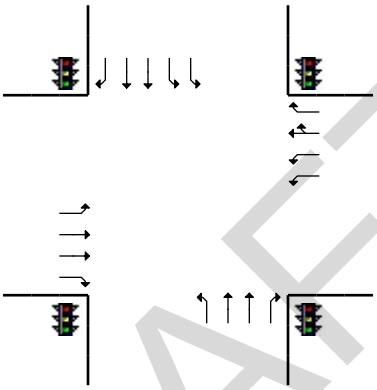
DATE: Thu, Feb 02 2012

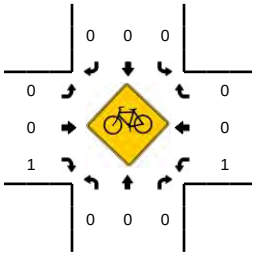
Peak-Hour: 4:45 PM -- 5:45 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

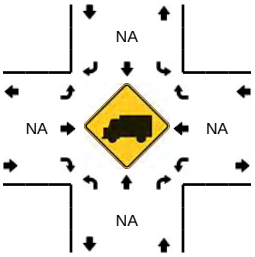


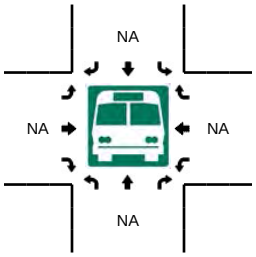












5-Min Count Period Beginning At	S Market St (SR-273) (Northbound)				S Market St (SR-273) (Southbound)				S Bonneyview Rd (Eastbound)				S Bonneyview Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	15	27	0	17	45	2	0	0	9	2	0	42	7	18	0	191	
4:05 PM	3	36	18	0	26	58	1	0	0	6	6	0	49	9	18	0	230	
4:10 PM	5	34	37	1	20	52	0	0	0	9	5	0	21	5	18	0	207	
4:15 PM	1	33	25	0	25	49	0	2	0	7	4	0	49	10	20	0	225	
4:20 PM	5	37	26	0	26	40	1	0	0	9	8	0	32	5	11	0	200	
4:25 PM	0	38	17	0	12	63	0	0	1	6	5	0	29	9	12	0	192	
4:30 PM	2	30	22	0	27	46	1	0	0	6	7	0	18	4	16	0	179	
4:35 PM	5	27	30	0	21	29	0	2	0	3	8	0	42	6	17	0	190	
4:40 PM	2	29	19	0	25	55	0	0	2	6	2	0	29	10	8	0	187	
4:45 PM	7	34	21	0	17	55	2	0	0	3	5	0	39	2	15	0	200	
4:50 PM	3	31	23	0	30	59	1	0	0	5	6	0	40	7	12	0	217	
4:55 PM	9	42	29	0	15	44	0	0	0	9	3	0	41	3	22	0	217	2435
5:00 PM	5	21	13	0	31	43	1	0	0	16	7	0	21	3	20	0	181	2425
5:05 PM	3	45	25	0	23	84	1	0	1	8	9	0	43	8	22	0	272	2467
5:10 PM	5	40	23	0	34	71	0	0	0	2	7	0	29	6	13	0	230	2490
5:15 PM	4	36	25	0	26	77	2	0	1	3	6	0	51	5	25	0	261	2526
5:20 PM	5	43	32	0	25	47	1	0	0	8	4	0	52	5	15	0	237	2563
5:25 PM	4	34	36	0	25	44	1	1	0	8	7	0	40	4	16	0	220	2591
5:30 PM	1	34	23	0	25	62	0	0	0	2	4	0	40	4	17	0	212	2624
5:35 PM	2	35	30	0	23	60	0	0	1	2	4	0	41	7	18	0	223	2657
5:40 PM	2	44	31	0	27	65	0	0	1	7	6	0	28	4	9	0	224	2694
5:45 PM	6	34	25	0	12	38	0	0	0	1	4	0	29	3	10	0	162	2656
5:50 PM	2	26	27	0	23	45	1	0	0	1	5	0	44	3	12	0	189	2628
5:55 PM	2	26	12	0	11	33	0	0	0	2	4	0	43	8	15	0	156	2567

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	48	484	292	0	332	928	12	0	8	52	88	0	492	76	240	0	3052
Heavy Trucks	0	16	8		0	0	0		0	0	0		20	4	4		52
Pedestrians		4				0				0				0			4
Bicycles	0	0	0		0	0	0		0	0	0		1	0	0		1
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains passfrom 6:30 AM-10:30 AM and 3:30 PM and 7:30 PM

DRAFT

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

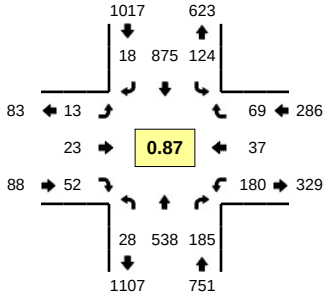
LOCATION: S Market St (SR-273) -- Girvan Ln

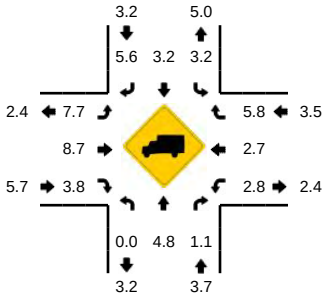
CITY/STATE: Redding, CA

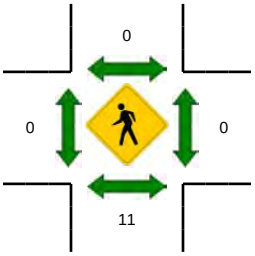
QC JOB #: 10689232

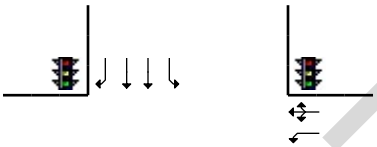
DATE: Thu, Feb 02 2012

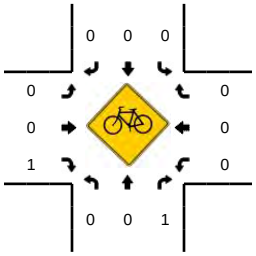
Peak-Hour: 4:50 PM -- 5:50 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

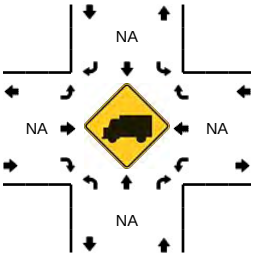


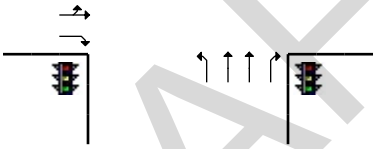


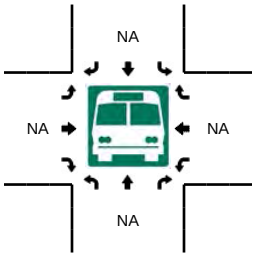












DRAFT

5-Min Count Period Beginning At	S Market St (SR-273) (Northbound)				S Market St (SR-273) (Southbound)				Girvan Ln (Eastbound)				Girvan Ln (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	48	15	0	7	65	2	0	6	0	2	0	9	6	4	0	164	
4:05 PM	4	30	23	0	7	71	2	1	1	0	3	0	13	0	5	0	160	
4:10 PM	1	60	25	0	7	77	2	0	2	0	5	0	17	4	6	0	206	
4:15 PM	3	45	24	0	4	65	7	0	2	1	6	0	9	0	8	0	174	
4:20 PM	1	33	11	0	3	74	3	1	1	0	4	0	11	1	4	0	147	
4:25 PM	3	38	23	0	9	73	2	0	1	0	6	0	13	3	4	0	175	
4:30 PM	2	37	11	0	7	58	2	0	2	3	1	0	8	2	3	0	136	
4:35 PM	6	52	13	0	4	55	0	0	0	4	2	0	20	6	3	0	165	
4:40 PM	2	39	14	0	3	71	1	0	1	6	4	0	21	5	2	0	169	
4:45 PM	2	38	14	0	5	55	1	0	1	2	2	0	20	1	9	0	150	
4:50 PM	3	46	16	0	12	67	0	0	1	1	2	0	12	2	2	0	164	
4:55 PM	1	40	17	0	10	59	1	0	3	0	5	0	16	2	6	0	160	1970
5:00 PM	4	29	7	0	8	66	5	0	0	0	5	0	14	3	7	0	148	1954
5:05 PM	2	44	21	0	12	64	1	1	0	5	4	0	16	9	10	0	189	1983
5:10 PM	5	60	18	0	9	83	0	0	1	3	8	0	12	5	4	0	208	1985
5:15 PM	0	47	15	0	13	88	1	2	4	1	5	0	18	4	7	0	205	2016
5:20 PM	0	57	23	0	10	76	2	0	1	2	4	0	20	7	4	0	206	2075
5:25 PM	4	42	14	0	7	97	1	0	0	2	3	0	12	1	7	0	190	2090
5:30 PM	2	33	11	0	9	53	2	0	1	3	7	0	14	1	6	0	142	2096
5:35 PM	1	52	19	0	9	72	1	0	1	2	2	0	20	1	5	0	185	2116
5:40 PM	5	40	13	0	10	58	2	0	1	1	2	0	16	2	7	0	157	2104
5:45 PM	1	48	11	0	12	92	2	0	0	3	5	0	10	0	4	0	188	2142
5:50 PM	1	33	10	0	6	74	1	0	2	1	2	0	12	1	3	0	146	2124
5:55 PM	0	35	11	0	4	58	1	0	0	1	2	0	12	0	4	0	128	2092

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	20	656	224	0	128	988	12	8	24	24	68	0	200	64	60	0	2476
Heavy Trucks	0	24	0		4	40	0		4	4	8		4	4	4		96
Pedestrians		20				0				0				0			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass from 6:30 AM-10:30 AM and 3:30 PM and 7:30 PM

Report generated on 2/15/2012 4:06 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

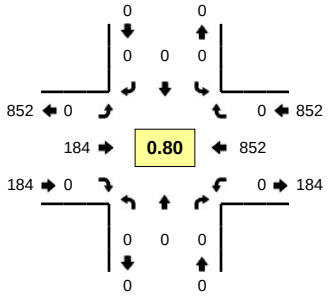
LOCATION: Railroad Crossing -- Shasta St

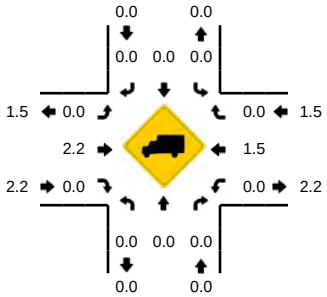
CITY/STATE: Redding, CA

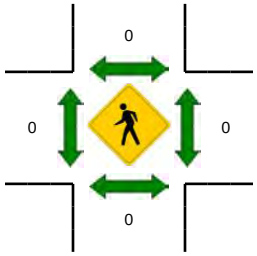
QC JOB #: 10689233

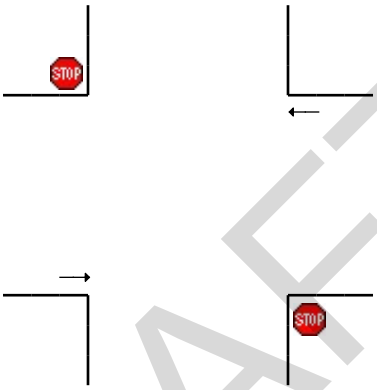
DATE: Thu, Feb 02 2012

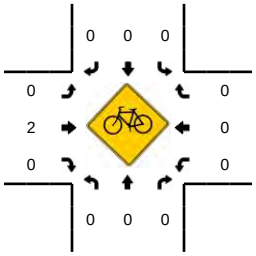
Peak-Hour: 7:15 AM -- 8:15 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

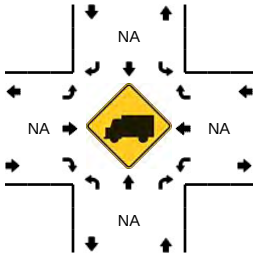


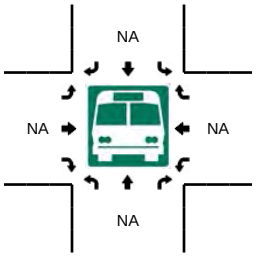












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				Shasta St (Eastbound)				Shasta St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	
7:05 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	40	0	0	46	
7:10 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	41	0	0	47	
7:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	55	0	0	62	
7:20 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	58	0	0	67	
7:25 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	64	0	0	73	
7:30 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	83	0	0	97	
7:35 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	60	0	0	85	
7:40 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	72	0	0	92	
7:45 AM	0	0	0	0	0	0	0	0	0	34	0	0	0	86	0	0	120	
7:50 AM	0	0	0	0	0	0	0	0	0	31	0	0	0	79	0	0	110	
7:55 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	70	0	0	80	887
8:00 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	83	0	0	92	971
8:05 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	75	0	0	84	1009
8:10 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	67	0	0	74	1036
8:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	49	0	0	56	1030
8:20 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	50	0	0	56	1019
8:25 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	53	0	0	64	1010
8:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	47	0	0	56	969
8:35 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	53	0	0	62	946
8:40 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	47	0	0	61	915
8:45 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	55	0	0	59	854
8:50 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	39	0	0	42	786
8:55 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	42	0	0	51	757

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	340	0	0	0	948	0	0	1288
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	12	0		20
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

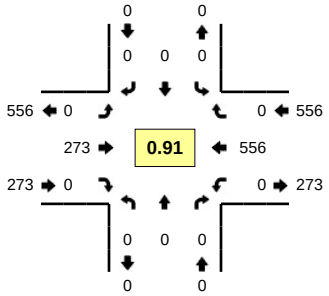
LOCATION: Railroad Crossing -- Shasta St

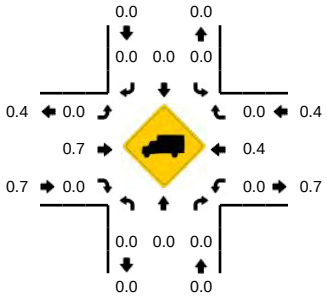
QC JOB #: 10689234

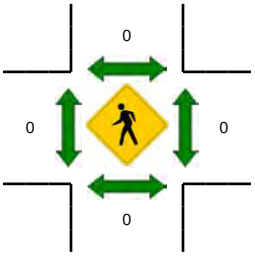
CITY/STATE: Redding, CA

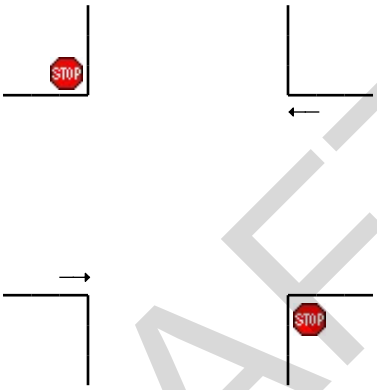
DATE: Thu, Feb 02 2012

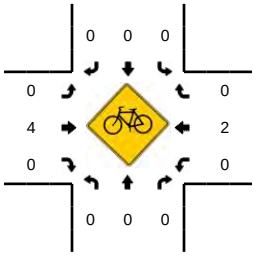
Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

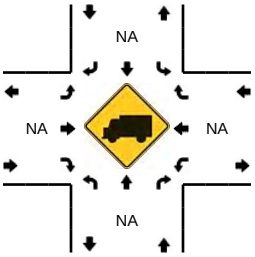


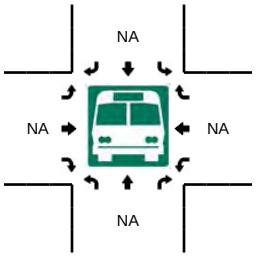












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				Shasta St (Eastbound)				Shasta St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	43	0	0	59	
4:05 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	53	0	0	72	
4:10 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	45	0	0	57	
4:15 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	46	0	0	60	
4:20 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	59	0	0	79	
4:25 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	40	0	0	61	
4:30 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	38	0	0	54	
4:35 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	54	0	0	77	
4:40 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	54	0	0	80	
4:45 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	49	0	0	72	
4:50 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	45	0	0	63	
4:55 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	40	0	0	60	794
5:00 PM	0	0	0	0	0	0	0	0	0	36	0	0	0	35	0	0	71	806
5:05 PM	0	0	0	0	0	0	0	0	0	40	0	0	0	54	0	0	94	828
5:10 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	42	0	0	58	829
5:15 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	38	0	0	60	829
5:20 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	53	0	0	67	817
5:25 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	43	0	0	62	818
5:30 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	44	0	0	52	816
5:35 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	51	0	0	67	806
5:40 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	39	0	0	48	774
5:45 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	43	0	0	66	768
5:50 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	51	0	0	56	761
5:55 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	35	0	0	42	743

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	288	0	0	0	628	0	0	916
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	0		4
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

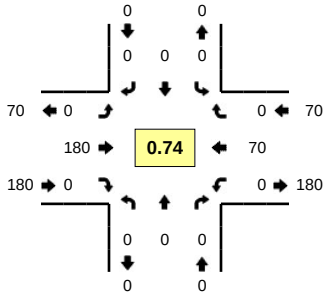
LOCATION: Railroad Crossing -- Tehama St

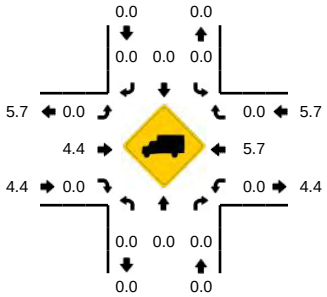
CITY/STATE: Redding, CA

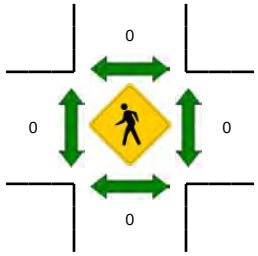
QC JOB #: 10689235

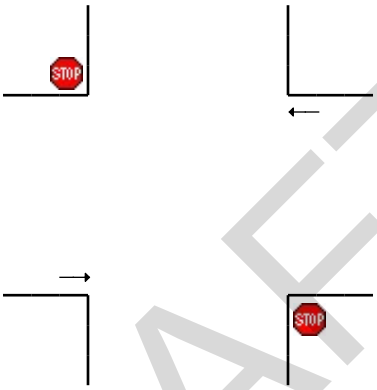
DATE: Thu, Feb 02 2012

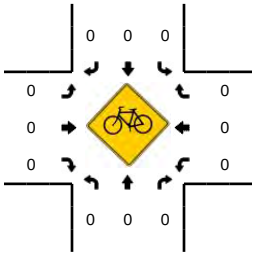
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

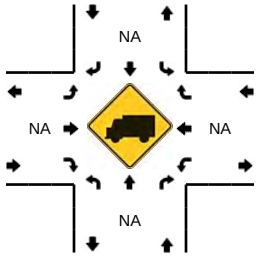


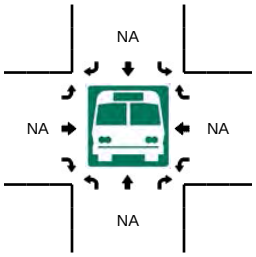












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				Tehama St (Eastbound)				Tehama St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	3	0	0	6	
7:05 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	
7:10 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	3	0	0	13	
7:15 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
7:20 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	8	0	0	18	
7:25 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	2	0	0	18	
7:30 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	20	
7:35 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	5	0	0	18	
7:40 AM	0	0	0	0	0	0	0	0	0	25	0	0	0	10	0	0	35	
7:45 AM	0	0	0	0	0	0	0	0	0	22	0	0	0	4	0	0	26	
7:50 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	4	0	0	24	
7:55 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	4	0	0	18	210
8:00 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	8	0	0	24	228
8:05 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	5	0	0	14	235
8:10 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	8	0	0	20	242
8:15 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	5	0	0	15	250
8:20 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	4	0	0	17	249
8:25 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	0	10	241
8:30 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	7	0	0	20	241
8:35 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	4	0	0	11	234
8:40 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	6	0	0	18	217
8:45 AM	0	0	0	0	0	0	0	0	0	16	0	0	0	2	0	0	18	209
8:50 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	4	0	0	18	203
8:55 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	4	0	0	17	202

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	268	0	0	0	72	0	0	340
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	0	0		8
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

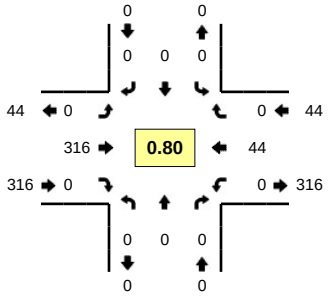
LOCATION: Railroad Crossing -- Tehama St

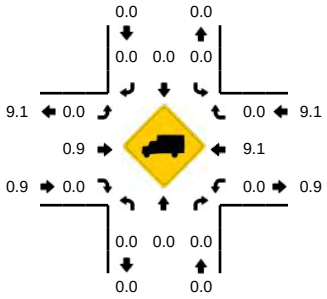
CITY/STATE: Redding, CA

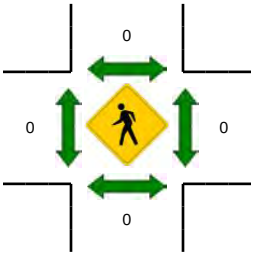
QC JOB #: 10689236

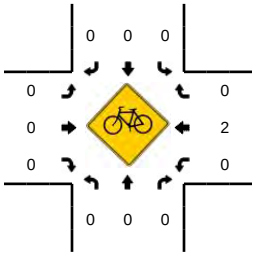
DATE: Thu, Feb 02 2012

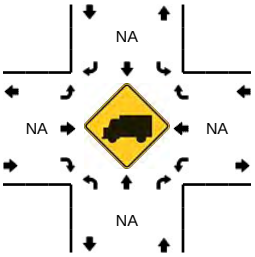
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

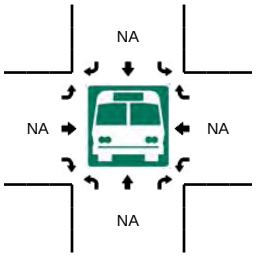












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				Tehama St (Eastbound)				Tehama St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	4	0	0	19	
4:05 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	2	0	0	21	
4:10 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	3	0	0	19	
4:15 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	8	0	0	29	
4:20 PM	0	0	0	0	0	0	0	0	0	25	0	0	0	4	0	0	29	
4:25 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	5	0	0	18	
4:30 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	7	0	0	30	
4:35 PM	0	0	0	0	0	0	0	0	0	30	0	0	0	5	0	0	35	
4:40 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	5	0	0	27	
4:45 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	5	0	0	23	
4:50 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	2	0	0	20	
4:55 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	3	0	0	29	299
5:00 PM	0	0	0	0	0	0	0	0	0	37	0	0	0	3	0	0	40	320
5:05 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	7	0	0	39	338
5:10 PM	0	0	0	0	0	0	0	0	0	33	0	0	0	0	0	0	33	352
5:15 PM	0	0	0	0	0	0	0	0	0	25	0	0	0	4	0	0	29	352
5:20 PM	0	0	0	0	0	0	0	0	0	28	0	0	0	1	0	0	29	352
5:25 PM	0	0	0	0	0	0	0	0	0	24	0	0	0	2	0	0	26	360
5:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	3	0	0	17	347
5:35 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	4	0	0	16	328
5:40 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	4	0	0	18	319
5:45 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	3	0	0	17	313
5:50 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	2	0	0	12	305
5:55 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	283

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	408	0	0	0	40	0	0	448
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

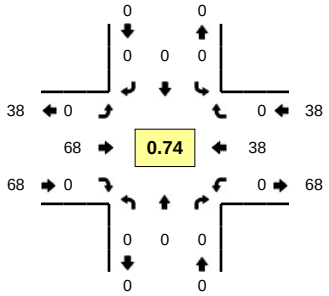
LOCATION: Railroad Crossing -- Yuba St

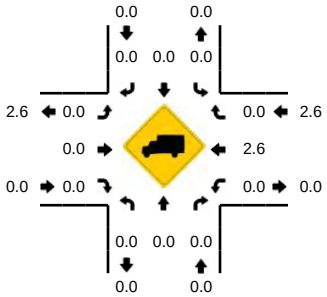
CITY/STATE: Redding, CA

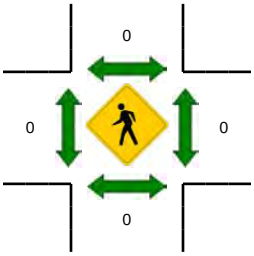
QC JOB #: 10689237

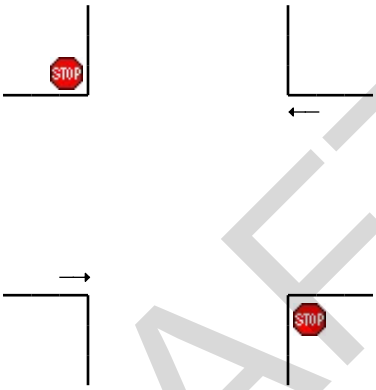
DATE: Thu, Feb 02 2012

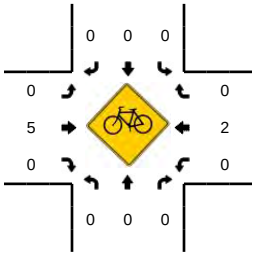
Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:20 AM -- 7:35 AM

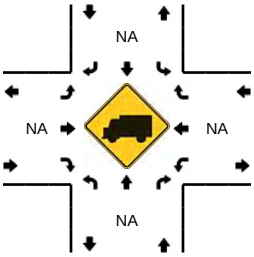


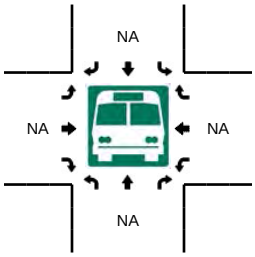












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				Yuba St (Eastbound)				Yuba St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:05 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3	
7:10 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4	
7:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5	
7:20 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	11	
7:25 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	5	0	0	13	
7:30 AM	0	0	0	0	0	0	0	0	0	9	0	0	0	3	0	0	12	
7:35 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	6	0	0	8	
7:40 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	
7:45 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	2	0	0	9	
7:50 AM	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	7	
7:55 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	0	7	86
8:00 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	3	0	0	9	95
8:05 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10	102
8:10 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	105
8:15 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	106
8:20 AM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	102
8:25 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	3	0	0	7	96
8:30 AM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	90
8:35 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	6	0	0	9	91
8:40 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	91
8:45 AM	0	0	0	0	0	0	0	0	0	8	0	0	0	2	0	0	10	92
8:50 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8	93
8:55 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	5	0	0	10	96

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	92	0	0	0	52	0	0	144
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	2	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

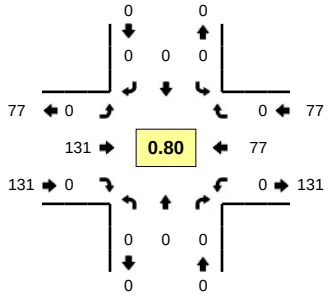
LOCATION: Railroad Crossing -- Yuba St

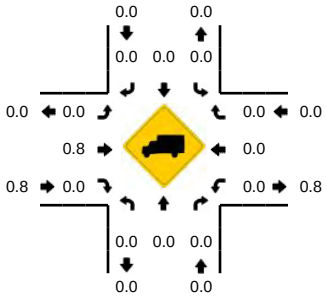
CITY/STATE: Redding, CA

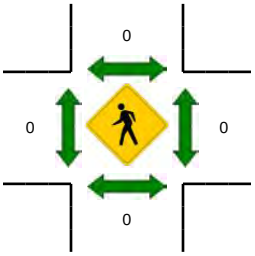
QC JOB #: 10689238

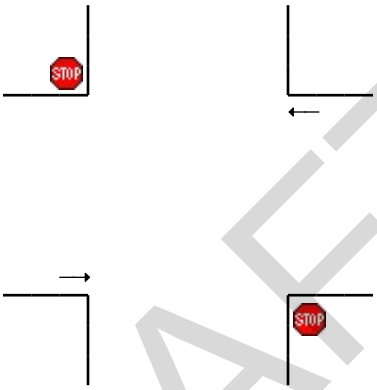
DATE: Thu, Feb 02 2012

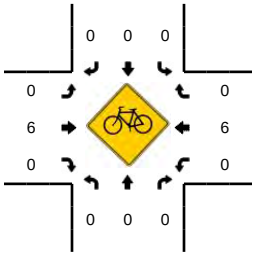
Peak-Hour: 4:20 PM -- 5:20 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

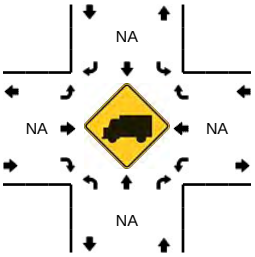


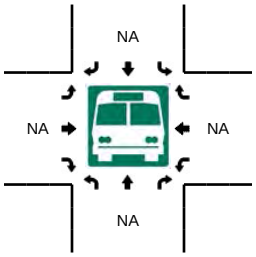












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				Yuba St (Eastbound)				Yuba St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	16	0	0	0	11	0	0	27	
4:05 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	0	15	
4:10 PM	0	0	0	0	0	0	0	0	0	8	0	0	0	9	0	0	17	
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	2	0	0	6	
4:20 PM	0	0	0	0	0	0	0	0	0	11	0	0	0	8	0	0	19	
4:25 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	3	0	0	10	
4:30 PM	0	0	0	0	0	0	0	0	0	14	0	0	0	10	0	0	24	
4:35 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	3	0	0	12	
4:40 PM	0	0	0	0	0	0	0	0	0	23	0	0	0	5	0	0	28	
4:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	9	0	0	14	
4:50 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	11	
4:55 PM	0	0	0	0	0	0	0	0	0	7	0	0	0	6	0	0	13	196
5:00 PM	0	0	0	0	0	0	0	0	0	12	0	0	0	7	0	0	19	188
5:05 PM	0	0	0	0	0	0	0	0	0	13	0	0	0	6	0	0	19	192
5:10 PM	0	0	0	0	0	0	0	0	0	18	0	0	0	9	0	0	27	202
5:15 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	0	12	208
5:20 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	3	0	0	8	197
5:25 PM	0	0	0	0	0	0	0	0	0	9	0	0	0	4	0	0	13	200
5:30 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	12	0	0	17	193
5:35 PM	0	0	0	0	0	0	0	0	0	10	0	0	0	3	0	0	13	194
5:40 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	5	0	0	11	177
5:45 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	4	0	0	10	173
5:50 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	2	0	0	7	169
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	172	0	0	0	88	0	0	260
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	0	0		0
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	2	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

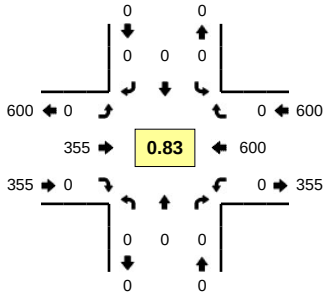
LOCATION: Railroad Crossing -- Placer St

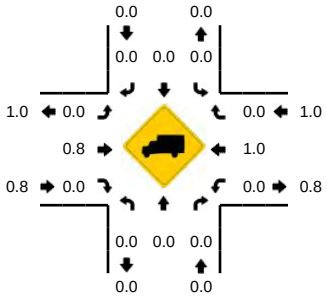
CITY/STATE: Redding, CA

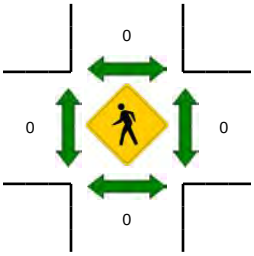
QC JOB #: 10689239

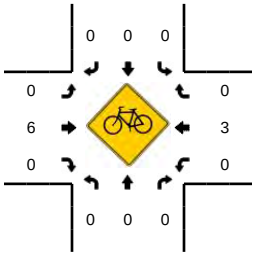
DATE: Thu, Feb 02 2012

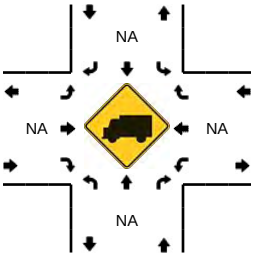
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:40 AM -- 7:55 AM

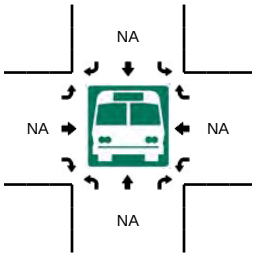












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				Placer St (Eastbound)				Placer St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	22	0	0	33	
7:05 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	21	0	0	35	
7:10 AM	0	0	0	0	0	0	0	0	0	11	0	0	0	23	0	0	34	
7:15 AM	0	0	0	0	0	0	0	0	0	17	0	0	0	36	0	0	53	
7:20 AM	0	0	0	0	0	0	0	0	0	13	0	0	0	30	0	0	43	
7:25 AM	0	0	0	0	0	0	0	0	0	10	0	0	0	39	0	0	49	
7:30 AM	0	0	0	0	0	0	0	0	0	27	0	0	0	52	0	0	79	
7:35 AM	0	0	0	0	0	0	0	0	0	19	0	0	0	55	0	0	74	
7:40 AM	0	0	0	0	0	0	0	0	0	33	0	0	0	68	0	0	101	
7:45 AM	0	0	0	0	0	0	0	0	0	28	0	0	0	52	0	0	80	
7:50 AM	0	0	0	0	0	0	0	0	0	43	0	0	0	62	0	0	105	
7:55 AM	0	0	0	0	0	0	0	0	0	42	0	0	0	47	0	0	89	775
8:00 AM	0	0	0	0	0	0	0	0	0	36	0	0	0	52	0	0	88	830
8:05 AM	0	0	0	0	0	0	0	0	0	26	0	0	0	42	0	0	68	863
8:10 AM	0	0	0	0	0	0	0	0	0	27	0	0	0	40	0	0	67	896
8:15 AM	0	0	0	0	0	0	0	0	0	24	0	0	0	41	0	0	65	908
8:20 AM	0	0	0	0	0	0	0	0	0	26	0	0	0	45	0	0	71	936
8:25 AM	0	0	0	0	0	0	0	0	0	24	0	0	0	44	0	0	68	955
8:30 AM	0	0	0	0	0	0	0	0	0	26	0	0	0	44	0	0	70	946
8:35 AM	0	0	0	0	0	0	0	0	0	23	0	0	0	38	0	0	61	933
8:40 AM	0	0	0	0	0	0	0	0	0	27	0	0	0	45	0	0	72	904
8:45 AM	0	0	0	0	0	0	0	0	0	30	0	0	0	47	0	0	77	901
8:50 AM	0	0	0	0	0	0	0	0	0	30	0	0	0	40	0	0	70	866
8:55 AM	0	0	0	0	0	0	0	0	0	38	0	0	0	39	0	0	77	854

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	416	0	0	0	728	0	0	1144
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	16	0		16
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

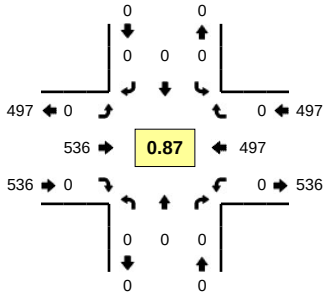
LOCATION: Railroad Crossing -- Placer St

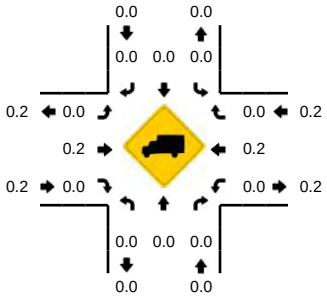
CITY/STATE: Redding, CA

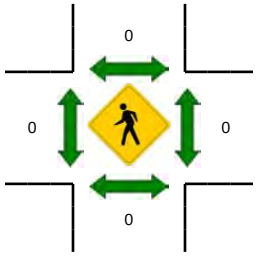
QC JOB #: 10689240

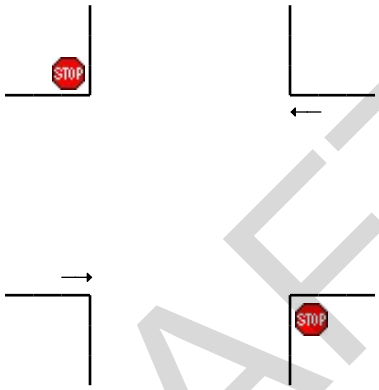
DATE: Thu, Feb 02 2012

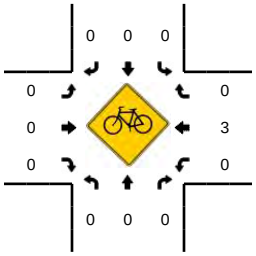
Peak-Hour: 4:35 PM -- 5:35 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

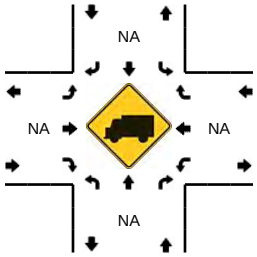


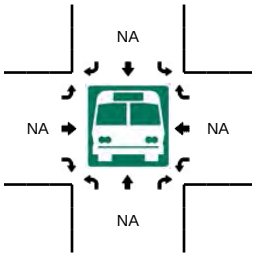












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				Placer St (Eastbound)				Placer St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	49	0	0	0	38	0	0	87	
4:05 PM	0	0	0	0	0	0	0	0	0	68	0	0	0	40	0	0	108	
4:10 PM	0	0	0	0	0	0	0	0	0	46	0	0	0	42	0	0	88	
4:15 PM	0	0	0	0	0	0	0	0	0	45	0	0	0	37	0	0	82	
4:20 PM	0	0	0	0	0	0	0	0	0	47	0	0	0	39	0	0	86	
4:25 PM	0	0	0	0	0	0	0	0	0	42	0	0	0	42	0	0	84	
4:30 PM	0	0	0	0	0	0	0	0	0	55	0	0	0	31	0	0	86	
4:35 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	45	0	0	96	
4:40 PM	0	0	0	0	0	0	0	0	0	54	0	0	0	43	0	0	97	
4:45 PM	0	0	0	0	0	0	0	0	0	15	0	0	0	17	0	0	32	
4:50 PM	0	0	0	0	0	0	0	0	0	47	0	0	0	24	0	0	71	
4:55 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	36	0	0	87	1004
5:00 PM	0	0	0	0	0	0	0	0	0	55	0	0	0	40	0	0	95	1012
5:05 PM	0	0	0	0	0	0	0	0	0	53	0	0	0	61	0	0	114	1018
5:10 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	56	0	0	88	1018
5:15 PM	0	0	0	0	0	0	0	0	0	40	0	0	0	48	0	0	88	1024
5:20 PM	0	0	0	0	0	0	0	0	0	49	0	0	0	32	0	0	81	1019
5:25 PM	0	0	0	0	0	0	0	0	0	41	0	0	0	46	0	0	87	1022
5:30 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	49	0	0	97	1033
5:35 PM	0	0	0	0	0	0	0	0	0	38	0	0	0	36	0	0	74	1011
5:40 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	32	0	0	80	994
5:45 PM	0	0	0	0	0	0	0	0	0	21	0	0	0	27	0	0	48	1010
5:50 PM	0	0	0	0	0	0	0	0	0	25	0	0	0	25	0	0	50	989
5:55 PM	0	0	0	0	0	0	0	0	0	38	0	0	0	37	0	0	75	977

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	560	0	0	0	628	0	0	1188
Heavy Trucks	0	0	0		0	0	0		0	0	0		0	4	0		4
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

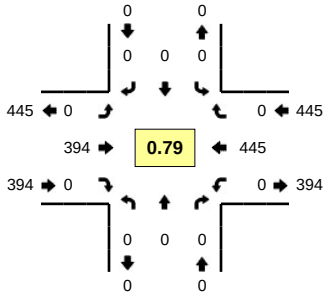
LOCATION: Railroad Crossing -- South St

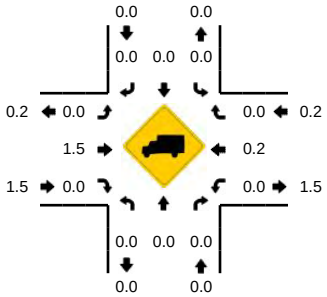
CITY/STATE: Redding, CA

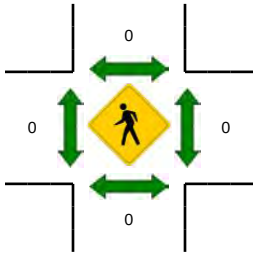
QC JOB #: 10689241

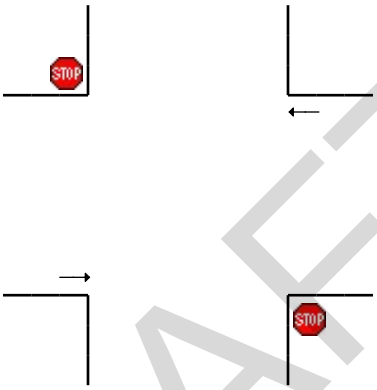
DATE: Thu, Feb 02 2012

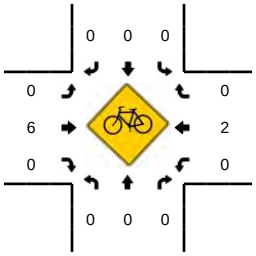
Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:50 AM -- 8:05 AM

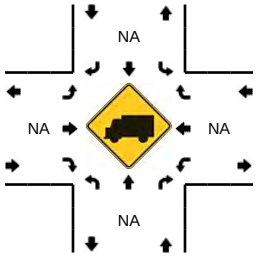


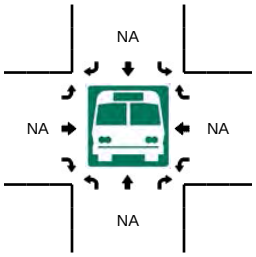












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				South St (Eastbound)				South St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	10	0	0	30	
7:05 AM	0	0	0	0	0	0	0	0	0	18	0	0	0	8	0	0	26	
7:10 AM	0	0	0	0	0	0	0	0	0	15	0	0	0	21	0	0	36	
7:15 AM	0	0	0	0	0	0	0	0	0	20	0	0	0	18	0	0	38	
7:20 AM	0	0	0	0	0	0	0	0	0	27	0	0	0	22	0	0	49	
7:25 AM	0	0	0	0	0	0	0	0	0	14	0	0	0	32	0	0	46	
7:30 AM	0	0	0	0	0	0	0	0	0	31	0	0	0	33	0	0	64	
7:35 AM	0	0	0	0	0	0	0	0	0	36	0	0	0	21	0	0	57	
7:40 AM	0	0	0	0	0	0	0	0	0	38	0	0	0	38	0	0	76	
7:45 AM	0	0	0	0	0	0	0	0	0	31	0	0	0	29	0	0	60	
7:50 AM	0	0	0	0	0	0	0	0	0	33	0	0	0	66	0	0	99	
7:55 AM	0	0	0	0	0	0	0	0	0	36	0	0	0	56	0	0	92	673
8:00 AM	0	0	0	0	0	0	0	0	0	29	0	0	0	45	0	0	74	717
8:05 AM	0	0	0	0	0	0	0	0	0	48	0	0	0	26	0	0	74	765
8:10 AM	0	0	0	0	0	0	0	0	0	12	0	0	0	33	0	0	45	774
8:15 AM	0	0	0	0	0	0	0	0	0	28	0	0	0	34	0	0	62	798
8:20 AM	0	0	0	0	0	0	0	0	0	35	0	0	0	29	0	0	64	813
8:25 AM	0	0	0	0	0	0	0	0	0	37	0	0	0	35	0	0	72	839
8:30 AM	0	0	0	0	0	0	0	0	0	28	0	0	0	29	0	0	57	832
8:35 AM	0	0	0	0	0	0	0	0	0	31	0	0	0	31	0	0	62	837
8:40 AM	0	0	0	0	0	0	0	0	0	37	0	0	0	22	0	0	59	820
8:45 AM	0	0	0	0	0	0	0	0	0	30	0	0	0	24	0	0	54	814
8:50 AM	0	0	0	0	0	0	0	0	0	34	0	0	0	31	0	0	65	780
8:55 AM	0	0	0	0	0	0	0	0	0	39	0	0	0	28	0	0	67	755

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	392	0	0	0	668	0	0	1060
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	0		4
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	2	0		0	0	0		2
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

Type of peak hour being reported: Intersection Peak

Method for determining peak hour: Total Entering Volume

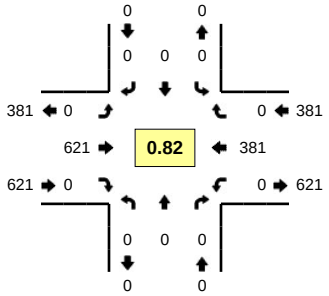
LOCATION: Railroad Crossing -- South St

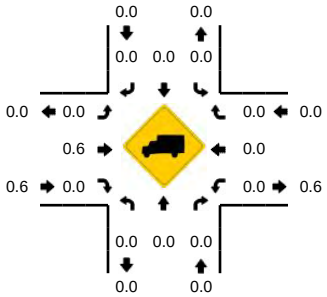
CITY/STATE: Redding, CA

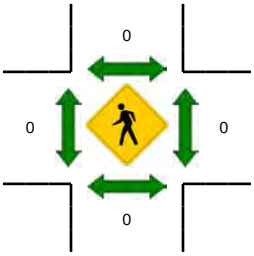
QC JOB #: 10689242

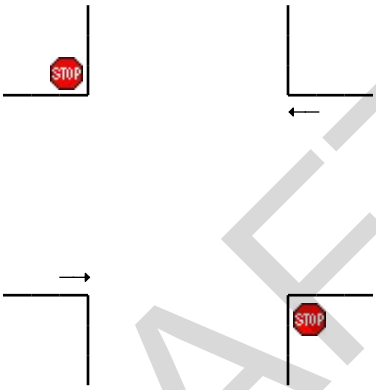
DATE: Thu, Feb 02 2012

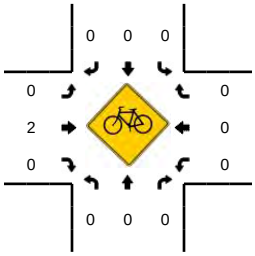
Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

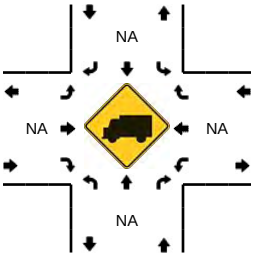


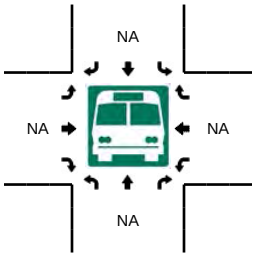












DRAFT

5-Min Count Period Beginning At	Railroad Crossing (Northbound)				Railroad Crossing (Southbound)				South St (Eastbound)				South St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	55	0	0	0	18	0	0	73	
4:05 PM	0	0	0	0	0	0	0	0	0	45	0	0	0	25	0	0	70	
4:10 PM	0	0	0	0	0	0	0	0	0	33	0	0	0	26	0	0	59	
4:15 PM	0	0	0	0	0	0	0	0	0	37	0	0	0	25	0	0	62	
4:20 PM	0	0	0	0	0	0	0	0	0	34	0	0	0	25	0	0	59	
4:25 PM	0	0	0	0	0	0	0	0	0	43	0	0	0	35	0	0	78	
4:30 PM	0	0	0	0	0	0	0	0	0	44	0	0	0	30	0	0	74	
4:35 PM	0	0	0	0	0	0	0	0	0	62	0	0	0	42	0	0	104	
4:40 PM	0	0	0	0	0	0	0	0	0	45	0	0	0	24	0	0	69	
4:45 PM	0	0	0	0	0	0	0	0	0	49	0	0	0	32	0	0	81	
4:50 PM	0	0	0	0	0	0	0	0	0	30	0	0	0	16	0	0	46	
4:55 PM	0	0	0	0	0	0	0	0	0	54	0	0	0	34	0	0	88	863
5:00 PM	0	0	0	0	0	0	0	0	0	60	0	0	0	17	0	0	77	867
5:05 PM	0	0	0	0	0	0	0	0	0	81	0	0	0	51	0	0	132	929
5:10 PM	0	0	0	0	0	0	0	0	0	59	0	0	0	39	0	0	98	968
5:15 PM	0	0	0	0	0	0	0	0	0	42	0	0	0	33	0	0	75	981
5:20 PM	0	0	0	0	0	0	0	0	0	52	0	0	0	28	0	0	80	1002
5:25 PM	0	0	0	0	0	0	0	0	0	52	0	0	0	22	0	0	74	998
5:30 PM	0	0	0	0	0	0	0	0	0	42	0	0	0	34	0	0	76	1000
5:35 PM	0	0	0	0	0	0	0	0	0	38	0	0	0	18	0	0	56	952
5:40 PM	0	0	0	0	0	0	0	0	0	24	0	0	0	20	0	0	44	927
5:45 PM	0	0	0	0	0	0	0	0	0	22	0	0	0	30	0	0	52	898
5:50 PM	0	0	0	0	0	0	0	0	0	20	0	0	0	23	0	0	43	895
5:55 PM	0	0	0	0	0	0	0	0	0	19	0	0	0	15	0	0	34	841

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	0	0	0	0	0	0	0	0	0	800	0	0	0	428	0	0	1228
Heavy Trucks	0	0	0		0	0	0		0	4	0		0	0	0		4
Pedestrians		0				0				0				0			0
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments: count # of trains, and count queue lengths when trains pass

Report generated on 4/2/2012 12:35 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: SB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0	0	0		0			0	
1:00 AM		0	0	0		0			0	
2:00 AM		1	0	1		1			1	
3:00 AM		2	4	3		3			3	
4:00 AM		2	1	1		1			1	
5:00 AM		4	2	3		3			3	
6:00 AM		7	14	7		9			9	
7:00 AM		10	12	10		11			11	
8:00 AM		**15**	12	**14**		**14**			**14**	
9:00 AM		14	7	10		10			10	
10:00 AM		8	8	9		8			8	
11:00 AM		7	**15**	7		10			10	
12:00 PM		3	6	13		7			7	
1:00 PM		12	**18**	11		**14**			**14**	
2:00 PM		**14**	13	15		14			14	
3:00 PM		8	11	9		9			9	
4:00 PM		14	11	**16**		14			14	
5:00 PM		14	7	9		10			10	
6:00 PM		7	3	2		4			4	
7:00 PM		8	5	0		4			4	
8:00 PM		2	2	3		2			2	
9:00 PM		2	2	2		2			2	
10:00 PM		0	2	3		2			2	
11:00 PM		1	2	0		1			1	
Day Total		155	157	148		153			153	
% Weekday Average		101.3%	102.6%	96.7%						
% Week Average		101.3%	102.6%	96.7%		100.0%				
AM Peak Volume		8:00 AM 15	11:00 AM 15	8:00 AM 14		8:00 AM 14			8:00 AM 14	
PM Peak Volume		2:00 PM 14	1:00 PM 18	4:00 PM 16		1:00 PM 14			1:00 PM 14	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM															
1:00 AM															
2:00 AM															
3:00 AM															
4:00 AM															
5:00 AM															
6:00 AM															
7:00 AM															
8:00 AM															
9:00 AM															
10:00 AM															
11:00 AM															
12:00 PM															
1:00 PM															
2:00 PM	0	10	32	**7**	10	0	0	2	0	0	0	0	0	0	
3:00 PM	0	**13**	**75**	7	**25**	0	0	**3**	0	0	0	0	0	0	**123**
4:00 PM	0	10	49	1	14	0	0	1	0	0	0	0	0	1	76
5:00 PM	0	12	48	2	15	0	0	2	0	0	0	0	0	**2**	81
6:00 PM	0	5	40	1	11	0	0	0	0	0	0	0	0	0	57
7:00 PM	0	2	32	1	7	0	0	0	0	0	0	0	0	1	43
8:00 PM	0	1	26	0	12	0	0	0	0	0	0	0	0	0	39
9:00 PM	0	0	7	0	2	0	0	0	0	0	0	0	0	0	9
10:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	1	5
11:00 PM	0	2	7	0	2	0	0	0	0	0	0	0	0	0	11
Day Total	0	56	318	19	99	0	0	8	0	0	0	0	0	5	505
Percent	0.0%	11.1%	63.0%	3.8%	19.6%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
AM Peak Volume															
PM Peak Volume		3:00 PM 13	3:00 PM 75	2:30 PM 7	3:00 PM 25			3:00 PM 3						5:00 PM 2	3:00 PM 123

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	9	0	3	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	8	18	3	5	0	0	0	0	0	0	0	0	0	34
7:00 AM	0	11	63	**5**	**23**	0	0	0	0	0	0	0	0	0	102
8:00 AM	0	15	**73**	3	21	**1**	0	0	0	0	0	0	0	**1**	**114**
9:00 AM	0	8	54	1	19	1	0	1	0	0	0	0	0	0	84
10:00 AM	0	12	54	1	16	0	0	1	0	0	0	0	0	1	85
11:00 AM	0	**18**	66	1	20	0	0	**4**	0	0	0	0	0	0	109
12:00 PM	0	23	**61**	2	**26**	**1**	0	1	0	0	0	0	0	**3**	117
1:00 PM	0	20	57	1	15	0	0	1	0	0	0	0	0	2	96
2:00 PM	0	**30**	51	**9**	25	0	0	**4**	0	0	0	0	0	1	**120**
3:00 PM	0	17	50	5	21	0	0	0	0	0	0	0	0	3	96
4:00 PM	0	23	60	1	15	0	0	0	0	0	0	0	0	0	99
5:00 PM	0	23	39	2	15	0	0	0	0	0	0	0	0	2	81
6:00 PM	0	9	38	1	7	0	0	1	0	0	0	0	0	2	58
7:00 PM	0	8	16	1	6	0	0	0	0	0	0	0	0	0	31
8:00 PM	0	7	9	0	6	0	0	0	0	0	0	0	0	0	22
9:00 PM	0	4	16	0	2	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	2	9	0	0	0	0	0	0	0	0	0	0	0	11
Day Total	0	245	757	36	248	3	0	13	0	0	0	0	0	15	1317
Percent	0.0%	18.6%	57.5%	2.7%	18.8%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	

ADT 1317

AM Peak Volume		11:00 AM 18	8:00 AM 73	7:00 AM 5	7:00 AM 23	8:00 AM 1		11:00 AM 4					8:00 AM 1	8:00 AM 114
PM Peak Volume		2:00 PM 30	12:00 PM 61	2:00 PM 9	12:00 PM 26	12:00 PM 1		2:00 PM 4					12:00 PM 3	2:00 PM 120

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	3	1	0	1	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	9	0	4	0	0	0	0	0	0	0	0	0	13
6:00 AM	0	9	14	2	4	0	0	0	0	0	0	0	0	0	29
7:00 AM	0	21	53	**6**	24	0	0	0	0	0	0	0	0	**1**	**105**
8:00 AM	0	10	52	2	14	0	0	1	0	0	0	0	0	0	79
9:00 AM	0	11	44	2	20	0	0	**4**	0	0	0	0	0	0	81
10:00 AM	0	**26**	43	1	10	0	0	1	0	0	0	0	0	1	82
11:00 AM	0	11	**59**	1	**25**	0	0	0	0	0	0	0	0	0	96
12:00 PM	0	11	49	2	23	0	0	**2**	0	0	0	0	0	1	88
1:00 PM	**1**	20	72	1	19	0	0	1	0	0	0	0	0	4	118
2:00 PM	0	**23**	**76**	**9**	25	0	0	1	0	0	0	0	0	**5**	**139**
3:00 PM	1	19	54	5	**31**	0	0	2	0	0	0	0	0	0	112
4:00 PM	0	19	49	2	15	0	0	0	0	0	0	0	0	3	88
5:00 PM	0	19	37	2	8	0	0	1	0	0	0	0	0	2	69
6:00 PM	0	9	35	1	8	0	0	0	0	0	0	0	0	0	53
7:00 PM	0	8	19	1	2	0	0	0	0	0	0	0	0	0	30
8:00 PM	0	7	16	0	3	0	0	0	0	0	0	0	0	0	26
9:00 PM	0	2	7	0	6	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	7	7	0	2	0	0	0	0	0	0	0	0	0	16
11:00 PM	0	6	7	0	1	0	0	0	0	0	0	0	0	0	14
Day Total	2	243	715	37	245	0	0	13	0	0	0	0	0	17	1272
Percent	0.2%	19.1%	56.2%	2.9%	19.3%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	
ADT 1272															
AM Peak Volume		10:00 AM 26	11:00 AM 59	7:00 AM 6	11:00 AM 25			9:00 AM 4						7:00 AM 1	7:00 AM 105
PM Peak Volume	1:00 PM 1	2:00 PM 23	2:00 PM 76	2:00 PM 9	3:00 PM 31			12:00 PM 2						2:00 PM 5	2:00 PM 139

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	2	544	1790	92	592	3	0	34	0	0	0	0	0	37	3094
Percent	0.1%	17.6%	57.9%	3.0%	19.1%	0.1%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	
ADT 1305															

Comments:

Report generated on 2/15/2012 4:14 PM

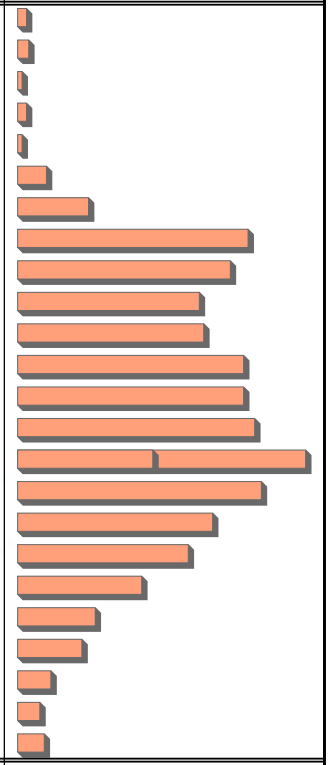
SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			4	3		4			4	
1:00 AM			4	6		5			5	
2:00 AM			1	2		2			2	
3:00 AM			4	5		4			4	
4:00 AM			2	3		2			2	
5:00 AM			13	13		13			13	
6:00 AM			34	29		32			32	
7:00 AM			102	**105**		**104**			**104**	
8:00 AM			**114**	79		96			96	
9:00 AM			84	81		82			82	
10:00 AM			85	82		84			84	
11:00 AM			109	96		102			102	
12:00 PM			117	88		102			102	
1:00 PM			96	118		107			107	
2:00 PM		61	**120**	**139**		**130**			**130**	
3:00 PM		**123**	96	112		110			110	
4:00 PM		76	99	88		88			88	
5:00 PM		81	81	69		77			77	
6:00 PM		57	58	53		56			56	
7:00 PM		43	31	30		35			35	
8:00 PM		39	22	26		29			29	
9:00 PM		9	22	15		15			15	
10:00 PM		5	8	16		10			10	
11:00 PM		11	11	14		12			12	
Day Total		505	1317	1272		1362			1362	
% Weekday Average		37.1%	96.7%	93.4%						
% Week Average		37.1%	96.7%	93.4%		100.0%				
AM Peak Volume			8:00 AM 114	7:00 AM 105		7:00 AM 104			7:00 AM 104	
PM Peak Volume		3:00 PM 123	2:00 PM 120	2:00 PM 139		2:00 PM 130			2:00 PM 130	



Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB/WB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM															
1:00 AM															
2:00 AM															
3:00 AM															
4:00 AM															
5:00 AM															
6:00 AM															
7:00 AM															
8:00 AM															
9:00 AM															
10:00 AM															
11:00 AM															
12:00 PM															
1:00 PM															
2:00 PM	0	14	78	**12**	28	0	0	3	0	0	0	0	0	**2**	
3:00 PM	0	**18**	**144**	10	**49**	0	0	**4**	0	0	0	0	0	1	**226**
4:00 PM	0	16	115	2	38	0	0	1	0	0	0	0	0	1	173
5:00 PM	0	15	108	3	36	0	0	2	0	0	0	0	0	2	166
6:00 PM	0	6	92	1	35	0	0	0	0	0	0	0	0	1	135
7:00 PM	0	5	66	1	15	0	0	0	0	0	0	0	0	1	88
8:00 PM	0	1	47	0	15	0	0	0	0	0	0	0	0	0	63
9:00 PM	0	0	35	0	7	0	0	0	0	0	0	0	0	0	42
10:00 PM	0	1	5	0	6	0	0	0	0	0	0	0	0	1	13
11:00 PM	0	2	14	0	3	0	0	0	0	0	0	0	0	0	19
Day Total	0	78	704	29	232	0	0	10	0	0	0	0	0	9	1062
Percent	0.0%	7.3%	66.3%	2.7%	21.8%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.8%	

AM Peak Volume															
PM Peak Volume		3:00 PM 18	3:00 PM 144	2:30 PM 12	3:00 PM 49			3:00 PM 4						2:30 PM 2	3:00 PM 226

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB/WB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	6	0	2	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	5	0	1	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	1	14	0	4	0	0	0	0	0	0	0	0	0	19
6:00 AM	0	9	34	3	14	0	0	0	0	0	0	0	0	0	60
7:00 AM	0	15	114	**8**	**46**	0	0	1	0	0	0	0	0	**2**	186
8:00 AM	0	16	118	4	36	**2**	0	2	0	0	0	0	0	2	180
9:00 AM	0	9	107	1	40	2	0	2	0	0	0	0	0	0	161
10:00 AM	0	16	116	1	39	0	0	3	0	0	0	0	0	1	176
11:00 AM	0	**21**	**133**	3	43	0	0	**8**	0	0	0	0	0	1	**209**
12:00 PM	0	29	121	2	**49**	**1**	0	2	0	0	0	0	0	**6**	210
1:00 PM	0	21	**129**	2	43	0	0	1	0	0	0	0	0	6	202
2:00 PM	0	**39**	120	**14**	49	0	0	**4**	0	0	0	0	0	2	**228**
3:00 PM	0	19	129	9	45	0	0	1	0	0	0	0	0	4	207
4:00 PM	0	28	129	1	47	0	0	0	0	0	0	0	0	0	205
5:00 PM	0	26	114	2	35	0	0	0	0	0	0	0	0	2	179
6:00 PM	0	11	79	1	24	0	0	1	0	0	0	0	0	2	118
7:00 PM	0	8	54	1	20	0	0	0	0	0	0	0	0	0	83
8:00 PM	0	10	37	0	22	0	0	0	0	0	0	0	0	0	69
9:00 PM	0	4	35	0	5	0	0	0	0	0	0	0	0	0	44
10:00 PM	0	3	13	0	3	0	0	0	0	0	0	0	0	0	19
11:00 PM	0	2	15	0	1	0	0	0	0	0	0	0	0	0	18
Day Total	0	291	1630	52	570	5	0	25	0	0	0	0	0	28	2601
Percent	0.0%	11.2%	62.7%	2.0%	21.9%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	
ADT 2601															
AM Peak Volume		11:00 AM 21	11:00 AM 133	7:00 AM 8	7:00 AM 46	8:00 AM 2		11:00 AM 8						7:00 AM 2	11:00 AM 209
PM Peak Volume		2:00 PM 39	1:00 PM 129	2:00 PM 14	12:00 PM 49	12:00 PM 1		2:00 PM 4						12:00 PM 6	2:00 PM 228

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB/WB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	9	0	1	0	0	0	0	0	0	0	0	0	10
2:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	3	5	0	1	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	1	14	0	5	0	0	0	0	0	0	0	0	0	20
6:00 AM	0	9	30	2	10	0	0	1	0	0	0	0	0	0	52
7:00 AM	0	22	96	**10**	38	0	0	0	0	0	0	0	0	**3**	169
8:00 AM	0	12	100	4	34	0	0	3	0	0	0	0	0	0	153
9:00 AM	0	13	82	2	38	0	0	**6**	0	0	0	0	0	0	141
10:00 AM	0	**29**	84	2	36	0	0	3	0	0	0	0	0	1	155
11:00 AM	0	14	**110**	2	**46**	0	0	2	0	0	0	0	0	0	**174**
12:00 PM	0	13	120	2	58	0	0	**3**	0	0	0	0	0	1	197
1:00 PM	**1**	23	147	1	46	0	0	2	0	0	0	0	0	6	226
2:00 PM	0	**25**	**159**	**14**	**61**	0	0	1	0	0	0	0	0	**10**	**270**
3:00 PM	1	23	141	10	61	0	0	3	0	0	0	0	0	1	240
4:00 PM	0	23	115	2	42	0	0	1	0	0	0	0	0	4	187
5:00 PM	0	21	102	2	26	0	0	1	0	0	0	0	0	2	154
6:00 PM	0	11	78	1	17	0	0	0	0	0	0	0	0	1	108
7:00 PM	0	8	52	1	10	0	0	0	0	0	0	0	0	0	71
8:00 PM	0	8	49	0	8	0	0	0	0	0	0	0	0	0	65
9:00 PM	0	2	32	0	14	0	0	0	0	0	0	0	0	0	48
10:00 PM	0	7	16	0	7	0	0	0	0	0	0	0	0	0	30
11:00 PM	0	6	18	0	4	0	0	0	0	0	0	0	0	0	28
Day Total	2	276	1567	55	563	0	0	26	0	0	0	0	0	29	2518
Percent	0.1%	11.0%	62.2%	2.2%	22.4%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	
ADT 2518															
AM Peak Volume		10:00 AM 29	11:00 AM 110	7:00 AM 10	11:00 AM 46			9:00 AM 6						7:00 AM 3	11:00 AM 174
PM Peak Volume	1:00 PM 1	2:00 PM 25	2:00 PM 159	2:00 PM 14	2:00 PM 61			12:00 PM 3						2:00 PM 10	2:00 PM 270

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB/WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	2	645	3901	136	1365	5	0	61	0	0	0	0	0	66	6181
Percent	0.0%	10.4%	63.1%	2.2%	22.1%	0.1%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	
ADT 2556															

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: EB/WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			9	3		6			6	
1:00 AM			6	10		8			8	
2:00 AM			3	3		3			3	
3:00 AM			6	9		8			8	
4:00 AM			4	5		4			4	
5:00 AM			19	20		20			20	
6:00 AM			60	52		56			56	
7:00 AM			186	169		178			178	
8:00 AM			180	153		166			166	
9:00 AM			161	141		151			151	
10:00 AM			176	155		166			166	
11:00 AM			**209**	**174**		**192**			**192**	
12:00 PM			210	197		204			204	
1:00 PM			202	226		214			214	
2:00 PM		137	**228**	**270**		**249**			**249**	
3:00 PM		**226**	207	240		224			224	
4:00 PM		173	205	187		188			188	
5:00 PM		166	179	154		166			166	
6:00 PM		135	118	108		120			120	
7:00 PM		88	83	71		81			81	
8:00 PM		63	69	65		66			66	
9:00 PM		42	44	48		45			45	
10:00 PM		13	19	30		21			21	
11:00 PM		19	18	28		22			22	
Day Total		1062	2601	2518		2695			2695	
% Weekday Average		39.4%	96.5%	93.4%						
% Week Average		39.4%	96.5%	93.4%		100.0%				
AM Peak Volume			11:00 AM 209	11:00 AM 174		11:00 AM 192			11:00 AM 192	
PM Peak Volume		3:00 PM 226	2:00 PM 228	2:00 PM 270		2:00 PM 249			2:00 PM 249	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: WB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM															
1:00 AM															
2:00 AM															
3:00 AM															
4:00 AM															
5:00 AM															
6:00 AM															
7:00 AM															
8:00 AM															
9:00 AM															
10:00 AM															
11:00 AM															
12:00 PM															
1:00 PM															
2:00 PM	0	4	46	**5**	18	0	0	**1**	0	0	0	0	0	**2**	
3:00 PM	0	5	**69**	3	**24**	0	0	1	0	0	0	0	0	1	**103**
4:00 PM	0	**6**	66	1	24	0	0	0	0	0	0	0	0	0	97
5:00 PM	0	3	60	1	21	0	0	0	0	0	0	0	0	0	85
6:00 PM	0	1	52	0	24	0	0	0	0	0	0	0	0	1	78
7:00 PM	0	3	34	0	8	0	0	0	0	0	0	0	0	0	45
8:00 PM	0	0	21	0	3	0	0	0	0	0	0	0	0	0	24
9:00 PM	0	0	28	0	5	0	0	0	0	0	0	0	0	0	33
10:00 PM	0	0	3	0	5	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	0	7	0	1	0	0	0	0	0	0	0	0	0	8
Day Total	0	22	386	10	133	0	0	2	0	0	0	0	0	4	557
Percent	0.0%	3.9%	69.3%	1.8%	23.9%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	

AM Peak Volume															
PM Peak Volume		4:00 PM 6	3:00 PM 69	2:30 PM 5	3:00 PM 24			2:30 PM 1						2:30 PM 2	3:00 PM 103

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: WB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	0	5	0	1	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	1	16	0	9	0	0	0	0	0	0	0	0	0	26
7:00 AM	0	**4**	51	**3**	**23**	0	0	1	0	0	0	0	0	**2**	84
8:00 AM	0	1	45	1	15	**1**	0	2	0	0	0	0	0	1	66
9:00 AM	0	1	53	0	21	1	0	1	0	0	0	0	0	0	77
10:00 AM	0	4	62	0	23	0	0	2	0	0	0	0	0	0	91
11:00 AM	0	3	**67**	2	23	0	0	**4**	0	0	0	0	0	1	**100**
12:00 PM	0	6	60	0	23	0	0	**1**	0	0	0	0	0	3	93
1:00 PM	0	1	72	1	28	0	0	0	0	0	0	0	0	**4**	106
2:00 PM	0	**9**	69	**5**	24	0	0	0	0	0	0	0	0	1	108
3:00 PM	0	2	**79**	4	24	0	0	1	0	0	0	0	0	1	**111**
4:00 PM	0	5	69	0	**32**	0	0	0	0	0	0	0	0	0	106
5:00 PM	0	3	75	0	20	0	0	0	0	0	0	0	0	0	98
6:00 PM	0	2	41	0	17	0	0	0	0	0	0	0	0	0	60
7:00 PM	0	0	38	0	14	0	0	0	0	0	0	0	0	0	52
8:00 PM	0	3	28	0	16	0	0	0	0	0	0	0	0	0	47
9:00 PM	0	0	19	0	3	0	0	0	0	0	0	0	0	0	22
10:00 PM	0	0	8	0	3	0	0	0	0	0	0	0	0	0	11
11:00 PM	0	0	6	0	1	0	0	0	0	0	0	0	0	0	7
Day Total	0	46	873	16	322	2	0	12	0	0	0	0	0	13	1284
Percent	0.0%	3.6%	68.0%	1.2%	25.1%	0.2%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
ADT 1284															
AM Peak Volume		7:00 AM 4	11:00 AM 67	7:00 AM 3	7:00 AM 23	8:00 AM 1		11:00 AM 4						7:00 AM 2	11:00 AM 100
PM Peak Volume		2:00 PM 9	3:00 PM 79	2:00 PM 5	4:00 PM 32			12:00 PM 1						1:00 PM 4	3:00 PM 111

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: WB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	5	0	1	0	0	0	0	0	0	0	0	0	7
6:00 AM	0	0	16	0	6	0	0	1	0	0	0	0	0	0	23
7:00 AM	0	1	43	**4**	14	0	0	0	0	0	0	0	0	**2**	64
8:00 AM	0	2	48	2	20	0	0	**2**	0	0	0	0	0	0	74
9:00 AM	0	2	38	0	18	0	0	2	0	0	0	0	0	0	60
10:00 AM	0	**3**	41	1	**26**	0	0	2	0	0	0	0	0	0	73
11:00 AM	0	3	**51**	1	21	0	0	2	0	0	0	0	0	0	**78**
12:00 PM	0	2	71	0	35	0	0	**1**	0	0	0	0	0	0	109
1:00 PM	0	3	75	0	27	0	0	1	0	0	0	0	0	2	108
2:00 PM	0	2	83	**5**	**36**	0	0	0	0	0	0	0	0	**5**	**131**
3:00 PM	0	**4**	**87**	5	30	0	0	1	0	0	0	0	0	1	128
4:00 PM	0	4	66	0	27	0	0	1	0	0	0	0	0	1	99
5:00 PM	0	2	65	0	18	0	0	0	0	0	0	0	0	0	85
6:00 PM	0	2	43	0	9	0	0	0	0	0	0	0	0	1	55
7:00 PM	0	0	33	0	8	0	0	0	0	0	0	0	0	0	41
8:00 PM	0	1	33	0	5	0	0	0	0	0	0	0	0	0	39
9:00 PM	0	0	25	0	8	0	0	0	0	0	0	0	0	0	33
10:00 PM	0	0	9	0	5	0	0	0	0	0	0	0	0	0	14
11:00 PM	0	0	11	0	3	0	0	0	0	0	0	0	0	0	14
Day Total	0	33	852	18	318	0	0	13	0	0	0	0	0	12	1246
Percent	0.0%	2.6%	68.4%	1.4%	25.5%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
ADT 1246															
AM Peak		10:00 AM	11:00 AM	7:00 AM	10:00 AM			8:00 AM						7:00 AM	11:00 AM
Volume		3	51	4	26			2						2	78
PM Peak		3:00 PM	3:00 PM	2:00 PM	2:00 PM			12:00 PM						2:00 PM	2:00 PM
Volume		4	87	5	36			1						5	131

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	0	101	2111	44	773	2	0	27	0	0	0	0	0	29	3087
Percent	0.0%	3.3%	68.4%	1.4%	25.0%	0.1%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.9%	

ADT 1251

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Poplar St)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689244
DIRECTION: WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM			5	0		2			2	
1:00 AM			2	4		3			3	
2:00 AM			2	1		2			2	
3:00 AM			2	4		3			3	
4:00 AM			2	2		2			2	
5:00 AM			6	7		6			6	
6:00 AM			26	23		24			24	
7:00 AM			84	64		74			74	
8:00 AM			66	74		70			70	
9:00 AM			77	60		68			68	
10:00 AM			91	73		82			82	
11:00 AM			**100**	**78**		**89**			**89**	
12:00 PM			93	109		101			101	
1:00 PM			106	108		107			107	
2:00 PM		76	108	**131**		**120**			**120**	
3:00 PM		**103**	**111**	128		114			114	
4:00 PM		97	106	99		101			101	
5:00 PM		85	98	85		89			89	
6:00 PM		78	60	55		64			64	
7:00 PM		45	52	41		46			46	
8:00 PM		24	47	39		37			37	
9:00 PM		33	22	33		29			29	
10:00 PM		8	11	14		11			11	
11:00 PM		8	7	14		10			10	
Day Total		557	1284	1246		1330			1330	
% Weekday Average		41.9%	96.5%	93.7%						
% Week Average		41.9%	96.5%	93.7%		100.0%				
AM Peak Volume			11:00 AM 100	11:00 AM 78		11:00 AM 89			11:00 AM 89	
PM Peak Volume		3:00 PM 103	3:00 PM 111	2:00 PM 131		2:00 PM 120			2:00 PM 120	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	9	1	4	0	0	0	0	0	0	0	0	0	15
1:00 AM	1	2	8	0	6	1	0	0	0	0	0	0	0	0	18
2:00 AM	0	0	12	0	2	0	0	0	0	0	0	0	0	0	14
3:00 AM	0	5	13	1	7	0	0	0	0	0	0	0	0	1	27
4:00 AM	0	6	13	1	7	0	0	0	0	0	0	0	0	0	27
5:00 AM	0	12	41	1	27	0	0	0	0	0	0	0	0	2	83
6:00 AM	0	17	115	6	51	0	0	0	0	0	0	0	0	4	193
7:00 AM	1	30	**364**	**8**	**125**	0	0	4	0	0	0	0	0	**39**	**571**
8:00 AM	0	28	234	5	78	1	0	2	0	0	0	0	0	12	360
9:00 AM	1	37	214	6	65	1	0	**5**	0	0	0	0	0	17	346
10:00 AM	1	49	220	6	80	1	0	5	0	0	0	0	0	19	381
11:00 AM	**3**	**64**	215	2	84	**2**	0	4	0	0	0	0	0	14	388
12:00 PM	1	**57**	263	4	87	0	0	6	0	0	0	0	0	18	436
1:00 PM	1	33	273	6	92	0	0	3	**1**	0	0	0	0	30	439
2:00 PM	2	27	286	1	95	0	0	**7**	1	0	0	0	0	25	444
3:00 PM	0	29	293	**11**	95	0	0	4	0	0	0	0	0	**38**	470
4:00 PM	**4**	34	**298**	1	**108**	0	0	2	0	0	**1**	0	0	24	**472**
5:00 PM	1	45	270	2	56	0	0	1	0	0	0	0	0	27	402
6:00 PM	0	22	186	1	38	0	0	0	0	0	0	0	0	14	261
7:00 PM	0	18	97	1	37	0	0	1	0	0	0	0	0	6	160
8:00 PM	0	14	85	0	23	0	0	1	0	0	0	0	0	4	127
9:00 PM	0	2	57	0	15	0	0	0	0	0	0	0	0	2	76
10:00 PM	1	9	45	1	17	0	0	1	1	0	0	0	0	1	76
11:00 PM	0	1	30	1	5	0	0	0	0	0	0	0	0	0	37
Day Total	17	542	3641	66	1204	6	0	46	3	0	1	0	0	297	5823
Percent	0.3%	9.3%	62.5%	1.1%	20.7%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	5.1%	
ADT 5823															
AM Peak	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	11:00 AM		9:00 AM						7:00 AM	7:00 AM
Volume	3	64	364	8	125	2		5						39	571
PM Peak	4:00 PM	12:00 PM	4:00 PM	3:00 PM	4:00 PM			2:00 PM	1:00 PM		4:00 PM			3:00 PM	4:00 PM
Volume	4	57	298	11	108			7	1		1			38	472

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	2	12	0	3	0	0	0	0	0	0	0	0	0	17
1:00 AM	0	1	10	0	6	**1**	0	0	0	0	0	0	0	0	18
2:00 AM	0	3	13	0	4	0	0	0	0	0	0	0	0	0	20
3:00 AM	0	10	10	1	3	0	0	1	0	0	0	0	0	1	26
4:00 AM	0	12	11	1	4	0	0	2	0	0	0	0	0	0	30
5:00 AM	0	31	38	0	26	1	0	1	0	0	0	0	0	3	100
6:00 AM	0	17	119	3	60	1	0	0	0	0	0	0	0	4	204
7:00 AM	1	49	**352**	**12**	**108**	1	0	1	0	0	0	0	0	**31**	**555**
8:00 AM	0	53	242	3	81	1	**1**	2	1	0	**1**	0	0	11	396
9:00 AM	**3**	47	235	3	70	0	0	4	0	0	0	0	0	12	374
10:00 AM	1	47	251	3	88	1	1	4	0	0	0	0	0	20	416
11:00 AM	0	**79**	272	2	95	0	0	**7**	**4**	0	0	0	0	21	480
12:00 PM	0	**41**	281	2	94	0	0	2	**1**	**1**	0	0	0	27	449
1:00 PM	0	39	**319**	3	87	0	0	3	0	0	0	0	0	36	**487**
2:00 PM	0	30	266	5	98	0	0	**6**	0	0	0	0	0	35	440
3:00 PM	**1**	35	298	**8**	92	0	0	1	0	0	0	0	0	**50**	485
4:00 PM	1	33	300	1	**102**	0	0	2	0	0	0	0	0	40	479
5:00 PM	0	35	286	4	75	0	0	0	0	0	0	0	0	27	427
6:00 PM	1	18	216	1	50	0	0	2	0	0	0	0	0	16	304
7:00 PM	0	12	135	2	33	0	0	0	0	0	0	0	0	5	187
8:00 PM	0	2	114	1	34	0	0	1	0	0	0	0	0	6	158
9:00 PM	0	8	96	0	27	0	0	0	0	0	0	0	0	3	134
10:00 PM	0	7	43	0	10	0	0	0	0	0	0	0	0	1	61
11:00 PM	0	5	25	1	3	0	0	0	0	0	0	0	0	0	34
Day Total	8	616	3944	56	1253	6	2	39	6	1	1	0	0	349	6281
Percent	0.1%	9.8%	62.8%	0.9%	19.9%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	5.6%	
ADT 6281															
AM Peak	9:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	1:00 AM	8:00 AM	11:00 AM	11:00 AM		8:00 AM			7:00 AM	7:00 AM
Volume	3	79	352	12	108	1	1	7	4		1			31	555
PM Peak	3:00 PM	12:00 PM	1:00 PM	3:00 PM	4:00 PM			2:00 PM	12:00 PM	12:00 PM				3:00 PM	1:00 PM
Volume	1	41	319	8	102			6	1	1				50	487

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	15	0	2	0	0	0	0	0	0	0	0	0	18
1:00 AM	0	2	7	0	6	0	0	0	0	0	0	0	0	0	15
2:00 AM	0	0	11	1	3	0	0	0	0	0	0	0	0	0	15
3:00 AM	0	3	17	1	8	0	0	0	**1**	0	0	0	0	1	31
4:00 AM	0	1	19	0	6	0	0	1	0	0	0	0	0	0	27
5:00 AM	0	6	53	1	40	0	0	0	0	0	0	0	0	0	100
6:00 AM	0	6	121	3	71	0	0	1	0	0	0	0	0	1	203
7:00 AM	**2**	44	**345**	**11**	**120**	**1**	0	4	0	0	0	0	0	22	**549**
8:00 AM	0	**45**	215	8	67	0	0	2	0	0	0	0	0	18	355
9:00 AM	0	27	234	4	74	0	0	**9**	1	0	0	0	0	11	360
10:00 AM	0	34	252	5	95	0	0	4	0	0	0	0	0	**26**	416
11:00 AM	0	36	300	4	92	0	0	1	1	0	0	0	0	22	456
12:00 PM	**3**	20	281	5	105	**1**	0	5	**1**	0	**1**	0	0	14	436
1:00 PM	2	20	303	3	98	1	**1**	1	0	0	0	0	0	18	447
2:00 PM	0	26	296	3	82	0	0	5	0	0	0	0	0	28	440
3:00 PM	1	30	**329**	**9**	**111**	0	0	**6**	0	0	0	0	0	**45**	**531**
4:00 PM	1	**46**	283	7	103	0	0	0	0	0	0	0	0	29	469
5:00 PM	1	17	249	3	72	0	0	1	0	0	0	0	0	28	371
6:00 PM	0	20	224	1	60	0	0	2	0	0	0	0	0	10	317
7:00 PM	3	8	141	1	40	0	0	2	0	0	0	0	0	8	203
8:00 PM	0	11	77	1	30	0	0	0	0	0	0	0	0	3	122
9:00 PM	0	6	69	0	23	0	0	0	0	0	0	0	0	3	101
10:00 PM	0	3	46	0	17	0	0	0	0	0	0	0	0	0	66
11:00 PM	0	3	32	0	7	0	0	0	0	0	0	0	0	2	44
Day Total	13	415	3919	71	1332	3	1	44	4	0	1	0	0	289	6092
Percent	0.2%	6.8%	64.3%	1.2%	21.9%	0.0%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	4.7%	
ADT 6092															
AM Peak Volume	7:00 AM 2	8:00 AM 45	7:00 AM 345	7:00 AM 11	7:00 AM 120	7:00 AM 1		9:00 AM 9	3:00 AM 1					10:00 AM 26	7:00 AM 549
PM Peak Volume	12:00 PM 3	4:00 PM 46	3:00 PM 329	3:00 PM 9	3:00 PM 111	12:00 PM 1	1:00 PM 1	3:00 PM 6	12:00 PM 1		12:00 PM 1			3:00 PM 45	3:00 PM 531

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	38	1573	11504	193	3789	15	3	129	13	1	3	0	0	935	18196
Percent	0.2%	8.6%	63.2%	1.1%	20.8%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	5.1%	
ADT 6065															

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		15	17	18		17			17	
1:00 AM		18	18	15		17			17	
2:00 AM		14	20	15		16			16	
3:00 AM		27	26	31		28			28	
4:00 AM		27	30	27		28			28	
5:00 AM		83	100	100		94			94	
6:00 AM		193	204	203		200			200	
7:00 AM		**571**	**555**	**549**		**558**			**558**	
8:00 AM		360	396	355		370			370	
9:00 AM		346	374	360		360			360	
10:00 AM		381	416	416		404			404	
11:00 AM		388	480	456		441			441	
12:00 PM		436	449	436		440			440	
1:00 PM		439	**487**	447		458			458	
2:00 PM		444	440	440		441			441	
3:00 PM		470	485	**531**		**495**			**495**	
4:00 PM		**472**	479	469		473			473	
5:00 PM		402	427	371		400			400	
6:00 PM		261	304	317		294			294	
7:00 PM		160	187	203		183			183	
8:00 PM		127	158	122		136			136	
9:00 PM		76	134	101		104			104	
10:00 PM		76	61	66		68			68	
11:00 PM		37	34	44		38			38	
Day Total		5823	6281	6092		6063			6063	
% Weekday Average		96.0%	103.6%	100.5%						
% Week Average		96.0%	103.6%	100.5%		100.0%				
AM Peak Volume		7:00 AM 571	7:00 AM 555	7:00 AM 549		7:00 AM 558			7:00 AM 558	
PM Peak Volume		4:00 PM 472	1:00 PM 487	3:00 PM 531		3:00 PM 495			3:00 PM 495	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB/WB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	7	19	2	9	0	0	0	0	0	0	0	0	0	37
1:00 AM	1	12	15	0	7	1	0	0	0	0	0	0	0	0	36
2:00 AM	0	6	17	0	2	0	0	0	0	0	0	0	0	0	25
3:00 AM	0	7	17	1	10	0	0	0	0	0	0	0	0	1	36
4:00 AM	0	10	18	2	8	0	0	0	0	0	0	0	0	0	38
5:00 AM	0	20	67	2	40	0	0	0	0	0	0	0	0	2	131
6:00 AM	0	40	160	10	76	0	0	4	0	0	0	0	0	7	297
7:00 AM	3	84	**562**	**17**	**196**	1	0	10	0	0	0	0	0	**64**	**937**
8:00 AM	2	70	384	11	123	**2**	0	5	0	0	0	0	0	22	619
9:00 AM	1	95	344	7	132	2	0	9	0	0	0	0	0	30	620
10:00 AM	2	99	384	8	135	1	0	**12**	0	0	0	0	0	31	672
11:00 AM	**4**	**121**	412	7	171	2	0	8	0	0	0	0	0	25	750
12:00 PM	**5**	**123**	480	6	156	**1**	0	9	0	0	0	0	0	30	810
1:00 PM	1	81	531	9	179	1	0	4	**2**	0	0	0	0	43	851
2:00 PM	5	75	580	**15**	202	0	0	**14**	1	0	0	0	0	43	935
3:00 PM	2	92	578	13	**211**	1	0	6	1	0	**1**	0	0	**69**	**974**
4:00 PM	5	91	607	3	197	0	0	7	0	0	1	0	0	43	954
5:00 PM	2	114	**615**	3	133	0	0	2	0	0	0	0	0	45	914
6:00 PM	0	92	399	1	86	0	0	2	1	0	0	0	0	20	601
7:00 PM	2	80	246	1	79	0	0	1	0	0	0	0	0	8	417
8:00 PM	0	51	177	0	49	0	0	2	0	0	0	0	0	5	284
9:00 PM	0	30	145	0	31	0	0	0	0	0	0	0	0	2	208
10:00 PM	2	33	98	1	34	0	0	1	2	0	0	0	0	1	172
11:00 PM	1	9	58	2	9	0	0	0	0	0	0	0	0	0	79
Day Total	38	1442	6913	121	2275	12	0	96	7	0	2	0	0	491	11397
Percent	0.3%	12.7%	60.7%	1.1%	20.0%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	4.3%	
ADT 11397															
AM Peak	11:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	8:00 AM		10:00 AM						7:00 AM	7:00 AM
Volume	4	121	562	17	196	2		12						64	937
PM Peak	12:00 PM	12:00 PM	5:00 PM	2:00 PM	3:00 PM	12:00 PM		2:00 PM	1:00 PM		3:00 PM			3:00 PM	3:00 PM
Volume	5	123	615	15	211	1		14	2		1			69	974

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB/WB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	12	24	0	9	0	0	0	0	0	0	0	0	0	45
1:00 AM	1	2	26	0	8	1	0	0	0	0	0	0	0	1	39
2:00 AM	0	7	25	0	5	0	0	0	0	0	0	0	0	0	37
3:00 AM	0	15	17	1	6	0	0	2	0	0	0	0	0	1	42
4:00 AM	1	15	15	2	5	0	0	2	0	0	0	0	0	0	40
5:00 AM	0	42	65	0	39	**4**	0	2	0	0	0	0	0	5	157
6:00 AM	0	32	178	4	89	1	0	0	0	0	0	0	0	6	310
7:00 AM	1	99	**578**	**21**	**190**	2	0	4	0	0	0	0	0	**45**	**940**
8:00 AM	2	101	421	7	137	1	**1**	6	1	0	**1**	0	0	23	701
9:00 AM	**4**	104	380	5	136	1	0	6	0	0	0	0	0	26	662
10:00 AM	2	96	442	4	152	1	1	9	0	0	0	0	0	34	741
11:00 AM	0	**140**	510	4	169	1	0	**12**	**7**	0	1	0	0	27	871
12:00 PM	**3**	86	522	3	160	**1**	0	5	**1**	**1**	0	0	0	46	828
1:00 PM	1	92	623	4	183	0	0	3	0	0	0	0	0	61	967
2:00 PM	1	73	582	**15**	201	0	0	**10**	0	0	0	0	0	57	939
3:00 PM	1	95	612	9	**221**	0	0	3	0	0	0	0	0	**86**	**1027**
4:00 PM	3	**110**	**639**	3	194	0	0	4	0	0	0	0	0	68	1021
5:00 PM	1	108	632	5	159	0	0	2	0	0	0	0	0	49	956
6:00 PM	1	56	467	2	116	0	0	3	0	0	0	0	0	30	675
7:00 PM	1	49	323	3	74	0	0	0	0	0	0	0	0	10	460
8:00 PM	1	18	257	1	72	0	0	1	0	0	0	0	0	11	361
9:00 PM	0	31	196	0	50	0	0	1	0	0	0	0	0	5	283
10:00 PM	3	18	105	0	25	0	0	0	0	0	0	0	0	1	152
11:00 PM	0	12	52	3	11	0	0	0	0	0	0	0	0	0	78
Day Total	27	1413	7691	96	2411	13	2	75	9	1	2	0	0	592	12332
Percent	0.2%	11.5%	62.4%	0.8%	19.6%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	4.8%	
ADT 12332															
AM Peak	9:00 AM	11:00 AM	7:00 AM	7:00 AM	7:00 AM	5:00 AM	8:00 AM	11:00 AM	11:00 AM		8:00 AM			7:00 AM	7:00 AM
Volume	4	140	578	21	190	4	1	12	7		1			45	940
PM Peak	12:00 PM	4:00 PM	4:00 PM	2:00 PM	3:00 PM	12:00 PM		2:00 PM	12:00 PM	12:00 PM				3:00 PM	3:00 PM
Volume	3	110	639	15	221	1		10	1	1				86	1027

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB/WB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	9	38	0	6	0	0	0	0	0	0	0	0	0	54
1:00 AM	0	4	18	0	9	0	0	0	0	0	0	0	0	0	31
2:00 AM	0	1	25	1	3	0	0	0	1	0	0	0	0	0	31
3:00 AM	0	6	22	1	11	0	0	0	1	0	0	0	0	1	42
4:00 AM	0	3	30	2	7	0	0	1	0	0	0	0	0	0	43
5:00 AM	1	11	76	1	54	0	0	1	0	0	0	0	0	0	144
6:00 AM	0	8	186	6	100	0	0	2	0	0	0	0	0	4	306
7:00 AM	**3**	75	**565**	**23**	183	**1**	0	8	0	0	0	0	0	**42**	**900**
8:00 AM	1	73	378	14	111	0	0	8	1	0	0	0	0	36	622
9:00 AM	0	62	412	5	136	0	0	**14**	**2**	0	0	0	0	20	651
10:00 AM	0	61	452	8	**185**	0	0	10	0	0	0	0	0	40	756
11:00 AM	1	**83**	531	8	166	1	0	3	2	0	**1**	0	0	33	829
12:00 PM	**8**	61	543	9	198	1	0	8	**1**	0	**1**	0	0	25	855
1:00 PM	3	48	566	6	173	**2**	**1**	5	1	0	0	0	0	33	838
2:00 PM	2	97	596	11	186	1	0	**10**	0	0	0	0	0	46	949
3:00 PM	2	97	**624**	**14**	**222**	1	0	8	0	0	0	0	0	**74**	**1042**
4:00 PM	2	**120**	604	8	214	0	0	2	0	0	0	0	0	55	1005
5:00 PM	3	91	588	3	154	0	0	3	0	0	0	0	0	43	885
6:00 PM	1	54	472	1	124	0	0	5	0	0	0	0	0	16	673
7:00 PM	3	53	335	1	78	0	0	2	0	0	0	0	0	12	484
8:00 PM	0	40	202	1	57	1	0	0	0	0	0	0	0	4	305
9:00 PM	0	35	156	0	46	0	0	0	0	0	0	0	0	6	243
10:00 PM	1	25	107	0	29	0	0	0	0	0	0	0	0	0	162
11:00 PM	0	11	70	0	16	0	0	0	0	0	0	0	0	3	100
Day Total	32	1128	7596	123	2468	8	1	90	9	0	2	0	0	493	11950
Percent	0.3%	9.4%	63.6%	1.0%	20.7%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	4.1%	
ADT 11950															
AM Peak	7:00 AM	11:00 AM	7:00 AM	7:00 AM	10:00 AM	7:00 AM		9:00 AM	9:00 AM		11:00 AM			7:00 AM	7:00 AM
Volume	3	83	565	23	185	1		14	2		1			42	900
PM Peak	12:00 PM	4:00 PM	3:00 PM	3:00 PM	3:00 PM	1:00 PM	1:00 PM	2:00 PM	12:00 PM		12:00 PM			3:00 PM	3:00 PM
Volume	8	120	624	14	222	2	1	10	1		1			74	1042

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB/WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	97	3983	22200	340	7154	33	3	261	25	1	6	0	0	1576	35679
Percent	0.3%	11.2%	62.2%	1.0%	20.1%	0.1%	0.0%	0.7%	0.1%	0.0%	0.0%	0.0%	0.0%	4.4%	

ADT 11893

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: EB/WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		37	45	54		45			45	
1:00 AM		36	39	31		35			35	
2:00 AM		25	37	31		31			31	
3:00 AM		36	42	42		40			40	
4:00 AM		38	40	43		40			40	
5:00 AM		131	157	144		144			144	
6:00 AM		297	310	306		304			304	
7:00 AM		**937**	**940**	**900**		**926**			**926**	
8:00 AM		619	701	622		647			647	
9:00 AM		620	662	651		644			644	
10:00 AM		672	741	756		723			723	
11:00 AM		750	871	829		817			817	
12:00 PM		810	828	855		831			831	
1:00 PM		851	967	838		885			885	
2:00 PM		935	939	949		941			941	
3:00 PM		**974**	**1027**	**1042**		**1014**			**1014**	
4:00 PM		954	1021	1005		993			993	
5:00 PM		914	956	885		918			918	
6:00 PM		601	675	673		650			650	
7:00 PM		417	460	484		454			454	
8:00 PM		284	361	305		317			317	
9:00 PM		208	283	243		245			245	
10:00 PM		172	152	162		162			162	
11:00 PM		79	78	100		86			86	
Day Total		11397	12332	11950		11892			11892	
% Weekday Average		95.8%	103.7%	100.5%						
% Week Average		95.8%	103.7%	100.5%		100.0%				
AM Peak Volume		7:00 AM 937	7:00 AM 940	7:00 AM 900		7:00 AM 926			7:00 AM 926	
PM Peak Volume		3:00 PM 974	3:00 PM 1027	3:00 PM 1042		3:00 PM 1014			3:00 PM 1014	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: WB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	10	1	5	0	0	0	0	0	0	0	0	0	22
1:00 AM	0	10	7	0	1	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	6	5	0	0	0	0	0	0	0	0	0	0	0	11
3:00 AM	0	2	4	0	3	0	0	0	0	0	0	0	0	0	9
4:00 AM	0	4	5	1	1	0	0	0	0	0	0	0	0	0	11
5:00 AM	0	8	26	1	13	0	0	0	0	0	0	0	0	0	48
6:00 AM	0	23	45	4	25	0	0	4	0	0	0	0	0	3	104
7:00 AM	**2**	54	**198**	**9**	71	**1**	0	6	0	0	0	0	0	**25**	**366**
8:00 AM	2	42	150	6	45	1	0	3	0	0	0	0	0	10	259
9:00 AM	0	**58**	130	1	67	1	0	4	0	0	0	0	0	13	274
10:00 AM	1	50	164	2	55	0	0	**7**	0	0	0	0	0	12	291
11:00 AM	1	57	197	5	**87**	0	0	4	0	0	0	0	0	11	362
12:00 PM	**4**	66	217	2	69	**1**	0	3	0	0	0	0	0	12	374
1:00 PM	0	48	258	3	87	1	0	1	**1**	0	0	0	0	13	412
2:00 PM	3	48	294	**14**	107	0	0	**7**	0	0	0	0	0	18	491
3:00 PM	2	63	285	2	**116**	1	0	2	1	0	**1**	0	0	**31**	504
4:00 PM	1	57	309	2	89	0	0	5	0	0	0	0	0	19	482
5:00 PM	1	69	**345**	1	77	0	0	1	0	0	0	0	0	18	**512**
6:00 PM	0	**70**	213	0	48	0	0	2	1	0	0	0	0	6	340
7:00 PM	2	62	149	0	42	0	0	0	0	0	0	0	0	2	257
8:00 PM	0	37	92	0	26	0	0	1	0	0	0	0	0	1	157
9:00 PM	0	28	88	0	16	0	0	0	0	0	0	0	0	0	132
10:00 PM	1	24	53	0	17	0	0	0	1	0	0	0	0	0	96
11:00 PM	1	8	28	1	4	0	0	0	0	0	0	0	0	0	42
Day Total	21	900	3272	55	1071	6	0	50	4	0	1	0	0	194	5574
Percent	0.4%	16.1%	58.7%	1.0%	19.2%	0.1%	0.0%	0.9%	0.1%	0.0%	0.0%	0.0%	0.0%	3.5%	

ADT 5574

AM Peak	7:00 AM	9:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM		10:00 AM						7:00 AM	7:00 AM
Volume	2	58	198	9	87	1		7						25	366
PM Peak	12:00 PM	6:00 PM	5:00 PM	2:00 PM	3:00 PM	12:00 PM		2:00 PM	1:00 PM		3:00 PM			3:00 PM	5:00 PM
Volume	4	70	345	14	116	1		7	1		1			31	512

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: WB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	10	12	0	6	0	0	0	0	0	0	0	0	0	28
1:00 AM	1	1	16	0	2	0	0	0	0	0	0	0	0	1	21
2:00 AM	0	4	12	0	1	0	0	0	0	0	0	0	0	0	17
3:00 AM	0	5	7	0	3	0	0	1	0	0	0	0	0	0	16
4:00 AM	1	3	4	1	1	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	11	27	0	13	**3**	0	1	0	0	0	0	0	2	57
6:00 AM	0	15	59	1	29	0	0	0	0	0	0	0	0	2	106
7:00 AM	0	50	226	**9**	**82**	1	0	3	0	0	0	0	0	**14**	385
8:00 AM	**2**	48	179	4	56	0	0	4	0	0	0	0	0	12	305
9:00 AM	1	57	145	2	66	1	0	2	0	0	0	0	0	14	288
10:00 AM	1	49	191	1	64	0	0	**5**	0	0	0	0	0	14	325
11:00 AM	0	**61**	**238**	2	74	1	0	5	**3**	0	**1**	0	0	6	**391**
12:00 PM	**3**	45	241	1	66	**1**	0	3	0	0	0	0	0	19	379
1:00 PM	1	53	304	1	96	0	0	0	0	0	0	0	0	25	480
2:00 PM	1	43	316	**10**	103	0	0	**4**	0	0	0	0	0	22	499
3:00 PM	0	60	314	1	**129**	0	0	2	0	0	0	0	0	**36**	**542**
4:00 PM	2	**77**	339	2	92	0	0	2	0	0	0	0	0	28	542
5:00 PM	1	73	**346**	1	84	0	0	2	0	0	0	0	0	22	529
6:00 PM	0	38	251	1	66	0	0	1	0	0	0	0	0	14	371
7:00 PM	1	37	188	1	41	0	0	0	0	0	0	0	0	5	273
8:00 PM	1	16	143	0	38	0	0	0	0	0	0	0	0	5	203
9:00 PM	0	23	100	0	23	0	0	1	0	0	0	0	0	2	149
10:00 PM	3	11	62	0	15	0	0	0	0	0	0	0	0	0	91
11:00 PM	0	7	27	2	8	0	0	0	0	0	0	0	0	0	44
Day Total	19	797	3747	40	1158	7	0	36	3	0	1	0	0	243	6051
Percent	0.3%	13.2%	61.9%	0.7%	19.1%	0.1%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	4.0%	
ADT 6051															
AM Peak Volume	8:00 AM 2	11:00 AM 61	11:00 AM 238	7:00 AM 9	7:00 AM 82	5:00 AM 3		10:00 AM 5	11:00 AM 3		11:00 AM 1			7:00 AM 14	11:00 AM 391
PM Peak Volume	12:00 PM 3	4:00 PM 77	5:00 PM 346	2:00 PM 10	3:00 PM 129	12:00 PM 1		2:00 PM 4						3:00 PM 36	3:00 PM 542

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: WB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	**1**	8	23	0	4	0	0	0	0	0	0	0	0	0	36
1:00 AM	0	2	11	0	3	0	0	0	0	0	0	0	0	0	16
2:00 AM	0	1	14	0	0	0	0	0	**1**	0	0	0	0	0	16
3:00 AM	0	3	5	0	3	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	2	11	2	1	0	0	0	0	0	0	0	0	0	16
5:00 AM	1	5	23	0	14	0	0	1	0	0	0	0	0	0	44
6:00 AM	0	2	65	3	29	0	0	1	0	0	0	0	0	3	103
7:00 AM	1	31	220	**12**	63	0	0	4	0	0	0	0	0	**20**	351
8:00 AM	1	28	163	6	44	0	0	**6**	1	0	0	0	0	18	267
9:00 AM	0	35	178	1	62	0	0	5	1	0	0	0	0	9	291
10:00 AM	0	27	200	3	**90**	0	0	6	0	0	0	0	0	14	340
11:00 AM	1	**47**	**231**	4	74	**1**	0	2	1	0	**1**	0	0	11	**373**
12:00 PM	**5**	41	262	4	93	0	0	3	0	0	0	0	0	11	419
1:00 PM	1	28	263	3	75	**1**	0	4	**1**	0	0	0	0	15	391
2:00 PM	2	71	300	**8**	104	1	0	**5**	0	0	0	0	0	18	509
3:00 PM	1	67	295	5	**111**	1	0	2	0	0	0	0	0	**29**	511
4:00 PM	1	**74**	321	1	111	0	0	2	0	0	0	0	0	26	**536**
5:00 PM	2	74	**339**	0	82	0	0	2	0	0	0	0	0	15	514
6:00 PM	1	34	248	0	64	0	0	3	0	0	0	0	0	6	356
7:00 PM	0	45	194	0	38	0	0	0	0	0	0	0	0	4	281
8:00 PM	0	29	125	0	27	1	0	0	0	0	0	0	0	1	183
9:00 PM	0	29	87	0	23	0	0	0	0	0	0	0	0	3	142
10:00 PM	1	22	61	0	12	0	0	0	0	0	0	0	0	0	96
11:00 PM	0	8	38	0	9	0	0	0	0	0	0	0	0	1	56
Day Total	19	713	3677	52	1136	5	0	46	5	0	1	0	0	204	5858
Percent	0.3%	12.2%	62.8%	0.9%	19.4%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	3.5%	
ADT 5858															
AM Peak	12:00 AM	11:00 AM	11:00 AM	7:00 AM	10:00 AM	11:00 AM		8:00 AM	2:00 AM		11:00 AM			7:00 AM	11:00 AM
Volume	1	47	231	12	90	1		6	1		1			20	373
PM Peak	12:00 PM	4:00 PM	5:00 PM	2:00 PM	3:00 PM	1:00 PM		2:00 PM	1:00 PM					3:00 PM	4:00 PM
Volume	5	74	339	8	111	1		5	1					29	536

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

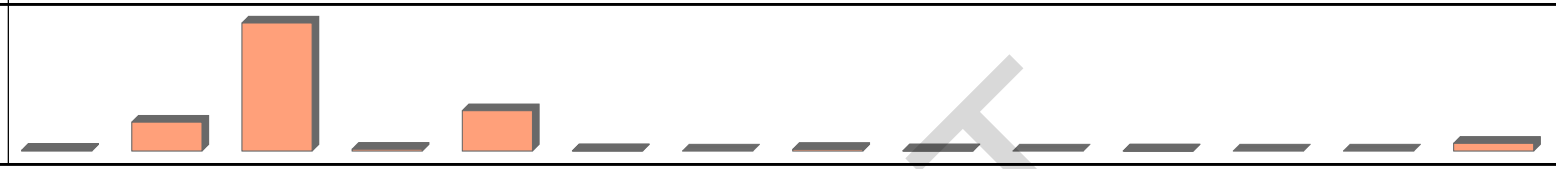
SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	59	2410	10696	147	3365	18	0	132	12	0	3	0	0	641	17483
Percent	0.3%	13.8%	61.2%	0.8%	19.2%	0.1%	0.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.0%	3.7%	

ADT 5827



Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Dam Blvd (just west of Oregon Ave)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689245
DIRECTION: WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		22	28	36		29			29	
1:00 AM		18	21	16		18			18	
2:00 AM		11	17	16		15			15	
3:00 AM		9	16	11		12			12	
4:00 AM		11	10	16		12			12	
5:00 AM		48	57	44		50			50	
6:00 AM		104	106	103		104			104	
7:00 AM		**366**	385	351		367			367	
8:00 AM		259	305	267		277			277	
9:00 AM		274	288	291		284			284	
10:00 AM		291	325	340		319			319	
11:00 AM		362	**391**	**373**		**375**			**375**	
12:00 PM		374	379	419		391			391	
1:00 PM		412	480	391		428			428	
2:00 PM		491	499	509		500			500	
3:00 PM		504	**542**	511		519			519	
4:00 PM		482	542	**536**		**520**			**520**	
5:00 PM		**512**	529	514		518			518	
6:00 PM		340	371	356		356			356	
7:00 PM		257	273	281		270			270	
8:00 PM		157	203	183		181			181	
9:00 PM		132	149	142		141			141	
10:00 PM		96	91	96		94			94	
11:00 PM		42	44	56		47			47	
Day Total		5574	6051	5858		5827			5827	
% Weekday Average		95.7%	103.8%	100.5%						
% Week Average		95.7%	103.8%	100.5%		100.0%				
AM Peak Volume		7:00 AM 366	11:00 AM 391	11:00 AM 373		11:00 AM 375			11:00 AM 375	
PM Peak Volume		5:00 PM 512	3:00 PM 542	4:00 PM 536		4:00 PM 520			4:00 PM 520	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	0	4	0	1	0	0	**1**	0	0	0	0	0	**1**	7
8:00 AM	0	1	**9**	0	0	0	0	0	0	0	0	0	0	0	10
9:00 AM	0	3	3	0	0	0	0	0	0	0	0	0	0	1	7
10:00 AM	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
11:00 AM	0	**4**	5	0	**4**	0	0	0	0	0	0	0	0	0	**13**
12:00 PM	1	2	6	0	4	0	0	0	0	0	0	0	0	1	14
1:00 PM	0	3	10	0	**5**	0	0	0	0	0	0	0	0	0	18
2:00 PM	0	5	12	0	2	0	0	**1**	0	0	0	0	0	**5**	25
3:00 PM	**2**	4	**15**	0	5	0	0	1	0	0	0	0	0	4	**31**
4:00 PM	0	**8**	8	0	4	0	0	0	0	0	0	0	0	2	22
5:00 PM	0	5	6	0	1	0	0	0	0	0	0	0	0	0	12
6:00 PM	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
7:00 PM	0	6	5	0	2	0	0	0	0	0	0	0	0	0	13
8:00 PM	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	3	59	107	0	31	0	0	3	0	0	0	0	0	14	217
Percent	1.4%	27.2%	49.3%	0.0%	14.3%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	6.5%	

ADT 217

AM Peak Volume		11:00 AM 4	8:00 AM 9		11:00 AM 4			7:00 AM 1					7:00 AM 1	11:00 AM 13
PM Peak Volume	3:00 PM 2	4:00 PM 8	3:00 PM 15		1:00 PM 5			2:00 PM 1					2:00 PM 5	3:00 PM 31

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
7:00 AM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	3	4	0	1	0	0	**1**	0	0	0	0	0	0	9
9:00 AM	0	4	6	0	2	0	0	0	0	0	0	0	0	0	12
10:00 AM	0	1	**7**	0	**4**	0	0	0	0	0	0	0	0	0	12
11:00 AM	0	**5**	4	0	2	0	0	1	0	0	0	0	0	**1**	**13**
12:00 PM	0	3	6	0	3	0	0	0	0	0	0	0	0	1	13
1:00 PM	0	6	6	0	2	0	0	0	0	0	0	0	0	0	14
2:00 PM	0	4	11	0	**5**	0	0	0	0	0	0	0	0	1	**21**
3:00 PM	0	4	8	0	5	0	0	0	0	0	0	0	0	0	17
4:00 PM	0	**8**	6	0	5	0	0	0	0	0	0	0	0	**2**	21
5:00 PM	0	3	**12**	0	2	0	0	0	0	0	0	0	0	0	17
6:00 PM	0	2	9	0	2	0	0	0	0	0	0	0	0	0	13
7:00 PM	0	3	5	0	2	0	0	0	0	0	0	0	0	0	10
8:00 PM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
9:00 PM	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	59	101	0	36	0	0	2	0	0	0	0	0	5	203
Percent	0.0%	29.1%	49.8%	0.0%	17.7%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	

ADT 203

AM Peak Volume		11:00 AM 5	10:00 AM 7		10:00 AM 4			8:00 AM 1					11:00 AM 1	11:00 AM 13
PM Peak Volume		4:00 PM 8	5:00 PM 12		2:00 PM 5								4:00 PM 2	2:00 PM 21

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	**2**	1	0	0	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	0	5	0	1	0	0	**1**	0	0	0	0	0	**1**	8
9:00 AM	0	2	8	0	3	0	0	0	0	0	0	0	0	0	**13**
10:00 AM	0	2	2	0	**5**	0	0	0	0	0	0	0	0	1	10
11:00 AM	0	2	**9**	0	2	0	0	0	0	0	0	0	0	0	13
12:00 PM	0	3	7	0	4	0	0	0	0	0	0	0	0	0	14
1:00 PM	0	3	13	0	3	0	0	0	0	0	0	0	0	0	19
2:00 PM	0	2	**16**	0	3	0	0	0	0	0	0	0	0	0	21
3:00 PM	0	6	13	0	**5**	0	0	**1**	0	0	0	0	0	0	**25**
4:00 PM	0	**8**	10	0	3	0	0	1	0	0	0	0	0	**2**	24
5:00 PM	0	6	10	0	1	0	0	1	0	0	0	0	0	0	18
6:00 PM	0	6	6	0	3	0	0	0	0	0	0	0	0	0	15
7:00 PM	0	6	3	0	5	0	0	0	0	0	0	0	0	0	14
8:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
10:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
Day Total	0	59	119	0	40	0	0	4	0	0	0	0	0	4	226
Percent	0.0%	26.1%	52.7%	0.0%	17.7%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	
ADT 226															
AM Peak		5:00 AM	11:00 AM		10:00 AM			8:00 AM						8:00 AM	9:00 AM
Volume		2	9		5			1						1	13
PM Peak		4:00 PM	2:00 PM		3:00 PM			3:00 PM						4:00 PM	3:00 PM
Volume		8	16		5			1						2	25

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	3	177	327	0	107	0	0	9	0	0	0	0	0	23	646
Percent	0.5%	27.4%	50.6%	0.0%	16.6%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	
ADT 215															

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1	0	1		1			1	
1:00 AM		2	1	1		1			1	
2:00 AM		2	2	2		2			2	
3:00 AM		0	0	0		0			0	
4:00 AM		0	1	1		1			1	
5:00 AM		2	2	3		2			2	
6:00 AM		3	2	3		3			3	
7:00 AM		7	3	4		5			5	
8:00 AM		10	9	8		9			9	
9:00 AM		7	12	**13**		11			11	
10:00 AM		8	12	10		10			10	
11:00 AM		**13**	**13**	13		**13**			**13**	
12:00 PM		14	13	14		14			14	
1:00 PM		18	14	19		17			17	
2:00 PM		25	**21**	21		22			22	
3:00 PM		**31**	17	**25**		**24**			**24**	
4:00 PM		22	21	24		22			22	
5:00 PM		12	17	18		16			16	
6:00 PM		13	13	15		14			14	
7:00 PM		13	10	14		12			12	
8:00 PM		6	9	5		7			7	
9:00 PM		3	5	7		5			5	
10:00 PM		4	4	2		3			3	
11:00 PM		1	2	3		2			2	
Day Total		217	203	226		216			216	
% Weekday Average		100.5%	94.0%	104.6%						
% Week Average		100.5%	94.0%	104.6%		100.0%				
AM Peak Volume		11:00 AM 13	11:00 AM 13	9:00 AM 13		11:00 AM 13			11:00 AM 13	
PM Peak Volume		3:00 PM 31	2:00 PM 21	3:00 PM 25		3:00 PM 24			3:00 PM 24	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB/SB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	4	0	1	0	0	0	0	0	0	0	0	0	6
6:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	1	5
7:00 AM	0	1	**20**	0	3	0	0	**1**	0	0	0	0	0	1	26
8:00 AM	0	**6**	18	0	4	0	0	0	0	0	0	0	0	0	28
9:00 AM	0	5	6	0	3	0	0	0	0	0	0	0	0	**3**	17
10:00 AM	0	6	12	0	3	0	0	0	0	0	0	0	0	1	22
11:00 AM	**1**	5	15	0	**6**	0	0	1	0	0	0	0	0	1	**29**
12:00 PM	1	4	10	0	5	0	0	0	0	0	0	0	0	1	21
1:00 PM	0	6	15	0	**12**	0	0	0	0	0	0	0	0	1	34
2:00 PM	**2**	8	24	0	4	0	0	1	0	0	0	0	0	**10**	**49**
3:00 PM	2	4	**27**	0	9	0	0	**2**	0	0	0	0	0	5	49
4:00 PM	1	**15**	15	0	6	0	0	1	0	0	0	0	0	6	44
5:00 PM	0	10	11	0	4	0	0	0	0	0	0	0	0	2	27
6:00 PM	0	9	12	0	0	0	0	0	0	0	0	0	0	0	21
7:00 PM	0	11	10	0	2	0	0	0	0	0	0	0	0	0	23
8:00 PM	0	5	6	0	0	0	0	0	0	0	0	0	0	0	11
9:00 PM	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	0	0	4	0	2	0	0	0	0	0	0	0	0	0	6
11:00 PM	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4
Day Total	7	106	220	0	66	0	0	6	0	0	0	0	0	32	437
Percent	1.6%	24.3%	50.3%	0.0%	15.1%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	

ADT 437

AM Peak Volume	11:00 AM 1	8:00 AM 6	7:00 AM 20		11:00 AM 6			7:00 AM 1						9:00 AM 3	11:00 AM 29
PM Peak Volume	2:00 PM 2	4:00 PM 15	3:00 PM 27		1:00 PM 12			3:00 PM 2						2:00 PM 10	2:00 PM 49

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB/SB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
6:00 AM	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
7:00 AM	0	4	12	0	3	0	0	0	0	0	0	0	0	1	20
8:00 AM	0	7	11	0	5	0	0	1	0	0	0	0	0	**3**	**27**
9:00 AM	0	**8**	12	0	4	0	0	0	0	0	0	0	0	1	25
10:00 AM	0	2	**15**	0	**7**	0	0	0	0	0	0	0	0	3	27
11:00 AM	0	7	10	0	2	0	0	**2**	0	0	0	0	0	1	22
12:00 PM	**1**	10	15	0	7	**1**	0	0	0	0	0	0	0	1	**35**
1:00 PM	0	**12**	11	0	5	0	0	0	0	0	0	0	0	**5**	33
2:00 PM	0	5	**20**	0	**9**	0	0	0	0	0	0	0	0	1	35
3:00 PM	0	6	14	0	6	0	0	0	0	0	0	0	0	0	26
4:00 PM	0	12	12	0	8	0	0	**1**	0	0	0	0	0	2	35
5:00 PM	1	7	18	0	4	0	0	0	0	0	0	0	0	0	30
6:00 PM	0	3	12	0	4	0	0	0	0	0	0	0	0	0	19
7:00 PM	0	3	13	0	3	0	0	0	0	0	0	0	0	1	20
8:00 PM	0	7	10	0	0	0	0	0	0	0	0	0	0	0	17
9:00 PM	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
10:00 PM	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
11:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	2	111	205	0	70	1	0	4	0	0	0	0	0	19	412
Percent	0.5%	26.9%	49.8%	0.0%	17.0%	0.2%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%	

ADT 412

AM Peak Volume		9:00 AM 8	10:00 AM 15		10:00 AM 7			11:00 AM 2					8:00 AM 3	8:00 AM 27
PM Peak Volume	12:00 PM 1	1:00 PM 12	2:00 PM 20		2:00 PM 9	12:00 PM 1		4:00 PM 1					1:00 PM 5	12:00 PM 35

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB/SB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
1:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	3	6	0	1	0	0	0	0	0	0	0	0	0	10
6:00 AM	0	2	5	0	2	0	0	0	0	0	0	0	0	0	9
7:00 AM	0	3	11	0	4	0	0	0	0	0	0	0	0	1	19
8:00 AM	0	2	14	0	5	0	0	**1**	0	0	0	0	0	1	23
9:00 AM	0	5	12	0	4	0	0	0	0	0	0	0	0	0	21
10:00 AM	0	**6**	12	0	**11**	0	0	0	0	0	0	0	0	**3**	**32**
11:00 AM	0	5	**17**	0	5	**1**	0	0	0	0	0	0	0	1	29
12:00 PM	0	4	11	0	5	0	0	0	0	0	0	0	0	0	20
1:00 PM	0	6	27	0	6	0	0	0	0	0	0	0	0	1	40
2:00 PM	**1**	3	**32**	0	7	0	0	0	0	0	0	0	0	2	45
3:00 PM	0	10	23	0	7	0	0	**2**	0	0	0	0	0	0	42
4:00 PM	0	**14**	21	0	5	0	0	2	0	0	0	0	0	**6**	**48**
5:00 PM	0	9	14	0	3	0	0	1	0	0	0	0	0	1	28
6:00 PM	0	6	12	0	5	0	0	0	0	0	0	0	0	2	25
7:00 PM	0	8	6	0	**8**	0	0	0	0	0	0	0	0	0	22
8:00 PM	0	6	6	0	1	0	0	0	0	0	0	0	0	0	13
9:00 PM	1	6	7	0	0	0	0	0	0	0	0	0	0	0	14
10:00 PM	0	1	4	0	0	0	0	0	0	0	0	0	0	1	6
11:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
Day Total	2	103	248	0	80	1	0	6	0	0	0	0	0	19	459
Percent	0.4%	22.4%	54.0%	0.0%	17.4%	0.2%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.1%	
ADT 459															
AM Peak Volume		10:00 AM 6	11:00 AM 17		10:00 AM 11	11:00 AM 1		8:00 AM 1						10:00 AM 3	10:00 AM 32
PM Peak Volume	2:00 PM 1	4:00 PM 14	2:00 PM 32		7:00 PM 8			3:00 PM 2						4:00 PM 6	4:00 PM 48

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB/SB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	11	320	673	0	216	2	0	16	0	0	0	0	0	70	1308
Percent	0.8%	24.5%	51.5%	0.0%	16.5%	0.2%	0.0%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	5.4%	
ADT 436															

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: NB/SB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		1	0	2		1			1	
1:00 AM		4	1	1		2			2	
2:00 AM		3	4	4		4			4	
3:00 AM		0	0	0		0			0	
4:00 AM		1	2	2		2			2	
5:00 AM		6	5	10		7			7	
6:00 AM		5	7	9		7			7	
7:00 AM		26	20	19		22			22	
8:00 AM		28	**27**	23		26			26	
9:00 AM		17	25	21		21			21	
10:00 AM		22	27	**32**		**27**			**27**	
11:00 AM		**29**	22	29		27			27	
12:00 PM		21	**35**	20		25			25	
1:00 PM		34	33	40		36			36	
2:00 PM		**49**	35	45		**43**			**43**	
3:00 PM		49	26	42		39			39	
4:00 PM		44	35	**48**		42			42	
5:00 PM		27	30	28		28			28	
6:00 PM		21	19	25		22			22	
7:00 PM		23	20	22		22			22	
8:00 PM		11	17	13		14			14	
9:00 PM		6	11	14		10			10	
10:00 PM		6	8	6		7			7	
11:00 PM		4	3	4		4			4	
Day Total		437	412	459		438			438	
% Weekday Average		99.8%	94.1%	104.8%						
% Week Average		99.8%	94.1%	104.8%		100.0%				
AM Peak Volume		11:00 AM 29	8:00 AM 27	10:00 AM 32		10:00 AM 27			10:00 AM 27	
PM Peak Volume		2:00 PM 49	12:00 PM 35	4:00 PM 48		2:00 PM 43			2:00 PM 43	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: SB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	3	0	1	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
7:00 AM	0	1	**16**	0	2	0	0	0	0	0	0	0	0	0	**19**
8:00 AM	0	**5**	9	0	**4**	0	0	0	0	0	0	0	0	0	18
9:00 AM	0	2	3	0	3	0	0	0	0	0	0	0	0	**2**	10
10:00 AM	0	4	8	0	1	0	0	0	0	0	0	0	0	1	14
11:00 AM	**1**	1	10	0	2	0	0	**1**	0	0	0	0	0	1	16
12:00 PM	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
1:00 PM	0	3	5	0	**7**	0	0	0	0	0	0	0	0	1	16
2:00 PM	**2**	3	**12**	0	2	0	0	0	0	0	0	0	0	**5**	**24**
3:00 PM	0	0	12	0	4	0	0	**1**	0	0	0	0	0	1	18
4:00 PM	1	**7**	7	0	2	0	0	1	0	0	0	0	0	4	22
5:00 PM	0	5	5	0	3	0	0	0	0	0	0	0	0	2	15
6:00 PM	0	3	5	0	0	0	0	0	0	0	0	0	0	0	8
7:00 PM	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
8:00 PM	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
9:00 PM	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	0	0	0	2	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	4	47	113	0	35	0	0	3	0	0	0	0	0	18	220
Percent	1.8%	21.4%	51.4%	0.0%	15.9%	0.0%	0.0%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	8.2%	
ADT 220															
AM Peak	11:00 AM	8:00 AM	7:00 AM		8:00 AM			11:00 AM						9:00 AM	7:00 AM
Volume	1	5	16		4			1						2	19
PM Peak	2:00 PM	4:00 PM	2:00 PM		1:00 PM			3:00 PM						2:00 PM	2:00 PM
Volume	2	7	12		7			1						5	24

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: SB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
7:00 AM	0	**4**	**10**	0	2	0	0	0	0	0	0	0	0	1	17
8:00 AM	0	4	7	0	**4**	0	0	0	0	0	0	0	0	**3**	**18**
9:00 AM	0	4	6	0	2	0	0	0	0	0	0	0	0	1	13
10:00 AM	0	1	8	0	3	0	0	0	0	0	0	0	0	3	15
11:00 AM	0	2	6	0	0	0	0	**1**	0	0	0	0	0	0	9
12:00 PM	**1**	**7**	**9**	0	**4**	**1**	0	0	0	0	0	0	0	0	**22**
1:00 PM	0	6	5	0	3	0	0	0	0	0	0	0	0	**5**	19
2:00 PM	0	1	9	0	4	0	0	0	0	0	0	0	0	0	14
3:00 PM	0	2	6	0	1	0	0	0	0	0	0	0	0	0	9
4:00 PM	0	4	6	0	3	0	0	**1**	0	0	0	0	0	0	14
5:00 PM	1	4	6	0	2	0	0	0	0	0	0	0	0	0	13
6:00 PM	0	1	3	0	2	0	0	0	0	0	0	0	0	0	6
7:00 PM	0	0	8	0	1	0	0	0	0	0	0	0	0	1	10
8:00 PM	0	2	6	0	0	0	0	0	0	0	0	0	0	0	8
9:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
10:00 PM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	2	52	104	0	34	1	0	2	0	0	0	0	0	14	209
Percent	1.0%	24.9%	49.8%	0.0%	16.3%	0.5%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	

ADT 209

AM Peak Volume		7:00 AM 4	7:00 AM 10		8:00 AM 4			11:00 AM 1					8:00 AM 3	8:00 AM 18
PM Peak Volume	12:00 PM 1	12:00 PM 7	12:00 PM 9		12:00 PM 4	12:00 PM 1		4:00 PM 1					1:00 PM 5	12:00 PM 22

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: SB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	5	0	1	0	0	0	0	0	0	0	0	0	7
6:00 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
7:00 AM	0	2	9	0	3	0	0	0	0	0	0	0	0	1	15
8:00 AM	0	2	9	0	4	0	0	0	0	0	0	0	0	0	15
9:00 AM	0	3	4	0	1	0	0	0	0	0	0	0	0	0	8
10:00 AM	0	**4**	**10**	0	**6**	0	0	0	0	0	0	0	0	**2**	**22**
11:00 AM	0	3	8	0	3	**1**	0	0	0	0	0	0	0	1	16
12:00 PM	0	1	4	0	1	0	0	0	0	0	0	0	0	0	6
1:00 PM	0	3	14	0	3	0	0	0	0	0	0	0	0	1	21
2:00 PM	**1**	1	**16**	0	**4**	0	0	0	0	0	0	0	0	2	**24**
3:00 PM	0	4	10	0	2	0	0	**1**	0	0	0	0	0	0	17
4:00 PM	0	**6**	11	0	2	0	0	1	0	0	0	0	0	**4**	24
5:00 PM	0	3	4	0	2	0	0	0	0	0	0	0	0	1	10
6:00 PM	0	0	6	0	2	0	0	0	0	0	0	0	0	2	10
7:00 PM	0	2	3	0	3	0	0	0	0	0	0	0	0	0	8
8:00 PM	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
9:00 PM	1	2	4	0	0	0	0	0	0	0	0	0	0	0	7
10:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	1	4
11:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	2	44	129	0	40	1	0	2	0	0	0	0	0	15	233
Percent	0.9%	18.9%	55.4%	0.0%	17.2%	0.4%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	6.4%	
ADT 233															
AM Peak Volume		10:00 AM 4	10:00 AM 10		10:00 AM 6	11:00 AM 1								10:00 AM 2	10:00 AM 22
PM Peak Volume	2:00 PM 1	4:00 PM 6	2:00 PM 16		2:00 PM 4			3:00 PM 1						4:00 PM 4	2:00 PM 24

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: SB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	8	143	346	0	109	2	0	7	0	0	0	0	0	47	662
Percent	1.2%	21.6%	52.3%	0.0%	16.5%	0.3%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	
ADT 220															

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Black Canyon Rd (just north of Pensacola)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689246
DIRECTION: SB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0	0	1		0			0	
1:00 AM		2	0	0		1			1	
2:00 AM		1	2	2		2			2	
3:00 AM		0	0	0		0			0	
4:00 AM		1	1	1		1			1	
5:00 AM		4	3	7		5			5	
6:00 AM		2	5	6		4			4	
7:00 AM		**19**	17	15		**17**			**17**	
8:00 AM		18	**18**	15		17			17	
9:00 AM		10	13	8		10			10	
10:00 AM		14	15	**22**		17			17	
11:00 AM		16	9	16		14			14	
12:00 PM		7	**22**	6		12			12	
1:00 PM		16	19	21		19			19	
2:00 PM		**24**	14	**24**		**21**			**21**	
3:00 PM		18	9	17		15			15	
4:00 PM		22	14	24		20			20	
5:00 PM		15	13	10		13			13	
6:00 PM		8	6	10		8			8	
7:00 PM		10	10	8		9			9	
8:00 PM		5	8	8		7			7	
9:00 PM		3	6	7		5			5	
10:00 PM		2	4	4		3			3	
11:00 PM		3	1	1		2			2	
Day Total		220	209	233		222			222	
% Weekday Average		99.1%	94.1%	105.0%						
% Week Average		99.1%	94.1%	105.0%		100.0%				
AM Peak Volume		7:00 AM 19	8:00 AM 18	10:00 AM 22		7:00 AM 17			7:00 AM 17	
PM Peak Volume		2:00 PM 24	12:00 PM 22	2:00 PM 24		2:00 PM 21			2:00 PM 21	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: EB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	7	0	0	0	0	0	0	0	0	0	0	0	7
1:00 AM	0	3	2	0	1	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	3	3	0	1	0	0	1	**1**	0	0	0	0	1	10
3:00 AM	0	1	3	1	1	0	0	0	0	0	0	0	0	0	6
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	2	3	0	3	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	9	11	1	9	0	0	2	0	0	0	0	0	0	32
7:00 AM	0	**20**	**108**	**2**	**28**	0	0	**3**	0	0	**1**	0	0	**5**	**167**
8:00 AM	0	9	27	1	15	0	0	2	0	0	0	0	0	1	55
9:00 AM	0	4	33	1	16	0	0	1	1	0	0	0	0	1	57
10:00 AM	0	9	41	0	10	0	0	1	0	0	0	0	0	2	63
11:00 AM	**1**	6	34	1	18	0	0	3	0	0	0	0	0	3	66
12:00 PM	**1**	6	35	0	8	0	0	0	0	0	0	0	0	0	50
1:00 PM	0	4	33	0	18	0	0	1	0	0	**1**	0	0	1	58
2:00 PM	0	11	**76**	**2**	**31**	0	0	**5**	**1**	0	0	0	0	**2**	**128**
3:00 PM	1	10	46	2	17	0	0	3	0	0	0	0	0	2	81
4:00 PM	0	**18**	55	0	19	0	0	0	0	0	0	0	0	1	93
5:00 PM	0	12	39	1	17	0	0	0	0	0	0	0	0	2	71
6:00 PM	0	10	15	0	3	0	0	0	0	0	0	0	0	0	28
7:00 PM	0	7	8	0	5	0	0	0	0	0	1	0	0	1	22
8:00 PM	0	9	12	0	7	0	0	0	0	0	0	0	0	0	28
9:00 PM	0	8	11	0	6	0	0	0	0	0	0	0	0	1	26
10:00 PM	0	6	5	0	2	0	0	0	0	0	1	**1**	0	0	15
11:00 PM	0	4	8	0	0	0	0	1	0	0	0	0	0	0	13
Day Total	3	171	615	12	236	0	0	23	3	0	4	1	0	23	1091
Percent	0.3%	15.7%	56.4%	1.1%	21.6%	0.0%	0.0%	2.1%	0.3%	0.0%	0.4%	0.1%	0.0%	2.1%	
ADT 1091															
AM Peak Volume	11:00 AM 1	7:00 AM 20	7:00 AM 108	7:00 AM 2	7:00 AM 28			7:00 AM 3	2:00 AM 1		7:00 AM 1			7:00 AM 5	7:00 AM 167
PM Peak Volume	12:00 PM 1	4:00 PM 18	2:00 PM 76	2:00 PM 2	2:00 PM 31			2:00 PM 5	2:00 PM 1		1:00 PM 1	10:00 PM 1		2:00 PM 2	2:00 PM 128

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: EB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	2	7	0	0	0	0	0	0	0	0	0	0	1	10
1:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
2:00 AM	0	4	3	0	0	0	0	0	**1**	0	0	0	0	1	9
3:00 AM	0	1	6	**1**	2	0	0	1	0	0	0	0	0	0	11
4:00 AM	0	1	7	1	3	0	0	0	0	0	**1**	0	0	1	14
5:00 AM	0	3	2	1	3	0	0	2	0	0	1	0	0	0	12
6:00 AM	0	4	17	1	13	0	0	1	0	0	0	0	0	0	36
7:00 AM	0	**18**	**97**	1	**32**	**1**	0	0	0	0	0	0	0	**15**	**164**
8:00 AM	0	13	50	0	18	0	**1**	1	0	0	0	0	0	2	85
9:00 AM	0	10	33	0	11	0	0	**4**	1	0	0	0	0	1	60
10:00 AM	0	14	37	1	10	0	0	2	0	0	0	0	0	1	65
11:00 AM	0	7	30	0	17	0	0	2	0	0	0	0	0	0	56
12:00 PM	0	19	43	1	15	0	0	**2**	0	0	0	0	0	1	81
1:00 PM	0	5	32	0	17	0	0	1	0	0	0	0	0	2	57
2:00 PM	0	**20**	**70**	0	16	0	0	0	0	0	0	0	0	1	**107**
3:00 PM	**1**	10	40	0	20	0	0	1	0	0	1	**1**	0	3	77
4:00 PM	0	7	42	1	**27**	0	0	1	0	0	0	0	0	3	81
5:00 PM	0	19	54	0	21	0	0	2	0	0	0	0	0	0	96
6:00 PM	1	7	34	**2**	17	0	0	0	0	0	0	0	0	0	61
7:00 PM	1	5	18	0	10	0	0	0	0	0	1	0	0	1	36
8:00 PM	0	3	13	0	0	0	0	2	0	0	**3**	0	0	**4**	25
9:00 PM	0	3	9	0	4	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	2	6	0	3	0	0	1	**1**	0	0	0	0	1	14
11:00 PM	0	2	9	0	2	0	0	0	0	0	0	0	0	0	13
Day Total	3	181	659	10	262	1	1	23	3	0	7	1	0	38	1189
Percent	0.3%	15.2%	55.4%	0.8%	22.0%	0.1%	0.1%	1.9%	0.3%	0.0%	0.6%	0.1%	0.0%	3.2%	
ADT 1189															
AM Peak Volume		7:00 AM 18	7:00 AM 97	3:00 AM 1	7:00 AM 32	7:00 AM 1	8:00 AM 1	9:00 AM 4	2:00 AM 1		4:00 AM 1			7:00 AM 15	7:00 AM 164
PM Peak Volume	3:00 PM 1	2:00 PM 20	2:00 PM 70	6:00 PM 2	4:00 PM 27			12:00 PM 2	10:00 PM 1		8:00 PM 3	3:00 PM 1		8:00 PM 4	2:00 PM 107

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: EB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	2	3	0	1	0	0	0	0	0	0	0	0	0	6
1:00 AM	0	1	5	1	2	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	2	4	0	0	**1**	0	1	0	0	**1**	0	0	0	9
3:00 AM	0	2	3	0	0	0	0	0	0	0	1	0	0	0	6
4:00 AM	0	1	1	0	3	0	0	0	0	0	0	0	0	0	5
5:00 AM	0	2	3	0	4	0	0	0	0	0	0	0	0	0	9
6:00 AM	1	6	18	**2**	18	0	0	1	0	0	0	0	0	0	46
7:00 AM	**2**	**23**	**93**	2	**31**	0	0	0	0	0	0	0	0	**6**	**157**
8:00 AM	1	10	54	0	18	0	0	2	0	0	0	0	0	1	86
9:00 AM	0	10	23	0	9	0	0	0	0	0	0	0	0	1	43
10:00 AM	1	12	43	0	11	1	0	2	0	0	0	0	0	1	71
11:00 AM	1	21	36	1	16	1	0	**3**	0	0	0	0	0	1	80
12:00 PM	0	15	36	**3**	18	0	0	1	0	0	0	0	0	2	75
1:00 PM	0	11	40	0	14	**1**	0	**2**	0	0	0	0	0	0	68
2:00 PM	0	20	**70**	1	18	0	0	0	0	0	0	**1**	0	**12**	**122**
3:00 PM	0	18	40	0	**22**	0	0	1	0	0	1	0	0	3	85
4:00 PM	**1**	22	63	0	19	0	0	1	0	0	0	0	0	0	106
5:00 PM	0	**27**	49	0	16	1	0	1	0	0	0	0	0	1	95
6:00 PM	0	15	47	0	12	0	0	1	0	0	0	0	0	1	76
7:00 PM	0	13	17	0	8	0	0	2	0	0	0	0	0	0	40
8:00 PM	0	3	12	0	1	0	0	1	0	0	**2**	0	0	0	19
9:00 PM	0	2	10	0	4	0	0	0	0	0	0	0	0	0	16
10:00 PM	0	4	4	0	9	0	0	0	**1**	0	1	0	0	2	21
11:00 PM	0	3	8	2	0	0	0	0	0	0	0	0	0	0	13
Day Total	7	245	682	12	254	5	0	19	1	0	6	1	0	31	1263
Percent	0.6%	19.4%	54.0%	1.0%	20.1%	0.4%	0.0%	1.5%	0.1%	0.0%	0.5%	0.1%	0.0%	2.5%	
ADT 1263															
AM Peak	7:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM	2:00 AM		11:00 AM			2:00 AM			7:00 AM	7:00 AM
Volume	2	23	93	2	31	1		3			1			6	157
PM Peak	4:00 PM	5:00 PM	2:00 PM	12:00 PM	3:00 PM	1:00 PM		1:00 PM	10:00 PM		8:00 PM	2:00 PM		2:00 PM	2:00 PM
Volume	1	27	70	3	22	1		2	1		2	1		12	122

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
QC JOB #: 10689247
SPECIFIC LOCATION: 100 ft from
DIRECTION: EB
CITY/STATE: Shasta County, CA
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	13	597	1956	34	752	6	1	65	7	0	17	3	0	92	3543
Percent	0.4%	16.9%	55.2%	1.0%	21.2%	0.2%	0.0%	1.8%	0.2%	0.0%	0.5%	0.1%	0.0%	2.6%	
ADT 1181															

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: EB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		7	10	6		8			8	
1:00 AM		6	3	9		6			6	
2:00 AM		10	9	9		9			9	
3:00 AM		6	11	6		8			8	
4:00 AM		1	14	5		7			7	
5:00 AM		8	12	9		10			10	
6:00 AM		32	36	46		38			38	
7:00 AM		**167**	**164**	**157**		**163**			**163**	
8:00 AM		55	85	86		75			75	
9:00 AM		57	60	43		53			53	
10:00 AM		63	65	71		66			66	
11:00 AM		66	56	80		67			67	
12:00 PM		50	81	75		69			69	
1:00 PM		58	57	68		61			61	
2:00 PM		**128**	**107**	**122**		**119**			**119**	
3:00 PM		81	77	85		81			81	
4:00 PM		93	81	106		93			93	
5:00 PM		71	96	95		87			87	
6:00 PM		28	61	76		55			55	
7:00 PM		22	36	40		33			33	
8:00 PM		28	25	19		24			24	
9:00 PM		26	16	16		19			19	
10:00 PM		15	14	21		17			17	
11:00 PM		13	13	13		13			13	
Day Total		1091	1189	1263		1181			1181	
% Weekday Average		92.4%	100.7%	106.9%						
% Week Average		92.4%	100.7%	106.9%		100.0%				
AM Peak Volume		7:00 AM 167	7:00 AM 164	7:00 AM 157		7:00 AM 163			7:00 AM 163	
PM Peak Volume		2:00 PM 128	2:00 PM 107	2:00 PM 122		2:00 PM 119			2:00 PM 119	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: EB/WB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	13	0	0	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	4	5	0	2	0	0	0	0	0	0	0	0	0	11
2:00 AM	1	4	6	0	3	1	0	1	**1**	0	0	0	0	2	19
3:00 AM	0	2	6	1	2	0	0	0	0	0	0	0	0	0	11
4:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	5	6	0	5	0	0	0	0	0	0	0	0	0	16
6:00 AM	0	13	20	**2**	17	0	0	3	0	0	0	0	0	1	56
7:00 AM	1	**45**	**207**	2	**56**	**2**	0	3	0	0	**1**	0	0	**10**	**327**
8:00 AM	0	14	54	1	23	0	0	3	0	0	0	0	0	3	98
9:00 AM	1	8	59	1	31	0	0	1	1	0	0	0	0	5	107
10:00 AM	**2**	14	70	0	30	0	0	2	0	0	0	0	0	3	121
11:00 AM	2	8	69	1	32	1	0	**5**	0	0	0	0	0	10	128
12:00 PM	**3**	14	69	0	20	0	0	1	0	0	0	0	0	0	107
1:00 PM	2	14	60	0	32	**1**	0	2	0	0	**1**	0	0	4	116
2:00 PM	0	25	**161**	**4**	**55**	0	0	**6**	**1**	0	0	0	0	5	**257**
3:00 PM	2	16	90	4	41	0	0	5	0	0	0	0	0	6	164
4:00 PM	0	**31**	112	0	43	0	0	0	0	0	0	0	0	5	191
5:00 PM	0	27	91	1	41	0	0	0	0	0	0	0	0	**7**	167
6:00 PM	1	21	42	0	18	0	0	0	0	0	0	0	0	0	82
7:00 PM	0	16	21	0	13	0	0	0	0	0	1	0	0	2	53
8:00 PM	0	21	25	0	13	0	0	0	0	0	0	0	0	1	60
9:00 PM	0	15	17	0	8	0	0	0	0	0	0	0	0	1	41
10:00 PM	0	12	25	0	4	1	0	1	0	0	1	**1**	0	2	47
11:00 PM	0	9	13	0	0	0	0	1	0	0	0	0	0	0	23
Day Total	15	342	1242	17	491	6	0	34	3	0	4	1	0	67	2222
Percent	0.7%	15.4%	55.9%	0.8%	22.1%	0.3%	0.0%	1.5%	0.1%	0.0%	0.2%	0.0%	0.0%	3.0%	

ADT 2222

AM Peak	10:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM	7:00 AM		11:00 AM	2:00 AM		7:00 AM			7:00 AM	7:00 AM
Volume	2	45	207	2	56	2		5	1		1			10	327
PM Peak	12:00 PM	4:00 PM	2:00 PM	2:00 PM	2:00 PM	1:00 PM		2:00 PM	2:00 PM		1:00 PM	10:00 PM		5:00 PM	2:00 PM
Volume	3	31	161	4	55	1		6	1		1	1		7	257

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: EB/WB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	6	13	0	1	0	0	0	0	0	0	0	0	1	21
1:00 AM	0	4	1	0	2	0	0	0	0	0	0	0	0	0	7
2:00 AM	1	6	9	1	0	**1**	0	0	**1**	0	0	0	0	2	21
3:00 AM	0	3	11	1	6	0	0	1	0	0	0	0	0	1	23
4:00 AM	0	2	14	**3**	5	0	0	0	0	0	**1**	0	0	1	26
5:00 AM	0	7	6	2	5	0	0	**4**	0	0	1	0	0	1	26
6:00 AM	0	9	26	2	20	0	0	1	0	0	0	0	0	2	60
7:00 AM	0	**50**	**185**	1	**65**	1	0	1	0	0	0	0	0	**29**	**332**
8:00 AM	1	21	76	0	31	0	**1**	1	0	0	0	0	0	4	135
9:00 AM	**3**	15	60	0	22	0	0	4	1	0	0	0	0	3	108
10:00 AM	0	26	66	2	22	0	0	2	0	0	0	0	0	2	120
11:00 AM	2	25	54	0	42	0	0	3	0	0	0	0	0	1	127
12:00 PM	0	**36**	71	1	25	**1**	0	**3**	0	0	0	0	0	3	140
1:00 PM	1	11	71	0	35	0	0	1	0	0	0	0	0	6	125
2:00 PM	1	31	**154**	1	38	0	0	3	0	0	0	0	0	2	**230**
3:00 PM	**2**	18	95	1	45	0	0	1	0	0	1	**1**	0	5	169
4:00 PM	1	21	106	**4**	**60**	0	0	1	0	0	0	0	0	**9**	202
5:00 PM	1	31	112	0	43	0	0	3	0	0	0	0	0	4	194
6:00 PM	2	20	55	2	30	0	0	0	0	0	0	0	0	4	113
7:00 PM	1	10	45	0	23	0	0	0	0	0	1	0	0	5	85
8:00 PM	0	10	36	0	4	0	0	2	0	0	**3**	0	0	7	62
9:00 PM	0	5	23	0	10	0	0	0	0	0	0	0	0	0	38
10:00 PM	1	3	14	0	6	1	0	1	**1**	0	0	0	0	3	30
11:00 PM	1	3	20	0	3	0	0	0	0	0	0	0	0	2	29
Day Total	18	373	1323	21	543	4	1	32	3	0	7	1	0	97	2423
Percent	0.7%	15.4%	54.6%	0.9%	22.4%	0.2%	0.0%	1.3%	0.1%	0.0%	0.3%	0.0%	0.0%	4.0%	
ADT 2423															
AM Peak	9:00 AM	7:00 AM	7:00 AM	4:00 AM	7:00 AM	2:00 AM	8:00 AM	5:00 AM	2:00 AM		4:00 AM			7:00 AM	7:00 AM
Volume	3	50	185	3	65	1	1	4	1		1			29	332
PM Peak	3:00 PM	12:00 PM	2:00 PM	4:00 PM	4:00 PM	12:00 PM		12:00 PM	10:00 PM		8:00 PM	3:00 PM		4:00 PM	2:00 PM
Volume	2	36	154	4	60	1		3	1		3	1		9	230

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: EB/WB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	7	0	4	0	0	0	0	0	0	0	0	0	16
1:00 AM	0	4	10	1	3	0	0	0	0	0	0	0	0	0	18
2:00 AM	0	4	8	0	0	**1**	0	1	0	0	**1**	0	0	2	17
3:00 AM	0	4	10	0	1	0	0	0	0	0	1	0	0	1	17
4:00 AM	0	2	2	0	5	0	0	0	0	0	0	0	0	0	9
5:00 AM	0	4	8	0	8	0	0	0	0	0	0	0	0	2	22
6:00 AM	2	10	33	**3**	29	1	0	1	0	0	0	0	0	1	80
7:00 AM	**3**	**46**	**191**	2	**63**	0	0	0	0	0	0	0	0	**13**	**318**
8:00 AM	1	12	78	0	24	0	0	**3**	0	0	0	0	0	3	121
9:00 AM	1	13	40	0	17	0	0	1	0	0	0	0	0	1	73
10:00 AM	2	21	85	1	32	1	**1**	2	0	0	0	0	0	7	152
11:00 AM	1	31	71	3	34	1	0	3	0	0	0	0	0	4	148
12:00 PM	1	37	63	**5**	37	0	0	1	0	0	0	0	0	6	150
1:00 PM	1	24	95	1	27	**1**	0	2	0	0	0	0	0	4	155
2:00 PM	0	44	131	2	35	0	0	1	0	0	0	**1**	0	**16**	230
3:00 PM	0	39	93	1	41	0	0	**3**	0	0	1	0	0	5	183
4:00 PM	1	48	**142**	0	36	0	0	2	0	0	0	0	0	5	**234**
5:00 PM	0	**51**	103	0	**43**	1	0	1	0	0	0	0	0	2	201
6:00 PM	**2**	30	74	0	26	0	0	1	0	0	0	0	0	2	135
7:00 PM	0	24	29	0	17	0	0	2	0	0	0	0	0	1	73
8:00 PM	1	10	38	0	5	0	0	2	0	0	**2**	0	0	1	59
9:00 PM	0	9	28	0	6	0	0	1	0	0	0	0	0	0	44
10:00 PM	0	12	20	0	19	1	0	0	**1**	0	1	0	0	4	58
11:00 PM	1	8	19	2	2	1	0	0	0	0	0	0	0	1	34
Day Total	17	492	1378	21	514	8	1	27	1	0	6	1	0	81	2547
Percent	0.7%	19.3%	54.1%	0.8%	20.2%	0.3%	0.0%	1.1%	0.0%	0.0%	0.2%	0.0%	0.0%	3.2%	
ADT 2547															
AM Peak	7:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM	2:00 AM	10:00 AM	8:00 AM			2:00 AM			7:00 AM	7:00 AM
Volume	3	46	191	3	63	1	1	3			1			13	318
PM Peak	6:00 PM	5:00 PM	4:00 PM	12:00 PM	5:00 PM	1:00 PM		3:00 PM	10:00 PM		8:00 PM	2:00 PM		2:00 PM	4:00 PM
Volume	2	51	142	5	43	1		3	1		2	1		16	234

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

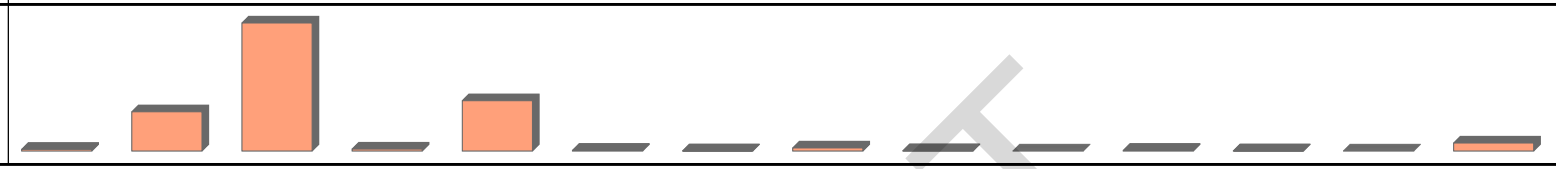
SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: EB/WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	50	1207	3943	59	1548	18	2	93	7	0	17	3	0	245	7192
Percent	0.7%	16.8%	54.8%	0.8%	21.5%	0.3%	0.0%	1.3%	0.1%	0.0%	0.2%	0.0%	0.0%	3.4%	

ADT 2397



Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: EB/WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		16	21	16		18			18	
1:00 AM		11	7	18		12			12	
2:00 AM		19	21	17		19			19	
3:00 AM		11	23	17		17			17	
4:00 AM		4	26	9		13			13	
5:00 AM		16	26	22		21			21	
6:00 AM		56	60	80		65			65	
7:00 AM		**327**	**332**	**318**		**326**			**326**	
8:00 AM		98	135	121		118			118	
9:00 AM		107	108	73		96			96	
10:00 AM		121	120	152		131			131	
11:00 AM		128	127	148		134			134	
12:00 PM		107	140	150		132			132	
1:00 PM		116	125	155		132			132	
2:00 PM		**257**	**230**	230		**239**			**239**	
3:00 PM		164	169	183		172			172	
4:00 PM		191	202	**234**		209			209	
5:00 PM		167	194	201		187			187	
6:00 PM		82	113	135		110			110	
7:00 PM		53	85	73		70			70	
8:00 PM		60	62	59		60			60	
9:00 PM		41	38	44		41			41	
10:00 PM		47	30	58		45			45	
11:00 PM		23	29	34		29			29	
Day Total		2222	2423	2547		2396			2396	
% Weekday Average		92.7%	101.1%	106.3%						
% Week Average		92.7%	101.1%	106.3%		100.0%				
AM Peak Volume		7:00 AM 327	7:00 AM 332	7:00 AM 318		7:00 AM 326			7:00 AM 326	
PM Peak Volume		2:00 PM 257	2:00 PM 230	4:00 PM 234		2:00 PM 239			2:00 PM 239	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: WB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	6	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
2:00 AM	1	1	3	0	2	1	0	0	0	0	0	0	0	1	9
3:00 AM	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	3	3	0	2	0	0	0	0	0	0	0	0	0	8
6:00 AM	0	4	9	**1**	8	0	0	1	0	0	0	0	0	1	24
7:00 AM	1	**25**	**99**	0	**28**	**2**	0	0	0	0	0	0	0	5	**160**
8:00 AM	0	5	27	0	8	0	0	1	0	0	0	0	0	2	43
9:00 AM	1	4	26	0	15	0	0	0	0	0	0	0	0	4	50
10:00 AM	**2**	5	29	0	20	0	0	1	0	0	0	0	0	1	58
11:00 AM	1	2	35	0	14	1	0	**2**	0	0	0	0	0	**7**	62
12:00 PM	**2**	8	34	0	12	0	0	1	0	0	0	0	0	0	57
1:00 PM	2	10	27	0	14	**1**	0	1	0	0	0	0	0	3	58
2:00 PM	0	14	**85**	**2**	**24**	0	0	1	0	0	0	0	0	3	**129**
3:00 PM	1	6	44	2	24	0	0	**2**	0	0	0	0	0	4	83
4:00 PM	0	13	57	0	24	0	0	0	0	0	0	0	0	4	98
5:00 PM	0	**15**	52	0	24	0	0	0	0	0	0	0	0	**5**	96
6:00 PM	1	11	27	0	15	0	0	0	0	0	0	0	0	0	54
7:00 PM	0	9	13	0	8	0	0	0	0	0	0	0	0	1	31
8:00 PM	0	12	13	0	6	0	0	0	0	0	0	0	0	1	32
9:00 PM	0	7	6	0	2	0	0	0	0	0	0	0	0	0	15
10:00 PM	0	6	20	0	2	1	0	1	0	0	0	0	0	2	32
11:00 PM	0	5	5	0	0	0	0	0	0	0	0	0	0	0	10
Day Total	12	171	627	5	255	6	0	11	0	0	0	0	0	44	1131
Percent	1.1%	15.1%	55.4%	0.4%	22.5%	0.5%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	
ADT 1131															
AM Peak	10:00 AM	7:00 AM	7:00 AM	6:00 AM	7:00 AM	7:00 AM		11:00 AM						11:00 AM	7:00 AM
Volume	2	25	99	1	28	2		2						7	160
PM Peak	12:00 PM	5:00 PM	2:00 PM	2:00 PM	2:00 PM	1:00 PM		3:00 PM						5:00 PM	2:00 PM
Volume	2	15	85	2	24	1		2						5	129

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: WB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	6	0	1	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
2:00 AM	1	2	6	1	0	**1**	0	0	0	0	0	0	0	1	12
3:00 AM	0	2	5	0	4	0	0	0	0	0	0	0	0	1	12
4:00 AM	0	1	7	**2**	2	0	0	0	0	0	0	0	0	0	12
5:00 AM	0	4	4	1	2	0	0	**2**	0	0	0	0	0	1	14
6:00 AM	0	5	9	1	7	0	0	0	0	0	0	0	0	2	24
7:00 AM	0	**32**	**88**	0	**33**	0	0	1	0	0	0	0	0	**14**	**168**
8:00 AM	1	8	26	0	13	0	0	0	0	0	0	0	0	2	50
9:00 AM	**3**	5	27	0	11	0	0	0	0	0	0	0	0	2	48
10:00 AM	0	12	29	1	12	0	0	0	0	0	0	0	0	1	55
11:00 AM	2	18	24	0	25	0	0	1	0	0	0	0	0	1	71
12:00 PM	0	**17**	28	0	10	**1**	0	1	0	0	0	0	0	2	59
1:00 PM	**1**	6	39	0	18	0	0	0	0	0	0	0	0	4	68
2:00 PM	1	11	**84**	1	22	0	0	**3**	0	0	0	0	0	1	**123**
3:00 PM	1	8	55	1	25	0	0	0	0	0	0	0	0	2	92
4:00 PM	1	14	64	**3**	**33**	0	0	0	0	0	0	0	0	**6**	121
5:00 PM	1	12	58	0	22	0	0	1	0	0	0	0	0	4	98
6:00 PM	1	13	21	0	13	0	0	0	0	0	0	0	0	4	52
7:00 PM	0	5	27	0	13	0	0	0	0	0	0	0	0	4	49
8:00 PM	0	7	23	0	4	0	0	0	0	0	0	0	0	3	37
9:00 PM	0	2	14	0	6	0	0	0	0	0	0	0	0	0	22
10:00 PM	1	1	8	0	3	1	0	0	0	0	0	0	0	2	16
11:00 PM	1	1	11	0	1	0	0	0	0	0	0	0	0	2	16
Day Total	15	192	664	11	281	3	0	9	0	0	0	0	0	59	1234
Percent	1.2%	15.6%	53.8%	0.9%	22.8%	0.2%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	
ADT 1234															
AM Peak	9:00 AM	7:00 AM	7:00 AM	4:00 AM	7:00 AM	2:00 AM		5:00 AM						7:00 AM	7:00 AM
Volume	3	32	88	2	33	1		2						14	168
PM Peak	1:00 PM	12:00 PM	2:00 PM	4:00 PM	4:00 PM	12:00 PM		2:00 PM						4:00 PM	2:00 PM
Volume	1	17	84	3	33	1		3						6	123

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: WB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	4	0	3	0	0	0	0	0	0	0	0	0	10
1:00 AM	0	3	5	0	1	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	2	8
3:00 AM	0	2	7	0	1	0	0	0	0	0	0	0	0	1	11
4:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
5:00 AM	0	2	5	0	4	0	0	0	0	0	0	0	0	2	13
6:00 AM	**1**	4	15	1	11	**1**	0	0	0	0	0	0	0	1	34
7:00 AM	1	**23**	**98**	0	**32**	0	0	0	0	0	0	0	0	**7**	**161**
8:00 AM	0	2	24	0	6	0	0	**1**	0	0	0	0	0	2	35
9:00 AM	1	3	17	0	8	0	0	1	0	0	0	0	0	0	30
10:00 AM	1	9	42	1	21	0	**1**	0	0	0	0	0	0	6	81
11:00 AM	0	10	35	**2**	18	0	0	0	0	0	0	0	0	3	68
12:00 PM	1	22	27	**2**	19	0	0	0	0	0	0	0	0	4	75
1:00 PM	1	13	55	1	13	0	0	0	0	0	0	0	0	4	87
2:00 PM	0	24	61	1	17	0	0	1	0	0	0	0	0	4	108
3:00 PM	0	21	53	1	19	0	0	**2**	0	0	0	0	0	2	98
4:00 PM	0	**26**	**79**	0	17	0	0	1	0	0	0	0	0	**5**	**128**
5:00 PM	0	24	54	0	**27**	0	0	0	0	0	0	0	0	1	106
6:00 PM	**2**	15	27	0	14	0	0	0	0	0	0	0	0	1	59
7:00 PM	0	11	12	0	9	0	0	0	0	0	0	0	0	1	33
8:00 PM	1	7	26	0	4	0	0	1	0	0	0	0	0	1	40
9:00 PM	0	7	18	0	2	0	0	1	0	0	0	0	0	0	28
10:00 PM	0	8	16	0	10	**1**	0	0	0	0	0	0	0	2	37
11:00 PM	1	5	11	0	2	1	0	0	0	0	0	0	0	1	21
Day Total	10	247	696	9	260	3	1	8	0	0	0	0	0	50	1284
Percent	0.8%	19.2%	54.2%	0.7%	20.2%	0.2%	0.1%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	
ADT 1284															
AM Peak Volume	6:00 AM 1	7:00 AM 23	7:00 AM 98	11:00 AM 2	7:00 AM 32	6:00 AM 1	10:00 AM 1	8:00 AM 1						7:00 AM 7	7:00 AM 161
PM Peak Volume	6:00 PM 2	4:00 PM 26	4:00 PM 79	12:00 PM 2	5:00 PM 27	10:00 PM 1		3:00 PM 2						4:00 PM 5	4:00 PM 128

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

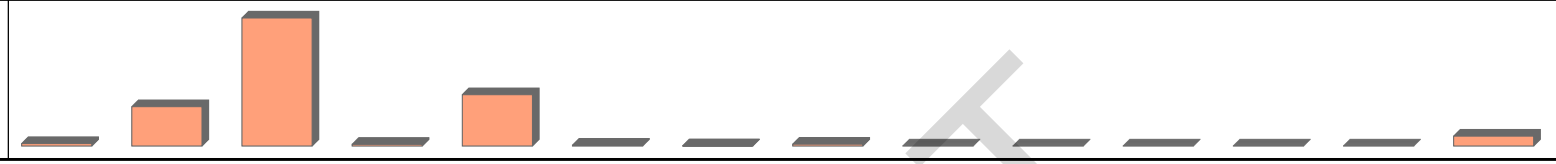
SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689247
DIRECTION: WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	37	610	1987	25	796	12	1	28	0	0	0	0	0	153	3649
Percent	1.0%	16.7%	54.5%	0.7%	21.8%	0.3%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	

ADT 1216



Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn Wonderland Blvd and I-5 SB Ramps)
SPECIFIC LOCATION: 100 ft from
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QC JOB #: 10689247
DIRECTION: WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		9	11	10		10			10	
1:00 AM		5	4	9		6			6	
2:00 AM		9	12	8		10			10	
3:00 AM		5	12	11		9			9	
4:00 AM		3	12	4		6			6	
5:00 AM		8	14	13		12			12	
6:00 AM		24	24	34		27			27	
7:00 AM		**160**	**168**	**161**		**163**			**163**	
8:00 AM		43	50	35		43			43	
9:00 AM		50	48	30		43			43	
10:00 AM		58	55	81		65			65	
11:00 AM		62	71	68		67			67	
12:00 PM		57	59	75		64			64	
1:00 PM		58	68	87		71			71	
2:00 PM		**129**	**123**	108		**120**			**120**	
3:00 PM		83	92	98		91			91	
4:00 PM		98	121	**128**		116			116	
5:00 PM		96	98	106		100			100	
6:00 PM		54	52	59		55			55	
7:00 PM		31	49	33		38			38	
8:00 PM		32	37	40		36			36	
9:00 PM		15	22	28		22			22	
10:00 PM		32	16	37		28			28	
11:00 PM		10	16	21		16			16	
Day Total		1131	1234	1284		1218			1218	
% Weekday Average		92.9%	101.3%	105.4%						
% Week Average		92.9%	101.3%	105.4%		100.0%				
AM Peak Volume		7:00 AM 160	7:00 AM 168	7:00 AM 161		7:00 AM 163			7:00 AM 163	
PM Peak Volume		2:00 PM 129	2:00 PM 123	4:00 PM 128		2:00 PM 120			2:00 PM 120	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	**2**	0	0	0	0	0	0	3
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	6	0	0	2	0	0	0	0	0	0	0	0	1	9
7:00 AM	0	11	**11**	0	3	0	0	1	0	0	0	0	0	**4**	**30**
8:00 AM	0	4	5	0	4	0	0	1	0	0	**1**	0	0	1	16
9:00 AM	0	4	9	**1**	5	0	0	1	**1**	0	0	**1**	0	2	24
10:00 AM	0	**12**	3	0	3	0	0	0	0	0	0	0	0	0	18
11:00 AM	0	5	7	0	**6**	0	0	1	1	0	0	0	0	2	22
12:00 PM	0	5	7	0	4	0	0	0	0	0	0	0	0	1	17
1:00 PM	**1**	3	9	**1**	5	**1**	0	0	0	0	0	0	0	3	23
2:00 PM	0	**14**	**17**	1	10	0	0	1	0	0	0	0	0	3	**46**
3:00 PM	0	7	12	1	**12**	0	0	**2**	0	0	0	0	0	1	35
4:00 PM	0	13	8	0	3	0	0	1	0	0	0	**1**	0	1	27
5:00 PM	0	6	17	0	7	0	0	0	0	0	0	0	0	**6**	36
6:00 PM	0	6	5	0	1	0	0	0	0	0	0	0	0	0	12
7:00 PM	0	3	2	0	4	0	0	1	0	0	**1**	0	0	1	12
8:00 PM	0	5	5	0	1	0	0	0	0	0	0	0	0	1	12
9:00 PM	0	4	0	0	4	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	4	3	0	0	0	0	0	0	0	1	1	0	0	9
11:00 PM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
Day Total	1	118	126	4	77	1	0	11	2	0	3	3	0	27	373
Percent	0.3%	31.6%	33.8%	1.1%	20.6%	0.3%	0.0%	2.9%	0.5%	0.0%	0.8%	0.8%	0.0%	7.2%	
ADT 373															
AM Peak Volume		10:00 AM 12	7:00 AM 11	9:00 AM 1	11:00 AM 6			2:00 AM 2	9:00 AM 1		8:00 AM 1	9:00 AM 1		7:00 AM 4	7:00 AM 30
PM Peak Volume	1:00 PM 1	2:00 PM 14	2:00 PM 17	1:00 PM 1	3:00 PM 12	1:00 PM 1		3:00 PM 2			7:00 PM 1	4:00 PM 1		5:00 PM 6	2:00 PM 46

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	3	0	0	0	0	0	0	0	0	0	**1**	0	1	5
3:00 AM	0	1	0	0	1	0	0	1	0	0	0	0	0	0	3
4:00 AM	0	0	1	**1**	1	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	2	4	0	4	0	0	0	0	0	0	0	0	1	11
7:00 AM	0	**10**	**16**	0	5	0	0	0	0	0	0	0	0	4	**35**
8:00 AM	**1**	8	4	1	6	0	0	0	0	0	0	0	0	3	23
9:00 AM	0	1	7	0	8	0	0	**2**	0	0	0	0	0	**6**	24
10:00 AM	0	2	8	0	**14**	0	0	0	0	0	0	0	0	2	26
11:00 AM	0	2	7	0	6	0	0	1	0	0	0	0	0	3	19
12:00 PM	0	4	9	0	3	0	0	0	0	0	0	0	0	1	17
1:00 PM	0	5	8	**1**	10	0	0	0	0	0	0	0	0	0	24
2:00 PM	0	4	12	0	7	0	0	**2**	0	0	0	0	0	**2**	27
3:00 PM	0	5	8	0	**11**	0	0	0	0	0	0	0	0	0	24
4:00 PM	**2**	**9**	**14**	1	10	0	0	1	0	0	0	0	0	1	**38**
5:00 PM	0	5	13	0	6	0	0	0	0	0	0	0	0	2	26
6:00 PM	0	3	8	1	1	0	0	0	0	0	**1**	0	0	1	15
7:00 PM	0	4	7	1	7	0	0	0	0	0	0	0	0	1	20
8:00 PM	0	2	3	0	1	0	0	0	0	0	1	0	0	1	8
9:00 PM	0	3	2	0	3	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	3	0	0	0	0	0	0	0	0	**1**	0	0	4
11:00 PM	0	2	0	0	1	0	0	0	0	0	0	0	0	1	4
Day Total	3	77	137	7	107	0	0	7	0	0	2	2	0	30	372
Percent	0.8%	20.7%	36.8%	1.9%	28.8%	0.0%	0.0%	1.9%	0.0%	0.0%	0.5%	0.5%	0.0%	8.1%	
ADT 372															
AM Peak	8:00 AM	7:00 AM	7:00 AM	4:00 AM	10:00 AM			9:00 AM				2:00 AM		9:00 AM	7:00 AM
Volume	1	10	16	1	14			2				1		6	35
PM Peak	4:00 PM	4:00 PM	4:00 PM	1:00 PM	3:00 PM			2:00 PM			6:00 PM	10:00 PM		2:00 PM	4:00 PM
Volume	2	9	14	1	11			2			1	1		2	38

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	**1**	2	0	1	0	0	0	0	0	0	0	0	0	0	4
1:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
2:00 AM	0	1	0	0	0	0	0	0	0	0	**1**	**1**	0	0	3
3:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	2	3	0	2	0	0	0	0	0	0	0	0	0	7
6:00 AM	0	6	3	0	**7**	0	0	1	0	0	0	0	0	0	17
7:00 AM	0	**8**	**11**	0	5	0	0	0	0	0	0	0	0	**1**	**25**
8:00 AM	0	3	6	0	4	0	0	1	0	0	1	0	0	0	15
9:00 AM	0	4	6	0	5	0	0	0	0	0	0	0	0	1	16
10:00 AM	1	5	11	0	2	**1**	0	**2**	0	0	0	0	0	0	22
11:00 AM	0	8	7	**2**	4	0	0	0	0	0	0	0	0	1	22
12:00 PM	0	5	9	1	6	0	0	0	0	0	**1**	0	0	0	22
1:00 PM	0	7	10	0	**9**	0	0	1	0	0	0	0	0	0	27
2:00 PM	0	10	**15**	1	4	0	0	0	0	0	0	0	0	1	31
3:00 PM	0	10	9	**2**	8	**1**	0	**4**	0	0	0	0	0	1	**35**
4:00 PM	0	**13**	11	0	5	0	0	3	0	0	0	0	0	1	33
5:00 PM	0	7	11	0	7	0	0	1	0	0	0	0	0	2	28
6:00 PM	**1**	6	12	2	4	0	0	0	0	0	0	0	0	2	27
7:00 PM	0	5	1	1	5	0	0	0	0	0	0	0	0	2	14
8:00 PM	0	2	4	0	3	0	0	0	0	0	0	0	0	0	9
9:00 PM	0	0	3	0	3	0	0	0	0	0	0	0	0	**4**	10
10:00 PM	0	4	3	0	7	0	0	0	0	0	1	0	0	1	16
11:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
Day Total	3	110	138	10	91	2	0	13	0	0	4	1	0	17	389
Percent	0.8%	28.3%	35.5%	2.6%	23.4%	0.5%	0.0%	3.3%	0.0%	0.0%	1.0%	0.3%	0.0%	4.4%	

ADT 389

AM Peak Volume	12:00 AM 1	7:00 AM 8	7:00 AM 11	11:00 AM 2	6:00 AM 7	10:00 AM 1		10:00 AM 2			2:00 AM 1	2:00 AM 1		7:00 AM 1	7:00 AM 25
PM Peak Volume	6:00 PM 1	4:00 PM 13	2:00 PM 15	3:00 PM 2	1:00 PM 9	3:00 PM 1		3:00 PM 4			12:00 PM 1			9:00 PM 4	3:00 PM 35

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

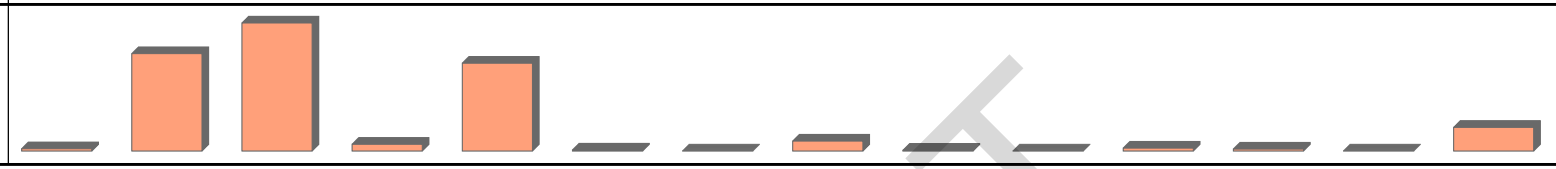
SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	7	305	401	21	275	3	0	31	2	0	9	6	0	74	1134
Percent	0.6%	26.9%	35.4%	1.9%	24.3%	0.3%	0.0%	2.7%	0.2%	0.0%	0.8%	0.5%	0.0%	6.5%	

ADT 378



Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		3	4	4		4			4	
1:00 AM		2	2	2		2			2	
2:00 AM		3	5	3		4			4	
3:00 AM		1	3	0		1			1	
4:00 AM		1	3	0		1			1	
5:00 AM		2	2	7		4			4	
6:00 AM		9	11	17		12			12	
7:00 AM		**30**	**35**	**25**		**30**			**30**	
8:00 AM		16	23	15		18			18	
9:00 AM		24	24	16		21			21	
10:00 AM		18	26	22		22			22	
11:00 AM		22	19	22		21			21	
12:00 PM		17	17	22		19			19	
1:00 PM		23	24	27		25			25	
2:00 PM		**46**	27	31		**35**			**35**	
3:00 PM		35	24	**35**		31			31	
4:00 PM		27	**38**	33		33			33	
5:00 PM		36	26	28		30			30	
6:00 PM		12	15	27		18			18	
7:00 PM		12	20	14		15			15	
8:00 PM		12	8	9		10			10	
9:00 PM		8	8	10		9			9	
10:00 PM		9	4	16		10			10	
11:00 PM		5	4	4		4			4	
Day Total		373	372	389		379			379	
% Weekday Average		98.4%	98.2%	102.6%						
% Week Average		98.4%	98.2%	102.6%		100.0%				
AM Peak Volume		7:00 AM 30	7:00 AM 35	7:00 AM 25		7:00 AM 30			7:00 AM 30	
PM Peak Volume		2:00 PM 46	4:00 PM 38	3:00 PM 35		2:00 PM 35			2:00 PM 35	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB/WB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	7	0	0	0	0	0	0	0	0	0	0	0	12
1:00 AM	0	2	2	0	2	0	0	0	0	0	0	0	0	0	6
2:00 AM	0	1	2	0	0	0	0	**3**	0	0	0	**1**	0	1	8
3:00 AM	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
5:00 AM	0	5	6	0	10	0	0	0	0	0	0	0	0	0	21
6:00 AM	0	22	18	**1**	9	0	0	2	0	0	0	0	0	2	54
7:00 AM	0	**79**	**120**	0	**45**	0	0	2	0	0	0	0	0	**5**	**251**
8:00 AM	0	29	42	1	19	**1**	0	2	0	0	**1**	0	0	3	98
9:00 AM	0	23	47	1	18	1	0	3	**2**	0	0	1	0	3	99
10:00 AM	0	32	35	0	30	1	0	2	1	0	0	0	0	2	103
11:00 AM	**1**	21	47	0	33	0	0	3	1	0	0	0	0	3	109
12:00 PM	0	24	58	0	22	0	0	2	0	0	0	0	0	2	108
1:00 PM	**2**	28	51	2	23	**1**	0	2	0	0	0	0	0	9	118
2:00 PM	2	47	**104**	**3**	**46**	1	0	**5**	0	0	0	0	0	5	**213**
3:00 PM	0	33	61	3	40	0	0	4	0	0	1	0	0	2	144
4:00 PM	1	**54**	74	0	33	0	0	1	**1**	0	0	1	0	2	167
5:00 PM	2	49	73	0	41	1	0	1	0	0	0	0	0	**11**	178
6:00 PM	0	24	40	1	20	0	0	0	0	0	0	0	0	0	85
7:00 PM	0	13	21	0	13	0	0	1	0	0	1	0	0	1	50
8:00 PM	0	17	24	0	7	0	0	0	0	0	1	0	0	2	51
9:00 PM	0	10	11	0	8	0	0	0	0	0	0	0	0	1	30
10:00 PM	0	11	21	0	3	0	0	0	0	0	**2**	**2**	0	1	40
11:00 PM	0	9	9	0	0	0	0	0	0	0	0	0	0	0	18
Day Total	8	542	876	12	423	6	0	33	5	0	6	5	0	55	1971
Percent	0.4%	27.5%	44.4%	0.6%	21.5%	0.3%	0.0%	1.7%	0.3%	0.0%	0.3%	0.3%	0.0%	2.8%	
ADT 1971															
AM Peak Volume	11:00 AM 1	7:00 AM 79	7:00 AM 120	6:00 AM 1	7:00 AM 45	8:00 AM 1		2:00 AM 3	9:00 AM 2		8:00 AM 1	2:00 AM 1		7:00 AM 5	7:00 AM 251
PM Peak Volume	1:00 PM 2	4:00 PM 54	2:00 PM 104	2:00 PM 3	2:00 PM 46	1:00 PM 1		2:00 PM 5	4:00 PM 1		10:00 PM 2	10:00 PM 2		5:00 PM 11	2:00 PM 213

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB/WB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	4	8	0	1	0	0	0	0	0	0	0	0	0	13
1:00 AM	0	4	3	0	2	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	4	6	0	0	0	0	0	0	0	**1**	**1**	0	1	13
3:00 AM	0	5	5	0	4	**1**	0	2	0	0	0	0	0	0	17
4:00 AM	0	1	5	**3**	1	0	0	0	0	0	0	0	0	0	10
5:00 AM	0	4	8	1	8	0	0	0	0	0	0	0	0	0	21
6:00 AM	0	11	29	1	12	0	0	0	0	0	0	0	0	1	54
7:00 AM	0	**52**	**136**	0	**60**	0	0	2	0	0	0	0	0	6	**256**
8:00 AM	**1**	28	49	1	28	1	0	2	0	0	0	0	0	5	115
9:00 AM	0	7	45	0	24	0	0	**4**	0	0	0	0	0	**10**	90
10:00 AM	0	10	63	1	34	0	0	1	0	0	0	0	0	6	115
11:00 AM	0	13	60	1	37	0	0	3	0	0	0	0	0	3	117
12:00 PM	0	23	67	2	18	0	0	1	0	0	0	0	0	4	115
1:00 PM	0	26	70	2	35	0	0	1	0	0	0	0	0	0	134
2:00 PM	0	37	88	1	38	0	0	**4**	0	0	0	0	0	3	171
3:00 PM	0	30	77	1	36	0	0	1	0	0	0	0	0	1	146
4:00 PM	**4**	**45**	**89**	**3**	**47**	0	0	1	0	0	0	0	0	4	**193**
5:00 PM	0	42	77	0	39	0	0	1	0	0	0	0	0	3	162
6:00 PM	0	32	36	1	18	0	0	0	0	0	1	0	0	**6**	94
7:00 PM	1	16	29	1	15	**1**	0	0	0	0	**2**	0	0	2	67
8:00 PM	0	14	34	0	4	0	0	0	0	0	2	0	0	1	55
9:00 PM	0	11	20	0	7	0	0	0	0	0	0	0	0	0	38
10:00 PM	0	2	11	0	2	0	0	0	0	0	0	**2**	0	3	20
11:00 PM	0	3	9	0	3	1	0	0	0	0	0	0	0	1	17
Day Total	6	424	1024	19	473	4	0	23	0	0	6	3	0	60	2042
Percent	0.3%	20.8%	50.1%	0.9%	23.2%	0.2%	0.0%	1.1%	0.0%	0.0%	0.3%	0.1%	0.0%	2.9%	
ADT 2042															
AM Peak	8:00 AM	7:00 AM	7:00 AM	4:00 AM	7:00 AM	3:00 AM		9:00 AM			2:00 AM	2:00 AM		9:00 AM	7:00 AM
Volume	1	52	136	3	60	1		4			1	1		10	256
PM Peak	4:00 PM	4:00 PM	4:00 PM	4:00 PM	4:00 PM	7:00 PM		2:00 PM			7:00 PM	10:00 PM		6:00 PM	4:00 PM
Volume	4	45	89	3	47	1		4			2	2		6	193

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB/WB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	1	7	4	1	2	0	0	0	0	0	0	0	0	0	15
1:00 AM	0	2	7	0	2	0	0	0	0	0	0	0	0	0	11
2:00 AM	0	2	4	0	1	0	0	0	0	0	1	**2**	0	0	10
3:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	8	11	0	11	0	0	1	0	0	0	0	0	0	31
6:00 AM	1	17	28	1	20	1	0	2	**1**	0	0	0	0	1	72
7:00 AM	0	**61**	**128**	0	**49**	0	0	0	0	0	0	0	0	**4**	**242**
8:00 AM	1	22	44	0	19	0	0	3	0	0	**2**	0	0	2	93
9:00 AM	0	20	38	0	20	0	0	**4**	0	0	0	0	0	1	83
10:00 AM	**2**	28	59	0	29	**2**	0	3	1	0	0	0	0	1	125
11:00 AM	0	33	43	**5**	25	0	0	2	0	0	1	0	0	2	111
12:00 PM	0	41	41	2	29	0	0	1	0	0	1	0	0	2	117
1:00 PM	0	37	75	1	26	0	0	1	0	0	0	0	0	3	143
2:00 PM	0	50	92	2	28	0	0	2	0	0	0	0	0	1	175
3:00 PM	1	45	68	**4**	**37**	1	0	**5**	0	0	0	0	0	2	163
4:00 PM	0	55	**101**	0	31	1	0	3	0	0	0	0	0	5	**196**
5:00 PM	**2**	**56**	72	0	37	0	0	1	0	0	0	0	0	6	174
6:00 PM	2	29	47	2	18	**2**	0	0	0	0	0	0	0	**7**	107
7:00 PM	0	18	16	1	15	0	0	0	0	0	0	0	0	4	54
8:00 PM	0	11	37	0	11	0	0	1	0	0	0	0	0	2	62
9:00 PM	1	12	22	0	6	0	0	0	0	0	0	0	0	7	48
10:00 PM	0	16	19	0	13	0	0	0	0	0	**2**	**1**	0	4	55
11:00 PM	0	10	12	0	2	0	0	0	0	0	0	0	0	0	24
Day Total	11	585	971	19	433	7	0	29	2	0	7	3	0	54	2121
Percent	0.5%	27.6%	45.8%	0.9%	20.4%	0.3%	0.0%	1.4%	0.1%	0.0%	0.3%	0.1%	0.0%	2.5%	
ADT 2121															
AM Peak	10:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM	10:00 AM		9:00 AM	6:00 AM		8:00 AM	2:00 AM		7:00 AM	7:00 AM
Volume	2	61	128	5	49	2		4	1		2	2		4	242
PM Peak	5:00 PM	5:00 PM	4:00 PM	3:00 PM	3:00 PM	6:00 PM		3:00 PM			10:00 PM	10:00 PM		6:00 PM	4:00 PM
Volume	2	56	101	4	37	2		5			2	1		7	196

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB/WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	25	1551	2871	50	1329	17	0	85	7	0	19	11	0	169	6134
Percent	0.4%	25.3%	46.8%	0.8%	21.7%	0.3%	0.0%	1.4%	0.1%	0.0%	0.3%	0.2%	0.0%	2.8%	
ADT 2044															

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: EB/WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		12	13	15		13			13	
1:00 AM		6	9	11		9			9	
2:00 AM		8	13	10		10			10	
3:00 AM		5	17	8		10			10	
4:00 AM		3	10	2		5			5	
5:00 AM		21	21	31		24			24	
6:00 AM		54	54	72		60			60	
7:00 AM		**251**	**256**	**242**		**250**			**250**	
8:00 AM		98	115	93		102			102	
9:00 AM		99	90	83		91			91	
10:00 AM		103	115	125		114			114	
11:00 AM		109	117	111		112			112	
12:00 PM		108	115	117		113			113	
1:00 PM		118	134	143		132			132	
2:00 PM		**213**	171	175		**186**			**186**	
3:00 PM		144	146	163		151			151	
4:00 PM		167	**193**	**196**		185			185	
5:00 PM		178	162	174		171			171	
6:00 PM		85	94	107		95			95	
7:00 PM		50	67	54		57			57	
8:00 PM		51	55	62		56			56	
9:00 PM		30	38	48		39			39	
10:00 PM		40	20	55		38			38	
11:00 PM		18	17	24		20			20	
Day Total		1971	2042	2121		2043			2043	
% Weekday Average		96.5%	100.0%	103.8%						
% Week Average		96.5%	100.0%	103.8%		100.0%				
AM Peak Volume		7:00 AM 251	7:00 AM 256	7:00 AM 242		7:00 AM 250			7:00 AM 250	
PM Peak Volume		2:00 PM 213	4:00 PM 193	4:00 PM 196		2:00 PM 186			2:00 PM 186	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: WB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	4	0	0	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
2:00 AM	0	0	2	0	0	0	0	1	0	0	0	**1**	0	1	5
3:00 AM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	4	6	0	9	0	0	0	0	0	0	0	0	0	19
6:00 AM	0	16	18	**1**	7	0	0	**2**	0	0	0	0	0	1	45
7:00 AM	0	**68**	**109**	0	**42**	0	0	1	0	0	0	0	0	1	**221**
8:00 AM	0	25	37	1	15	**1**	0	1	0	0	0	0	0	**2**	82
9:00 AM	0	19	38	0	13	1	0	2	**1**	0	0	0	0	1	75
10:00 AM	0	20	32	0	27	1	0	2	1	0	0	0	0	2	85
11:00 AM	**1**	16	40	0	27	0	0	2	0	0	0	0	0	1	87
12:00 PM	0	19	51	0	18	0	0	2	0	0	0	0	0	1	91
1:00 PM	1	25	42	1	18	0	0	2	0	0	0	0	0	**6**	95
2:00 PM	**2**	33	**87**	**2**	**36**	**1**	0	**4**	0	0	0	0	0	2	**167**
3:00 PM	0	26	49	2	28	0	0	2	0	0	**1**	0	0	1	109
4:00 PM	1	41	66	0	30	0	0	0	**1**	0	0	0	0	1	140
5:00 PM	2	**43**	56	0	34	1	0	1	0	0	0	0	0	5	142
6:00 PM	0	18	35	1	19	0	0	0	0	0	0	0	0	0	73
7:00 PM	0	10	19	0	9	0	0	0	0	0	0	0	0	0	38
8:00 PM	0	12	19	0	6	0	0	0	0	0	1	0	0	1	39
9:00 PM	0	6	11	0	4	0	0	0	0	0	0	0	0	1	22
10:00 PM	0	7	18	0	3	0	0	0	0	0	1	**1**	0	1	31
11:00 PM	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13
Day Total	7	424	750	8	346	5	0	22	3	0	3	2	0	28	1598
Percent	0.4%	26.5%	46.9%	0.5%	21.7%	0.3%	0.0%	1.4%	0.2%	0.0%	0.2%	0.1%	0.0%	1.8%	

ADT 1598

AM Peak Volume	11:00 AM 1	7:00 AM 68	7:00 AM 109	6:00 AM 1	7:00 AM 42	8:00 AM 1		6:00 AM 2	9:00 AM 1			2:00 AM 1		8:00 AM 2	7:00 AM 221
PM Peak Volume	2:00 PM 2	5:00 PM 43	2:00 PM 87	2:00 PM 2	2:00 PM 36	2:00 PM 1		2:00 PM 4	4:00 PM 1		3:00 PM 1	10:00 PM 1		1:00 PM 6	2:00 PM 167

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: WB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	3	5	0	1	0	0	0	0	0	0	0	0	0	9
1:00 AM	0	3	3	0	1	0	0	0	0	0	0	0	0	0	7
2:00 AM	0	1	6	0	0	0	0	0	0	0	**1**	0	0	0	8
3:00 AM	0	4	5	0	3	**1**	0	1	0	0	0	0	0	0	14
4:00 AM	0	1	4	**2**	0	0	0	0	0	0	0	0	0	0	7
5:00 AM	0	4	8	0	7	0	0	0	0	0	0	0	0	0	19
6:00 AM	0	9	25	1	8	0	0	0	0	0	0	0	0	0	43
7:00 AM	0	**42**	**120**	0	**55**	0	0	**2**	0	0	0	0	0	2	**221**
8:00 AM	0	20	45	0	22	1	0	2	0	0	0	0	0	2	92
9:00 AM	0	6	38	0	16	0	0	2	0	0	0	0	0	**4**	66
10:00 AM	0	8	55	1	20	0	0	1	0	0	0	0	0	4	89
11:00 AM	0	11	53	1	31	0	0	2	0	0	0	0	0	0	98
12:00 PM	0	19	58	**2**	15	0	0	1	0	0	0	0	0	3	98
1:00 PM	0	21	62	1	25	0	0	1	0	0	0	0	0	0	110
2:00 PM	0	33	**76**	1	31	0	0	**2**	0	0	0	0	0	1	144
3:00 PM	0	25	69	1	25	0	0	1	0	0	0	0	0	1	122
4:00 PM	**2**	36	75	2	**37**	0	0	0	0	0	0	0	0	3	**155**
5:00 PM	0	**37**	64	0	33	0	0	1	0	0	0	0	0	1	136
6:00 PM	0	29	28	0	17	0	0	0	0	0	0	0	0	**5**	79
7:00 PM	1	12	22	0	8	**1**	0	0	0	0	**2**	0	0	1	47
8:00 PM	0	12	31	0	3	0	0	0	0	0	1	0	0	0	47
9:00 PM	0	8	18	0	4	0	0	0	0	0	0	0	0	0	30
10:00 PM	0	2	8	0	2	0	0	0	0	0	0	**1**	0	3	16
11:00 PM	0	1	9	0	2	1	0	0	0	0	0	0	0	0	13
Day Total	3	347	887	12	366	4	0	16	0	0	4	1	0	30	1670
Percent	0.2%	20.8%	53.1%	0.7%	21.9%	0.2%	0.0%	1.0%	0.0%	0.0%	0.2%	0.1%	0.0%	1.8%	
ADT 1670															
AM Peak Volume		7:00 AM 42	7:00 AM 120	4:00 AM 2	7:00 AM 55	3:00 AM 1		7:00 AM 2			2:00 AM 1			9:00 AM 4	7:00 AM 221
PM Peak Volume	4:00 PM 2	5:00 PM 37	2:00 PM 76	12:00 PM 2	4:00 PM 37	7:00 PM 1		2:00 PM 2			7:00 PM 2	10:00 PM 1		6:00 PM 5	4:00 PM 155

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: WB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	5	4	0	2	0	0	0	0	0	0	0	0	0	11
1:00 AM	0	2	6	0	1	0	0	0	0	0	0	0	0	0	9
2:00 AM	0	1	4	0	1	0	0	0	0	0	0	**1**	0	0	7
3:00 AM	0	4	3	0	1	0	0	0	0	0	0	0	0	0	8
4:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	6	8	0	9	0	0	1	0	0	0	0	0	0	24
6:00 AM	**1**	11	25	1	13	**1**	0	1	**1**	0	0	0	0	1	55
7:00 AM	0	**53**	**117**	0	**44**	0	0	0	0	0	0	0	0	**3**	**217**
8:00 AM	1	19	38	0	15	0	0	2	0	0	**1**	0	0	2	78
9:00 AM	0	16	32	0	15	0	0	**4**	0	0	0	0	0	0	67
10:00 AM	1	23	48	0	27	1	0	1	1	0	0	0	0	1	103
11:00 AM	0	25	36	**3**	21	0	0	2	0	0	1	0	0	1	89
12:00 PM	0	36	32	1	23	0	0	1	0	0	0	0	0	2	95
1:00 PM	0	30	65	1	17	0	0	0	0	0	0	0	0	3	116
2:00 PM	0	40	77	1	24	0	0	**2**	0	0	0	0	0	0	144
3:00 PM	1	35	59	**2**	29	0	0	1	0	0	0	0	0	1	128
4:00 PM	0	42	**90**	0	26	1	0	0	0	0	0	0	0	4	**163**
5:00 PM	**2**	**49**	61	0	**30**	0	0	0	0	0	0	0	0	4	146
6:00 PM	1	23	35	0	14	**2**	0	0	0	0	0	0	0	**5**	80
7:00 PM	0	13	15	0	10	0	0	0	0	0	0	0	0	2	40
8:00 PM	0	9	33	0	8	0	0	1	0	0	0	0	0	2	53
9:00 PM	1	12	19	0	3	0	0	0	0	0	0	0	0	3	38
10:00 PM	0	12	16	0	6	0	0	0	0	0	**1**	**1**	0	3	39
11:00 PM	0	8	10	0	2	0	0	0	0	0	0	0	0	0	20
Day Total	8	475	833	9	342	5	0	16	2	0	3	2	0	37	1732
Percent	0.5%	27.4%	48.1%	0.5%	19.7%	0.3%	0.0%	0.9%	0.1%	0.0%	0.2%	0.1%	0.0%	2.1%	
ADT 1732															
AM Peak	6:00 AM	7:00 AM	7:00 AM	11:00 AM	7:00 AM	6:00 AM		9:00 AM	6:00 AM		8:00 AM	2:00 AM		7:00 AM	7:00 AM
Volume	1	53	117	3	44	1		4	1		1	1		3	217
PM Peak	5:00 PM	5:00 PM	4:00 PM	3:00 PM	5:00 PM	6:00 PM		2:00 PM			10:00 PM	10:00 PM		6:00 PM	4:00 PM
Volume	2	49	90	2	30	2		2			1	1		5	163

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	18	1246	2470	29	1054	14	0	54	5	0	10	5	0	95	5000
Percent	0.4%	24.9%	49.4%	0.6%	21.1%	0.3%	0.0%	1.1%	0.1%	0.0%	0.2%	0.1%	0.0%	1.9%	

ADT 1666

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Old Oregon Trail (btwn I-5 SB Ramps and I-5 NB Ramps)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta County, CA

QC JOB #: 10689248
DIRECTION: WB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		9	9	11		10			10	
1:00 AM		4	7	9		7			7	
2:00 AM		5	8	7		7			7	
3:00 AM		4	14	8		9			9	
4:00 AM		2	7	2		4			4	
5:00 AM		19	19	24		21			21	
6:00 AM		45	43	55		48			48	
7:00 AM		**221**	**221**	**217**		**220**			**220**	
8:00 AM		82	92	78		84			84	
9:00 AM		75	66	67		69			69	
10:00 AM		85	89	103		92			92	
11:00 AM		87	98	89		91			91	
12:00 PM		91	98	95		95			95	
1:00 PM		95	110	116		107			107	
2:00 PM		**167**	144	144		152			152	
3:00 PM		109	122	128		120			120	
4:00 PM		140	**155**	**163**		**153**			**153**	
5:00 PM		142	136	146		141			141	
6:00 PM		73	79	80		77			77	
7:00 PM		38	47	40		42			42	
8:00 PM		39	47	53		46			46	
9:00 PM		22	30	38		30			30	
10:00 PM		31	16	39		29			29	
11:00 PM		13	13	20		15			15	
Day Total		1598	1670	1732		1669			1669	
% Weekday Average		95.7%	100.1%	103.8%						
% Week Average		95.7%	100.1%	103.8%		100.0%				
AM Peak Volume		7:00 AM 221	7:00 AM 221	7:00 AM 217		7:00 AM 220			7:00 AM 220	
PM Peak Volume		2:00 PM 167	4:00 PM 155	4:00 PM 163		4:00 PM 153			4:00 PM 153	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 AM	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5
8:00 AM	0	0	**5**	0	0	0	0	0	0	0	0	0	0	**1**	6
9:00 AM	0	1	4	0	2	0	0	0	0	0	0	0	0	1	8
10:00 AM	0	1	5	0	3	0	0	0	0	0	0	0	0	0	**9**
11:00 AM	0	0	3	0	**4**	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	1	4	0	1	0	0	**1**	0	0	0	0	0	0	7
1:00 PM	0	2	4	0	**4**	0	0	0	0	0	0	0	0	0	10
2:00 PM	0	2	**18**	0	2	0	0	0	0	0	0	0	0	0	**22**
3:00 PM	0	1	9	0	2	0	0	0	0	0	0	0	0	0	12
4:00 PM	0	1	6	0	1	0	0	0	0	0	0	0	0	0	8
5:00 PM	0	**3**	13	0	2	0	0	0	0	0	0	0	0	**1**	19
6:00 PM	0	2	13	0	2	0	0	0	0	0	0	0	0	0	17
7:00 PM	0	1	4	0	0	0	0	0	0	0	0	0	0	0	5
8:00 PM	0	0	6	0	1	0	0	0	0	0	0	0	0	0	7
9:00 PM	0	0	4	0	4	0	0	0	0	0	0	0	0	0	8
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	17	103	0	29	0	0	1	0	0	0	0	0	3	153
Percent	0.0%	11.1%	67.3%	0.0%	19.0%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	

ADT 153

AM Peak Volume		3:00 AM 1	8:00 AM 5		11:00 AM 4								8:00 AM 1	10:00 AM 9
PM Peak Volume		5:00 PM 3	2:00 PM 18		1:00 PM 4			12:00 PM 1					5:00 PM 1	2:00 PM 22

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
7:00 AM	0	1	6	0	2	0	0	0	0	0	0	0	0	0	9
8:00 AM	0	0	6	0	0	0	0	0	0	0	0	0	0	0	6
9:00 AM	0	1	6	0	2	0	0	0	0	0	0	0	0	0	9
10:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
11:00 AM	0	1	**13**	0	**3**	0	0	**1**	0	0	0	0	0	0	**18**
12:00 PM	0	0	6	0	3	0	0	0	0	0	0	0	0	0	9
1:00 PM	0	4	7	0	3	0	0	0	0	0	0	0	0	0	14
2:00 PM	0	4	4	0	2	0	0	0	0	0	0	0	0	0	10
3:00 PM	0	**5**	11	0	**4**	0	0	0	0	0	0	0	0	0	**20**
4:00 PM	0	2	4	0	0	0	0	0	0	0	0	0	0	0	6
5:00 PM	0	1	**12**	0	0	0	0	0	0	0	0	0	0	0	13
6:00 PM	0	2	4	0	2	0	0	0	0	0	0	0	0	0	8
7:00 PM	0	0	6	0	3	0	0	0	0	0	0	0	0	0	9
8:00 PM	0	1	6	0	2	0	0	0	0	0	0	0	0	0	9
9:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
10:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
11:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
Day Total	0	27	99	0	28	0	0	1	0	0	0	0	0	0	155
Percent	0.0%	17.4%	63.9%	0.0%	18.1%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	

ADT 155

AM Peak Volume		3:00 AM 1	11:00 AM 13		11:00 AM 3			11:00 AM 1							11:00 AM 18
PM Peak Volume		3:00 PM 5	5:00 PM 12		3:00 PM 4										3:00 PM 20

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	**1**	2
7:00 AM	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
8:00 AM	0	1	6	0	2	0	0	**1**	0	0	0	0	0	0	10
9:00 AM	0	**2**	1	0	3	0	0	0	0	0	0	0	0	0	6
10:00 AM	0	2	6	0	**4**	0	0	0	0	0	0	0	0	0	**12**
11:00 AM	0	0	**7**	0	2	0	0	0	0	0	0	0	0	0	9
12:00 PM	0	3	8	0	2	0	0	0	0	0	0	0	0	0	13
1:00 PM	0	1	9	0	1	0	0	0	0	0	0	0	0	0	11
2:00 PM	**1**	**4**	**13**	0	3	0	0	0	0	0	0	0	0	0	**21**
3:00 PM	0	4	12	0	3	0	0	0	0	0	0	0	0	0	19
4:00 PM	0	2	2	0	2	0	0	0	0	0	0	0	0	**3**	9
5:00 PM	0	2	6	0	**4**	0	0	0	0	0	0	0	0	0	12
6:00 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	4
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	1	8	0	1	**1**	0	0	0	0	0	0	0	0	11
9:00 PM	0	1	3	0	1	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	1	29	89	0	29	1	0	1	0	0	0	0	0	4	154
Percent	0.6%	18.8%	57.8%	0.0%	18.8%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	
ADT 154															
AM Peak Volume		9:00 AM 2	11:00 AM 7		10:00 AM 4			8:00 AM 1						6:00 AM 1	10:00 AM 12
PM Peak Volume	2:00 PM 1	2:00 PM 4	2:00 PM 13		5:00 PM 4	8:00 PM 1								4:00 PM 3	2:00 PM 21

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1	73	291	0	86	1	0	3	0	0	0	0	0	7	462
Percent	0.2%	15.8%	63.0%	0.0%	18.6%	0.2%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	1.5%	

ADT 154

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0	0	0		0			0	
1:00 AM		0	0	1		0			0	
2:00 AM		1	0	0		0			0	
3:00 AM		1	1	1		1			1	
4:00 AM		0	0	0		0			0	
5:00 AM		0	0	0		0			0	
6:00 AM		1	3	2		2			2	
7:00 AM		5	9	4		6			6	
8:00 AM		6	6	10		7			7	
9:00 AM		8	9	6		8			8	
10:00 AM		**9**	4	**12**		8			8	
11:00 AM		7	**18**	9		**11**			**11**	
12:00 PM		7	9	13		10			10	
1:00 PM		10	14	11		12			12	
2:00 PM		**22**	10	**21**		**18**			**18**	
3:00 PM		12	**20**	19		17			17	
4:00 PM		8	6	9		8			8	
5:00 PM		19	13	12		15			15	
6:00 PM		17	8	4		10			10	
7:00 PM		5	9	2		5			5	
8:00 PM		7	9	11		9			9	
9:00 PM		8	3	5		5			5	
10:00 PM		0	1	0		0			0	
11:00 PM		0	3	2		2			2	
Day Total		153	155	154		154			154	
% Weekday Average		99.4%	100.6%	100.0%						
% Week Average		99.4%	100.6%	100.0%		100.0%				
AM Peak Volume		10:00 AM 9	11:00 AM 18	10:00 AM 12		11:00 AM 11			11:00 AM 11	
PM Peak Volume		2:00 PM 22	3:00 PM 20	2:00 PM 21		2:00 PM 18			2:00 PM 18	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB/SB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
3:00 AM	0	2	0	0	1	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	1	8
7:00 AM	0	1	11	0	3	0	0	0	0	0	0	0	0	0	15
8:00 AM	0	3	**14**	0	2	**1**	0	0	0	0	0	0	0	1	21
9:00 AM	0	**4**	12	0	3	0	0	0	0	0	0	0	0	**3**	**22**
10:00 AM	0	4	7	0	5	0	0	**1**	0	0	0	0	0	0	17
11:00 AM	0	1	5	0	**8**	0	0	0	0	0	0	0	0	0	14
12:00 PM	0	1	7	0	1	0	0	**1**	0	0	0	0	0	0	10
1:00 PM	0	4	11	0	**7**	0	0	0	0	0	0	0	0	0	22
2:00 PM	0	3	**27**	0	3	0	0	0	0	0	0	0	0	**3**	**36**
3:00 PM	0	4	13	0	3	0	0	0	0	0	0	0	0	0	20
4:00 PM	0	3	16	0	3	0	0	0	0	0	0	0	0	0	22
5:00 PM	0	**5**	24	0	3	0	0	0	0	0	0	0	0	1	33
6:00 PM	0	4	17	0	3	0	0	0	0	0	0	0	0	0	24
7:00 PM	0	3	9	0	1	0	0	0	0	0	0	0	0	0	13
8:00 PM	0	0	8	0	1	0	0	0	0	0	0	0	0	0	9
9:00 PM	0	0	5	0	5	0	0	0	0	0	0	0	0	0	10
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	47	195	0	54	1	0	2	0	0	0	0	0	9	308
Percent	0.0%	15.3%	63.3%	0.0%	17.5%	0.3%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	
ADT 308															
AM Peak Volume		9:00 AM 4	8:00 AM 14		11:00 AM 8	8:00 AM 1		10:00 AM 1						9:00 AM 3	9:00 AM 22
PM Peak Volume		5:00 PM 5	2:00 PM 27		1:00 PM 7			12:00 PM 1						2:00 PM 3	2:00 PM 36

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB/SB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	3	11	0	2	0	0	0	0	0	0	0	0	**1**	17
7:00 AM	0	2	14	0	5	0	0	0	0	0	0	0	0	0	21
8:00 AM	0	**6**	12	0	0	0	0	0	0	0	0	0	0	0	18
9:00 AM	0	3	10	0	3	0	0	0	0	0	0	0	0	0	16
10:00 AM	0	2	8	0	2	0	0	0	0	0	0	0	0	0	12
11:00 AM	0	2	**24**	0	**6**	0	0	**1**	0	0	0	0	0	0	**33**
12:00 PM	0	0	10	0	5	0	0	0	0	0	0	0	0	0	15
1:00 PM	0	**8**	**16**	0	6	0	0	0	0	0	0	0	0	**2**	**32**
2:00 PM	0	8	11	0	4	0	0	0	0	0	0	0	0	0	23
3:00 PM	0	6	16	0	**9**	0	0	0	0	0	0	0	0	0	31
4:00 PM	0	6	10	0	1	0	0	0	0	0	0	0	0	0	17
5:00 PM	0	5	15	0	0	0	0	0	0	0	0	0	0	0	20
6:00 PM	0	3	5	0	3	0	0	0	0	0	0	0	0	0	11
7:00 PM	0	0	9	0	5	0	0	0	0	0	0	0	0	0	14
8:00 PM	0	2	7	0	2	0	0	0	0	0	0	0	0	0	11
9:00 PM	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	5	0	0	0	0	0	0	0	0	0	0	0	5
Day Total	0	60	191	0	57	0	0	1	0	0	0	0	0	3	312
Percent	0.0%	19.2%	61.2%	0.0%	18.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	
ADT 312															
AM Peak Volume		8:00 AM 6	11:00 AM 24		11:00 AM 6			11:00 AM 1						6:00 AM 1	11:00 AM 33
PM Peak Volume		1:00 PM 8	1:00 PM 16		3:00 PM 9									1:00 PM 2	1:00 PM 32

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB/SB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	3	4	0	0	0	0	0	0	0	0	0	0	**2**	9
7:00 AM	0	2	11	0	1	0	0	0	0	0	0	0	0	0	14
8:00 AM	0	4	**12**	0	6	0	0	**1**	0	0	0	0	0	1	**24**
9:00 AM	0	**5**	5	0	5	0	0	1	0	0	0	0	0	0	16
10:00 AM	0	4	10	0	**7**	0	0	0	0	0	0	0	0	0	21
11:00 AM	0	2	11	0	3	0	0	0	0	0	0	0	0	0	16
12:00 PM	0	5	16	0	5	0	0	0	0	0	0	0	0	0	26
1:00 PM	0	4	16	0	2	0	0	0	0	0	0	0	0	0	22
2:00 PM	**1**	**8**	**23**	0	3	0	0	0	0	0	0	0	0	1	**36**
3:00 PM	0	4	18	0	**6**	0	0	0	0	0	0	0	0	0	28
4:00 PM	0	4	11	0	6	0	0	0	0	0	0	0	0	**4**	25
5:00 PM	0	8	8	0	5	0	0	0	0	0	0	0	0	0	21
6:00 PM	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
7:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
8:00 PM	0	1	10	0	2	**1**	0	0	0	0	0	0	0	0	14
9:00 PM	0	1	4	0	2	0	0	0	0	0	0	0	0	0	7
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	1	63	170	0	57	1	0	2	0	0	0	0	0	8	302
Percent	0.3%	20.9%	56.3%	0.0%	18.9%	0.3%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	
ADT 302															
AM Peak Volume		9:00 AM 5	8:00 AM 12		10:00 AM 7			8:00 AM 1						6:00 AM 2	8:00 AM 24
PM Peak Volume	2:00 PM 1	2:00 PM 8	2:00 PM 23		3:00 PM 6	8:00 PM 1								4:00 PM 4	2:00 PM 36

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB/SB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	1	170	556	0	168	2	0	5	0	0	0	0	0	20	922
Percent	0.1%	18.4%	60.3%	0.0%	18.2%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	2.2%	
ADT 307															

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: NB/SB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Mon	Tue 31-Jan-12	Wed 01-Feb-12	Thu 02-Feb-12	Fri	Average Weekday Hourly Traffic	Sat	Sun	Average Week Hourly Traffic	Average Week Profile
12:00 AM		0	0	0		0			0	
1:00 AM		0	0	1		0			0	
2:00 AM		2	0	1		1			1	
3:00 AM		3	5	4		4			4	
4:00 AM		2	1	1		1			1	
5:00 AM		4	2	3		3			3	
6:00 AM		8	17	9		11			11	
7:00 AM		15	21	14		17			17	
8:00 AM		21	18	**24**		**21**			**21**	
9:00 AM		**22**	16	16		18			18	
10:00 AM		17	12	21		17			17	
11:00 AM		14	**33**	16		21			21	
12:00 PM		10	15	26		17			17	
1:00 PM		22	**32**	22		25			25	
2:00 PM		**36**	23	**36**		**32**			**32**	
3:00 PM		20	31	28		26			26	
4:00 PM		22	17	25		21			21	
5:00 PM		33	20	21		25			25	
6:00 PM		24	11	6		14			14	
7:00 PM		13	14	2		10			10	
8:00 PM		9	11	14		11			11	
9:00 PM		10	5	7		7			7	
10:00 PM		0	3	3		2			2	
11:00 PM		1	5	2		3			3	
Day Total		308	312	302		307			307	
% Weekday Average		100.3%	101.6%	98.4%						
% Week Average		100.3%	101.6%	98.4%		100.0%				
AM Peak Volume		9:00 AM 22	11:00 AM 33	8:00 AM 24		8:00 AM 21			8:00 AM 21	
PM Peak Volume		2:00 PM 36	1:00 PM 32	2:00 PM 36		2:00 PM 32			2:00 PM 32	

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: SB
DATE: Jan 31 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2
4:00 AM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
5:00 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
6:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	1	7
7:00 AM	0	1	7	0	2	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	**3**	**9**	0	2	**1**	0	0	0	0	0	0	0	0	**15**
9:00 AM	0	3	8	0	1	0	0	0	0	0	0	0	0	**2**	14
10:00 AM	0	3	2	0	2	0	0	**1**	0	0	0	0	0	0	8
11:00 AM	0	1	2	0	**4**	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
1:00 PM	0	2	7	0	**3**	0	0	0	0	0	0	0	0	0	12
2:00 PM	0	1	9	0	1	0	0	0	0	0	0	0	0	**3**	**14**
3:00 PM	0	**3**	4	0	1	0	0	0	0	0	0	0	0	0	8
4:00 PM	0	2	10	0	2	0	0	0	0	0	0	0	0	0	14
5:00 PM	0	2	**11**	0	1	0	0	0	0	0	0	0	0	0	14
6:00 PM	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
7:00 PM	0	2	5	0	1	0	0	0	0	0	0	0	0	0	8
8:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 PM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
Day Total	0	30	92	0	25	1	0	1	0	0	0	0	0	6	155
Percent	0.0%	19.4%	59.4%	0.0%	16.1%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	3.9%	

ADT 155

AM Peak Volume		8:00 AM 3	8:00 AM 9		11:00 AM 4	8:00 AM 1		10:00 AM 1						9:00 AM 2	8:00 AM 15
PM Peak Volume		3:00 PM 3	5:00 PM 11		1:00 PM 3									2:00 PM 3	2:00 PM 14

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: SB
DATE: Feb 01 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	0	1	2	0	1	0	0	0	0	0	0	0	0	0	4
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
6:00 AM	0	2	9	0	2	0	0	0	0	0	0	0	0	**1**	14
7:00 AM	0	1	8	0	**3**	0	0	0	0	0	0	0	0	0	12
8:00 AM	0	**6**	6	0	0	0	0	0	0	0	0	0	0	0	12
9:00 AM	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
10:00 AM	0	1	6	0	1	0	0	0	0	0	0	0	0	0	8
11:00 AM	0	1	**11**	0	3	0	0	0	0	0	0	0	0	0	**15**
12:00 PM	0	0	4	0	2	0	0	0	0	0	0	0	0	0	6
1:00 PM	0	**4**	**9**	0	3	0	0	0	0	0	0	0	0	**2**	**18**
2:00 PM	0	4	7	0	2	0	0	0	0	0	0	0	0	0	13
3:00 PM	0	1	5	0	**5**	0	0	0	0	0	0	0	0	0	11
4:00 PM	0	4	6	0	1	0	0	0	0	0	0	0	0	0	11
5:00 PM	0	4	3	0	0	0	0	0	0	0	0	0	0	0	7
6:00 PM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
7:00 PM	0	0	3	0	2	0	0	0	0	0	0	0	0	0	5
8:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
9:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
11:00 PM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
Day Total	0	33	92	0	29	0	0	0	0	0	0	0	0	3	157
Percent	0.0%	21.0%	58.6%	0.0%	18.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	
ADT 157															
AM Peak Volume		8:00 AM 6	11:00 AM 11		7:00 AM 3									6:00 AM 1	11:00 AM 15
PM Peak Volume		1:00 PM 4	1:00 PM 9		3:00 PM 5									1:00 PM 2	1:00 PM 18

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: SB
DATE: Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
12:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
3:00 AM	0	1	1	0	1	0	0	0	0	0	0	0	0	0	3
4:00 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:00 AM	0	0	1	0	2	0	0	0	0	0	0	0	0	0	3
6:00 AM	0	2	4	0	0	0	0	0	0	0	0	0	0	**1**	7
7:00 AM	0	1	**8**	0	1	0	0	0	0	0	0	0	0	0	10
8:00 AM	0	**3**	6	0	**4**	0	0	0	0	0	0	0	0	1	**14**
9:00 AM	0	3	4	0	2	0	0	**1**	0	0	0	0	0	0	10
10:00 AM	0	2	4	0	3	0	0	0	0	0	0	0	0	0	9
11:00 AM	0	2	4	0	1	0	0	0	0	0	0	0	0	0	7
12:00 PM	0	2	8	0	3	0	0	0	0	0	0	0	0	0	13
1:00 PM	0	3	7	0	1	0	0	0	0	0	0	0	0	0	11
2:00 PM	0	4	**10**	0	0	0	0	0	0	0	0	0	0	**1**	15
3:00 PM	0	0	6	0	3	0	0	0	0	0	0	0	0	0	9
4:00 PM	0	2	9	0	**4**	0	0	0	0	0	0	0	0	1	**16**
5:00 PM	0	**6**	2	0	1	0	0	0	0	0	0	0	0	0	9
6:00 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 PM	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
9:00 PM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
10:00 PM	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
11:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Day Total	0	34	81	0	28	0	0	1	0	0	0	0	0	4	148
Percent	0.0%	23.0%	54.7%	0.0%	18.9%	0.0%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	2.7%	
ADT 148															
AM Peak Volume		8:00 AM 3	7:00 AM 8		8:00 AM 4			9:00 AM 1						6:00 AM 1	8:00 AM 14
PM Peak Volume		5:00 PM 6	2:00 PM 10		4:00 PM 4									2:00 PM 1	4:00 PM 16

Comments:

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

SUMMARY - Tube Count - Vehicle Classification Data

LOCATION: Shasta Park Dr (just north of Shasta Dam Blvd)
SPECIFIC LOCATION: 100 ft from
CITY/STATE: Shasta Lake, CA

QC JOB #: 10689243
DIRECTION: SB
DATE: Jan 31 2012 - Feb 02 2012

Start Time	Motor-cycles	Cars & Trailer	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi	Not Classified	Total
Grand Total	0	97	265	0	82	1	0	2	0	0	0	0	0	13	460
Percent	0.0%	21.1%	57.6%	0.0%	17.8%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	

ADT 153

Comments:

Report generated on 2/15/2012 4:14 PM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net)

DRAFT
Quality Counts
TRANSPORTATION DATA COLLECTION

Dist	Route	CO	Postmile	Description	Back Peak Hour	Back Peak Month	Back AADT	Ahead Peak Hour	Ahead Peak Month	Ahead AADT
2	5	SHA	R 12.152	CHURN CREEK RD	4,700	55,000	51,000	4,900	55,000	52,000
2	5	SHA	R 14.443	CYPRESS AVE UC	4,900	55,000	64,000	4,900	55,000	64,000
2	5	SHA	R 14.459	REDDING, CYPRESS ST	4,950	55,000	52,000	5,800	69,000	64,000
2	5	SHA	R 15.448	REDDING, JCT. RTE. 44	5,800	69,000	64,000	4,800	58,000	52,000
2	5	SHA	R 17.322	REDDING, JCT. RTE. 299	4,800	58,000	52,000	3,750	46,000	39,000
2	5	SHA	R 18.068	REDDING, TWINVIEW BLVD	3,750	46,000	39,000	3,200	40,000	33,000
2	5	SHA	R 18.481	REDDING, JCT. RTE. 273	3,200	40,000	33,000	3,900	47,500	41,000
2	5	SHA	R 19.402	REDDING, OASIS RD	3,900	47,500	41,000	3,350	40,000	33,500
2	5	SHA	R 20.995	PINE GROVE	3,350	40,000	33,500	3,050	36,000	29,500
2	5	SHA	R 22.144	JCT. RTE. 151 WEST	3,050	36,000	29,500	2,550	28,500	22,100
2	5	SHA	R 24.082	MOUNTAIN GATE	2,550	28,500	22,100	2,450	27,000	20,500
2	5	SHA	R 26.035	FAWNDALE	2,450	27,000	20,500	2,400	25,500	19,700
2	5	SHA	R 27.632	BRIDGE BAY	2,400	25,500	19,700	2,350	25,500	19,300
2	5	SHA	R 28.906 R	BEG INDEP ALIGN RT LNS	1,150	12,200	9,600	1,150	12,200	9,600
2	5	SHA	R 29.315 R	TURNTABLE BAY RD	1,150	12,200	9,600	1,150	12,200	9,600
2	5	SHA	R 32.159 R	O' BRIEN	1,150	12,200	9,600	1,150	12,100	9,200
2	5	SHA	R 34.498 R	END ALIGN	1,150	12,100	9,200	1,150	12,100	9,200
2	5	SHA	R 28.906 L	BEGIN LEFT ALIGN	1,150	12,100	7,800	1,150	12,100	9,700
2	5	SHA	R 29.285 L	TURNTABLE BAY UNDRCROS	1,200	12,300	9,700	1,200	12,300	9,700
2	5	SHA	R 32.04 L	O'BRIEN	1,200	12,200	9,700	1,150	12,000	9,200
2	5	SHA	R 34.355 L	END INDEP ALIGN	1,200	12,200	9,700	1,150	12,000	9,200
2	5	SHA	R 36.825	GILMAN RD	2,300	24,300	18,400	2,250	23,600	17,900
2	5	SHA	R 41.053	ANTLER	2,250	23,600	17,900	2,250	23,000	17,400
2	5	SHA	R 42.316	LAKEHEAD	2,250	23,000	17,400	2,250	22,800	17,200
2	5	SHA	R 45.953	VOLLMERS RD	2,250	22,800	17,200	2,250	22,700	17,200
2	5	SHA	R 49.147	LA MOINE RD	2,250	22,700	17,200	2,200	22,700	17,200
2	5	SHA	R 50.813	POLLARD FLAT	2,200	22,700	17,200	2,200	22,500	17,000
2	5	SHA	52.9	GIBSON	2,200	22,500	17,000	2,200	22,500	17,000
2	5	SHA	57.41	SIMS RD	2,200	22,500	17,000	2,200	22,500	17,100
2	5	SHA	59.35	FLUME CREEK	2,200	22,500	17,100	2,200	22,500	17,100
2	5	SHA	60.508	CONANT RD	2,200	22,500	17,100	2,200	22,500	17,100
2	5	SHA	61.745	SWEETBRIER AVE	2,200	22,500	17,100	2,200	22,500	17,100
2	5	SHA	63.583	CASTELLA	2,200	22,500	17,100	2,200	22,500	17,300
2	5	SHA	65.413	SODA CREEK RD	2,200	22,500	17,300	2,250	22,900	17,500
2	5	SHA	66.842	CASTLE CRAGS DRIVE	2,250	22,400	17,500	2,250	23,300	18,000
2	5	SHA	67.019	SHASTA/SISKIYOU CO LINE	2,250	23,300	18,000			
2	5	SIS	0	SHASTA/SISKIYOU CO LINE				2,250	23,300	18,000
2	5	SIS	0.685	SOUTH DUNSMUIR	2,250	23,300	18,000	2,200	22,600	17,200

DRAFT

02-SHA-005

P P	POST MILE	P S	DESCRIPTION	2001 ADT	2002 ADT	2003 ADT	2004 ADT	2005 ADT	2006 ADT	2007 ADT	2008 ADT	2009 ADT	2010 ADT
R	018.222		TWINVIEW 6-143 N/B ON			820			820			820	
R	018.734		SB OFF TO RTE 273			3950			3700			3700	
R	018.781		NB ON FR RTE 273			4550			5600			4750	
R	019.251		OASIS RD S/B ON			4950			5500			5000	
R	019.255		OASIS RD N/B OFF			4800			5300			5200	
R	019.530		OASIS RD N/B ON			900			1050			1100	
R	019.674		OASIS RD S/B OFF			960			1100			1150	
R	020.862		PINE GROVE 6-161 S/B ON			2900			3200			2700	
R	020.869		PINE GROVE 6-161 N/BOFF			3150			3450			2950	
R	021.090		PINE GROVE 6-161 N/B ON			610			610			610	
R	021.121		PINE GROVE 6-161 S/BOFF			570			590			500	
R	021.846		NB OFF TO RTE 151			5200			6000			5000	
R	022.024		NB ON FR RTE 151			960			760			1050	
R	022.032		SB ON FR RTE 151			5300			6000			5300	
R	022.344		S/B OFF TO RTE 151			910			1000			1050	
R	023.906		NB OFF TO MTN GATE			1350			1750			1400	
R	023.922		SB ON FR MTN GATE			1350			1800			1450	
R	024.241		SB OFF TO MTN GATE			400			450			400	
R	024.258		NB ON FR MTN GATE			420			440			420	
R	025.823		FAWNDALE 6-162 S/B ON			490			700			390	
R	025.862		FAWNDALE 6-162 N/B OFF			530			710			400	
R	026.222		FAWNDALE 6-162 N/B ON			100			150			80	

DRAFT

									AM PEAK							PM PEAK						
DI	RTE	CO	PRE	PM	CS	LEG	YR	Dir	1 WAY	%	%	%	HR	DAY	MNTH	Dir	1 WAY	%	%	%	HR	DAY	MNTH
03	005	SAC		26.72	39	B	10	S	7614	7.82	61.22	4.79	7	TUE	APR	N	7975	8.71	57.54	5.01	16	THU	JUN
03	005	SAC		26.72	40	A	10	S	7110	7.36	63.49	4.67	7	WED	MAY	N	7746	7.89	64.51	5.09	17	FRI	APR
03	005	SAC		29.91	50	A	10	N	2855	6.43	59.16	3.81	7	MON	NOV	S	3297	7.78	56.51	4.4	16	THU	AUG
03	005	SAC		32.73	543	A	09	N	1968	7.28	53.29	3.88	12	THU	NOV	S	2531	9.16	54.48	4.99	17	WED	NOV
03	005	YOL		5.53	65	B	10	N	1963	7.25	53.9	3.91	7	WED	NOV	S	2630	8.48	61.8	5.24	17	THU	JUL
03	005	YOL	R	6.5	70	A	08	S	1018	7.27	51.89	3.77	11	SAT	AUG	S	1197	8.47	52.34	4.43	16	FRI	AUG
03	005	YOL	R	7.086	75	A	10	S	1348	7.92	50.19	3.98	11	SUN	NOV	S	1611	9.02	52.66	4.75	16	FRI	JUL
03	005	YOL	R	22.61	79	B	10	N	1054	8.14	58.23	4.74	12	SAT	MAR	S	1230	9.58	57.77	5.53	15	SUN	DEC
03	005	COL	R	6.793	82	B	08	N	1399	8.83	52.97	4.68	11	SAT	AUG	S	1781	9.64	61.78	5.95	17	SUN	AUG
03	005	COL	R	17.98	85	B	10	N	1618	10.88	52.46	5.71	11	THU	NOV	N	1960	13.22	52.3	6.91	14	WED	NOV
03	005	GLE	R	9.872	345	B	08	N	1203	9.34	52.86	4.94	12	FRI	AUG	S	1625	11.07	60.27	6.67	16	SUN	AUG
03	005	GLE	R	10.88	202	B	10	N	1498	9.36	61.02	5.71	10	SAT	SEP	S	1792	11.66	58.6	6.83	15	SUN	DEC
03	005	GLE	R	24.82	92	B	08	N	1169	7.93	60.54	4.8	11	SAT	FEB	S	1554	10.79	59.11	6.38	14	SUN	AUG
03	005	GLE	R	27.81	95	A	10	S	1387	10.14	55.88	5.66	12	SUN	AUG	S	1648	10.46	64.33	6.73	17	SUN	NOV
02	005	TEH		31.04	202	B	10	N	1930	9.2	52.79	4.86	12	SUN	DEC	N	2179	9.71	56.47	5.48	16	FRI	SEP
02	005	SHA	R	14.46	304	A	10	N	2787	8.1	53.89	4.36	12	THU	APR	N	3023	8.67	54.6	4.73	17	FRI	MAY
02	005	SHA	R	24.08	309	A	10	N	1168	9.78	58.4	5.71	11	SAT	MAR	N	1302	10.31	61.74	6.37	14	SAT	MAR
02	005	SHA	R	26.04	273	B	10	S	1281	11.55	54.96	6.34	10	MON	JUL	S	1388	12.07	56.98	6.87	15	SUN	AUG
02	005	SHA		57.41	179	B	10	N	1106	12.99	50.11	6.51	12	WED	NOV	N	1224	12.03	59.88	7.2	16	FRI	JUL
02	005	SIS	R	11.17	310	O	10	S	1120	11.27	50.27	5.67	12	SUN	AUG	N	1340	13.07	51.88	6.78	17	WED	NOV
02	005	SIS	R	52.78	232	O	10	S	919	11.21	55.46	6.22	11	MON	DEC	N	1002	11.9	56.93	6.78	15	THU	JUL
02	005	SIS	R	68.33	231	B	10	N	889	10.69	60.81	6.5	11	SUN	JAN	N	998	13.95	52.31	7.29	14	SUN	DEC
09	006	INY		0	944	A	10	S	221	8.78	70.61	6.2	7	TUE	JUN	N	214	9.53	62.94	6	17	WED	MAY
09	006	INY	R	3.952	945	A	08	S	138	8.39	86.25	7.23	7	MON	SEP	N	123	10.59	60.89	6.45	17	FRI	NOV
11	007	IMP		1.188	401	A	10	N	217	7.26	56.36	4.09	7	MON	FEB	S	348	10.09	65.05	6.56	16	FRI	MAR
11	007	IMP		6.718	402	B	10	N	229	6.54	64.15	4.19	8	MON	DEC	S	357	11.81	55.35	6.54	16	FRI	JAN
11	008	SD	L	1.213	951	B	10	E	2300	7.86	63.08	4.96	8	WED	DEC	W	2106	8.37	54.21	4.54	17	WED	AUG
11	008	SD	L	1.213	958	A	10	E	4539	7.49	59.61	4.46	7	WED	APR	W	4783	8.62	54.55	4.7	17	THU	SEP
11	008	SD	R	.023	859	A	10	W	7703	6.53	61.86	4.04	7	FRI	APR	E	8372	7.75	56.68	4.39	16	TUE	MAR
11	008	SD		.946	804	A	10	W	8195	7.44	57.8	4.3	7	WED	NOV	E	8502	7.96	56.05	4.46	16	MON	APR
11	008	SD		8.336	807	B	10	W	11301	7.58	66.11	5.01	7	WED	JUN	E	10725	7.84	60.6	4.75	16	WED	JAN
11	008	SD		8.336	808	A	10	W	10322	7.84	66.83	5.24	7	THU	APR	E	9695	8.02	61.31	4.92	16	TUE	DEC
11	008	SD		14.59	806	B	10	W	8383	7.33	60.59	4.44	7	WED	DEC	E	8679	8.29	55.4	4.6	16	THU	NOV

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RTE	DIST	CNTY	POST MILE	LEG	DESCRIPTION	VEHICLE AADT TOTAL	TRUCK AADT TOTAL	TRUCK % TOT VEH	TRUCK AADT TOTAL ---- By Axle ---- 2	3	4	5+	% TRUCK AADT ---- By Axle ---- 2	3	4	5+	EAL 2-WAY (1000)	YEAR VER/ EST
005	02	SHA	R 5.294	A	ANDERSON, BALLS FERRY ROAD	41,500	5,134	12.37	432	360	145	4,196	8.42	7.02	2.83	81.73	1,517	10E
005	02	SHA	R 5.64	A	ANDERSON, NORTH STREET	49,500	6,173	12.47	598	427	156	4,993	9.68	6.91	2.52	80.89	1,806	10E
005	02	SHA	R 6.743	A	RIVERSIDE AVENUE	49,500	6,282	12.69	498	452	156	5,176	7.93	7.19	2.48	82.40	1,868	10E
005	02	SHA	R 9.772	A	KNIGHTON ROAD	51,000	6,487	12.72	514	466	162	5,345	7.92	7.19	2.49	82.40	1,929	10E
005	02	SHA	R 12.152	A	CHURN CREEK ROAD	52,000	6,536	12.57	563	393	144	5,435	8.62	6.01	2.21	83.16	1,952	10E
005	02	SHA	R 15.448	A	REDDING, JCT. RTE. 44	52,000	6,838	13.15	733	599	285	5,221	10.72	8.76	4.17	76.35	1,924	10E
005	02	SHA	R 17.322	A	REDDING, JCT. RTE. 299	39,000	6,533	16.75	555	340	127	5,511	8.50	5.21	1.94	84.35	1,971	10E
005	02	SHA	R 18.068	A	REDDING, TWINVIEW BOULEVARD	33,000	6,069	18.39	513	466	214	4,875	8.46	7.68	3.53	80.33	1,774	10E
005	02	SHA	R 18.481	A	REDDING, JCT. RTE. 273	41,000	5,871	14.32	493	268	101	5,008	8.40	4.56	1.72	85.30	1,785	10V
005	02	SHA	R 19.402	A	REDDING, OASIS ROAD	33,500	5,651	16.87	531	464	263	4,393	9.40	8.21	4.66	77.74	1,616	10E
005	02	SHA	R 20.995	A	PINE GROVE	29,500	5,505	18.66	401	452	257	4,395	7.29	8.21	4.67	79.83	1,610	10E
005	02	SHA	R 22.144	A	JCT. RTE. 151 WEST	22,100	5,406	24.46	445	175	100	4,687	8.23	3.23	1.85	86.70	1,663	10E
005	02	SHA	R 24.082	A	MOUNTAIN GATE	20,500	5,209	25.41	423	144	58	4,584	8.12	2.76	1.11	88.00	1,618	10V
005	02	SHA	R 26.035	A	FAWNDALE	19,700	5,209	26.44	432	218	97	4,462	8.30	4.18	1.87	85.65	1,589	10E
005	02	SHA	R 27.632	A	BRIDGE BAY	19,300	5,207	26.98	417	208	104	4,478	8.00	4.00	2.00	86.00	1,594	10E
005	02	SHA	R 29.315	A	TURNTABLE BAY ROAD	19,200	5,205	27.11	416	208	104	4,476	8.00	4.00	2.00	86.00	1,593	10E
005	02	SHA	R 32.159	A	O' BRIEN	18,400	5,205	28.29	416	208	104	4,476	8.00	4.00	2.00	86.00	1,593	10E
005	02	SHA	R 36.825	A	GILMAN ROAD	17,900	5,205	29.08	416	208	104	4,476	8.00	4.00	2.00	86.00	1,593	10E

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PeMS Volume

Month	2010	2009	2007	Factor
January	717,368	803,753	853,047	1.00
February	759,675	748,753	766,159	0.96
March	980,946	949,308	847,246	1.17
April	756,666	988,224	426,560	0.91
May	450,145	927,056	360,110	0.73
June	543,839	1,037,019	634,407	0.93
July	944,835	816,251	598,691	0.99
August	1,066,308	745,162	1,051,013	1.21
September	920,958	887,948	838,521	1.12
October	85,905	869,448	921,621	0.79
November	542,205	716,467	684,079	0.82
December	151,455	898,179	338,571	0.58

Note: 2008 data is incomplete

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APPENDIX 2: EXISTING NO PROJECT LOS WORKSHEETS

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	32	0	0	107	15	162	0	38	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	35	0	0	116	16	176	0	41	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	133			35			166	174	35	186	166	124
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	133			35			166	174	35	186	166	124
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	100			100			78	100	96	100	100	100
cM capacity (veh/h)	1465			1590			799	721	1018	746	729	932

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	38	133	217
Volume Left	3	0	176
Volume Right	0	16	41
cSH	1465	1700	987
Volume to Capacity	0.00	0.08	0.22
Queue Length 95th (ft)	0	0	21
Control Delay (s)	0.7	0.0	10.4
Lane LOS	A		B
Approach Delay (s)	0.7	0.0	10.4
Approach LOS			B

Intersection Summary			
Average Delay	5.9		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	32	179	77	196	0	0	0	0	3	3	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	35	195	84	213	0	0	0	0	3	3	4
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	213			229			516	512	132	512	610	213
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	213			229			516	512	132	512	610	213
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.8	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	4.1	4.0	3.3
p0 queue free %	100			94			100	100	100	99	99	99
cM capacity (veh/h)	1369			1351			445	439	923	365	387	832

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	229	297	11
Volume Left	0	84	3
Volume Right	195	0	4
cSH	1700	1351	626
Volume to Capacity	0.13	0.06	0.02
Queue Length 95th (ft)	0	5	1
Control Delay (s)	0.0	2.6	12.6
Lane LOS		A	B
Approach Delay (s)	0.0	2.6	12.6
Approach LOS			B

Intersection Summary			
Average Delay	1.7		
Intersection Capacity Utilization	40.6%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	200	0	1	208	1
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	217	0	1	226	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	453	0			1	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	453	0			1	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	80			86	
cM capacity (veh/h)	489	1085			1615	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	217	0	1	227
Volume Left	0	0	0	226
Volume Right	217	0	1	0
cSH	1085	1700	1700	1615
Volume to Capacity	0.20	0.00	0.00	0.14
Queue Length 95th (ft)	19	0	0	12
Control Delay (s)	9.1	0.0	0.0	7.6
Lane LOS	A			A
Approach Delay (s)	9.1	0.0		7.6
Approach LOS	A			

Intersection Summary			
Average Delay	8.3		
Intersection Capacity Utilization	30.6%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	98	752	0	388	0	0	0	0	0	0	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0							4.0
Lane Util. Factor		1.00	1.00		0.95							1.00
Frt		1.00	0.85		1.00							0.86
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		1881	1568		3406							1580
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		1881	1568		3406							1580
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	107	817	0	422	0	0	0	0	0	0	116
RTOR Reduction (vph)	0	0	580	0	0	0	0	0	0	0	0	49
Lane Group Flow (vph)	0	107	237	0	422	0	0	0	0	0	0	67
Heavy Vehicles (%)	0%	1%	3%	0%	6%	0%	0%	0%	0%	0%	0%	4%
Turn Type		NA	Perm		NA							custom
Protected Phases		4			8							
Permitted Phases			4									6
Actuated Green, G (s)		17.4	17.4		17.4							34.6
Effective Green, g (s)		17.4	17.4		17.4							34.6
Actuated g/C Ratio		0.29	0.29		0.29							0.58
Clearance Time (s)		4.0	4.0		4.0							4.0
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		545	454		987							911
v/s Ratio Prot		0.06			0.12							
v/s Ratio Perm			c0.15									c0.04
v/c Ratio		0.20	0.52		0.43							0.07
Uniform Delay, d1		16.0	17.8		17.3							5.6
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.2	1.1		0.3							0.2
Delay (s)		16.2	18.9		17.6							5.8
Level of Service		B	B		B							A
Approach Delay (s)		18.6			17.6			0.0			5.8	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.22		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	652	75	14	413	62	45	14	55	143	9	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3539	1489	1671	3339		1805	1759	1482	1752	1900	1475
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3539	1489	1671	3339		1805	1759	1482	1752	1900	1475
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	709	82	15	449	67	49	15	60	155	10	59
RTOR Reduction (vph)	0	0	30	0	5	0	0	0	56	0	0	50
Lane Group Flow (vph)	28	709	52	15	511	0	49	15	4	155	10	9
Confl. Peds. (#/hr)			2	2			2					2
Heavy Vehicles (%)	0%	2%	6%	8%	6%	6%	0%	8%	9%	3%	0%	7%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	2.7	45.4	45.4	1.2	43.9		4.7	5.6	5.6	11.9	12.8	12.8
Effective Green, g (s)	2.7	45.4	45.4	1.2	43.9		4.7	5.6	5.6	11.9	12.8	12.8
Actuated g/C Ratio	0.03	0.55	0.55	0.01	0.53		0.06	0.07	0.07	0.14	0.16	0.16
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	59	1957	823	24	1785		103	119	101	253	296	229
v/s Ratio Prot	c0.02	c0.20		0.01	0.15		0.03	c0.01		c0.09	0.01	
v/s Ratio Perm			0.04						0.00			0.01
v/c Ratio	0.47	0.36	0.06	0.62	0.29		0.48	0.13	0.04	0.61	0.03	0.04
Uniform Delay, d1	39.0	10.3	8.5	40.2	10.5		37.5	36.0	35.7	32.9	29.4	29.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	0.5	0.1	36.6	0.4		2.5	0.3	0.1	3.7	0.0	0.1
Delay (s)	43.3	10.8	8.7	76.8	10.9		40.0	36.3	35.9	36.7	29.4	29.5
Level of Service	D	B	A	E	B		D	D	D	D	C	C
Approach Delay (s)		11.7			12.8			37.6			34.4	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	82.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	87	1	6	98	9	6	0	25	14	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	95	1	7	107	10	7	0	27	15	0	3
Pedestrians								2			1	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)									2			2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	117			98			218	227	97	229	218	108
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	117			98			218	227	97	229	218	108
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			100			99	100	97	98	100	100
cM capacity (veh/h)	1482			1506			735	671	963	690	679	951

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	96	7	107	10	34	18
Volume Left	0	0	7	0	0	7	15
Volume Right	0	1	0	0	10	27	3
cSH	1700	1700	1506	1700	1700	1194	837
Volume to Capacity	0.00	0.06	0.00	0.06	0.01	0.03	0.02
Queue Length 95th (ft)	0	0	0	0	0	2	2
Control Delay (s)	0.0	0.0	7.4	0.0	0.0	9.1	10.1
Lane LOS			A			A	B
Approach Delay (s)	0.0		0.4			9.1	10.1
Approach LOS						A	B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	22.1%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	54	54	0	0	78	10	255	0	18	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	59	59	0	0	85	11	277	0	20	0	0	0
Pedestrians								2			1	
Lane Width (ft)								12.0			0.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	97			61			268	275	61	277	269	91
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	97			61			268	275	61	277	269	91
tC, single (s)	4.1			4.1			7.2	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.4	3.5	4.0	3.3
p0 queue free %	96			100			57	100	98	100	100	100
cM capacity (veh/h)	1484			1553			650	610	989	645	614	972

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	59	59	96	297
Volume Left	59	0	0	277
Volume Right	0	0	11	20
cSH	1484	1700	1700	696
Volume to Capacity	0.04	0.03	0.06	0.43
Queue Length 95th (ft)	3	0	0	53
Control Delay (s)	7.5	0.0	0.0	14.2
Lane LOS	A			B
Approach Delay (s)	3.8		0.0	14.2
Approach LOS				B

Intersection Summary			
Average Delay	9.1		
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	99	399	38	292	0	0	0	0	15	0	33
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	108	434	41	317	0	0	0	0	16	0	36
Pedestrians								2			1	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	318			543			510	511	110	509	944	318
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318			543			510	511	110	509	944	318
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			96			100	100	100	96	100	95
cM capacity (veh/h)	1252			1036			440	450	949	451	253	726

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	108	434	41	317	52
Volume Left	0	0	41	0	16
Volume Right	0	434	0	0	36
cSH	1700	1700	1036	1700	1056
Volume to Capacity	0.06	0.26	0.04	0.19	0.05
Queue Length 95th (ft)	0	0	3	0	4
Control Delay (s)	0.0	0.0	8.6	0.0	11.2
Lane LOS			A		B
Approach Delay (s)	0.0		1.0		11.2
Approach LOS					B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	89	0	0	435	8	187	1	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.98			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1837			1863	1252		1741	1553			
Flt Permitted		0.69			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1285			1863	1252		1741	1553			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	89	0	0	435	8	187	1	99	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	5	0	0	54	0	0	0
Lane Group Flow (vph)	0	149	0	0	435	3	0	188	45	0	0	0
Heavy Vehicles (%)	2%	1%	0%	0%	2%	29%	4%	0%	4%	0%	0%	0%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		13.7			13.7	13.7		18.3	18.3			
Effective Green, g (s)		13.7			13.7	13.7		18.3	18.3			
Actuated g/C Ratio		0.34			0.34	0.34		0.46	0.46			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		440			638	428		796	710			
v/s Ratio Prot					c0.23							
v/s Ratio Perm		0.12				0.00		0.11	0.03			
v/c Ratio		0.34			0.68	0.01		0.24	0.06			
Uniform Delay, d1		9.8			11.3	8.7		6.6	6.1			
Progression Factor		1.10			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.4			3.0	0.0		0.7	0.2			
Delay (s)		11.2			14.3	8.7		7.3	6.2			
Level of Service		B			B	A		A	A			
Approach Delay (s)		11.2			14.2			6.9			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	121	375	0	277	332	0	0	0	30	1	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0					4.0	4.0
Lane Util. Factor		1.00			1.00	1.00					1.00	1.00
Frt		0.90			1.00	0.85					1.00	0.85
Flt Protected		1.00			1.00	1.00					0.95	1.00
Satd. Flow (prot)		1625			1845	1599					1812	1417
Flt Permitted		1.00			1.00	1.00					0.95	1.00
Satd. Flow (perm)		1625			1845	1599					1812	1417
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	121	375	0	277	332	0	0	0	30	1	105
RTOR Reduction (vph)	0	262	0	0	0	232	0	0	0	0	0	53
Lane Group Flow (vph)	0	234	0	0	277	100	0	0	0	0	31	52
Heavy Vehicles (%)	0%	5%	5%	0%	3%	1%	0%	0%	0%	0%	0%	14%
Turn Type		NA			NA	Perm				Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases						8				6		6
Actuated Green, G (s)		12.1			12.1	12.1					19.9	19.9
Effective Green, g (s)		12.1			12.1	12.1					19.9	19.9
Actuated g/C Ratio		0.30			0.30	0.30					0.50	0.50
Clearance Time (s)		4.0			4.0	4.0					4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0					3.0	3.0
Lane Grp Cap (vph)		491			558	483					901	704
v/s Ratio Prot		0.14			c0.15							
v/s Ratio Perm						0.06					0.02	c0.04
v/c Ratio		0.48			0.50	0.21					0.03	0.07
Uniform Delay, d1		11.4			11.4	10.4					5.1	5.2
Progression Factor		1.00			1.55	4.06					1.00	1.00
Incremental Delay, d2		0.7			0.6	0.2					0.1	0.2
Delay (s)		12.1			18.3	42.3					5.2	5.4
Level of Service		B			B	D					A	A
Approach Delay (s)		12.1			31.4			0.0			5.4	
Approach LOS		B			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	39.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	44	168	72	3	317	13	181	214	9	14	435	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	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	1.00
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1367	1461		1805	1767		1719	3438	1292	1671	3539	1509
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1367	1461		1805	1767		1719	3438	1292	1671	3539	1509
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	48	183	78	3	345	14	197	233	10	15	473	38
RTOR Reduction (vph)	0	8	0	0	1	0	0	0	5	0	0	24
Lane Group Flow (vph)	48	253	0	3	358	0	197	233	5	15	473	14
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	32%	23%	27%	0%	6%	27%	5%	5%	25%	8%	2%	7%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.4	38.1		0.9	31.6		19.2	60.3	60.3	2.7	43.8	43.8
Effective Green, g (s)	7.4	38.1		0.9	31.6		19.2	60.3	60.3	2.7	43.8	43.8
Actuated g/C Ratio	0.06	0.32		0.01	0.26		0.16	0.50	0.50	0.02	0.36	0.36
Clearance Time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	84	463		13	465		275	1727	649	37	1291	550
v/s Ratio Prot	c0.04	0.17		0.00	c0.20		c0.11	0.07		0.01	c0.13	
v/s Ratio Perm									0.00			0.01
v/c Ratio	0.57	0.55		0.23	0.77		0.72	0.13	0.01	0.41	0.37	0.03
Uniform Delay, d1	54.8	33.8		59.2	40.8		47.8	15.9	14.9	57.9	27.9	24.4
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	5.7	1.3		3.3	7.7		8.6	0.2	0.0	7.1	0.8	0.1
Delay (s)	60.5	35.1		62.5	48.6		56.4	16.1	14.9	65.0	28.7	24.5
Level of Service	E	D		E	D		E	B	B	E	C	C
Approach Delay (s)		39.1			48.7			34.1			29.5	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	36.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	779	0	0	1013	235	274	0	626	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frpb, ped/bikes	1.00	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			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1719	3505			3539	1553	3335		1538			
Flt Permitted	0.24	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	431	3505			3539	1553	3335		1538			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	847	0	0	1101	255	298	0	680	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	26	847	0	0	1101	255	298	0	680	0	0	0
Confl. Peds. (#/hr)			2	2								
Heavy Vehicles (%)	5%	3%	0%	0%	2%	4%	5%	0%	5%	0%	0%	0%
Turn Type	Perm	NA			NA	Free	custom		Free			
Protected Phases		2			6							
Permitted Phases	2					Free	8		Free			
Actuated Green, G (s)	35.0	35.0			35.0	55.7	9.7		55.7			
Effective Green, g (s)	35.0	35.0			35.0	55.7	9.7		55.7			
Actuated g/C Ratio	0.63	0.63			0.63	1.00	0.17		1.00			
Clearance Time (s)	7.0	7.0			7.0		4.0					
Vehicle Extension (s)	5.0	5.0			5.0		2.5					
Lane Grp Cap (vph)	270	2202			2223	1553	580		1538			
v/s Ratio Prot		0.24			0.31							
v/s Ratio Perm	0.06					0.16	0.09		c0.44			
v/c Ratio	0.10	0.38			0.50	0.16	0.51		0.44			
Uniform Delay, d1	4.1	5.1			5.6	0.0	20.9		0.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.7	0.5			0.4	0.2	0.6		0.9			
Delay (s)	4.8	5.6			5.9	0.2	21.4		0.9			
Level of Service	A	A			A	A	C		A			
Approach Delay (s)		5.6			4.9			7.2			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	55.7	Sum of lost time (s)	11.0
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	605	419	499	791	0	0	0	0	193	0	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	4.0	3.5	7.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1506	1787	3471						1752	1615
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3505	1506	1787	3471						1752	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	658	455	542	860	0	0	0	0	210	0	76
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	658	455	542	860	0	0	0	0	0	210	76
Confl. Bikes (#/hr)			3									
Heavy Vehicles (%)	0%	3%	5%	1%	4%	0%	0%	0%	0%	3%	0%	0%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		35.1	101.6	35.1	73.7						16.9	101.6
Effective Green, g (s)		35.1	101.6	35.1	73.7						16.9	101.6
Actuated g/C Ratio		0.35	1.00	0.35	0.73						0.17	1.00
Clearance Time (s)		7.0		3.5	7.0						4.0	
Vehicle Extension (s)		5.0		3.5	5.0						2.5	
Lane Grp Cap (vph)		1210	1506	617	2517						291	1615
v/s Ratio Prot		c0.19		c0.30	0.25						c0.12	
v/s Ratio Perm			0.30									0.05
v/c Ratio		0.54	0.30	0.88	0.34						0.72	0.05
Uniform Delay, d1		26.8	0.0	31.2	5.1						40.1	0.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		1.8	0.5	13.7	0.4						8.0	0.1
Delay (s)		28.6	0.5	44.9	5.5						48.1	0.1
Level of Service		C	A	D	A						D	A
Approach Delay (s)		17.1			20.7			0.0			35.4	
Approach LOS		B			C			A			D	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	101.6	Sum of lost time (s)	14.5
Intersection Capacity Utilization	67.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	20	7	37	12	186	30	1038	59	222	544	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00	1.00	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	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1791	1587		1568	1568	1805	3406	1524	1770	3438	1538
Flt Permitted		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1791	1587		1568	1568	1805	3406	1524	1770	3438	1538
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	22	8	40	13	202	33	1128	64	241	591	53
RTOR Reduction (vph)	0	0	7	0	0	181	0	0	38	0	0	24
Lane Group Flow (vph)	0	157	1	0	53	21	33	1128	26	241	591	29
Confl. Peds. (#/hr)			3	3								
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	1%	6%	0%	19%	10%	3%	0%	6%	6%	2%	5%	5%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		14.1	14.1		10.6	10.6	5.0	40.3	40.3	19.2	54.5	54.5
Effective Green, g (s)		14.1	14.1		10.6	10.6	5.0	40.3	40.3	19.2	54.5	54.5
Actuated g/C Ratio		0.14	0.14		0.11	0.11	0.05	0.40	0.40	0.19	0.54	0.54
Clearance Time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Vehicle Extension (s)		3.0	3.0		5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0
Lane Grp Cap (vph)		252	223		166	166	90	1372	614	339	1873	838
v/s Ratio Prot		c0.09			c0.03		0.02	c0.33		c0.14	0.17	
v/s Ratio Perm			0.00			0.01			0.02			0.02
v/c Ratio		0.62	0.01		0.32	0.13	0.37	0.82	0.04	0.71	0.32	0.03
Uniform Delay, d1		40.4	36.9		41.4	40.5	46.0	26.7	18.1	37.8	12.5	10.5
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		4.7	0.0		2.3	0.7	2.5	5.7	0.1	6.9	0.4	0.1
Delay (s)		45.2	36.9		43.7	41.3	48.5	32.3	18.3	44.7	12.9	10.6
Level of Service		D	D		D	D	D	C	B	D	B	B
Approach Delay (s)		44.8			41.8			32.0			21.4	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	30.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	79	53	340	66	289	62	805	410	227	389	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.90	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3167	1538	3335	1560	1461	1703	3374	1524	3400	3374	1429
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3167	1538	3335	1560	1461	1703	3374	1524	3400	3374	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	86	58	370	72	314	67	875	446	247	423	20
RTOR Reduction (vph)	0	0	54	0	46	136	0	0	287	0	0	12
Lane Group Flow (vph)	8	86	4	370	152	52	67	875	159	247	423	8
Heavy Vehicles (%)	0%	14%	5%	5%	4%	5%	6%	7%	6%	3%	7%	13%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.0	7.0	7.0	28.8	28.8	28.8	11.1	37.5	37.5	13.4	39.8	39.8
Effective Green, g (s)	7.0	7.0	7.0	28.8	28.8	28.8	11.1	37.5	37.5	13.4	39.8	39.8
Actuated g/C Ratio	0.07	0.07	0.07	0.27	0.27	0.27	0.11	0.36	0.36	0.13	0.38	0.38
Clearance Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	120	211	102	914	427	400	180	1205	544	433	1278	541
v/s Ratio Prot	0.00	c0.03		c0.11	0.10		0.04	c0.26		c0.07	0.13	
v/s Ratio Perm			0.00			0.04			0.10			0.01
v/c Ratio	0.07	0.41	0.04	0.40	0.35	0.13	0.37	0.73	0.29	0.57	0.33	0.01
Uniform Delay, d1	45.9	47.0	45.8	31.1	30.6	28.7	43.7	29.3	24.2	43.1	23.1	20.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.3	0.2	0.3	0.5	0.1	1.3	3.8	1.4	1.8	0.7	0.0
Delay (s)	46.2	48.3	46.0	31.4	31.1	28.8	45.0	33.1	25.6	44.9	23.8	20.4
Level of Service	D	D	D	C	C	C	D	C	C	D	C	C
Approach Delay (s)		47.3			30.7			31.3			31.3	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	31.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	18	29	163	15	125	30	825	306	44	492	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00	0.98	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	1.00
Frt		1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1637	1524	1649	1483		1612	3406	1506	1671	3312	1615
Flt Permitted		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1637	1524	1649	1483		1612	3406	1506	1671	3312	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	20	32	177	16	136	33	897	333	48	535	15
RTOR Reduction (vph)	0	0	30	0	109	0	0	0	175	0	0	8
Lane Group Flow (vph)	0	28	2	159	61	0	33	897	158	48	535	7
Confl. Peds. (#/hr)			7	7								
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	33%	7%	4%	4%	31%	4%	12%	6%	5%	8%	9%	0%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)		4.8	4.8	17.6	17.6		4.8	42.8	42.8	6.8	44.8	44.8
Effective Green, g (s)		4.8	4.8	17.6	17.6		4.8	42.8	42.8	6.8	44.8	44.8
Actuated g/C Ratio		0.05	0.05	0.20	0.20		0.05	0.48	0.48	0.08	0.50	0.50
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	4.0	4.0		2.5	5.0	5.0	2.5	5.0	5.0
Lane Grp Cap (vph)		87	81	322	290		85	1619	716	126	1648	803
v/s Ratio Prot		c0.02		c0.10	0.04		0.02	c0.26		c0.03	0.16	
v/s Ratio Perm			0.00						0.11			0.00
v/c Ratio		0.32	0.02	0.49	0.21		0.39	0.55	0.22	0.38	0.32	0.01
Uniform Delay, d1		41.0	40.4	32.2	30.4		41.2	16.8	13.8	39.6	13.5	11.4
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.1	0.1	1.6	0.5		2.1	1.4	0.7	1.4	0.5	0.0
Delay (s)		43.2	40.5	33.9	30.9		43.3	18.2	14.5	41.0	14.1	11.4
Level of Service		D	D	C	C		D	B	B	D	B	B
Approach Delay (s)		41.7			32.3			17.9			16.2	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.52		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	29	0	0	82	10	85	0	73	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	32	0	0	89	11	92	0	79	0	0	0
Pedestrians											1	
Lane Width (ft)											0.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	101			32			133	139	32	173	134	96
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	101			32			133	139	32	173	134	96
tC, single (s)	4.4			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.5			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			89	100	92	100	100	100
cM capacity (veh/h)	1318			1594			829	754	1034	732	759	966

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	35	100	172
Volume Left	3	0	92
Volume Right	0	11	79
cSH	1318	1700	1540
Volume to Capacity	0.00	0.06	0.11
Queue Length 95th (ft)	0	0	9
Control Delay (s)	0.7	0.0	9.4
Lane LOS	A		A
Approach Delay (s)	0.7	0.0	9.4
Approach LOS			A

Intersection Summary			
Average Delay	5.3		
Intersection Capacity Utilization	16.6%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	25	89	55	113	0	0	0	0	7	0	6
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	27	97	60	123	0	0	0	0	8	0	7
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	124			124			321	319	76	319	367	124
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	124			124			321	319	76	319	367	124
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.3	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	100			96			100	100	100	99	100	99
cM capacity (veh/h)	1474			1463			611	576	991	586	541	932

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	124	183	14
Volume Left	0	60	8
Volume Right	97	0	7
cSH	1700	1463	1088
Volume to Capacity	0.07	0.04	0.01
Queue Length 95th (ft)	0	3	1
Control Delay (s)	0.0	2.7	10.1
Lane LOS		A	B
Approach Delay (s)	0.0	2.7	10.1
Approach LOS			B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	25.7%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	116	1	0	113	1
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	126	1	0	123	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	248	1			1	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	248	1			1	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	88			92	
cM capacity (veh/h)	688	1078			1615	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	127	1	0	124
Volume Left	1	0	0	123
Volume Right	126	0	0	0
cSH	1072	1700	1700	1615
Volume to Capacity	0.12	0.00	0.00	0.08
Queue Length 95th (ft)	10	0	0	6
Control Delay (s)	8.8	0.0	0.0	7.4
Lane LOS	A			A
Approach Delay (s)	8.8	0.0		7.4
Approach LOS	A			

Intersection Summary			
Average Delay	8.1		
Intersection Capacity Utilization	26.9%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	77	459	0	646	0	0	0	0	0	0	73
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0							4.0
Lane Util. Factor		1.00	1.00		0.95							1.00
Frt		1.00	0.85		1.00							0.86
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		1863	1599		3574							1644
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		1863	1599		3574							1644
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	84	499	0	702	0	0	0	0	0	0	79
RTOR Reduction (vph)	0	0	329	0	0	0	0	0	0	0	0	43
Lane Group Flow (vph)	0	84	170	0	702	0	0	0	0	0	0	36
Heavy Vehicles (%)	0%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm		NA							custom
Protected Phases		4			8							
Permitted Phases			4									6
Actuated Green, G (s)		13.6	13.6		13.6							18.4
Effective Green, g (s)		13.6	13.6		13.6							18.4
Actuated g/C Ratio		0.34	0.34		0.34							0.46
Clearance Time (s)		4.0	4.0		4.0							4.0
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		633	543		1215							756
v/s Ratio Prot		0.05			c0.20							
v/s Ratio Perm			0.11									c0.02
v/c Ratio		0.13	0.31		0.58							0.05
Uniform Delay, d1		9.1	9.7		10.8							6.0
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.1	0.3		0.7							0.1
Delay (s)		9.2	10.1		11.5							6.1
Level of Service		A	B		B							A
Approach Delay (s)		10.0			11.5			0.0			6.1	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	401	102	66	555	99	101	27	72	59	12	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1599	1805	3481		1805	1900	1615	1736	1900	1571
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1599	1805	3481		1805	1900	1615	1736	1900	1571
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	436	111	72	603	108	110	29	78	64	13	39
RTOR Reduction (vph)	0	0	38	0	6	0	0	0	70	0	0	37
Lane Group Flow (vph)	38	436	73	72	705	0	110	29	8	64	13	2
Confl. Peds. (#/hr)	2					2	5					5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	0%	0%	0%	4%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	4.4	44.3	44.3	6.9	46.8		11.6	8.2	8.2	6.8	3.4	3.4
Effective Green, g (s)	4.4	44.3	44.3	6.9	46.8		11.6	8.2	8.2	6.8	3.4	3.4
Actuated g/C Ratio	0.05	0.53	0.53	0.08	0.56		0.14	0.10	0.10	0.08	0.04	0.04
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	94	1880	841	147	1934		248	185	157	140	76	63
v/s Ratio Prot	0.02	0.12		c0.04	c0.20		c0.06	c0.02		0.04	0.01	
v/s Ratio Perm			0.05						0.00			0.00
v/c Ratio	0.40	0.23	0.09	0.49	0.36		0.44	0.16	0.05	0.46	0.17	0.02
Uniform Delay, d1	38.6	10.8	9.9	37.0	10.4		33.3	34.8	34.5	36.9	39.0	38.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.3	0.2	1.9	0.5		0.9	0.3	0.1	1.7	0.8	0.1
Delay (s)	40.7	11.1	10.1	38.8	10.9		34.3	35.1	34.6	38.7	39.8	38.9
Level of Service	D	B	B	D	B		C	D	C	D	D	D
Approach Delay (s)		12.8			13.5			34.5			38.9	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	60	7	16	85	13	2	0	15	15	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	65	8	17	92	14	2	0	16	16	0	4
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)									2			2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	107			74			225	237	70	227	227	92
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	107			74			225	237	70	227	227	92
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	98	98	100	100
cM capacity (veh/h)	1497			1537			719	653	998	710	662	970

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	13	73	17	92	14	18	21
Volume Left	13	0	17	0	0	2	16
Volume Right	0	8	0	0	14	16	4
cSH	1497	1700	1537	1700	1700	1131	899
Volume to Capacity	0.01	0.04	0.01	0.05	0.01	0.02	0.02
Queue Length 95th (ft)	1	0	1	0	0	1	2
Control Delay (s)	7.4	0.0	7.4	0.0	0.0	8.8	9.9
Lane LOS	A		A			A	A
Approach Delay (s)	1.1		1.0			8.8	9.9
Approach LOS						A	A

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	64	0	0	75	21	364	2	44	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	70	0	0	82	23	396	2	48	0	0	0
Pedestrians								6				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								1				
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	104			76			232	243	76	251	232	93
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	104			76			232	243	76	251	232	93
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			44	100	95	100	100	100
cM capacity (veh/h)	1450			1529			703	645	986	657	654	970

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	32	70	104	446
Volume Left	32	0	0	396
Volume Right	0	0	23	48
cSH	1450	1700	1700	766
Volume to Capacity	0.02	0.04	0.06	0.58
Queue Length 95th (ft)	2	0	0	95
Control Delay (s)	7.5	0.0	0.0	16.0
Lane LOS	A			C
Approach Delay (s)	2.4		0.0	16.0
Approach LOS				C

Intersection Summary			
Average Delay	11.3		
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	77	273	33	378	0	0	0	0	14	0	41
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	84	297	36	411	0	0	0	0	15	0	45
Pedestrians								5			1	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	412			385			571	572	89	567	869	412
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	412			385			571	572	89	567	869	412
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	100			97			100	100	100	96	100	93
cM capacity (veh/h)	1157			1184			394	419	975	426	283	625

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	84	297	36	411	60
Volume Left	0	0	36	0	15
Volume Right	0	297	0	0	45
cSH	1700	1700	1184	1700	838
Volume to Capacity	0.05	0.17	0.03	0.24	0.07
Queue Length 95th (ft)	0	0	2	0	6
Control Delay (s)	0.0	0.0	8.1	0.0	11.9
Lane LOS			A		B
Approach Delay (s)	0.0		0.7		11.9
Approach LOS					B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	96	0	1	229	29	340	0	341	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.98			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1841			1862	1553		1752	1583			
Flt Permitted		0.79			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1485			1860	1553		1752	1583			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	96	0	1	229	29	340	0	341	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	22	0	0	145	0	0	0
Lane Group Flow (vph)	0	156	0	0	230	7	0	340	196	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	3%	0%	2%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4			8		8	2		2			
Actuated Green, G (s)		9.0			9.0	9.0		23.0	23.0			
Effective Green, g (s)		9.0			9.0	9.0		23.0	23.0			
Actuated g/C Ratio		0.22			0.22	0.22		0.58	0.58			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		334			418	349		1007	910			
v/s Ratio Prot												
v/s Ratio Perm		0.11			c0.12	0.00		0.19	0.12			
v/c Ratio		0.47			0.55	0.02		0.34	0.22			
Uniform Delay, d1		13.4			13.7	12.1		4.5	4.1			
Progression Factor		1.39			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.9			1.6	0.0		0.9	0.5			
Delay (s)		19.6			15.3	12.1		5.4	4.7			
Level of Service		B			B	B		A	A			
Approach Delay (s)		19.6			14.9			5.0			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	157	279	0	392	164	0	0	0	21	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0					4.0	4.0
Lane Util. Factor		1.00			1.00	1.00					1.00	1.00
Frpb, ped/bikes		0.99			1.00	1.00					1.00	1.00
Flpb, ped/bikes		1.00			1.00	1.00					1.00	1.00
Frt		0.91			1.00	0.85					1.00	0.85
Flt Protected		1.00			1.00	1.00					0.95	1.00
Satd. Flow (prot)		1668			1845	1568					1805	1482
Flt Permitted		1.00			1.00	1.00					0.95	1.00
Satd. Flow (perm)		1668			1845	1568					1805	1482
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	157	279	0	392	164	0	0	0	21	0	56
RTOR Reduction (vph)	0	179	0	0	0	110	0	0	0	0	0	30
Lane Group Flow (vph)	0	257	0	0	392	54	0	0	0	0	21	26
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	0%	2%	3%	0%	3%	3%	0%	0%	0%	0%	0%	9%
Turn Type		NA			NA	Perm				Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases						8				6		6
Actuated Green, G (s)		13.2			13.2	13.2					18.8	18.8
Effective Green, g (s)		13.2			13.2	13.2					18.8	18.8
Actuated g/C Ratio		0.33			0.33	0.33					0.47	0.47
Clearance Time (s)		4.0			4.0	4.0					4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0					3.0	3.0
Lane Grp Cap (vph)		550			608	517					848	696
v/s Ratio Prot		0.15			c0.21							
v/s Ratio Perm						0.03					0.01	c0.02
v/c Ratio		0.47			0.64	0.10					0.02	0.04
Uniform Delay, d1		10.6			11.4	9.3					5.7	5.7
Progression Factor		1.00			1.18	1.48					1.00	1.00
Incremental Delay, d2		0.6			2.3	0.1					0.1	0.1
Delay (s)		11.2			15.7	13.9					5.7	5.8
Level of Service		B			B	B					A	A
Approach Delay (s)		11.2			15.2			0.0			5.8	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	354	211	10	137	2	73	447	18	9	274	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	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	1.00
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1692		1805	1549		1641	3574	1272	1444	3505	1346
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	1692		1805	1549		1641	3574	1272	1444	3505	1346
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	385	229	11	149	2	79	486	20	10	298	26
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	11	0	0	16
Lane Group Flow (vph)	39	603	0	11	151	0	79	486	9	10	298	10
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	7%	3%	0%	22%	50%	10%	1%	27%	25%	3%	20%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.5	35.3		1.1	31.9		8.7	49.8	49.8	1.3	42.4	42.4
Effective Green, g (s)	4.5	35.3		1.1	31.9		8.7	49.8	49.8	1.3	42.4	42.4
Actuated g/C Ratio	0.04	0.33		0.01	0.30		0.08	0.47	0.47	0.01	0.40	0.40
Clearance Time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	74	566		18	468		135	1687	600	17	1408	540
v/s Ratio Prot	c0.02	c0.36		0.01	0.10		c0.05	c0.14		0.01	0.09	
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.53	1.06		0.61	0.32		0.59	0.29	0.02	0.59	0.21	0.02
Uniform Delay, d1	49.5	35.1		52.0	28.4		46.7	17.0	14.8	51.8	20.6	19.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	56.3		36.2	0.4		6.3	0.4	0.0	42.8	0.3	0.1
Delay (s)	52.6	91.4		88.2	28.9		53.0	17.4	14.9	94.6	21.0	19.1
Level of Service	D	F		F	C		D	B	B	F	C	B
Approach Delay (s)		89.0			32.9			22.2			23.0	
Approach LOS		F			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	48.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	105.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	718	0	0	972	202	418	0	521	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frpb, ped/bikes	1.00	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			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1805	3574			3505	1583	3502		1568			
Flt Permitted	0.24	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	465	3574			3505	1583	3502		1568			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	780	0	0	1057	220	454	0	566	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	65	780	0	0	1057	220	454	0	566	0	0	0
Confl. Peds. (#/hr)			14	14								
Heavy Vehicles (%)	0%	1%	0%	0%	3%	2%	0%	0%	3%	0%	0%	0%
Turn Type	Perm	NA			NA	Free	custom		Free			
Protected Phases		2			6							
Permitted Phases	2					Free	8		Free			
Actuated Green, G (s)	35.1	35.1			35.1	58.3	12.2		58.3			
Effective Green, g (s)	35.1	35.1			35.1	58.3	12.2		58.3			
Actuated g/C Ratio	0.60	0.60			0.60	1.00	0.21		1.00			
Clearance Time (s)	7.0	7.0			7.0		4.0					
Vehicle Extension (s)	5.0	5.0			5.0		2.5					
Lane Grp Cap (vph)	279	2151			2110	1583	732		1568			
v/s Ratio Prot		0.22			c0.30							
v/s Ratio Perm	0.14					0.14	c0.13		0.36			
v/c Ratio	0.23	0.36			0.50	0.14	0.62		0.36			
Uniform Delay, d1	5.4	5.9			6.6	0.0	20.9		0.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	1.9	0.5			0.4	0.2	1.4		0.6			
Delay (s)	7.3	6.4			7.0	0.2	22.4		0.6			
Level of Service	A	A			A	A	C		A			
Approach Delay (s)		6.5			5.8			10.3			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	58.3	Sum of lost time (s)	11.0
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	637	372	454	922	0	0	0	0	159	1	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	4.0	3.5	7.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3574	1560	1719	3539						1758	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3574	1560	1719	3539						1758	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	692	404	493	1002	0	0	0	0	173	1	67
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	692	404	493	1002	0	0	0	0	0	174	67
Confl. Peds. (#/hr)			8	8								
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	1%	5%	2%	0%	0%	0%	0%	3%	0%	2%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		35.1	98.3	34.2	72.8						14.5	98.3
Effective Green, g (s)		35.1	98.3	34.2	72.8						14.5	98.3
Actuated g/C Ratio		0.36	1.00	0.35	0.74						0.15	1.00
Clearance Time (s)		7.0		3.5	7.0						4.0	
Vehicle Extension (s)		5.0		3.5	5.0						2.5	
Lane Grp Cap (vph)		1276	1560	598	2620						259	1583
v/s Ratio Prot		c0.19		c0.29	0.28						c0.10	
v/s Ratio Perm			0.26									0.04
v/c Ratio		0.54	0.26	0.82	0.38						0.67	0.04
Uniform Delay, d1		25.2	0.0	29.3	4.6						39.6	0.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		1.7	0.4	9.3	0.4						6.1	0.1
Delay (s)		26.9	0.4	38.6	5.0						45.7	0.1
Level of Service		C	A	D	A						D	A
Approach Delay (s)		17.1			16.1			0.0			33.0	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	17.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	98.3	Sum of lost time (s)	14.5
Intersection Capacity Utilization	64.1%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	102	25	18	45	33	214	27	652	30	174	1079	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1791	1476		1816	1583	1805	3505	1553	1787	3505	1550
Flt Permitted		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1791	1476		1816	1583	1805	3505	1553	1787	3505	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	27	20	49	36	233	29	709	33	189	1173	161
RTOR Reduction (vph)	0	0	17	0	0	201	0	0	20	0	0	78
Lane Group Flow (vph)	0	138	3	0	85	32	29	709	13	189	1173	83
Confl. Peds. (#/hr)			8	8			1					1
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	10%	7%	0%	4%	2%	0%	3%	4%	1%	3%	2%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		12.3	12.3		12.4	12.4	3.3	35.4	35.4	14.1	46.2	46.2
Effective Green, g (s)		12.3	12.3		12.4	12.4	3.3	35.4	35.4	14.1	46.2	46.2
Actuated g/C Ratio		0.14	0.14		0.14	0.14	0.04	0.39	0.39	0.16	0.51	0.51
Clearance Time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Vehicle Extension (s)		3.0	3.0		5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0
Lane Grp Cap (vph)		244	201		250	218	66	1378	610	279	1799	795
v/s Ratio Prot		c0.08			c0.05		0.02	0.20		c0.11	c0.33	
v/s Ratio Perm			0.00			0.02			0.01			0.05
v/c Ratio		0.57	0.01		0.34	0.15	0.44	0.51	0.02	0.68	0.65	0.10
Uniform Delay, d1		36.4	33.6		35.1	34.1	42.4	20.8	16.7	35.8	16.0	11.3
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		3.0	0.0		1.7	0.7	4.6	1.4	0.1	6.4	1.9	0.3
Delay (s)		39.3	33.6		36.8	34.8	47.1	22.1	16.8	42.2	17.9	11.5
Level of Service		D	C		D	C	D	C	B	D	B	B
Approach Delay (s)		38.6			35.3			22.8			20.2	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	23.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	88	82	562	70	246	60	531	376	365	860	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.91	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1548	3400	1618	1504	1770	3505	1553	3433	3539	1419
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1548	3400	1618	1504	1770	3505	1553	3433	3539	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	96	89	611	76	267	65	577	409	397	935	11
RTOR Reduction (vph)	0	0	82	0	34	114	0	0	292	0	0	7
Lane Group Flow (vph)	4	96	7	611	143	52	65	577	117	397	935	4
Confl. Peds. (#/hr)			1	1			3					3
Heavy Vehicles (%)	0%	1%	3%	3%	2%	2%	2%	3%	4%	2%	2%	11%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	8.5	8.5	8.5	36.0	36.0	36.0	11.8	32.8	32.8	19.4	40.4	40.4
Effective Green, g (s)	8.5	8.5	8.5	36.0	36.0	36.0	11.8	32.8	32.8	19.4	40.4	40.4
Actuated g/C Ratio	0.07	0.07	0.07	0.31	0.31	0.31	0.10	0.29	0.29	0.17	0.35	0.35
Clearance Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	133	264	114	1064	506	470	181	999	442	579	1243	498
v/s Ratio Prot	0.00	c0.03		c0.18	0.09		0.04	0.16		c0.12	c0.26	
v/s Ratio Perm			0.00			0.03			0.08			0.00
v/c Ratio	0.03	0.36	0.06	0.57	0.28	0.11	0.36	0.58	0.26	0.69	0.75	0.01
Uniform Delay, d1	49.4	50.7	49.5	33.1	29.8	28.1	48.1	35.2	31.8	44.9	32.9	24.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.9	0.2	0.8	0.3	0.1	1.2	2.4	1.5	3.4	4.2	0.0
Delay (s)	49.5	51.5	49.7	33.8	30.1	28.2	49.3	37.6	33.2	48.3	37.1	24.3
Level of Service	D	D	D	C	C	C	D	D	C	D	D	C
Approach Delay (s)		50.6			32.2			36.6			40.3	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	37.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	115.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	27	62	217	44	83	33	650	223	150	1058	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	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	1.00
Frt		1.00	0.85	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1718	1517	1665	1581		1805	3438	1599	1752	3505	1524
Flt Permitted		0.98	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1718	1517	1665	1581		1805	3438	1599	1752	3505	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	29	67	236	48	90	36	707	242	163	1150	23
RTOR Reduction (vph)	0	0	62	0	31	0	0	0	148	0	0	12
Lane Group Flow (vph)	0	45	5	191	152	0	36	707	94	163	1150	11
Confl. Peds. (#/hr)			11	11								
Heavy Vehicles (%)	8%	9%	4%	3%	3%	6%	0%	5%	1%	3%	3%	6%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)		7.0	7.0	21.4	21.4		4.9	38.9	38.9	14.7	48.7	48.7
Effective Green, g (s)		7.0	7.0	21.4	21.4		4.9	38.9	38.9	14.7	48.7	48.7
Actuated g/C Ratio		0.07	0.07	0.21	0.21		0.05	0.39	0.39	0.15	0.49	0.49
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	4.0	4.0		2.5	5.0	5.0	2.5	5.0	5.0
Lane Grp Cap (vph)		120	106	356	338		88	1337	622	257	1706	742
v/s Ratio Prot		c0.03		c0.11	0.10		0.02	0.21		c0.09	c0.33	
v/s Ratio Perm			0.00						0.06			0.01
v/c Ratio		0.38	0.04	0.54	0.45		0.41	0.53	0.15	0.63	0.67	0.02
Uniform Delay, d1		44.4	43.4	34.9	34.2		46.1	23.5	19.8	40.1	19.6	13.3
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.0	0.2	2.0	1.3		2.2	1.5	0.5	4.4	2.2	0.0
Delay (s)		46.4	43.6	36.9	35.5		48.4	25.0	20.3	44.5	21.7	13.3
Level of Service		D	D	D	D		D	C	C	D	C	B
Approach Delay (s)		44.7			36.2			24.7			24.4	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	26.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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APPENDIX 3: EXISTING PLUS PROJECT LOS WORKSHEETS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	6	32	0	0	107	15	219	0	38	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	35	0	0	116	16	238	0	41	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	133			35			172	180	35	193	172	124
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	133			35			172	180	35	193	172	124
tC, single (s)	4.6			4.1			7.4	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.7	4.0	3.4	3.5	4.0	3.3
p0 queue free %	99			100			68	100	96	100	100	100
cM capacity (veh/h)	1204			1590			735	713	1018	737	721	932

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	41	133	279
Volume Left	7	0	238
Volume Right	0	16	41
cSH	1204	1700	863
Volume to Capacity	0.01	0.08	0.32
Queue Length 95th (ft)	0	0	35
Control Delay (s)	1.3	0.0	11.7
Lane LOS	A		B
Approach Delay (s)	1.3	0.0	11.7
Approach LOS			B

Intersection Summary			
Average Delay	7.3		
Intersection Capacity Utilization	25.6%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	35	236	77	253	0	0	0	0	3	3	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	38	257	84	275	0	0	0	0	3	3	8
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	275			295			614	609	166	609	737	275
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	275			295			614	609	166	609	737	275
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.8	6.5	6.6
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	4.1	4.0	3.7
p0 queue free %	100			93			100	100	100	99	99	99
cM capacity (veh/h)	1300			1278			379	386	883	312	326	677

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	295	359	14
Volume Left	0	84	3
Volume Right	257	0	8
cSH	1700	1278	690
Volume to Capacity	0.17	0.07	0.02
Queue Length 95th (ft)	0	5	2
Control Delay (s)	0.0	2.3	13.2
Lane LOS		A	B
Approach Delay (s)	0.0	2.3	13.2
Approach LOS			B

Intersection Summary			
Average Delay	1.5		
Intersection Capacity Utilization	47.3%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	260	0	1	268	1
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	283	0	1	291	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	584	0			1	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584	0			1	
tC, single (s)	6.4	7.1			5.0	
tC, 2 stage (s)						
tF (s)	3.5	4.1			3.0	
p0 queue free %	100	68			76	
cM capacity (veh/h)	359	872			1195	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	283	0	1	292
Volume Left	0	0	0	291
Volume Right	283	0	1	0
cSH	872	1700	1700	1195
Volume to Capacity	0.32	0.00	0.00	0.24
Queue Length 95th (ft)	35	0	0	24
Control Delay (s)	11.1	0.0	0.0	9.0
Lane LOS	B			A
Approach Delay (s)	11.1	0.0		9.0
Approach LOS	B			

Intersection Summary			
Average Delay	10.0		
Intersection Capacity Utilization	37.7%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	101	752	0	388	0	0	0	0	0	0	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0							4.0
Lane Util. Factor		1.00	1.00		0.95							1.00
Frt		1.00	0.85		1.00							0.86
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		1827	1568		3438							1536
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		1827	1568		3438							1536
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	110	817	0	422	0	0	0	0	0	0	120
RTOR Reduction (vph)	0	0	580	0	0	0	0	0	0	0	0	51
Lane Group Flow (vph)	0	110	237	0	422	0	0	0	0	0	0	69
Heavy Vehicles (%)	0%	4%	3%	0%	5%	0%	0%	0%	0%	0%	0%	7%
Turn Type		NA	Perm		NA							custom
Protected Phases		4			8							
Permitted Phases			4									6
Actuated Green, G (s)		17.4	17.4		17.4							34.6
Effective Green, g (s)		17.4	17.4		17.4							34.6
Actuated g/C Ratio		0.29	0.29		0.29							0.58
Clearance Time (s)		4.0	4.0		4.0							4.0
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		529	454		997							885
v/s Ratio Prot		0.06			0.12							
v/s Ratio Perm			c0.15									c0.05
v/c Ratio		0.21	0.52		0.42							0.08
Uniform Delay, d1		16.1	17.8		17.2							5.6
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.2	1.1		0.3							0.2
Delay (s)		16.3	18.9		17.5							5.8
Level of Service		B	B		B							A
Approach Delay (s)		18.6			17.5			0.0			5.8	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	17.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.23		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.9%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	26	655	75	14	416	62	45	14	55	143	9	54
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3539	1489	1671	3344		1805	1759	1495	1752	1900	1489
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3539	1489	1671	3344		1805	1759	1495	1752	1900	1489
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	28	712	82	15	452	67	49	15	60	155	10	59
RTOR Reduction (vph)	0	0	30	0	5	0	0	0	56	0	0	50
Lane Group Flow (vph)	28	712	52	15	514	0	49	15	4	155	10	9
Confl. Peds. (#/hr)			2	2			2					2
Heavy Vehicles (%)	0%	2%	6%	8%	6%	5%	0%	8%	8%	3%	0%	6%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	2.7	45.3	45.3	1.2	43.8		4.7	5.6	5.6	11.9	12.8	12.8
Effective Green, g (s)	2.7	45.3	45.3	1.2	43.8		4.7	5.6	5.6	11.9	12.8	12.8
Actuated g/C Ratio	0.03	0.55	0.55	0.01	0.53		0.06	0.07	0.07	0.15	0.16	0.16
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	59	1955	822	24	1786		103	120	102	254	296	232
v/s Ratio Prot	c0.02	c0.20		0.01	0.15		0.03	c0.01		c0.09	0.01	
v/s Ratio Perm			0.04						0.00			0.01
v/c Ratio	0.47	0.36	0.06	0.62	0.29		0.48	0.12	0.04	0.61	0.03	0.04
Uniform Delay, d1	39.0	10.3	8.5	40.2	10.5		37.5	35.9	35.7	32.9	29.4	29.4
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.3	0.5	0.1	36.6	0.4		2.5	0.3	0.1	3.7	0.0	0.1
Delay (s)	43.3	10.8	8.7	76.7	10.9		40.0	36.2	35.8	36.5	29.4	29.4
Level of Service	D	B	A	E	B		D	D	D	D	C	C
Approach Delay (s)		11.7			12.8			37.5			34.4	
Approach LOS		B			B			D			C	

Intersection Summary			
HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	82.0	Sum of lost time (s)	18.0
Intersection Capacity Utilization	45.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	89	1	6	100	9	6	0	25	14	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	97	1	7	109	10	7	0	27	15	0	3
Pedestrians								2			1	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)									2			2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	119			100			223	232	99	233	223	110
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	119			100			223	232	99	233	223	110
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			100			99	100	97	98	100	100
cM capacity (veh/h)	1480			1503			730	667	960	685	675	948

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	98	7	109	10	34	18
Volume Left	0	0	7	0	0	7	15
Volume Right	0	1	0	0	10	27	3
cSH	1700	1700	1503	1700	1700	1191	832
Volume to Capacity	0.00	0.06	0.00	0.06	0.01	0.03	0.02
Queue Length 95th (ft)	0	0	0	0	0	2	2
Control Delay (s)	0.0	0.0	7.4	0.0	0.0	9.1	10.1
Lane LOS			A			A	B
Approach Delay (s)	0.0		0.4			9.1	10.1
Approach LOS						A	B

Intersection Summary			
Average Delay	2.0		
Intersection Capacity Utilization	22.2%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	55	0	0	78	11	255	0	18	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	60	0	0	85	12	277	0	20	0	0	0
Pedestrians								2			1	
Lane Width (ft)								12.0			0.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	98			62			274	281	62	283	275	92
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	98			62			274	281	62	283	275	92
tC, single (s)	4.2			4.1			7.2	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.6	4.0	3.4	3.5	4.0	3.3
p0 queue free %	96			100			57	100	98	100	100	100
cM capacity (veh/h)	1459			1552			643	603	990	638	608	971

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	61	60	97	297
Volume Left	61	0	0	277
Volume Right	0	0	12	20
cSH	1459	1700	1700	688
Volume to Capacity	0.04	0.04	0.06	0.43
Queue Length 95th (ft)	3	0	0	54
Control Delay (s)	7.6	0.0	0.0	14.4
Lane LOS	A			B
Approach Delay (s)	3.8		0.0	14.4
Approach LOS				B

Intersection Summary			
Average Delay	9.2		
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	101	399	38	292	0	0	0	0	16	0	35
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	110	434	41	317	0	0	0	0	17	0	38
Pedestrians								2			1	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	318			545			512	513	112	511	946	318
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	318			545			512	513	112	511	946	318
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	100			96			100	100	100	96	100	95
cM capacity (veh/h)	1252			1034			436	449	947	440	253	712

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	110	434	41	317	55
Volume Left	0	0	41	0	17
Volume Right	0	434	0	0	38
cSH	1700	1700	1034	1700	1038
Volume to Capacity	0.06	0.26	0.04	0.19	0.05
Queue Length 95th (ft)	0	0	3	0	4
Control Delay (s)	0.0	0.0	8.6	0.0	11.3
Lane LOS			A		B
Approach Delay (s)	0.0		1.0		11.3
Approach LOS					B

Intersection Summary			
Average Delay	1.0		
Intersection Capacity Utilization	41.6%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	62	90	0	0	435	9	187	1	99	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.98			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1804			1881	1179		1758	1568			
Flt Permitted		0.67			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1236			1881	1179		1758	1568			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	62	90	0	0	435	9	187	1	99	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	6	0	0	53	0	0	0
Lane Group Flow (vph)	0	152	0	0	435	3	0	188	46	0	0	0
Heavy Vehicles (%)	5%	2%	0%	0%	1%	37%	3%	0%	3%	0%	0%	0%
Turn Type	Perm	NA			NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4					8	2		2			
Actuated Green, G (s)		13.6			13.6	13.6		18.4	18.4			
Effective Green, g (s)		13.6			13.6	13.6		18.4	18.4			
Actuated g/C Ratio		0.34			0.34	0.34		0.46	0.46			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		420			639	400		808	721			
v/s Ratio Prot					c0.23							
v/s Ratio Perm		0.12				0.00		0.11	0.03			
v/c Ratio		0.36			0.68	0.01		0.23	0.06			
Uniform Delay, d1		9.9			11.3	8.7		6.5	6.0			
Progression Factor		1.11			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.5			3.0	0.0		0.7	0.2			
Delay (s)		11.5			14.3	8.7		7.2	6.2			
Level of Service		B			B	A		A	A			
Approach Delay (s)		11.5			14.2			6.8			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	11.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.42		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	51.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	123	375	0	277	332	0	0	0	31	1	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0					4.0	4.0
Lane Util. Factor		1.00			1.00	1.00					1.00	1.00
Frt		0.90			1.00	0.85					1.00	0.85
Flt Protected		1.00			1.00	1.00					0.95	1.00
Satd. Flow (prot)		1622			1845	1599					1761	1404
Flt Permitted		1.00			1.00	1.00					0.95	1.00
Satd. Flow (perm)		1622			1845	1599					1761	1404
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	123	375	0	277	332	0	0	0	31	1	107
RTOR Reduction (vph)	0	262	0	0	0	232	0	0	0	0	0	54
Lane Group Flow (vph)	0	236	0	0	277	100	0	0	0	0	32	53
Heavy Vehicles (%)	0%	6%	5%	0%	3%	1%	0%	0%	0%	3%	0%	15%
Turn Type		NA			NA	Perm				Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases						8				6		6
Actuated Green, G (s)		12.1			12.1	12.1					19.9	19.9
Effective Green, g (s)		12.1			12.1	12.1					19.9	19.9
Actuated g/C Ratio		0.30			0.30	0.30					0.50	0.50
Clearance Time (s)		4.0			4.0	4.0					4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0					3.0	3.0
Lane Grp Cap (vph)		490			558	483					876	698
v/s Ratio Prot		0.15			c0.15							
v/s Ratio Perm						0.06					0.02	c0.04
v/c Ratio		0.48			0.50	0.21					0.04	0.08
Uniform Delay, d1		11.4			11.4	10.4					5.1	5.2
Progression Factor		1.00			1.55	4.07					1.00	1.00
Incremental Delay, d2		0.8			0.6	0.2					0.1	0.2
Delay (s)		12.1			18.4	42.4					5.2	5.5
Level of Service		B			B	D					A	A
Approach Delay (s)		12.1			31.5			0.0			5.4	
Approach LOS		B			C			A			A	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	39.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	46	168	72	3	317	13	181	221	9	14	442	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	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	1.00
Frt	1.00	0.96		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1337	1465		1805	1767		1719	3343	1292	1671	3505	1442
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1337	1465		1805	1767		1719	3343	1292	1671	3505	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	50	183	78	3	345	14	197	240	10	15	480	40
RTOR Reduction (vph)	0	8	0	0	1	0	0	0	5	0	0	25
Lane Group Flow (vph)	50	253	0	3	358	0	197	240	5	15	480	15
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	35%	23%	26%	0%	6%	27%	5%	8%	25%	8%	3%	12%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.7	38.6		0.9	31.8		19.3	60.4	60.4	2.7	43.8	43.8
Effective Green, g (s)	7.7	38.6		0.9	31.8		19.3	60.4	60.4	2.7	43.8	43.8
Actuated g/C Ratio	0.06	0.32		0.01	0.26		0.16	0.50	0.50	0.02	0.36	0.36
Clearance Time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	85	468		13	465		275	1674	647	37	1272	523
v/s Ratio Prot	c0.04	0.17		0.00	c0.20		c0.11	0.07		0.01	c0.14	
v/s Ratio Perm									0.00			0.01
v/c Ratio	0.59	0.54		0.23	0.77		0.72	0.14	0.01	0.41	0.38	0.03
Uniform Delay, d1	54.9	33.7		59.5	41.0		48.1	16.2	15.1	58.2	28.3	24.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	6.5	1.3		3.3	7.7		8.6	0.2	0.0	7.1	0.9	0.1
Delay (s)	61.5	35.0		62.8	48.7		56.6	16.4	15.1	65.3	29.2	24.8
Level of Service	E	C		E	D		E	B	B	E	C	C
Approach Delay (s)		39.2			48.9			34.1			29.9	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	36.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	120.6	Sum of lost time (s)	18.0
Intersection Capacity Utilization	58.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	24	782	0	0	1013	238	274	0	626	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frpb, ped/bikes	1.00	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			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1719	3505			3539	1538	3367		1538			
Flt Permitted	0.24	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	431	3505			3539	1538	3367		1538			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	26	850	0	0	1101	259	298	0	680	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	26	850	0	0	1101	259	298	0	680	0	0	0
Confl. Peds. (#/hr)			2	2								
Heavy Vehicles (%)	5%	3%	0%	0%	2%	5%	4%	0%	5%	0%	0%	0%
Turn Type	Perm	NA			NA	Free	custom		Free			
Protected Phases		2			6							
Permitted Phases	2					Free	8		Free			
Actuated Green, G (s)	35.0	35.0			35.0	55.7	9.7		55.7			
Effective Green, g (s)	35.0	35.0			35.0	55.7	9.7		55.7			
Actuated g/C Ratio	0.63	0.63			0.63	1.00	0.17		1.00			
Clearance Time (s)	7.0	7.0			7.0		4.0					
Vehicle Extension (s)	5.0	5.0			5.0		2.5					
Lane Grp Cap (vph)	270	2202			2223	1538	586		1538			
v/s Ratio Prot		0.24			0.31							
v/s Ratio Perm	0.06					0.17	0.09		c0.44			
v/c Ratio	0.10	0.39			0.50	0.17	0.51		0.44			
Uniform Delay, d1	4.1	5.1			5.6	0.0	20.8		0.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	0.7	0.5			0.4	0.2	0.5		0.9			
Delay (s)	4.8	5.6			5.9	0.2	21.3		0.9			
Level of Service	A	A			A	A	C		A			
Approach Delay (s)		5.6			4.9			7.1			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	5.7	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	55.7	Sum of lost time (s)	11.0
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	605	419	499	791	0	0	0	0	196	0	70
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	4.0	3.5	7.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1520	1805	3505						1736	1615
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3505	1520	1805	3505						1736	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	658	455	542	860	0	0	0	0	213	0	76
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	658	455	542	860	0	0	0	0	0	213	76
Confl. Bikes (#/hr)			3									
Heavy Vehicles (%)	0%	3%	4%	0%	3%	0%	0%	0%	0%	4%	0%	0%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		35.1	101.8	35.1	73.7						17.1	101.8
Effective Green, g (s)		35.1	101.8	35.1	73.7						17.1	101.8
Actuated g/C Ratio		0.34	1.00	0.34	0.72						0.17	1.00
Clearance Time (s)		7.0		3.5	7.0						4.0	
Vehicle Extension (s)		5.0		3.5	5.0						2.5	
Lane Grp Cap (vph)		1208	1520	622	2537						291	1615
v/s Ratio Prot		c0.19		c0.30	0.25						c0.12	
v/s Ratio Perm			0.30									0.05
v/c Ratio		0.54	0.30	0.87	0.34						0.73	0.05
Uniform Delay, d1		26.9	0.0	31.2	5.1						40.2	0.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		1.8	0.5	13.0	0.4						8.6	0.1
Delay (s)		28.7	0.5	44.2	5.5						48.8	0.1
Level of Service		C	A	D	A						D	A
Approach Delay (s)		17.2			20.5			0.0			36.0	
Approach LOS		B			C			A			D	

Intersection Summary			
HCM 2000 Control Delay	20.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	101.8	Sum of lost time (s)	14.5
Intersection Capacity Utilization	67.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	124	20	7	37	12	186	30	1038	59	222	544	49
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00	1.00	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	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1809	1587		1568	1568	1805	3438	1524	1770	3438	1553
Flt Permitted		0.96	1.00		0.96	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1809	1587		1568	1568	1805	3438	1524	1770	3438	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	135	22	8	40	13	202	33	1128	64	241	591	53
RTOR Reduction (vph)	0	0	7	0	0	180	0	0	37	0	0	23
Lane Group Flow (vph)	0	157	1	0	53	22	33	1128	27	241	591	30
Confl. Peds. (#/hr)			3	3								
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	5%	0%	19%	10%	3%	0%	5%	6%	2%	5%	4%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		14.8	14.8		11.8	11.8	5.1	46.7	46.7	20.9	62.5	62.5
Effective Green, g (s)		14.8	14.8		11.8	11.8	5.1	46.7	46.7	20.9	62.5	62.5
Actuated g/C Ratio		0.13	0.13		0.11	0.11	0.05	0.42	0.42	0.19	0.57	0.57
Clearance Time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Vehicle Extension (s)		3.0	3.0		5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0
Lane Grp Cap (vph)		243	213		168	168	83	1459	647	336	1953	882
v/s Ratio Prot		c0.09			c0.03		0.02	c0.33		c0.14	0.17	
v/s Ratio Perm			0.00			0.01			0.02			0.02
v/c Ratio		0.65	0.01		0.32	0.13	0.40	0.77	0.04	0.72	0.30	0.03
Uniform Delay, d1		45.1	41.2		45.4	44.4	51.0	27.1	18.5	41.8	12.4	10.5
Progression Factor		1.00	1.00		1.00	1.00	1.54	0.82	1.00	1.00	1.00	1.00
Incremental Delay, d2		5.8	0.0		2.3	0.7	2.5	3.3	0.1	7.1	0.4	0.1
Delay (s)		50.9	41.2		47.6	45.2	80.8	25.6	18.6	48.9	12.8	10.5
Level of Service		D	D		D	D	F	C	B	D	B	B
Approach Delay (s)		50.4			45.7			26.7			22.5	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	28.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	67.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	79	53	340	66	289	62	805	410	227	389	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.90	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3195	1553	3367	1566	1461	1719	3374	1538	3400	3374	1429
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3195	1553	3367	1566	1461	1719	3374	1538	3400	3374	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	86	58	370	72	314	67	875	446	247	423	20
RTOR Reduction (vph)	0	0	54	0	44	137	0	0	282	0	0	12
Lane Group Flow (vph)	8	86	4	370	154	51	67	875	164	247	423	8
Heavy Vehicles (%)	0%	13%	4%	4%	3%	5%	5%	7%	5%	3%	7%	13%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	7.2	7.2	7.2	29.9	29.9	29.9	11.9	40.5	40.5	14.1	42.7	42.7
Effective Green, g (s)	7.2	7.2	7.2	29.9	29.9	29.9	11.9	40.5	40.5	14.1	42.7	42.7
Actuated g/C Ratio	0.07	0.07	0.07	0.27	0.27	0.27	0.11	0.37	0.37	0.13	0.39	0.39
Clearance Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	118	209	101	915	425	397	185	1242	566	435	1309	554
v/s Ratio Prot	0.00	c0.03		c0.11	0.10		0.04	c0.26		c0.07	0.13	
v/s Ratio Perm			0.00			0.03			0.11			0.01
v/c Ratio	0.07	0.41	0.04	0.40	0.36	0.13	0.36	0.70	0.29	0.57	0.32	0.01
Uniform Delay, d1	48.2	49.4	48.2	32.8	32.3	30.2	45.5	29.6	24.6	45.1	23.5	20.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.72	1.13	1.00
Incremental Delay, d2	0.2	1.3	0.2	0.3	0.5	0.1	1.2	3.4	1.3	1.7	0.6	0.0
Delay (s)	48.5	50.7	48.3	33.1	32.9	30.4	46.7	33.0	25.9	34.2	27.3	20.7
Level of Service	D	D	D	C	C	C	D	C	C	C	C	C
Approach Delay (s)		49.7			32.3			31.4			29.6	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	32.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	56.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	7	18	29	163	15	125	30	825	306	44	492	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00	0.98	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	1.00
Frt		1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1647	1524	1665	1497		1612	3406	1506	1671	3312	1615
Flt Permitted		0.99	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1647	1524	1665	1497		1612	3406	1506	1671	3312	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	8	20	32	177	16	136	33	897	333	48	535	15
RTOR Reduction (vph)	0	0	30	0	108	0	0	0	172	0	0	7
Lane Group Flow (vph)	0	28	2	159	62	0	33	897	161	48	535	8
Confl. Peds. (#/hr)			7	7								
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	33%	6%	4%	3%	30%	3%	12%	6%	5%	8%	9%	0%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)		4.9	4.9	19.6	19.6		4.9	45.5	45.5	7.0	47.6	47.6
Effective Green, g (s)		4.9	4.9	19.6	19.6		4.9	45.5	45.5	7.0	47.6	47.6
Actuated g/C Ratio		0.05	0.05	0.21	0.21		0.05	0.48	0.48	0.07	0.50	0.50
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	4.0	4.0		2.5	5.0	5.0	2.5	5.0	5.0
Lane Grp Cap (vph)		84	78	343	308		83	1631	721	123	1659	809
v/s Ratio Prot		c0.02		c0.10	0.04		0.02	c0.26		c0.03	0.16	
v/s Ratio Perm			0.00						0.11			0.00
v/c Ratio		0.33	0.02	0.46	0.20		0.40	0.55	0.22	0.39	0.32	0.01
Uniform Delay, d1		43.5	42.8	33.1	31.2		43.6	17.5	14.4	42.0	14.1	11.9
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.3	0.1	1.4	0.4		2.3	1.3	0.7	1.5	0.5	0.0
Delay (s)		45.8	42.9	34.4	31.7		45.9	18.8	15.1	43.5	14.6	11.9
Level of Service		D	D	C	C		D	B	B	D	B	B
Approach Delay (s)		44.3			33.0			18.6			16.9	
Approach LOS		D			C			B			B	

Intersection Summary			
HCM 2000 Control Delay	20.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	53.2%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	60	200	209	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	65	217	227	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	575	227	227			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	575	227	227			
tC, single (s)	6.4	7.1	5.0			
tC, 2 stage (s)						
tF (s)	3.5	4.1	3.0			
p0 queue free %	100	90	93			
cM capacity (veh/h)	450	635	951			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	65	283	227
Volume Left	0	65	0
Volume Right	65	0	0
cSH	635	951	1700
Volume to Capacity	0.10	0.07	0.13
Queue Length 95th (ft)	9	6	0
Control Delay (s)	11.3	2.6	0.0
Lane LOS	B	A	
Approach Delay (s)	11.3	2.6	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.6		
Intersection Capacity Utilization	38.6%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	4	29	0	0	82	10	97	0	73	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	32	0	0	89	11	105	0	79	0	0	0
Pedestrians											1	
Lane Width (ft)											0.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	101			32			135	141	32	175	136	96
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	101			32			135	141	32	175	136	96
tC, single (s)	4.6			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			87	100	92	100	100	100
cM capacity (veh/h)	1239			1594			807	751	1034	729	756	966

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	36	100	185
Volume Left	4	0	105
Volume Right	0	11	79
cSH	1239	1700	1415
Volume to Capacity	0.00	0.06	0.13
Queue Length 95th (ft)	0	0	11
Control Delay (s)	1.0	0.0	9.5
Lane LOS	A		A
Approach Delay (s)	1.0	0.0	9.5
Approach LOS			A

Intersection Summary			
Average Delay	5.6		
Intersection Capacity Utilization	17.3%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	26	101	55	125	0	0	0	0	7	0	7
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	28	110	60	136	0	0	0	0	8	0	8
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	137			138			342	340	83	340	394	137
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	137			138			342	340	83	340	394	137
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.3	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.5
p0 queue free %	100			96			100	100	100	99	100	99
cM capacity (veh/h)	1458			1446			591	561	982	567	522	872

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	138	196	15
Volume Left	0	60	8
Volume Right	110	0	8
cSH	1700	1446	1135
Volume to Capacity	0.08	0.04	0.01
Queue Length 95th (ft)	0	3	1
Control Delay (s)	0.0	2.6	10.3
Lane LOS		A	B
Approach Delay (s)	0.0	2.6	10.3
Approach LOS			B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	30.7%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	1	129	1	0	126	1
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	140	1	0	137	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	276	1			1	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	276	1			1	
tC, single (s)	6.4	6.8			4.7	
tC, 2 stage (s)						
tF (s)	3.5	3.8			2.8	
p0 queue free %	100	85			89	
cM capacity (veh/h)	635	943			1304	

Direction, Lane #	WB 1	NB 1	NB 2	SB 1
Volume Total	141	1	0	138
Volume Left	1	0	0	137
Volume Right	140	0	0	0
cSH	939	1700	1700	1304
Volume to Capacity	0.15	0.00	0.00	0.11
Queue Length 95th (ft)	13	0	0	9
Control Delay (s)	9.5	0.0	0.0	8.0
Lane LOS	A			A
Approach Delay (s)	9.5	0.0		8.0
Approach LOS	A			

Intersection Summary			
Average Delay	8.7		
Intersection Capacity Utilization	28.4%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	78	459	0	646	0	0	0	0	0	0	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0							4.0
Lane Util. Factor		1.00	1.00		0.95							1.00
Frt		1.00	0.85		1.00							0.86
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		1827	1599		3574							1611
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		1827	1599		3574							1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	85	499	0	702	0	0	0	0	0	0	80
RTOR Reduction (vph)	0	0	329	0	0	0	0	0	0	0	0	43
Lane Group Flow (vph)	0	85	170	0	702	0	0	0	0	0	0	37
Heavy Vehicles (%)	0%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA	Perm		NA							custom
Protected Phases		4			8							
Permitted Phases			4									6
Actuated Green, G (s)		13.6	13.6		13.6							18.4
Effective Green, g (s)		13.6	13.6		13.6							18.4
Actuated g/C Ratio		0.34	0.34		0.34							0.46
Clearance Time (s)		4.0	4.0		4.0							4.0
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		621	543		1215							741
v/s Ratio Prot		0.05			c0.20							
v/s Ratio Perm			0.11									c0.02
v/c Ratio		0.14	0.31		0.58							0.05
Uniform Delay, d1		9.1	9.7		10.8							6.0
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.1	0.3		0.7							0.1
Delay (s)		9.2	10.1		11.5							6.1
Level of Service		A	B		B							A
Approach Delay (s)		10.0			11.5			0.0			6.1	
Approach LOS		A			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	10.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.27		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.8%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	35	402	102	66	556	99	101	27	72	59	12	36
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1599	1805	3481		1805	1900	1615	1736	1900	1571
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1599	1805	3481		1805	1900	1615	1736	1900	1571
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	38	437	111	72	604	108	110	29	78	64	13	39
RTOR Reduction (vph)	0	0	38	0	6	0	0	0	70	0	0	37
Lane Group Flow (vph)	38	437	73	72	706	0	110	29	8	64	13	2
Confl. Peds. (#/hr)	2					2	5					5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	0%	0%	0%	4%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	4.4	44.3	44.3	6.9	46.8		11.6	8.2	8.2	6.8	3.4	3.4
Effective Green, g (s)	4.4	44.3	44.3	6.9	46.8		11.6	8.2	8.2	6.8	3.4	3.4
Actuated g/C Ratio	0.05	0.53	0.53	0.08	0.56		0.14	0.10	0.10	0.08	0.04	0.04
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	94	1880	841	147	1934		248	185	157	140	76	63
v/s Ratio Prot	0.02	0.12		c0.04	c0.20		c0.06	c0.02		0.04	0.01	
v/s Ratio Perm			0.05						0.00			0.00
v/c Ratio	0.40	0.23	0.09	0.49	0.37		0.44	0.16	0.05	0.46	0.17	0.02
Uniform Delay, d1	38.6	10.8	9.9	37.0	10.4		33.3	34.8	34.5	36.9	39.0	38.8
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	2.1	0.3	0.2	1.9	0.5		0.9	0.3	0.1	1.7	0.8	0.1
Delay (s)	40.7	11.1	10.1	38.8	11.0		34.3	35.1	34.6	38.7	39.8	38.9
Level of Service	D	B	B	D	B		C	D	C	D	D	D
Approach Delay (s)		12.8			13.5			34.5			38.9	
Approach LOS		B			B			C			D	

Intersection Summary			
HCM 2000 Control Delay	17.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	84.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	61	7	16	86	13	2	0	15	15	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	66	8	17	93	14	2	0	16	16	0	4
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)									2			2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	108			75			228	240	71	229	229	93
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	108			75			228	240	71	229	229	93
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	98	98	100	100
cM capacity (veh/h)	1496			1536			716	651	996	707	660	969

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	13	74	17	93	14	18	21
Volume Left	13	0	17	0	0	2	16
Volume Right	0	8	0	0	14	16	4
cSH	1496	1700	1536	1700	1700	1129	896
Volume to Capacity	0.01	0.04	0.01	0.05	0.01	0.02	0.02
Queue Length 95th (ft)	1	0	1	0	0	1	2
Control Delay (s)	7.4	0.0	7.4	0.0	0.0	8.8	9.9
Lane LOS	A		A			A	A
Approach Delay (s)	1.1		1.0			8.8	9.9
Approach LOS						A	A

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	21.7%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	64	0	0	75	21	364	2	44	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	70	0	0	82	23	396	2	48	0	0	0
Pedestrians								6				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								1				
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	104			76			234	245	76	253	234	93
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	104			76			234	245	76	253	234	93
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			100			43	100	95	100	100	100
cM capacity (veh/h)	1427			1529			700	642	986	655	652	970

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	33	70	104	446
Volume Left	33	0	0	396
Volume Right	0	0	23	48
cSH	1427	1700	1700	763
Volume to Capacity	0.02	0.04	0.06	0.58
Queue Length 95th (ft)	2	0	0	96
Control Delay (s)	7.6	0.0	0.0	16.1
Lane LOS	A			C
Approach Delay (s)	2.4		0.0	16.1
Approach LOS				C

Intersection Summary			
Average Delay	11.4		
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	78	273	33	378	0	0	0	0	14	0	42
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	85	297	36	411	0	0	0	0	15	0	46
Pedestrians								5			1	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	412			387			572	573	90	568	870	412
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	412			387			572	573	90	568	870	412
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	100			97			100	100	100	96	100	93
cM capacity (veh/h)	1157			1183			392	419	974	426	283	618

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	85	297	36	411	61
Volume Left	0	0	36	0	15
Volume Right	0	297	0	0	46
cSH	1700	1700	1183	1700	825
Volume to Capacity	0.05	0.17	0.03	0.24	0.07
Queue Length 95th (ft)	0	0	2	0	6
Control Delay (s)	0.0	0.0	8.1	0.0	11.9
Lane LOS			A		B
Approach Delay (s)	0.0		0.7		11.9
Approach LOS					B

Intersection Summary			
Average Delay	1.1		
Intersection Capacity Utilization	52.9%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	96	0	1	229	29	340	0	341	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0		4.0	4.0			
Lane Util. Factor		1.00			1.00	1.00		1.00	1.00			
Frt		1.00			1.00	0.85		1.00	0.85			
Flt Protected		0.98			1.00	1.00		0.95	1.00			
Satd. Flow (prot)		1841			1862	1553		1752	1583			
Flt Permitted		0.79			1.00	1.00		0.95	1.00			
Satd. Flow (perm)		1485			1860	1553		1752	1583			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	60	96	0	1	229	29	340	0	341	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	22	0	0	145	0	0	0
Lane Group Flow (vph)	0	156	0	0	230	7	0	340	196	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	3%	0%	2%	0%	0%	0%
Turn Type	Perm	NA		Perm	NA	Perm	Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4			8		8	2		2			
Actuated Green, G (s)		9.0			9.0	9.0		23.0	23.0			
Effective Green, g (s)		9.0			9.0	9.0		23.0	23.0			
Actuated g/C Ratio		0.22			0.22	0.22		0.58	0.58			
Clearance Time (s)		4.0			4.0	4.0		4.0	4.0			
Vehicle Extension (s)		3.0			3.0	3.0		3.0	3.0			
Lane Grp Cap (vph)		334			418	349		1007	910			
v/s Ratio Prot												
v/s Ratio Perm		0.11			c0.12	0.00		0.19	0.12			
v/c Ratio		0.47			0.55	0.02		0.34	0.22			
Uniform Delay, d1		13.4			13.7	12.1		4.5	4.1			
Progression Factor		1.39			1.00	1.00		1.00	1.00			
Incremental Delay, d2		0.9			1.6	0.0		0.9	0.5			
Delay (s)		19.6			15.3	12.1		5.4	4.7			
Level of Service		B			B	B		A	A			
Approach Delay (s)		19.6			14.9			5.0			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	9.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.40		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	49.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	157	279	0	392	164	0	0	0	21	0	56
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0	4.0					4.0	4.0
Lane Util. Factor		1.00			1.00	1.00					1.00	1.00
Frpb, ped/bikes		0.99			1.00	1.00					1.00	1.00
Flpb, ped/bikes		1.00			1.00	1.00					1.00	1.00
Frt		0.91			1.00	0.85					1.00	0.85
Flt Protected		1.00			1.00	1.00					0.95	1.00
Satd. Flow (prot)		1668			1845	1568					1805	1482
Flt Permitted		1.00			1.00	1.00					0.95	1.00
Satd. Flow (perm)		1668			1845	1568					1805	1482
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	157	279	0	392	164	0	0	0	21	0	56
RTOR Reduction (vph)	0	179	0	0	0	110	0	0	0	0	0	30
Lane Group Flow (vph)	0	257	0	0	392	54	0	0	0	0	21	26
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	0%	2%	3%	0%	3%	3%	0%	0%	0%	0%	0%	9%
Turn Type		NA			NA	Perm				Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases						8				6		6
Actuated Green, G (s)		13.2			13.2	13.2					18.8	18.8
Effective Green, g (s)		13.2			13.2	13.2					18.8	18.8
Actuated g/C Ratio		0.33			0.33	0.33					0.47	0.47
Clearance Time (s)		4.0			4.0	4.0					4.0	4.0
Vehicle Extension (s)		3.0			3.0	3.0					3.0	3.0
Lane Grp Cap (vph)		550			608	517					848	696
v/s Ratio Prot		0.15			c0.21							
v/s Ratio Perm						0.03					0.01	c0.02
v/c Ratio		0.47			0.64	0.10					0.02	0.04
Uniform Delay, d1		10.6			11.4	9.3					5.7	5.7
Progression Factor		1.00			1.18	1.48					1.00	1.00
Incremental Delay, d2		0.6			2.3	0.1					0.1	0.1
Delay (s)		11.2			15.7	13.9					5.7	5.8
Level of Service		B			B	B					A	A
Approach Delay (s)		11.2			15.2			0.0			5.8	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.29		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	35.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	36	354	211	10	137	2	73	448	18	9	275	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	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	1.00
Frt	1.00	0.94		1.00	1.00		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1692		1805	1549		1641	3574	1272	1444	3505	1346
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	1692		1805	1549		1641	3574	1272	1444	3505	1346
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	385	229	11	149	2	79	487	20	10	299	26
RTOR Reduction (vph)	0	11	0	0	0	0	0	0	11	0	0	16
Lane Group Flow (vph)	39	603	0	11	151	0	79	487	9	10	299	10
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	7%	3%	0%	22%	50%	10%	1%	27%	25%	3%	20%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	4.5	35.3		1.1	31.9		8.7	49.8	49.8	1.3	42.4	42.4
Effective Green, g (s)	4.5	35.3		1.1	31.9		8.7	49.8	49.8	1.3	42.4	42.4
Actuated g/C Ratio	0.04	0.33		0.01	0.30		0.08	0.47	0.47	0.01	0.40	0.40
Clearance Time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	74	566		18	468		135	1687	600	17	1408	540
v/s Ratio Prot	c0.02	c0.36		0.01	0.10		c0.05	c0.14		0.01	0.09	
v/s Ratio Perm									0.01			0.01
v/c Ratio	0.53	1.06		0.61	0.32		0.59	0.29	0.02	0.59	0.21	0.02
Uniform Delay, d1	49.5	35.1		52.0	28.4		46.7	17.0	14.8	51.8	20.6	19.0
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	3.1	56.3		36.2	0.4		6.3	0.4	0.0	42.8	0.3	0.1
Delay (s)	52.6	91.4		88.2	28.9		53.0	17.5	14.9	94.6	21.0	19.1
Level of Service	D	F		F	C		D	B	B	F	C	B
Approach Delay (s)		89.0			32.9			22.2			23.0	
Approach LOS		F			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	48.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	105.5	Sum of lost time (s)	18.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	60	719	0	0	972	203	418	0	521	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frpb, ped/bikes	1.00	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			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1805	3574			3505	1568	3502		1568			
Flt Permitted	0.24	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	465	3574			3505	1568	3502		1568			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	65	782	0	0	1057	221	454	0	566	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	65	782	0	0	1057	221	454	0	566	0	0	0
Confl. Peds. (#/hr)			14	14								
Heavy Vehicles (%)	0%	1%	0%	0%	3%	3%	0%	0%	3%	0%	0%	0%
Turn Type	Perm	NA			NA	Free	custom		Free			
Protected Phases		2			6							
Permitted Phases	2					Free	8		Free			
Actuated Green, G (s)	35.1	35.1			35.1	58.3	12.2		58.3			
Effective Green, g (s)	35.1	35.1			35.1	58.3	12.2		58.3			
Actuated g/C Ratio	0.60	0.60			0.60	1.00	0.21		1.00			
Clearance Time (s)	7.0	7.0			7.0		4.0					
Vehicle Extension (s)	5.0	5.0			5.0		2.5					
Lane Grp Cap (vph)	279	2151			2110	1568	732		1568			
v/s Ratio Prot		0.22			c0.30							
v/s Ratio Perm	0.14					0.14	c0.13		0.36			
v/c Ratio	0.23	0.36			0.50	0.14	0.62		0.36			
Uniform Delay, d1	5.4	5.9			6.6	0.0	20.9		0.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	1.9	0.5			0.4	0.2	1.4		0.6			
Delay (s)	7.3	6.4			7.0	0.2	22.4		0.6			
Level of Service	A	A			A	A	C		A			
Approach Delay (s)		6.5			5.8			10.3			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	7.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.53		
Actuated Cycle Length (s)	58.3	Sum of lost time (s)	11.0
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	637	372	454	922	0	0	0	0	160	1	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	4.0	3.5	7.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3574	1560	1719	3539						1741	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3574	1560	1719	3539						1741	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	692	404	493	1002	0	0	0	0	174	1	67
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	692	404	493	1002	0	0	0	0	0	175	67
Confl. Peds. (#/hr)			8	8								
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	1%	5%	2%	0%	0%	0%	0%	4%	0%	2%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		35.1	98.5	34.2	72.8						14.7	98.5
Effective Green, g (s)		35.1	98.5	34.2	72.8						14.7	98.5
Actuated g/C Ratio		0.36	1.00	0.35	0.74						0.15	1.00
Clearance Time (s)		7.0		3.5	7.0						4.0	
Vehicle Extension (s)		5.0		3.5	5.0						2.5	
Lane Grp Cap (vph)		1273	1560	596	2615						259	1583
v/s Ratio Prot		c0.19		c0.29	0.28						c0.10	
v/s Ratio Perm			0.26									0.04
v/c Ratio		0.54	0.26	0.83	0.38						0.68	0.04
Uniform Delay, d1		25.3	0.0	29.4	4.7						39.6	0.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		1.7	0.4	9.4	0.4						6.2	0.1
Delay (s)		27.0	0.4	38.9	5.1						45.8	0.1
Level of Service		C	A	D	A						D	A
Approach Delay (s)		17.2			16.2			0.0			33.2	
Approach LOS		B			B			A			C	

Intersection Summary			
HCM 2000 Control Delay	18.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.68		
Actuated Cycle Length (s)	98.5	Sum of lost time (s)	14.5
Intersection Capacity Utilization	64.2%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	102	25	18	45	33	214	27	652	30	174	1079	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1791	1475		1816	1583	1805	3505	1553	1787	3505	1550
Flt Permitted		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1791	1475		1816	1583	1805	3505	1553	1787	3505	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	27	20	49	36	233	29	709	33	189	1173	161
RTOR Reduction (vph)	0	0	17	0	0	199	0	0	20	0	0	79
Lane Group Flow (vph)	0	138	3	0	85	34	29	709	13	189	1173	82
Confl. Peds. (#/hr)			8	8			1					1
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	10%	7%	0%	4%	2%	0%	3%	4%	1%	3%	2%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		12.6	12.6		13.7	13.7	4.8	37.4	37.4	15.5	48.1	48.1
Effective Green, g (s)		12.6	12.6		13.7	13.7	4.8	37.4	37.4	15.5	48.1	48.1
Actuated g/C Ratio		0.13	0.13		0.14	0.14	0.05	0.39	0.39	0.16	0.51	0.51
Clearance Time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Vehicle Extension (s)		3.0	3.0		5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0
Lane Grp Cap (vph)		237	195		261	228	91	1379	611	291	1774	784
v/s Ratio Prot		c0.08			c0.05		0.02	0.20		c0.11	c0.33	
v/s Ratio Perm			0.00			0.02			0.01			0.05
v/c Ratio		0.58	0.01		0.33	0.15	0.32	0.51	0.02	0.65	0.66	0.10
Uniform Delay, d1		38.7	35.8		36.5	35.5	43.5	21.9	17.6	37.2	17.4	12.2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		3.6	0.0		1.5	0.6	2.0	1.4	0.1	4.9	2.0	0.3
Delay (s)		42.3	35.8		38.0	36.2	45.5	23.3	17.7	42.1	19.4	12.5
Level of Service		D	D		D	D	D	C	B	D	B	B
Approach Delay (s)		41.5			36.7			23.9			21.5	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	25.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	95.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	59.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	4	88	82	562	70	246	60	531	376	365	860	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.91	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1548	3400	1618	1504	1770	3505	1553	3433	3539	1419
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1548	3400	1618	1504	1770	3505	1553	3433	3539	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	4	96	89	611	76	267	65	577	409	397	935	11
RTOR Reduction (vph)	0	0	83	0	31	110	0	0	297	0	0	7
Lane Group Flow (vph)	4	96	6	611	146	56	65	577	112	397	935	4
Confl. Peds. (#/hr)			1	1			3					3
Heavy Vehicles (%)	0%	1%	3%	3%	2%	2%	2%	3%	4%	2%	2%	11%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	8.6	8.6	8.6	40.3	40.3	40.3	12.1	32.8	32.8	20.0	40.7	40.7
Effective Green, g (s)	8.6	8.6	8.6	40.3	40.3	40.3	12.1	32.8	32.8	20.0	40.7	40.7
Actuated g/C Ratio	0.07	0.07	0.07	0.34	0.34	0.34	0.10	0.27	0.27	0.17	0.34	0.34
Clearance Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	129	256	110	1141	543	505	178	958	424	572	1200	481
v/s Ratio Prot	0.00	c0.03		c0.18	0.09		0.04	0.16		c0.12	c0.26	
v/s Ratio Perm			0.00			0.04			0.07			0.00
v/c Ratio	0.03	0.38	0.06	0.54	0.27	0.11	0.37	0.60	0.26	0.69	0.78	0.01
Uniform Delay, d1	51.8	53.1	51.9	32.3	29.1	27.5	50.4	37.9	34.1	47.1	35.6	26.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.1	0.9	0.2	0.5	0.3	0.1	1.3	2.8	1.5	3.6	5.0	0.0
Delay (s)	51.9	54.1	52.1	32.8	29.4	27.6	51.6	40.7	35.7	50.8	40.7	26.3
Level of Service	D	D	D	C	C	C	D	D	D	D	D	C
Approach Delay (s)		53.1			31.2			39.4			43.5	
Approach LOS		D			C			D			D	

Intersection Summary			
HCM 2000 Control Delay	39.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	67.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	15	27	62	217	44	83	33	650	223	150	1058	21
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	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	1.00
Frt		1.00	0.85	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1718	1516	1665	1581		1805	3438	1599	1752	3505	1524
Flt Permitted		0.98	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1718	1516	1665	1581		1805	3438	1599	1752	3505	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	16	29	67	236	48	90	36	707	242	163	1150	23
RTOR Reduction (vph)	0	0	62	0	29	0	0	0	148	0	0	12
Lane Group Flow (vph)	0	45	5	191	154	0	36	707	94	163	1150	11
Confl. Peds. (#/hr)			11	11								
Heavy Vehicles (%)	8%	9%	4%	3%	3%	6%	0%	5%	1%	3%	3%	6%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)		7.1	7.1	23.3	23.3		5.0	40.7	40.7	15.9	51.6	51.6
Effective Green, g (s)		7.1	7.1	23.3	23.3		5.0	40.7	40.7	15.9	51.6	51.6
Actuated g/C Ratio		0.07	0.07	0.22	0.22		0.05	0.39	0.39	0.15	0.49	0.49
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	4.0	4.0		2.5	5.0	5.0	2.5	5.0	5.0
Lane Grp Cap (vph)		116	102	369	350		85	1332	619	265	1722	748
v/s Ratio Prot		c0.03		c0.11	0.10		0.02	0.21		c0.09	c0.33	
v/s Ratio Perm			0.00						0.06			0.01
v/c Ratio		0.39	0.04	0.52	0.44		0.42	0.53	0.15	0.62	0.67	0.02
Uniform Delay, d1		46.9	45.8	35.9	35.2		48.6	24.8	20.9	41.7	20.2	13.7
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.1	0.2	1.6	1.2		2.5	1.5	0.5	3.6	2.1	0.0
Delay (s)		49.0	46.0	37.5	36.4		51.1	26.3	21.4	45.3	22.3	13.7
Level of Service		D	D	D	D		D	C	C	D	C	B
Approach Delay (s)		47.2			37.0			26.0			24.9	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	27.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	105.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	61.9%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	13	13	117	114	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	14	14	127	124	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	279	124	124			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	279	124	124			
tC, single (s)	6.4	6.8	4.7			
tC, 2 stage (s)						
tF (s)	3.5	3.9	2.7			
p0 queue free %	100	98	99			
cM capacity (veh/h)	706	788	1183			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	14	141	124
Volume Left	0	14	0
Volume Right	14	0	0
cSH	788	1183	1700
Volume to Capacity	0.02	0.01	0.07
Queue Length 95th (ft)	1	1	0
Control Delay (s)	9.7	0.9	0.0
Lane LOS	A	A	
Approach Delay (s)	9.7	0.9	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.9		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

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APPENDIX 4: CUMULATIVE NO PROJECT LOS WORKSHEETS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	56	83	0	0	215	26	380	0	81	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	61	90	0	0	234	28	413	0	88	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	262			90			460	474	90	504	460	248
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	262			90			460	474	90	504	460	248
tC, single (s)	4.1			4.1			7.1	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.4	3.5	4.0	3.3
p0 queue free %	95			100			17	100	91	100	100	100
cM capacity (veh/h)	1314			1518			495	469	949	421	478	796

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	151	262	501
Volume Left	61	0	413
Volume Right	0	28	88
cSH	1314	1700	565
Volume to Capacity	0.05	0.15	0.89
Queue Length 95th (ft)	4	0	257
Control Delay (s)	3.4	0.0	42.5
Lane LOS	A		E
Approach Delay (s)	3.4	0.0	42.5
Approach LOS			E

Intersection Summary			
Average Delay	23.9		
Intersection Capacity Utilization	51.4%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	119	388	120	475	0	0	0	0	19	3	45
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	129	422	130	516	0	0	0	0	21	3	49
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	516			551			1143	1117	340	1117	1328	516
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	516			551			1143	1117	340	1117	1328	516
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.8	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	4.1	4.0	3.3
p0 queue free %	100			87			100	100	100	84	98	91
cM capacity (veh/h)	1060			1029			145	182	707	126	137	563

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	551	647	73
Volume Left	0	130	21
Volume Right	422	0	49
cSH	1700	1029	387
Volume to Capacity	0.32	0.13	0.19
Queue Length 95th (ft)	0	11	17
Control Delay (s)	0.0	3.1	21.1
Lane LOS		A	C
Approach Delay (s)	0.0	3.1	21.1
Approach LOS			C

Intersection Summary			
Average Delay	2.8		
Intersection Capacity Utilization	75.1%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	290	0	3	231	286	1	2	5	212	0	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	315	0	3	251	311	1	2	5	230	0	61

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	353	254	311	3	5	291
Volume Left (vph)	38	3	0	1	0	230
Volume Right (vph)	0	0	311	0	5	61
Hadj (s)	0.02	0.01	-0.67	0.17	-0.70	0.07
Departure Headway (s)	6.3	6.2	5.5	7.8	6.9	6.8
Degree Utilization, x	0.62	0.44	0.47	0.01	0.01	0.55
Capacity (veh/h)	551	565	635	381	420	500
Control Delay (s)	19.1	12.6	12.1	9.7	8.8	17.9
Approach Delay (s)	19.1	12.3		9.1		17.9
Approach LOS	C	B		A		C

Intersection Summary			
Delay	15.6		
Level of Service	C		
Intersection Capacity Utilization	61.3%	ICU Level of Service	B
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	153	1299	0	713	0	0	0	0	0	0	153
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0							4.0
Lane Util. Factor		1.00	1.00		0.95							1.00
Frt		1.00	0.85		1.00							0.86
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		1881	1568		3406							1580
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		1881	1568		3406							1580
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	166	1412	0	775	0	0	0	0	0	0	166
RTOR Reduction (vph)	0	0	326	0	0	0	0	0	0	0	0	131
Lane Group Flow (vph)	0	166	1086	0	775	0	0	0	0	0	0	35
Heavy Vehicles (%)	0%	1%	3%	0%	6%	0%	0%	0%	0%	0%	0%	4%
Turn Type		NA	Perm		NA							custom
Protected Phases		4			8							
Permitted Phases			4									6
Actuated Green, G (s)		63.1	63.1		63.1							18.9
Effective Green, g (s)		63.1	63.1		63.1							18.9
Actuated g/C Ratio		0.70	0.70		0.70							0.21
Clearance Time (s)		4.0	4.0		4.0							4.0
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		1318	1099		2387							331
v/s Ratio Prot		0.09			0.23							
v/s Ratio Perm			c0.69									c0.02
v/c Ratio		0.13	0.99		0.32							0.11
Uniform Delay, d1		4.4	13.1		5.2							28.7
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.0	24.0		0.1							0.6
Delay (s)		4.5	37.1		5.3							29.4
Level of Service		A	D		A							C
Approach Delay (s)		33.7			5.3			0.0			29.4	
Approach LOS		C			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	778	94	23	522	321	46	65	62	612	71	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3539	1488	1671	3211		1805	1759	1482	1752	1900	1475
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3539	1488	1671	3211		1805	1759	1482	1752	1900	1475
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	150	846	102	25	567	349	50	71	67	665	77	253
RTOR Reduction (vph)	0	0	62	0	109	0	0	0	63	0	0	165
Lane Group Flow (vph)	150	846	40	25	807	0	50	71	4	665	77	88
Confl. Peds. (#/hr)			2	2			2					2
Heavy Vehicles (%)	0%	2%	6%	8%	6%	6%	0%	8%	9%	3%	0%	7%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	6.0	34.4	34.4	2.0	30.4		3.2	4.8	4.8	29.0	30.6	30.6
Effective Green, g (s)	6.0	34.4	34.4	2.0	30.4		3.2	4.8	4.8	29.0	30.6	30.6
Actuated g/C Ratio	0.07	0.39	0.39	0.02	0.34		0.04	0.05	0.05	0.33	0.35	0.35
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	122	1380	580	37	1106		65	95	80	576	659	511
v/s Ratio Prot	c0.08	c0.24		0.01	c0.25		0.03	c0.04		c0.38	0.04	
v/s Ratio Perm			0.03						0.00			0.06
v/c Ratio	1.23	0.61	0.07	0.68	0.73		0.77	0.75	0.05	1.15	0.12	0.17
Uniform Delay, d1	41.1	21.6	16.9	42.8	25.3		42.1	41.1	39.5	29.6	19.6	20.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	155.7	2.0	0.2	36.2	4.2		39.8	25.8	0.2	88.0	0.1	0.1
Delay (s)	196.8	23.6	17.1	79.0	29.6		81.9	66.9	39.7	117.6	19.7	20.1
Level of Service	F	C	B	E	C		F	E	D	F	B	C
Approach Delay (s)		46.7			30.9			61.2			85.2	
Approach LOS		D			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	54.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.6%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	88	1	7	123	32	6	0	25	19	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	96	1	8	134	35	7	0	27	21	0	3
Pedestrians								2			1	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)									2			2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	169			99			249	283	98	259	249	135
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	169			99			249	283	98	259	249	135
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			99			99	100	97	97	100	100
cM capacity (veh/h)	1419			1504			701	625	962	658	653	919

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	97	8	134	35	34	24
Volume Left	0	0	8	0	0	7	21
Volume Right	0	1	0	0	35	27	3
cSH	1700	1700	1504	1700	1700	1192	762
Volume to Capacity	0.00	0.06	0.01	0.08	0.02	0.03	0.03
Queue Length 95th (ft)	0	0	0	0	0	2	2
Control Delay (s)	0.0	0.0	7.4	0.0	0.0	9.1	10.4
Lane LOS			A			A	B
Approach Delay (s)	0.0		0.3			9.1	10.4
Approach LOS						A	B

Intersection Summary			
Average Delay	1.9		
Intersection Capacity Utilization	23.4%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	122	127	0	0	132	53	363	0	60	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	133	138	0	0	143	58	395	0	65	0	0	0
Pedestrians								2			1	
Lane Width (ft)								12.0			0.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	202			140			578	607	140	609	579	173
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	202			140			578	607	140	609	579	173
tC, single (s)	4.1			4.1			7.2	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.6	4.0	3.4	3.5	4.0	3.3
p0 queue free %	90			100			0	100	93	100	100	100
cM capacity (veh/h)	1358			1453			386	372	893	351	387	875

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	133	138	201	460
Volume Left	133	0	0	395
Volume Right	0	0	58	65
cSH	1358	1700	1700	426
Volume to Capacity	0.10	0.08	0.12	1.08
Queue Length 95th (ft)	8	0	0	386
Control Delay (s)	7.9	0.0	0.0	97.9
Lane LOS	A			F
Approach Delay (s)	3.9		0.0	97.9
Approach LOS				F

Intersection Summary			
Average Delay	49.5		
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	185	595	56	439	0	0	0	0	64	0	107
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	201	647	61	477	0	0	0	0	70	0	116
Pedestrians								2			1	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	478			850			802	803	203	801	1450	478
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	478			850			802	803	203	801	1450	478
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			92			100	100	100	75	100	80
cM capacity (veh/h)	1094			797			230	295	843	278	122	591

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	201	647	61	477	186
Volume Left	0	0	61	0	70
Volume Right	0	647	0	0	116
cSH	1700	1700	797	1700	743
Volume to Capacity	0.12	0.38	0.08	0.28	0.25
Queue Length 95th (ft)	0	0	6	0	25
Control Delay (s)	0.0	0.0	9.9	0.0	16.2
Lane LOS			A		C
Approach Delay (s)	0.0		1.1		16.2
Approach LOS					C

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	207	284	0	0	884	57	223	3	301	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.91			1.00	0.88			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1770	5136			4960			1742	2733			
Flt Permitted	0.26	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	481	5136			4960			1742	2733			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	207	284	0	0	884	57	223	3	301	0	0	0
RTOR Reduction (vph)	0	0	0	0	16	0	0	0	186	0	0	0
Lane Group Flow (vph)	207	284	0	0	926	0	0	226	115	0	0	0
Heavy Vehicles (%)	2%	1%	0%	0%	2%	29%	4%	0%	4%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	29.0	29.0			29.0			23.0	23.0			
Effective Green, g (s)	29.0	29.0			29.0			23.0	23.0			
Actuated g/C Ratio	0.48	0.48			0.48			0.38	0.38			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	232	2482			2397			667	1047			
v/s Ratio Prot		0.06			0.19							
v/s Ratio Perm	c0.43							0.13	0.04			
v/c Ratio	0.89	0.11			0.39			0.34	0.11			
Uniform Delay, d1	14.1	8.5			9.8			13.1	11.9			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	31.9	0.0			0.1			1.4	0.2			
Delay (s)	46.0	8.5			9.9			14.5	12.1			
Level of Service	D	A			A			B	B			
Approach Delay (s)		24.3			9.9			13.1			0.0	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	346	384	0	464	643	0	0	0	145	1	234
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0					4.0	4.0
Lane Util. Factor		0.91	1.00		0.91	1.00					1.00	1.00
Frt		1.00	0.85		1.00	0.85					1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00					0.95	1.00
Satd. Flow (prot)		4940	1538		5036	1599					1810	1417
Flt Permitted		1.00	1.00		1.00	1.00					0.95	1.00
Satd. Flow (perm)		4940	1538		5036	1599					1810	1417
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	346	384	0	464	643	0	0	0	145	1	234
RTOR Reduction (vph)	0	0	234	0	0	392	0	0	0	0	0	138
Lane Group Flow (vph)	0	346	150	0	464	251	0	0	0	0	146	96
Heavy Vehicles (%)	0%	5%	5%	0%	3%	1%	0%	0%	0%	0%	0%	14%
Turn Type		NA	Perm		NA	Perm				Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4			8				6		6
Actuated Green, G (s)		15.6	15.6		15.6	15.6					16.4	16.4
Effective Green, g (s)		15.6	15.6		15.6	15.6					16.4	16.4
Actuated g/C Ratio		0.39	0.39		0.39	0.39					0.41	0.41
Clearance Time (s)		4.0	4.0		4.0	4.0					4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0					3.0	3.0
Lane Grp Cap (vph)		1926	599		1964	623					742	580
v/s Ratio Prot		0.07			0.09							
v/s Ratio Perm			0.10			c0.16					0.08	0.07
v/c Ratio		0.18	0.25		0.24	0.40					0.20	0.17
Uniform Delay, d1		8.0	8.2		8.2	8.8					7.6	7.5
Progression Factor		1.00	1.00		1.00	1.00					1.00	1.00
Incremental Delay, d2		0.0	0.2		0.1	0.4					0.6	0.6
Delay (s)		8.0	8.5		8.3	9.3					8.2	8.1
Level of Service		A	A		A	A					A	A
Approach Delay (s)		8.3			8.8			0.0			8.1	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	111	168	75	3	365	30	193	457	9	26	709	80
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	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	1.00
Frt	1.00	0.95		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1367	1458		1805	1744		1719	3438	1292	1671	3539	1509
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1367	1458		1805	1744		1719	3438	1292	1671	3539	1509
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	121	183	82	3	397	33	210	497	10	28	771	87
RTOR Reduction (vph)	0	14	0	0	3	0	0	0	6	0	0	63
Lane Group Flow (vph)	121	251	0	3	427	0	210	497	4	28	771	24
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	32%	23%	27%	0%	6%	27%	5%	5%	25%	8%	2%	7%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	11.0	44.0		0.7	33.7		15.2	41.8	41.8	3.6	30.2	30.2
Effective Green, g (s)	11.0	44.0		0.7	33.7		15.2	41.8	41.8	3.6	30.2	30.2
Actuated g/C Ratio	0.10	0.41		0.01	0.31		0.14	0.39	0.39	0.03	0.28	0.28
Clearance Time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	139	593		11	543		241	1329	499	55	988	421
v/s Ratio Prot	c0.09	0.17		0.00	c0.25		c0.12	0.14		0.02	c0.22	
v/s Ratio Perm									0.00			0.02
v/c Ratio	0.87	0.42		0.27	0.79		0.87	0.37	0.01	0.51	0.78	0.06
Uniform Delay, d1	47.8	23.0		53.4	33.9		45.5	23.8	20.4	51.4	35.9	28.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	39.7	0.5		4.8	7.4		27.2	0.8	0.0	7.2	6.1	0.3
Delay (s)	87.5	23.4		58.3	41.3		72.7	24.6	20.4	58.6	42.0	28.8
Level of Service	F	C		E	D		E	C	C	E	D	C
Approach Delay (s)		43.5			41.4			38.6			41.2	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	40.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	108.1	Sum of lost time (s)	18.0
Intersection Capacity Utilization	72.9%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	865	0	0	1061	350	374	0	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frpb, ped/bikes	1.00	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			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1719	3505			3539	1553	3335		1538			
Flt Permitted	0.21	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	381	3505			3539	1553	3335		1538			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	940	0	0	1153	380	407	0	788	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	42	940	0	0	1153	380	407	0	788	0	0	0
Confl. Peds. (#/hr)			2	2								
Heavy Vehicles (%)	5%	3%	0%	0%	2%	4%	5%	0%	5%	0%	0%	0%
Turn Type	Perm	NA			NA	Free	custom		Free			
Protected Phases		2			6							
Permitted Phases	2					Free	8		Free			
Actuated Green, G (s)	20.0	20.0			20.0	39.4	8.4		39.4			
Effective Green, g (s)	20.0	20.0			20.0	39.4	8.4		39.4			
Actuated g/C Ratio	0.51	0.51			0.51	1.00	0.21		1.00			
Clearance Time (s)	7.0	7.0			7.0		4.0					
Vehicle Extension (s)	5.0	5.0			5.0		2.5					
Lane Grp Cap (vph)	193	1779			1796	1553	711		1538			
v/s Ratio Prot		0.27			0.33							
v/s Ratio Perm	0.11					0.24	0.12		c0.51			
v/c Ratio	0.22	0.53			0.64	0.24	0.57		0.51			
Uniform Delay, d1	5.4	6.5			7.1	0.0	13.9		0.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	2.6	1.1			1.1	0.4	0.9		1.2			
Delay (s)	7.9	7.7			8.2	0.4	14.8		1.2			
Level of Service	A	A			A	A	B		A			
Approach Delay (s)		7.7			6.2			5.8			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	39.4	Sum of lost time (s)	11.0
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	693	493	503	932	0	0	0	0	211	0	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	4.0	3.5	7.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1506	1787	3471						1752	1615
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3505	1506	1787	3471						1752	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	753	536	547	1013	0	0	0	0	229	0	85
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	753	536	547	1013	0	0	0	0	0	229	85
Confl. Bikes (#/hr)			3									
Heavy Vehicles (%)	0%	3%	5%	1%	4%	0%	0%	0%	0%	3%	0%	0%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		23.6	75.0	25.9	53.0						11.0	75.0
Effective Green, g (s)		23.6	75.0	25.9	53.0						11.0	75.0
Actuated g/C Ratio		0.31	1.00	0.35	0.71						0.15	1.00
Clearance Time (s)		7.0		3.5	7.0						4.0	
Vehicle Extension (s)		5.0		3.5	5.0						2.5	
Lane Grp Cap (vph)		1102	1506	617	2452						256	1615
v/s Ratio Prot		c0.21		c0.31	0.29						c0.13	
v/s Ratio Perm			0.36									0.05
v/c Ratio		0.68	0.36	0.89	0.41						0.89	0.05
Uniform Delay, d1		22.4	0.0	23.2	4.6						31.4	0.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		3.4	0.7	14.7	0.5						30.0	0.1
Delay (s)		25.9	0.7	37.8	5.1						61.5	0.1
Level of Service		C	A	D	A						E	A
Approach Delay (s)		15.4			16.6			0.0			44.8	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	18.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	71.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	37	13	55	24	191	64	1145	90	250	665	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00	1.00	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	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1791	1587		1579	1568	1805	3406	1524	1770	3438	1538
Flt Permitted		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1791	1587		1579	1568	1805	3406	1524	1770	3438	1538
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	182	40	14	60	26	208	70	1245	98	272	723	88
RTOR Reduction (vph)	0	0	12	0	0	183	0	0	60	0	0	44
Lane Group Flow (vph)	0	222	2	0	86	25	70	1245	38	272	723	44
Confl. Peds. (#/hr)			3	3								
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	1%	6%	0%	19%	10%	3%	0%	6%	6%	2%	5%	5%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		18.8	18.8		13.2	13.2	7.3	42.3	42.3	19.9	54.9	54.9
Effective Green, g (s)		18.8	18.8		13.2	13.2	7.3	42.3	42.3	19.9	54.9	54.9
Actuated g/C Ratio		0.17	0.17		0.12	0.12	0.07	0.38	0.38	0.18	0.50	0.50
Clearance Time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Vehicle Extension (s)		3.0	3.0		5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0
Lane Grp Cap (vph)		306	271		189	188	119	1309	586	320	1715	767
v/s Ratio Prot		c0.12			c0.05		0.04	c0.37		c0.15	0.21	
v/s Ratio Perm			0.00			0.02			0.02			0.03
v/c Ratio		0.73	0.01		0.46	0.13	0.59	0.95	0.06	0.85	0.42	0.06
Uniform Delay, d1		43.2	37.9		45.1	43.3	49.9	32.8	21.4	43.6	17.5	14.2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		8.3	0.0		3.6	0.7	7.2	15.6	0.2	18.6	0.8	0.1
Delay (s)		51.4	37.9		48.7	44.0	57.1	48.5	21.6	62.2	18.2	14.3
Level of Service		D	D		D	D	E	D	C	E	B	B
Approach Delay (s)		50.6			45.3			47.0			29.0	
Approach LOS		D			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	40.7	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	119	79	397	104	341	85	854	420	291	531	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.92	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3167	1538	3335	1585	1461	1703	3374	1524	3400	3374	1429
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3167	1538	3335	1585	1461	1703	3374	1524	3400	3374	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	129	86	432	113	371	92	928	457	316	577	37
RTOR Reduction (vph)	0	0	79	0	31	176	0	0	282	0	0	21
Lane Group Flow (vph)	13	129	7	432	219	58	92	928	175	316	577	16
Heavy Vehicles (%)	0%	14%	5%	5%	4%	5%	6%	7%	6%	3%	7%	13%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	10.7	10.7	10.7	30.9	30.9	30.9	11.8	48.0	48.0	17.1	53.3	53.3
Effective Green, g (s)	10.7	10.7	10.7	30.9	30.9	30.9	11.8	48.0	48.0	17.1	53.3	53.3
Actuated g/C Ratio	0.09	0.09	0.09	0.25	0.25	0.25	0.09	0.38	0.38	0.14	0.43	0.43
Clearance Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	154	271	131	824	391	361	160	1295	585	465	1438	609
v/s Ratio Prot	0.01	c0.04		0.13	c0.14		0.05	c0.28		c0.09	0.17	
v/s Ratio Perm			0.00			0.04			0.12			0.01
v/c Ratio	0.08	0.48	0.06	0.52	0.56	0.16	0.57	0.72	0.30	0.68	0.40	0.03
Uniform Delay, d1	52.6	54.5	52.5	40.7	41.1	36.9	54.2	32.7	26.8	51.3	24.8	20.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.3	0.2	0.6	1.8	0.2	4.9	3.4	1.3	3.9	0.8	0.1
Delay (s)	52.9	55.8	52.7	41.3	43.0	37.1	59.1	36.1	28.1	55.3	25.6	20.9
Level of Service	D	E	D	D	D	D	E	D	C	E	C	C
Approach Delay (s)		54.5			40.7			35.1			35.5	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	37.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	125.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	18	30	164	15	130	31	943	357	55	662	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00	0.98	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	1.00
Frt		1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1589	1524	1649	1483		1612	3406	1506	1671	3312	1615
Flt Permitted		0.98	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1589	1524	1649	1483		1612	3406	1506	1671	3312	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	20	33	178	16	141	34	1025	388	60	720	22
RTOR Reduction (vph)	0	0	31	0	111	0	0	0	202	0	0	12
Lane Group Flow (vph)	0	33	2	160	64	0	34	1025	186	60	720	10
Confl. Peds. (#/hr)			7	7								
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	33%	7%	4%	4%	31%	4%	12%	6%	5%	8%	9%	0%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)		5.1	5.1	19.2	19.2		4.8	40.0	40.0	7.7	42.9	42.9
Effective Green, g (s)		5.1	5.1	19.2	19.2		4.8	40.0	40.0	7.7	42.9	42.9
Actuated g/C Ratio		0.06	0.06	0.21	0.21		0.05	0.44	0.44	0.09	0.48	0.48
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	4.0	4.0		2.5	5.0	5.0	2.5	5.0	5.0
Lane Grp Cap (vph)		90	86	351	316		85	1513	669	142	1578	769
v/s Ratio Prot		c0.02		c0.10	0.04		0.02	c0.30		c0.04	c0.22	
v/s Ratio Perm			0.00						0.12			0.01
v/c Ratio		0.37	0.02	0.46	0.20		0.40	0.68	0.28	0.42	0.46	0.01
Uniform Delay, d1		40.9	40.1	30.8	29.1		41.2	19.9	15.8	39.0	15.7	12.4
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		2.5	0.1	1.3	0.4		2.2	2.5	1.0	1.5	1.0	0.0
Delay (s)		43.4	40.2	32.1	29.5		43.4	22.3	16.9	40.5	16.7	12.4
Level of Service		D	D	C	C		D	C	B	D	B	B
Approach Delay (s)		41.8			30.8			21.4			18.4	
Approach LOS		D			C			C			B	

Intersection Summary			
HCM 2000 Control Delay	22.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.58		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	29	67	0	0	149	26	296	6	112	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	32	73	0	0	162	28	322	7	122	0	0	0
Pedestrians											1	
Lane Width (ft)											0.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	191			73			312	327	73	377	313	177
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	191			73			312	327	73	377	313	177
tC, single (s)	4.4			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.5			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			48	99	88	100	100	100
cM capacity (veh/h)	1217			1540			620	579	981	497	590	871

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	104	190	450
Volume Left	32	0	322
Volume Right	0	28	122
cSH	1217	1700	796
Volume to Capacity	0.03	0.11	0.57
Queue Length 95th (ft)	2	0	90
Control Delay (s)	2.6	0.0	15.3
Lane LOS	A		C
Approach Delay (s)	2.6	0.0	15.3
Approach LOS			C

Intersection Summary			
Average Delay	9.6		
Intersection Capacity Utilization	41.4%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	77	360	90	355	0	0	0	0	19	0	56
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	84	391	98	386	0	0	0	0	21	0	61
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	387			475			891	862	279	862	1058	387
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	387			475			891	862	279	862	1058	387
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.3	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.3
p0 queue free %	100			91			100	100	100	91	100	91
cM capacity (veh/h)	1182			1087			224	268	764	241	206	665

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	475	484	82
Volume Left	0	98	21
Volume Right	391	0	61
cSH	1700	1087	891
Volume to Capacity	0.28	0.09	0.09
Queue Length 95th (ft)	0	7	8
Control Delay (s)	0.0	2.5	13.6
Lane LOS		A	B
Approach Delay (s)	0.0	2.5	13.6
Approach LOS			B

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	58	284	0	3	289	120	1	2	4	150	0	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	309	0	3	314	130	1	2	4	163	0	71

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	372	317	130	3	4	234
Volume Left (vph)	63	3	0	1	0	163
Volume Right (vph)	0	0	130	0	4	71
Hadj (s)	0.03	0.01	-0.63	0.17	-0.70	-0.01
Departure Headway (s)	6.0	5.9	5.2	7.4	6.5	6.6
Degree Utilization, x	0.62	0.52	0.19	0.01	0.01	0.43
Capacity (veh/h)	584	594	664	403	447	510
Control Delay (s)	18.1	13.8	8.2	9.3	8.4	14.4
Approach Delay (s)	18.1	12.2		8.8		14.4
Approach LOS	C	B		A		B

Intersection Summary			
Delay	14.7		
Level of Service	B		
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	132	881	0	1128	0	0	0	0	0	0	143
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0							4.0
Lane Util. Factor		1.00	1.00		0.95							1.00
Frt		1.00	0.85		1.00							0.86
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		1863	1599		3574							1644
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		1863	1599		3574							1644
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	143	958	0	1226	0	0	0	0	0	0	155
RTOR Reduction (vph)	0	0	465	0	0	0	0	0	0	0	0	46
Lane Group Flow (vph)	0	143	493	0	1226	0	0	0	0	0	0	109
Heavy Vehicles (%)	0%	2%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type		NA	Perm		NA							custom
Protected Phases		4			8							
Permitted Phases			4									6
Actuated Green, G (s)		30.9	30.9		30.9							21.1
Effective Green, g (s)		30.9	30.9		30.9							21.1
Actuated g/C Ratio		0.51	0.51		0.51							0.35
Clearance Time (s)		4.0	4.0		4.0							4.0
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		959	823		1840							578
v/s Ratio Prot		0.08			c0.34							
v/s Ratio Perm			0.31									c0.07
v/c Ratio		0.15	0.60		0.67							0.19
Uniform Delay, d1		7.6	10.2		10.7							13.5
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.1	1.2		0.9							0.7
Delay (s)		7.7	11.4		11.7							14.2
Level of Service		A	B		B							B
Approach Delay (s)		10.9			11.7			0.0			14.2	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	201	562	102	85	610	576	101	122	86	365	67	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1599	1805	3276		1805	1900	1615	1736	1900	1570
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1599	1805	3276		1805	1900	1615	1736	1900	1570
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	218	611	111	92	663	626	110	133	93	397	73	143
RTOR Reduction (vph)	0	0	69	0	176	0	0	0	84	0	0	102
Lane Group Flow (vph)	218	611	42	92	1113	0	110	133	9	397	73	41
Confl. Peds. (#/hr)	2					2	5					5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	0%	0%	0%	4%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	11.0	35.1	35.1	7.8	31.9		6.0	9.4	9.4	23.5	26.9	26.9
Effective Green, g (s)	11.0	35.1	35.1	7.8	31.9		6.0	9.4	9.4	23.5	26.9	26.9
Actuated g/C Ratio	0.12	0.37	0.37	0.08	0.34		0.06	0.10	0.10	0.25	0.29	0.29
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	211	1337	598	150	1114		115	190	161	434	544	450
v/s Ratio Prot	c0.12	c0.17		0.05	c0.34		0.06	c0.07		c0.23	0.04	
v/s Ratio Perm			0.03						0.01			0.03
v/c Ratio	1.03	0.46	0.07	0.61	1.00		0.96	0.70	0.06	0.91	0.13	0.09
Uniform Delay, d1	41.4	22.2	18.9	41.5	30.9		43.8	40.8	38.2	34.2	24.8	24.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	70.9	1.1	0.2	6.2	26.7		69.6	9.9	0.1	23.6	0.1	0.1
Delay (s)	112.3	23.3	19.1	47.8	57.6		113.3	50.8	38.3	57.8	24.9	24.6
Level of Service	F	C	B	D	E		F	D	D	E	C	C
Approach Delay (s)		43.4			57.0			67.8			46.1	
Approach LOS		D			E			E			D	

Intersection Summary			
HCM 2000 Control Delay	52.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	93.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.2%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	82	7	17	107	20	2	0	15	29	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	89	8	18	116	22	2	0	16	32	0	4
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)									2			2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	138			98			275	295	94	277	277	116
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	138			98			275	295	94	277	277	116
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	98	95	100	100
cM capacity (veh/h)	1458			1507			666	606	968	657	620	941

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	13	97	18	116	22	18	36
Volume Left	13	0	18	0	0	2	32
Volume Right	0	8	0	0	22	16	4
cSH	1458	1700	1507	1700	1700	1097	748
Volume to Capacity	0.01	0.06	0.01	0.07	0.01	0.02	0.05
Queue Length 95th (ft)	1	0	1	0	0	1	4
Control Delay (s)	7.5	0.0	7.4	0.0	0.0	9.0	10.5
Lane LOS	A		A			A	B
Approach Delay (s)	0.9		0.9			9.0	10.5
Approach LOS						A	B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	88	162	0	0	122	53	650	2	65	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	96	176	0	0	133	58	707	2	71	0	0	0
Pedestrians								6				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								1				
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	190			182			535	564	182	565	535	161
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	190			182			535	564	182	565	535	161
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			0	99	92	100	100	100
cM capacity (veh/h)	1348			1398			426	405	861	378	420	889

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	96	176	190	779
Volume Left	96	0	0	707
Volume Right	0	0	58	71
cSH	1348	1700	1700	447
Volume to Capacity	0.07	0.10	0.11	1.74
Queue Length 95th (ft)	6	0	0	1191
Control Delay (s)	7.9	0.0	0.0	365.0
Lane LOS	A			F
Approach Delay (s)	2.8		0.0	365.0
Approach LOS				F

Intersection Summary			
Average Delay	229.8		
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	178	398	67	705	0	0	0	0	72	0	124
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	193	433	73	766	0	0	0	0	78	0	135
Pedestrians								5			1	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	767			631			1110	1111	198	1106	1544	767
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	767			631			1110	1111	198	1106	1544	767
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	100			92			100	100	100	56	100	65
cM capacity (veh/h)	855			961			116	195	848	178	107	391

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	193	433	73	766	213
Volume Left	0	0	73	0	78
Volume Right	0	433	0	0	135
cSH	1700	1700	961	1700	485
Volume to Capacity	0.11	0.25	0.08	0.45	0.44
Queue Length 95th (ft)	0	0	6	0	55
Control Delay (s)	0.0	0.0	9.1	0.0	26.8
Lane LOS			A		D
Approach Delay (s)	0.0		0.8		26.8
Approach LOS					D

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	185	373	0	0	682	223	342	0	572	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.91			1.00	0.88			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1805	5085			4874			1752	2787			
Flt Permitted	0.26	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	503	5085			4874			1752	2787			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	185	373	0	0	682	223	342	0	572	0	0	0
RTOR Reduction (vph)	0	0	0	0	126	0	0	0	332	0	0	0
Lane Group Flow (vph)	185	373	0	0	779	0	0	342	240	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	3%	0%	2%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	23.9	23.9			23.9			23.1	23.1			
Effective Green, g (s)	23.9	23.9			23.9			23.1	23.1			
Actuated g/C Ratio	0.43	0.43			0.43			0.42	0.42			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	218	2209			2117			735	1170			
v/s Ratio Prot		0.07			0.16							
v/s Ratio Perm	c0.37							0.20	0.09			
v/c Ratio	0.85	0.17			0.37			0.47	0.21			
Uniform Delay, d1	13.9	9.5			10.5			11.5	10.1			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	25.2	0.0			0.1			2.1	0.4			
Delay (s)	39.1	9.5			10.6			13.6	10.5			
Level of Service	D	A			B			B	B			
Approach Delay (s)		19.3			10.6			11.7			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	473	302	0	570	454	0	0	0	85	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0					4.0	4.0
Lane Util. Factor		0.91	1.00		0.91	1.00					1.00	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00					1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00					1.00	1.00
Frt		1.00	0.85		1.00	0.85					1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00					0.95	1.00
Satd. Flow (prot)		5085	1535		5036	1568					1805	1482
Flt Permitted		1.00	1.00		1.00	1.00					0.95	1.00
Satd. Flow (perm)		5085	1535		5036	1568					1805	1482
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	473	302	0	570	454	0	0	0	85	0	223
RTOR Reduction (vph)	0	0	185	0	0	278	0	0	0	0	0	99
Lane Group Flow (vph)	0	473	117	0	570	176	0	0	0	0	85	124
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	0%	2%	3%	0%	3%	3%	0%	0%	0%	0%	0%	9%
Turn Type		NA	Perm		NA	Perm				Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4			8				6		6
Actuated Green, G (s)		15.5	15.5		15.5	15.5					16.5	16.5
Effective Green, g (s)		15.5	15.5		15.5	15.5					16.5	16.5
Actuated g/C Ratio		0.39	0.39		0.39	0.39					0.41	0.41
Clearance Time (s)		4.0	4.0		4.0	4.0					4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0					3.0	3.0
Lane Grp Cap (vph)		1970	594		1951	607					744	611
v/s Ratio Prot		0.09			c0.11							
v/s Ratio Perm			0.08			0.11					0.05	c0.08
v/c Ratio		0.24	0.20		0.29	0.29					0.11	0.20
Uniform Delay, d1		8.3	8.1		8.5	8.5					7.2	7.5
Progression Factor		1.00	1.00		1.00	1.00					1.00	1.00
Incremental Delay, d2		0.1	0.2		0.1	0.3					0.3	0.8
Delay (s)		8.3	8.3		8.5	8.7					7.6	8.3
Level of Service		A	A		A	A					A	A
Approach Delay (s)		8.3			8.6			0.0			8.1	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	387	235	10	151	13	77	777	18	20	496	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	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	1.00
Frt	1.00	0.94		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1691		1805	1510		1641	3574	1272	1444	3505	1346
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	1691		1805	1510		1641	3574	1272	1444	3505	1346
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	122	421	255	11	164	14	84	845	20	22	539	78
RTOR Reduction (vph)	0	23	0	0	3	0	0	0	13	0	0	53
Lane Group Flow (vph)	122	653	0	11	175	0	84	845	7	22	539	25
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	7%	3%	0%	22%	50%	10%	1%	27%	25%	3%	20%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	7.2	37.6		0.7	31.1		5.7	32.7	32.7	1.4	28.4	28.4
Effective Green, g (s)	7.2	37.6		0.7	31.1		5.7	32.7	32.7	1.4	28.4	28.4
Actuated g/C Ratio	0.08	0.42		0.01	0.34		0.06	0.36	0.36	0.02	0.31	0.31
Clearance Time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	139	703		13	519		103	1292	460	22	1101	422
v/s Ratio Prot	c0.07	c0.39		0.01	0.12		c0.05	c0.24		0.02	0.15	
v/s Ratio Perm									0.01			0.02
v/c Ratio	0.88	0.93		0.85	0.34		0.82	0.65	0.02	1.00	0.49	0.06
Uniform Delay, d1	41.2	25.1		44.8	22.0		41.8	24.1	18.5	44.5	25.1	21.7
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	40.9	18.4		162.2	0.4		37.1	2.6	0.1	191.9	1.6	0.3
Delay (s)	82.0	43.5		207.0	22.4		79.0	26.7	18.6	236.4	26.7	21.9
Level of Service	F	D		F	C		E	C	B	F	C	C
Approach Delay (s)		49.4			33.1			31.2			33.3	
Approach LOS		D			C			C			C	

Intersection Summary			
HCM 2000 Control Delay	37.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	90.4	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	818	0	0	1106	292	483	0	557	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frpb, ped/bikes	1.00	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			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1805	3574			3505	1583	3502		1568			
Flt Permitted	0.20	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	379	3574			3505	1583	3502		1568			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	889	0	0	1202	317	525	0	605	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	91	889	0	0	1202	317	525	0	605	0	0	0
Confl. Peds. (#/hr)			14	14								
Heavy Vehicles (%)	0%	1%	0%	0%	3%	2%	0%	0%	3%	0%	0%	0%
Turn Type	Perm	NA			NA	Free	custom		Free			
Protected Phases		2			6							
Permitted Phases	2					Free	8		Free			
Actuated Green, G (s)	29.0	29.0			29.0	49.8	9.8		49.8			
Effective Green, g (s)	29.0	29.0			29.0	49.8	9.8		49.8			
Actuated g/C Ratio	0.58	0.58			0.58	1.00	0.20		1.00			
Clearance Time (s)	7.0	7.0			7.0		4.0					
Vehicle Extension (s)	5.0	5.0			5.0		2.5					
Lane Grp Cap (vph)	220	2081			2041	1583	689		1568			
v/s Ratio Prot		0.25			c0.34							
v/s Ratio Perm	0.24					0.20	c0.15		0.39			
v/c Ratio	0.41	0.43			0.59	0.20	0.76		0.39			
Uniform Delay, d1	5.7	5.8			6.6	0.0	18.9		0.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	5.7	0.6			0.7	0.3	4.8		0.7			
Delay (s)	11.4	6.4			7.3	0.3	23.7		0.7			
Level of Service	B	A			A	A	C		A			
Approach Delay (s)		6.9			5.8			11.4			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	49.8	Sum of lost time (s)	11.0
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	638	439	542	1047	0	0	0	0	264	1	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	4.0	3.5	7.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3574	1560	1719	3539						1757	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3574	1560	1719	3539						1757	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	693	477	589	1138	0	0	0	0	287	1	115
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	693	477	589	1138	0	0	0	0	0	288	115
Confl. Peds. (#/hr)			8	8								
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	1%	5%	2%	0%	0%	0%	0%	3%	0%	2%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		22.2	79.6	28.3	54.0						14.6	79.6
Effective Green, g (s)		22.2	79.6	28.3	54.0						14.6	79.6
Actuated g/C Ratio		0.28	1.00	0.36	0.68						0.18	1.00
Clearance Time (s)		7.0		3.5	7.0						4.0	
Vehicle Extension (s)		5.0		3.5	5.0						2.5	
Lane Grp Cap (vph)		996	1560	611	2400						322	1583
v/s Ratio Prot		c0.19		c0.34	0.32						c0.16	
v/s Ratio Perm			0.31									0.07
v/c Ratio		0.70	0.31	0.96	0.47						0.89	0.07
Uniform Delay, d1		25.7	0.0	25.2	6.1						31.7	0.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		4.0	0.5	27.6	0.7						25.4	0.1
Delay (s)		29.7	0.5	52.7	6.7						57.1	0.1
Level of Service		C	A	D	A						E	A
Approach Delay (s)		17.8			22.4			0.0			40.8	
Approach LOS		B			C			A			D	

Intersection Summary			
HCM 2000 Control Delay	23.0	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	79.6	Sum of lost time (s)	14.5
Intersection Capacity Utilization	74.8%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	66	68	86	65	221	65	768	49	180	1203	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1786	1475		1816	1583	1805	3505	1553	1787	3505	1550
Flt Permitted		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1786	1475		1816	1583	1805	3505	1553	1787	3505	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	72	74	93	71	240	71	835	53	196	1308	187
RTOR Reduction (vph)	0	0	58	0	0	205	0	0	35	0	0	108
Lane Group Flow (vph)	0	279	16	0	164	35	71	835	18	196	1308	79
Confl. Peds. (#/hr)			8	8			1					1
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	10%	7%	0%	4%	2%	0%	3%	4%	1%	3%	2%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		21.1	21.1		14.7	14.7	5.9	34.8	34.8	13.6	42.5	42.5
Effective Green, g (s)		21.1	21.1		14.7	14.7	5.9	34.8	34.8	13.6	42.5	42.5
Actuated g/C Ratio		0.21	0.21		0.15	0.15	0.06	0.35	0.35	0.14	0.42	0.42
Clearance Time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Vehicle Extension (s)		3.0	3.0		5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0
Lane Grp Cap (vph)		376	311		266	232	106	1219	540	243	1489	658
v/s Ratio Prot		c0.16			c0.09		0.04	0.24		c0.11	c0.37	
v/s Ratio Perm			0.01			0.02			0.01			0.05
v/c Ratio		0.74	0.05		0.62	0.15	0.67	0.68	0.03	0.81	0.88	0.12
Uniform Delay, d1		36.9	31.5		40.0	37.2	46.1	27.9	21.5	41.9	26.4	17.4
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		7.7	0.1		6.0	0.6	14.9	3.1	0.1	17.5	7.7	0.4
Delay (s)		44.6	31.5		46.0	37.9	61.0	31.0	21.6	59.4	34.0	17.8
Level of Service		D	C		D	D	E	C	C	E	C	B
Approach Delay (s)		41.9			41.2			32.7			35.2	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	35.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.84		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	135	123	575	100	287	94	717	431	401	956	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.93	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1547	3400	1637	1504	1770	3505	1553	3433	3539	1418
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1547	3400	1637	1504	1770	3505	1553	3433	3539	1418
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	147	134	625	109	312	102	779	468	436	1039	20
RTOR Reduction (vph)	0	0	123	0	24	145	0	0	313	0	0	12
Lane Group Flow (vph)	10	147	11	625	194	58	102	779	155	436	1039	8
Confl. Peds. (#/hr)			1	1			3					3
Heavy Vehicles (%)	0%	1%	3%	3%	2%	2%	2%	3%	4%	2%	2%	11%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	11.1	11.1	11.1	38.6	38.6	38.6	12.9	44.6	44.6	22.4	54.1	54.1
Effective Green, g (s)	11.1	11.1	11.1	38.6	38.6	38.6	12.9	44.6	44.6	22.4	54.1	54.1
Actuated g/C Ratio	0.08	0.08	0.08	0.29	0.29	0.29	0.10	0.33	0.33	0.17	0.40	0.40
Clearance Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	148	293	127	972	468	430	169	1157	513	569	1418	568
v/s Ratio Prot	0.01	c0.04		c0.18	0.12		0.06	0.22		c0.13	c0.29	
v/s Ratio Perm			0.01			0.04			0.10			0.01
v/c Ratio	0.07	0.50	0.09	0.64	0.42	0.13	0.60	0.67	0.30	0.77	0.73	0.01
Uniform Delay, d1	57.2	59.3	57.3	42.2	39.1	35.8	58.6	38.9	33.6	53.8	34.3	24.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.4	0.3	1.5	0.6	0.1	6.0	3.1	1.5	6.1	3.4	0.0
Delay (s)	57.4	60.7	57.6	43.6	39.7	35.9	64.6	42.1	35.1	59.9	37.7	24.4
Level of Service	E	E	E	D	D	D	E	D	D	E	D	C
Approach Delay (s)		59.1			41.3			41.4			44.0	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	43.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	135.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	27	65	287	44	94	37	865	223	156	1234	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00		1.00	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	1.00
Frt		1.00	0.85	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1712	1508	1665	1586		1805	3438	1599	1752	3505	1524
Flt Permitted		0.98	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1712	1508	1665	1586		1805	3438	1599	1752	3505	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	29	71	312	48	102	40	940	242	170	1341	29
RTOR Reduction (vph)	0	0	66	0	21	0	0	0	79	0	0	13
Lane Group Flow (vph)	0	53	5	237	204	0	40	940	163	170	1341	16
Confl. Peds. (#/hr)			11	11								
Heavy Vehicles (%)	8%	9%	4%	3%	3%	6%	0%	5%	1%	3%	3%	6%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)		10.0	10.0	29.0	29.0		7.8	71.9	71.9	21.1	85.2	85.2
Effective Green, g (s)		10.0	10.0	29.0	29.0		7.8	71.9	71.9	21.1	85.2	85.2
Actuated g/C Ratio		0.07	0.07	0.19	0.19		0.05	0.48	0.48	0.14	0.57	0.57
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	4.0	4.0		2.5	5.0	5.0	2.5	5.0	5.0
Lane Grp Cap (vph)		114	100	321	306		93	1647	766	246	1990	865
v/s Ratio Prot		c0.03		c0.14	0.13		0.02	0.27		c0.10	c0.38	
v/s Ratio Perm			0.00						0.10			0.01
v/c Ratio		0.46	0.05	0.74	0.67		0.43	0.57	0.21	0.69	0.67	0.02
Uniform Delay, d1		67.4	65.5	56.9	56.0		68.9	28.0	22.6	61.3	22.7	14.1
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		3.0	0.2	9.1	5.9		2.3	1.4	0.6	7.5	1.8	0.0
Delay (s)		70.4	65.7	66.1	62.0		71.3	29.4	23.3	68.8	24.5	14.2
Level of Service		E	E	E	E		E	C	C	E	C	B
Approach Delay (s)		67.7			64.1			29.6			29.2	
Approach LOS		E			E			C			C	

Intersection Summary			
HCM 2000 Control Delay	35.6	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	150.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

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APPENDIX 5: CUMULATIVE PLUS PROJECT LOS WORKSHEETS

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	59	83	0	0	215	26	437	0	81	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	64	90	0	0	234	28	475	0	88	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	262			90			466	480	90	510	466	248
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	262			90			466	480	90	510	466	248
tC, single (s)	4.6			4.1			7.4	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.7	4.0	3.4	3.5	4.0	3.3
p0 queue free %	94			100			0	100	91	100	100	100
cM capacity (veh/h)	1069			1518			446	459	949	413	467	796

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	154	262	563
Volume Left	64	0	475
Volume Right	0	28	88
cSH	1069	1700	493
Volume to Capacity	0.06	0.15	1.14
Queue Length 95th (ft)	5	0	490
Control Delay (s)	3.9	0.0	113.7
Lane LOS	A		F
Approach Delay (s)	3.9	0.0	113.7
Approach LOS			F

Intersection Summary			
Average Delay	66.0		
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	122	445	120	532	0	0	0	0	19	3	48
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	133	484	130	578	0	0	0	0	21	3	52
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	578			616			1241	1214	374	1214	1455	578
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	578			616			1241	1214	374	1214	1455	578
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.8	6.5	6.6
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	4.1	4.0	3.7
p0 queue free %	100			87			100	100	100	81	97	88
cM capacity (veh/h)	1005			973			119	159	676	106	114	448

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	616	709	76
Volume Left	0	130	21
Volume Right	484	0	52
cSH	1700	973	342
Volume to Capacity	0.36	0.13	0.22
Queue Length 95th (ft)	0	12	21
Control Delay (s)	0.0	3.2	24.7
Lane LOS		A	C
Approach Delay (s)	0.0	3.2	24.7
Approach LOS			C

Intersection Summary			
Average Delay	3.0		
Intersection Capacity Utilization	81.8%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	290	0	3	231	346	1	2	5	272	0	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	315	0	3	251	376	1	2	5	296	0	61

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	353	254	376	3	5	357
Volume Left (vph)	38	3	0	1	0	296
Volume Right (vph)	0	0	376	0	5	61
Hadj (s)	0.02	0.01	0.86	0.17	-0.65	1.33
Departure Headway (s)	7.2	7.0	7.8	9.0	8.1	8.5
Degree Utilization, x	0.71	0.49	0.82	0.01	0.01	0.85
Capacity (veh/h)	480	507	451	366	398	414
Control Delay (s)	26.0	15.4	36.5	10.8	10.0	43.6
Approach Delay (s)	26.0	27.9		10.3		43.6
Approach LOS	D	D		B		E

Intersection Summary			
Delay	31.5		
Level of Service	D		
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	156	1299	0	713	0	0	0	0	0	0	156
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0							4.0
Lane Util. Factor		1.00	1.00		0.95							1.00
Frt		1.00	0.85		1.00							0.86
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		1827	1568		3438							1536
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		1827	1568		3438							1536
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	170	1412	0	775	0	0	0	0	0	0	170
RTOR Reduction (vph)	0	0	326	0	0	0	0	0	0	0	0	134
Lane Group Flow (vph)	0	170	1086	0	775	0	0	0	0	0	0	36
Heavy Vehicles (%)	0%	4%	3%	0%	5%	0%	0%	0%	0%	0%	0%	7%
Turn Type		NA	Perm		NA							custom
Protected Phases		4			8							
Permitted Phases			4									6
Actuated Green, G (s)		63.1	63.1		63.1							18.9
Effective Green, g (s)		63.1	63.1		63.1							18.9
Actuated g/C Ratio		0.70	0.70		0.70							0.21
Clearance Time (s)		4.0	4.0		4.0							4.0
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		1280	1099		2410							322
v/s Ratio Prot		0.09			0.23							
v/s Ratio Perm			c0.69									c0.02
v/c Ratio		0.13	0.99		0.32							0.11
Uniform Delay, d1		4.4	13.1		5.2							28.8
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.0	24.0		0.1							0.7
Delay (s)		4.5	37.1		5.3							29.4
Level of Service		A	D		A							C
Approach Delay (s)		33.6			5.3			0.0			29.4	
Approach LOS		C			A			A			C	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	90.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	83.8%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	138	781	94	23	525	321	46	65	62	612	71	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00		1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.94		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3539	1488	1671	3223		1805	1759	1495	1752	1900	1489
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3539	1488	1671	3223		1805	1759	1495	1752	1900	1489
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	150	849	102	25	571	349	50	71	67	665	77	253
RTOR Reduction (vph)	0	0	62	0	107	0	0	0	63	0	0	165
Lane Group Flow (vph)	150	849	40	25	813	0	50	71	4	665	77	88
Confl. Peds. (#/hr)			2	2			2					2
Heavy Vehicles (%)	0%	2%	6%	8%	6%	5%	0%	8%	8%	3%	0%	6%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	6.0	34.4	34.4	2.0	30.4		3.2	4.8	4.8	29.0	30.6	30.6
Effective Green, g (s)	6.0	34.4	34.4	2.0	30.4		3.2	4.8	4.8	29.0	30.6	30.6
Actuated g/C Ratio	0.07	0.39	0.39	0.02	0.34		0.04	0.05	0.05	0.33	0.35	0.35
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	122	1380	580	37	1110		65	95	81	576	659	516
v/s Ratio Prot	c0.08	c0.24		0.01	c0.25		0.03	c0.04		c0.38	0.04	
v/s Ratio Perm			0.03						0.00			0.06
v/c Ratio	1.23	0.62	0.07	0.68	0.73		0.77	0.75	0.05	1.15	0.12	0.17
Uniform Delay, d1	41.1	21.6	16.9	42.8	25.3		42.1	41.1	39.5	29.6	19.6	20.0
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	155.7	2.1	0.2	36.2	4.3		39.8	25.8	0.2	88.0	0.1	0.1
Delay (s)	196.8	23.6	17.1	79.0	29.6		81.9	66.9	39.7	117.6	19.7	20.1
Level of Service	F	C	B	E	C		F	E	D	F	B	C
Approach Delay (s)		46.6			30.9			61.2			85.2	
Approach LOS		D			C			E			F	

Intersection Summary			
HCM 2000 Control Delay	54.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	88.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	84.7%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	90	1	7	125	32	6	0	25	19	0	3
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	98	1	8	136	35	7	0	27	21	0	3
Pedestrians								2			1	
Lane Width (ft)								12.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)									2			2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	172			101			253	287	100	264	253	137
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	172			101			253	287	100	264	253	137
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.3
p0 queue free %	100			99			99	100	97	97	100	100
cM capacity (veh/h)	1416			1502			697	621	959	654	649	916

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	0	99	8	136	35	34	24
Volume Left	0	0	8	0	0	7	21
Volume Right	0	1	0	0	35	27	3
cSH	1700	1700	1502	1700	1700	1189	757
Volume to Capacity	0.00	0.06	0.01	0.08	0.02	0.03	0.03
Queue Length 95th (ft)	0	0	0	0	0	2	2
Control Delay (s)	0.0	0.0	7.4	0.0	0.0	9.1	10.4
Lane LOS			A			A	B
Approach Delay (s)	0.0		0.3			9.1	10.4
Approach LOS						A	B

Intersection Summary			
Average Delay	1.8		
Intersection Capacity Utilization	23.5%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	124	128	0	0	132	54	363	0	60	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	135	139	0	0	143	59	395	0	65	0	0	0
Pedestrians								2			1	
Lane Width (ft)								12.0			0.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	203			141			584	614	141	615	585	174
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	203			141			584	614	141	615	585	174
tC, single (s)	4.2			4.1			7.2	6.5	6.3	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.6	4.0	3.4	3.5	4.0	3.3
p0 queue free %	90			100			0	100	93	100	100	100
cM capacity (veh/h)	1333			1452			381	368	895	347	382	875

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	135	139	202	460
Volume Left	135	0	0	395
Volume Right	0	0	59	65
cSH	1333	1700	1700	421
Volume to Capacity	0.10	0.08	0.12	1.09
Queue Length 95th (ft)	8	0	0	395
Control Delay (s)	8.0	0.0	0.0	102.8
Lane LOS	A			F
Approach Delay (s)	3.9		0.0	102.8
Approach LOS				F

Intersection Summary			
Average Delay	51.7		
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	187	595	56	439	0	0	0	0	65	0	109
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	203	647	61	477	0	0	0	0	71	0	118
Pedestrians								2			1	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	478			852			804	805	205	803	1452	478
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	478			852			804	805	205	803	1452	478
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.2	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.6	4.0	3.4
p0 queue free %	100			92			100	100	100	74	100	80
cM capacity (veh/h)	1094			795			227	294	840	271	122	579

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	203	647	61	477	189
Volume Left	0	0	61	0	71
Volume Right	0	647	0	0	118
cSH	1700	1700	795	1700	725
Volume to Capacity	0.12	0.38	0.08	0.28	0.26
Queue Length 95th (ft)	0	0	6	0	26
Control Delay (s)	0.0	0.0	9.9	0.0	16.6
Lane LOS			A		C
Approach Delay (s)	0.0		1.1		16.6
Approach LOS					C

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	77.5%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	209	285	0	0	884	58	223	3	301	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.91			1.00	0.88			
Frt	1.00	1.00			0.99			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1719	5085			4979			1759	2760			
Flt Permitted	0.26	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	469	5085			4979			1759	2760			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	209	285	0	0	884	58	223	3	301	0	0	0
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	188	0	0	0
Lane Group Flow (vph)	209	285	0	0	927	0	0	226	113	0	0	0
Heavy Vehicles (%)	5%	2%	0%	0%	1%	37%	3%	0%	3%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	29.5	29.5			29.5			22.5	22.5			
Effective Green, g (s)	29.5	29.5			29.5			22.5	22.5			
Actuated g/C Ratio	0.49	0.49			0.49			0.38	0.38			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	230	2500			2448			659	1035			
v/s Ratio Prot		0.06			0.19							
v/s Ratio Perm	c0.45							0.13	0.04			
v/c Ratio	0.91	0.11			0.38			0.34	0.11			
Uniform Delay, d1	14.0	8.2			9.5			13.4	12.2			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	35.2	0.0			0.1			1.4	0.2			
Delay (s)	49.2	8.2			9.6			14.9	12.4			
Level of Service	D	A			A			B	B			
Approach Delay (s)		25.6			9.6			13.5			0.0	
Approach LOS		C			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	14.7	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	52.5%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	348	384	0	464	643	0	0	0	146	1	236
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0					4.0	4.0
Lane Util. Factor		0.91	1.00		0.91	1.00					1.00	1.00
Frt		1.00	0.85		1.00	0.85					1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00					0.95	1.00
Satd. Flow (prot)		4893	1538		5036	1599					1758	1404
Flt Permitted		1.00	1.00		1.00	1.00					0.95	1.00
Satd. Flow (perm)		4893	1538		5036	1599					1758	1404
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	348	384	0	464	643	0	0	0	146	1	236
RTOR Reduction (vph)	0	0	235	0	0	394	0	0	0	0	0	139
Lane Group Flow (vph)	0	348	149	0	464	249	0	0	0	0	147	97
Heavy Vehicles (%)	0%	6%	5%	0%	3%	1%	0%	0%	0%	3%	0%	15%
Turn Type		NA	Perm		NA	Perm				Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4			8				6		6
Actuated Green, G (s)		15.5	15.5		15.5	15.5					16.5	16.5
Effective Green, g (s)		15.5	15.5		15.5	15.5					16.5	16.5
Actuated g/C Ratio		0.39	0.39		0.39	0.39					0.41	0.41
Clearance Time (s)		4.0	4.0		4.0	4.0					4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0					3.0	3.0
Lane Grp Cap (vph)		1896	595		1951	619					725	579
v/s Ratio Prot		0.07			0.09							
v/s Ratio Perm			0.10			c0.16					0.08	0.07
v/c Ratio		0.18	0.25		0.24	0.40					0.20	0.17
Uniform Delay, d1		8.1	8.3		8.3	8.9					7.5	7.4
Progression Factor		1.00	1.00		1.00	1.00					1.00	1.00
Incremental Delay, d2		0.0	0.2		0.1	0.4					0.6	0.6
Delay (s)		8.1	8.5		8.3	9.3					8.2	8.0
Level of Service		A	A		A	A					A	A
Approach Delay (s)		8.3			8.9			0.0			8.1	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.6	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.30		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	43.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	113	168	75	3	365	30	193	464	9	26	716	82
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	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	1.00
Frt	1.00	0.95		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1337	1462		1805	1744		1719	3343	1292	1671	3505	1442
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1337	1462		1805	1744		1719	3343	1292	1671	3505	1442
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	123	183	82	3	397	33	210	504	10	28	778	89
RTOR Reduction (vph)	0	14	0	0	3	0	0	0	6	0	0	64
Lane Group Flow (vph)	123	251	0	3	427	0	210	504	4	28	778	25
Confl. Bikes (#/hr)						1						
Heavy Vehicles (%)	35%	23%	26%	0%	6%	27%	5%	8%	25%	8%	3%	12%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	12.3	46.2		0.7	34.6		16.3	44.1	44.1	3.7	31.5	31.5
Effective Green, g (s)	12.3	46.2		0.7	34.6		16.3	44.1	44.1	3.7	31.5	31.5
Actuated g/C Ratio	0.11	0.41		0.01	0.31		0.14	0.39	0.39	0.03	0.28	0.28
Clearance Time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	145	599		11	535		248	1308	505	54	979	403
v/s Ratio Prot	c0.09	0.17		0.00	c0.25		c0.12	0.15		0.02	c0.22	
v/s Ratio Perm									0.00			0.02
v/c Ratio	0.85	0.42		0.27	0.80		0.85	0.39	0.01	0.52	0.79	0.06
Uniform Delay, d1	49.3	23.7		55.7	35.9		47.0	24.6	20.9	53.6	37.6	29.8
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	33.2	0.5		4.8	8.1		22.5	0.9	0.0	8.2	6.6	0.3
Delay (s)	82.5	24.2		60.6	44.0		69.5	25.4	21.0	61.8	44.2	30.1
Level of Service	F	C		E	D		E	C	C	E	D	C
Approach Delay (s)		42.7			44.1			38.2			43.4	
Approach LOS		D			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	41.8	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	112.7	Sum of lost time (s)	18.0
Intersection Capacity Utilization	73.2%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	39	868	0	0	1061	353	374	0	725	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frpb, ped/bikes	1.00	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			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1719	3505			3539	1538	3367		1538			
Flt Permitted	0.21	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	381	3505			3539	1538	3367		1538			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	943	0	0	1153	384	407	0	788	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	42	943	0	0	1153	384	407	0	788	0	0	0
Confl. Peds. (#/hr)			2	2								
Heavy Vehicles (%)	5%	3%	0%	0%	2%	5%	4%	0%	5%	0%	0%	0%
Turn Type	Perm	NA			NA	Free	custom		Free			
Protected Phases		2			6							
Permitted Phases	2					Free	8		Free			
Actuated Green, G (s)	20.0	20.0			20.0	39.4	8.4		39.4			
Effective Green, g (s)	20.0	20.0			20.0	39.4	8.4		39.4			
Actuated g/C Ratio	0.51	0.51			0.51	1.00	0.21		1.00			
Clearance Time (s)	7.0	7.0			7.0		4.0					
Vehicle Extension (s)	5.0	5.0			5.0		2.5					
Lane Grp Cap (vph)	193	1779			1796	1538	717		1538			
v/s Ratio Prot		0.27			0.33							
v/s Ratio Perm	0.11					0.25	0.12		c0.51			
v/c Ratio	0.22	0.53			0.64	0.25	0.57		0.51			
Uniform Delay, d1	5.4	6.5			7.1	0.0	13.9		0.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	2.6	1.1			1.1	0.4	0.8		1.2			
Delay (s)	7.9	7.7			8.2	0.4	14.7		1.2			
Level of Service	A	A			A	A	B		A			
Approach Delay (s)		7.7			6.2			5.8			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	6.5	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	39.4	Sum of lost time (s)	11.0
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	693	493	503	932	0	0	0	0	214	0	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	4.0	3.5	7.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3505	1520	1805	3505						1736	1615
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3505	1520	1805	3505						1736	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	753	536	547	1013	0	0	0	0	233	0	85
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	753	536	547	1013	0	0	0	0	0	233	85
Confl. Bikes (#/hr)			3									
Heavy Vehicles (%)	0%	3%	4%	0%	3%	0%	0%	0%	0%	4%	0%	0%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		23.8	75.0	25.7	53.0						11.0	75.0
Effective Green, g (s)		23.8	75.0	25.7	53.0						11.0	75.0
Actuated g/C Ratio		0.32	1.00	0.34	0.71						0.15	1.00
Clearance Time (s)		7.0		3.5	7.0						4.0	
Vehicle Extension (s)		5.0		3.5	5.0						2.5	
Lane Grp Cap (vph)		1112	1520	618	2476						254	1615
v/s Ratio Prot		c0.21		c0.30	0.29						c0.13	
v/s Ratio Perm			0.35									0.05
v/c Ratio		0.68	0.35	0.89	0.41						0.92	0.05
Uniform Delay, d1		22.3	0.0	23.3	4.5						31.6	0.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		3.3	0.6	14.5	0.5						34.8	0.1
Delay (s)		25.6	0.6	37.8	5.0						66.3	0.1
Level of Service		C	A	D	A						E	A
Approach Delay (s)		15.2			16.5			0.0			48.6	
Approach LOS		B			B			A			D	

Intersection Summary			
HCM 2000 Control Delay	19.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	75.0	Sum of lost time (s)	14.5
Intersection Capacity Utilization	71.4%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	167	37	13	55	24	191	64	1145	90	250	665	81
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00	1.00	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	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1809	1587		1579	1568	1805	3438	1524	1770	3438	1553
Flt Permitted		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1809	1587		1579	1568	1805	3438	1524	1770	3438	1553
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	182	40	14	60	26	208	70	1245	98	272	723	88
RTOR Reduction (vph)	0	0	12	0	0	182	0	0	60	0	0	43
Lane Group Flow (vph)	0	222	2	0	86	26	70	1245	38	272	723	45
Confl. Peds. (#/hr)			3	3								
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	5%	0%	19%	10%	3%	0%	5%	6%	2%	5%	4%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		19.9	19.9		14.8	14.8	7.9	46.6	46.6	22.9	61.6	61.6
Effective Green, g (s)		19.9	19.9		14.8	14.8	7.9	46.6	46.6	22.9	61.6	61.6
Actuated g/C Ratio		0.17	0.17		0.12	0.12	0.07	0.39	0.39	0.19	0.51	0.51
Clearance Time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Vehicle Extension (s)		3.0	3.0		5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0
Lane Grp Cap (vph)		299	263		194	193	118	1335	591	337	1764	797
v/s Ratio Prot		c0.12			c0.05		0.04	c0.36		c0.15	0.21	
v/s Ratio Perm			0.00			0.02			0.02			0.03
v/c Ratio		0.74	0.01		0.44	0.13	0.59	0.93	0.06	0.81	0.41	0.06
Uniform Delay, d1		47.6	41.8		48.8	46.9	54.5	35.2	23.0	46.4	18.0	14.6
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		9.6	0.0		3.4	0.7	7.8	13.0	0.2	13.2	0.7	0.1
Delay (s)		57.2	41.8		52.1	47.5	62.3	48.2	23.2	59.6	18.7	14.8
Level of Service		E	D		D	D	E	D	C	E	B	B
Approach Delay (s)		56.3			48.9			47.2			28.7	
Approach LOS		E			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	41.4	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.82		
Actuated Cycle Length (s)	120.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	74.7%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	119	79	397	104	341	85	854	420	291	531	34
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Frt	1.00	1.00	0.85	1.00	0.92	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3195	1553	3367	1591	1461	1719	3374	1538	3400	3374	1429
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3195	1553	3367	1591	1461	1719	3374	1538	3400	3374	1429
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	129	86	432	113	371	92	928	457	316	577	37
RTOR Reduction (vph)	0	0	79	0	29	176	0	0	279	0	0	21
Lane Group Flow (vph)	13	129	7	432	221	58	92	928	178	316	577	16
Heavy Vehicles (%)	0%	13%	4%	4%	3%	5%	5%	7%	5%	3%	7%	13%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	10.8	10.8	10.8	32.1	32.1	32.1	12.7	50.5	50.5	18.3	56.1	56.1
Effective Green, g (s)	10.8	10.8	10.8	32.1	32.1	32.1	12.7	50.5	50.5	18.3	56.1	56.1
Actuated g/C Ratio	0.08	0.08	0.08	0.25	0.25	0.25	0.10	0.39	0.39	0.14	0.43	0.43
Clearance Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	149	265	129	831	392	360	167	1310	597	478	1456	616
v/s Ratio Prot	0.01	c0.04		0.13	c0.14		0.05	c0.28		c0.09	0.17	
v/s Ratio Perm			0.00			0.04			0.12			0.01
v/c Ratio	0.09	0.49	0.06	0.52	0.56	0.16	0.55	0.71	0.30	0.66	0.40	0.03
Uniform Delay, d1	55.0	57.0	54.9	42.3	42.8	38.4	55.9	33.5	27.5	52.9	25.3	21.2
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	1.4	0.2	0.6	1.9	0.2	3.9	3.3	1.3	3.4	0.8	0.1
Delay (s)	55.3	58.4	55.1	42.8	44.7	38.6	59.8	36.8	28.8	56.3	26.1	21.3
Level of Service	E	E	E	D	D	D	E	D	C	E	C	C
Approach Delay (s)		56.9			42.3			35.7			36.2	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	38.9	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	61.7%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	12	18	30	164	15	130	31	943	357	55	662	20
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00		1.00	1.00	0.98	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	1.00
Frt		1.00	0.85	1.00	0.88		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1598	1523	1665	1497		1612	3406	1506	1671	3312	1615
Flt Permitted		0.98	1.00	0.95	0.99		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1598	1523	1665	1497		1612	3406	1506	1671	3312	1615
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	13	20	33	178	16	141	34	1025	388	60	720	22
RTOR Reduction (vph)	0	0	31	0	115	0	0	0	173	0	0	11
Lane Group Flow (vph)	0	33	2	160	60	0	34	1025	215	60	720	11
Confl. Peds. (#/hr)			7	7								
Confl. Bikes (#/hr)									1			
Heavy Vehicles (%)	33%	6%	4%	3%	30%	3%	12%	6%	5%	8%	9%	0%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)		6.5	6.5	18.6	18.6		5.0	47.2	47.2	9.7	51.9	51.9
Effective Green, g (s)		6.5	6.5	18.6	18.6		5.0	47.2	47.2	9.7	51.9	51.9
Actuated g/C Ratio		0.06	0.06	0.19	0.19		0.05	0.47	0.47	0.10	0.52	0.52
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	4.0	4.0		2.5	5.0	5.0	2.5	5.0	5.0
Lane Grp Cap (vph)		103	98	309	278		80	1607	710	162	1718	838
v/s Ratio Prot		c0.02		c0.10	0.04		0.02	c0.30		c0.04	0.22	
v/s Ratio Perm			0.00						0.14			0.01
v/c Ratio		0.32	0.02	0.52	0.22		0.42	0.64	0.30	0.37	0.42	0.01
Uniform Delay, d1		44.6	43.8	36.7	34.5		46.1	19.9	16.3	42.3	14.8	11.7
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		1.8	0.1	1.9	0.5		2.6	1.9	1.1	1.0	0.8	0.0
Delay (s)		46.4	43.9	38.6	35.1		48.7	21.9	17.4	43.3	15.5	11.7
Level of Service		D	D	D	D		D	C	B	D	B	B
Approach Delay (s)		45.2			36.8			21.3			17.5	
Approach LOS		D			D			C			B	

Intersection Summary			
HCM 2000 Control Delay	22.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	100.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	56.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases												
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	3.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases												
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	3.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases												
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	3.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases												
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	3.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases												
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	3.0	Sum of lost time (s)	0.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	60	60	323	268	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	65	65	351	291	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	773	291	291			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	773	291	291			
tC, single (s)	6.4	7.1	5.0			
tC, 2 stage (s)						
tF (s)	3.5	4.1	3.0			
p0 queue free %	100	89	93			
cM capacity (veh/h)	343	580	893			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	65	416	291
Volume Left	0	65	0
Volume Right	65	0	0
cSH	580	893	1700
Volume to Capacity	0.11	0.07	0.17
Queue Length 95th (ft)	9	6	0
Control Delay (s)	12.0	2.2	0.0
Lane LOS	B	A	
Approach Delay (s)	12.0	2.2	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	2.2		
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									2			2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			0			0	0	0	0	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			0			0	0	0	0	0	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1623			1623			1023	896	1085	1023	896	1085

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)									3			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	0			0			0	0	0	0	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			0			0	0	0	0	0	0
tC, single (s)	4.1			4.1			7.5	6.5	6.9	7.5	6.5	6.9
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1622			1622			1023	896	1084	1023	896	1084

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1
Volume Total	0	0	0	0	0	0
Volume Left	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS					A	A
Approach Delay (s)	0.0		0.0		0.0	0.0
Approach LOS					A	A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm			Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8			2		2	6		6
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm			Perm		Perm	Perm		Perm	Perm		Perm
Protected Phases		4			8			2			6	
Permitted Phases	4			8		8	2		2	6		6
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Vehicle Extension (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (vph)	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)						
Lane Util. Factor						
Frt						
Flt Protected						
Satd. Flow (prot)						
Flt Permitted						
Satd. Flow (perm)						
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0
Turn Type				custom		
Protected Phases						6
Permitted Phases				2		
Actuated Green, G (s)						
Effective Green, g (s)						
Actuated g/C Ratio						
Clearance Time (s)						
Lane Grp Cap (vph)						
v/s Ratio Prot						
v/s Ratio Perm						
v/c Ratio						
Uniform Delay, d1						
Progression Factor						
Incremental Delay, d2						
Delay (s)						
Level of Service						
Approach Delay (s)	0.0		0.0			0.0
Approach LOS	A		A			A

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	20.0	Sum of lost time (s)	4.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Prot		Perm	Prot		Perm	Prot		Perm	Prot		Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	70.0	Sum of lost time (s)	16.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0	0			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0	0			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	1023	1084	1622			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3
Volume Total	0	0	0	0	0	0	0	0
Volume Left	0	0	0	0	0	0	0	0
Volume Right	0	0	0	0	0	0	0	0
cSH	1700	1700	1700	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane LOS	A	A						
Approach Delay (s)	0.0		0.0			0.0		
Approach LOS	A							

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			0		0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			0		0	0
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1623		1023	1085

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS			A
Approach Delay (s)	0.0	0.0	0.0
Approach LOS			A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	NB 1	SB 1
Volume Total	0	0
Volume Left	0	0
Volume Right	0	0
cSH	1700	1700
Volume to Capacity	0.00	0.00
Queue Length 95th (ft)	0	0
Control Delay (s)	0.0	0.0
Lane LOS		
Approach Delay (s)	0.0	0.0
Approach LOS		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	0	0			0	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0	0			0	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	1023	1085			1623	

Direction, Lane #	WB 1	NB 1	SB 1
Volume Total	0	0	0
Volume Left	0	0	0
Volume Right	0	0	0
cSH	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0
Control Delay (s)	0.0	0.0	0.0
Lane LOS	A		
Approach Delay (s)	0.0	0.0	0.0
Approach LOS	A		

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	13.3%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)		89										
pX, platoon unblocked												
vC, conflicting volume	0			0			0	0	0	0	0	0
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	0			0			0	0	0	0	0	0
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			100			100	100	100	100	100	100
cM capacity (veh/h)	1623			1623			1023	896	1085	1023	896	1085

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	0	0	0	0
Volume Left	0	0	0	0
Volume Right	0	0	0	0
cSH	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0
Lane LOS			A	A
Approach Delay (s)	0.0	0.0	0.0	0.0
Approach LOS			A	A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type	Perm		Perm	Perm		Perm	Perm		Perm	Perm		
Protected Phases		4			8			2			6	
Permitted Phases	4		4	8		8	2		2	6		
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)												
Lane Util. Factor												
Frt												
Flt Protected												
Satd. Flow (prot)												
Flt Permitted												
Satd. Flow (perm)												
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Turn Type												
Protected Phases		4			8			2			6	
Permitted Phases												
Actuated Green, G (s)												
Effective Green, g (s)												
Actuated g/C Ratio												
Clearance Time (s)												
Lane Grp Cap (vph)												
v/s Ratio Prot												
v/s Ratio Perm												
v/c Ratio												
Uniform Delay, d1												
Progression Factor												
Incremental Delay, d2												
Delay (s)												
Level of Service												
Approach Delay (s)		0.0			0.0			0.0			0.0	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	0.0	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.00		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (veh/h)	0	0	0	0	0	0
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						4
Median type		None	None			
Median storage veh)						
Upstream signal (ft)		105				
pX, platoon unblocked						
vC, conflicting volume	0				0	0
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	0				0	0
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	100				100	100
cM capacity (veh/h)	1623				1023	1085

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	0	0	0	0	0
Volume Left	0	0	0	0	0
Volume Right	0	0	0	0	0
cSH	1700	1700	1700	1700	1700
Volume to Capacity	0.00	0.00	0.00	0.00	0.00
Queue Length 95th (ft)	0	0	0	0	0
Control Delay (s)	0.0	0.0	0.0	0.0	0.0
Lane LOS					A
Approach Delay (s)	0.0		0.0		0.0
Approach LOS					A

Intersection Summary			
Average Delay	0.0		
Intersection Capacity Utilization	0.0%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	67	0	0	149	26	308	6	112	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	33	73	0	0	162	28	335	7	122	0	0	0
Pedestrians											1	
Lane Width (ft)											0.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	191			73			314	329	73	379	315	177
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	191			73			314	329	73	379	315	177
tC, single (s)	4.6			4.1			7.2	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.7			2.2			3.6	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			100			44	99	88	100	100	100
cM capacity (veh/h)	1141			1540			602	576	981	494	587	871

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	105	190	463
Volume Left	33	0	335
Volume Right	0	28	122
cSH	1141	1700	768
Volume to Capacity	0.03	0.11	0.60
Queue Length 95th (ft)	2	0	103
Control Delay (s)	2.7	0.0	16.6
Lane LOS	A		C
Approach Delay (s)	2.7	0.0	16.6
Approach LOS			C

Intersection Summary			
Average Delay	10.5		
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	78	372	90	367	0	0	0	0	19	0	57
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	85	404	98	399	0	0	0	0	21	0	62
Pedestrians											1	
Lane Width (ft)											12.0	
Walking Speed (ft/s)											4.0	
Percent Blockage											0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	400			489			912	883	287	883	1085	400
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	400			489			912	883	287	883	1085	400
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.3	6.5	6.4
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.7	4.0	3.5
p0 queue free %	100			91			100	100	100	91	100	90
cM capacity (veh/h)	1169			1074			215	261	757	233	198	618

Direction, Lane #	EB 1	WB 1	SB 1
Volume Total	489	497	83
Volume Left	0	98	21
Volume Right	404	0	62
cSH	1700	1074	824
Volume to Capacity	0.29	0.09	0.10
Queue Length 95th (ft)	0	7	8
Control Delay (s)	0.0	2.5	14.1
Lane LOS		A	B
Approach Delay (s)	0.0	2.5	14.1
Approach LOS			B

Intersection Summary			
Average Delay	2.3		
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	58	284	0	3	289	133	1	2	4	163	0	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	309	0	3	314	145	1	2	4	177	0	71

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	372	317	145	3	4	248
Volume Left (vph)	63	3	0	1	0	177
Volume Right (vph)	0	0	145	0	4	71
Hadj (s)	0.03	0.01	0.27	0.17	-0.65	0.73
Departure Headway (s)	6.2	6.1	6.3	7.7	6.9	7.4
Degree Utilization, x	0.64	0.54	0.25	0.01	0.01	0.51
Capacity (veh/h)	564	574	548	389	426	458
Control Delay (s)	19.5	14.7	10.3	9.5	8.7	18.0
Approach Delay (s)	19.5	13.3		9.1		18.0
Approach LOS	C	B		A		C

Intersection Summary			
Delay	16.5		
Level of Service	C		
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	133	881	0	1128	0	0	0	0	0	0	144
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0							4.0
Lane Util. Factor		1.00	1.00		0.95							1.00
Frt		1.00	0.85		1.00							0.86
Flt Protected		1.00	1.00		1.00							1.00
Satd. Flow (prot)		1827	1599		3574							1611
Flt Permitted		1.00	1.00		1.00							1.00
Satd. Flow (perm)		1827	1599		3574							1611
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	145	958	0	1226	0	0	0	0	0	0	157
RTOR Reduction (vph)	0	0	465	0	0	0	0	0	0	0	0	46
Lane Group Flow (vph)	0	145	493	0	1226	0	0	0	0	0	0	111
Heavy Vehicles (%)	0%	4%	1%	0%	1%	0%	0%	0%	0%	0%	0%	2%
Turn Type		NA	Perm		NA							custom
Protected Phases		4			8							
Permitted Phases			4									6
Actuated Green, G (s)		30.9	30.9		30.9							21.1
Effective Green, g (s)		30.9	30.9		30.9							21.1
Actuated g/C Ratio		0.51	0.51		0.51							0.35
Clearance Time (s)		4.0	4.0		4.0							4.0
Vehicle Extension (s)		3.0	3.0		3.0							3.0
Lane Grp Cap (vph)		940	823		1840							566
v/s Ratio Prot		0.08			c0.34							
v/s Ratio Perm			0.31									c0.07
v/c Ratio		0.15	0.60		0.67							0.20
Uniform Delay, d1		7.7	10.2		10.7							13.5
Progression Factor		1.00	1.00		1.00							1.00
Incremental Delay, d2		0.1	1.2		0.9							0.8
Delay (s)		7.7	11.4		11.7							14.3
Level of Service		A	B		B							B
Approach Delay (s)		10.9			11.7			0.0			14.3	
Approach LOS		B			B			A			B	

Intersection Summary			
HCM 2000 Control Delay	11.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.48		
Actuated Cycle Length (s)	60.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.9%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	201	563	102	85	611	576	101	122	86	365	67	132
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	1.00	1.00	1.00	1.00	1.00
Frpb, ped/bikes	1.00	1.00	1.00	1.00	0.99		1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1599	1805	3277		1805	1900	1615	1736	1900	1570
Flt Permitted	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1599	1805	3277		1805	1900	1615	1736	1900	1570
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	218	612	111	92	664	626	110	133	93	397	73	143
RTOR Reduction (vph)	0	0	69	0	176	0	0	0	84	0	0	102
Lane Group Flow (vph)	218	612	42	92	1114	0	110	133	9	397	73	41
Confl. Peds. (#/hr)	2					2	5					5
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	0%	0%	0%	4%	0%	0%
Turn Type	Prot	NA	Perm	Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases			2						8			4
Actuated Green, G (s)	11.0	35.1	35.1	7.8	31.9		6.0	9.4	9.4	23.5	26.9	26.9
Effective Green, g (s)	11.0	35.1	35.1	7.8	31.9		6.0	9.4	9.4	23.5	26.9	26.9
Actuated g/C Ratio	0.12	0.37	0.37	0.08	0.34		0.06	0.10	0.10	0.25	0.29	0.29
Clearance Time (s)	4.0	6.0	6.0	4.0	6.0		4.0	4.0	4.0	4.0	4.0	4.0
Vehicle Extension (s)	2.5	4.0	4.0	2.5	4.0		2.5	2.5	2.5	2.5	2.5	2.5
Lane Grp Cap (vph)	211	1337	598	150	1114		115	190	161	434	544	450
v/s Ratio Prot	c0.12	c0.17		0.05	c0.34		0.06	c0.07		c0.23	0.04	
v/s Ratio Perm			0.03						0.01			0.03
v/c Ratio	1.03	0.46	0.07	0.61	1.00		0.96	0.70	0.06	0.91	0.13	0.09
Uniform Delay, d1	41.4	22.2	18.9	41.5	30.9		43.8	40.8	38.2	34.2	24.8	24.5
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	70.9	1.1	0.2	6.2	26.9		69.6	9.9	0.1	23.6	0.1	0.1
Delay (s)	112.3	23.3	19.1	47.8	57.9		113.3	50.8	38.3	57.8	24.9	24.6
Level of Service	F	C	B	D	E		F	D	D	E	C	C
Approach Delay (s)		43.4			57.2			67.8			46.1	
Approach LOS		D			E			E			D	

Intersection Summary			
HCM 2000 Control Delay	52.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.92		
Actuated Cycle Length (s)	93.8	Sum of lost time (s)	18.0
Intersection Capacity Utilization	88.3%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	12	83	7	17	108	20	2	0	15	29	0	4
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	90	8	18	117	22	2	0	16	32	0	4
Pedestrians								1				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								0				
Right turn flare (veh)									2			2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	139			99			278	297	95	279	279	117
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	139			99			278	297	95	279	279	117
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			99			100	100	98	95	100	100
cM capacity (veh/h)	1457			1506			664	604	966	655	618	940

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1
Volume Total	13	98	18	117	22	18	36
Volume Left	13	0	18	0	0	2	32
Volume Right	0	8	0	0	22	16	4
cSH	1457	1700	1506	1700	1700	1095	745
Volume to Capacity	0.01	0.06	0.01	0.07	0.01	0.02	0.05
Queue Length 95th (ft)	1	0	1	0	0	1	4
Control Delay (s)	7.5	0.0	7.4	0.0	0.0	9.0	10.5
Lane LOS	A		A			A	B
Approach Delay (s)	0.9		0.9			9.0	10.5
Approach LOS						A	B

Intersection Summary			
Average Delay	2.4		
Intersection Capacity Utilization	22.5%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	89	162	0	0	122	53	650	2	65	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	97	176	0	0	133	58	707	2	71	0	0	0
Pedestrians								6				
Lane Width (ft)								12.0				
Walking Speed (ft/s)								4.0				
Percent Blockage								1				
Right turn flare (veh)									2			
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	190			182			537	566	182	567	537	161
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	190			182			537	566	182	567	537	161
tC, single (s)	4.2			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.3			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	93			100			0	99	92	100	100	100
cM capacity (veh/h)	1326			1398			424	403	861	376	418	889

Direction, Lane #	EB 1	EB 2	WB 1	NB 1
Volume Total	97	176	190	779
Volume Left	97	0	0	707
Volume Right	0	0	58	71
cSH	1326	1700	1700	445
Volume to Capacity	0.07	0.10	0.11	1.75
Queue Length 95th (ft)	6	0	0	1197
Control Delay (s)	7.9	0.0	0.0	368.8
Lane LOS	A			F
Approach Delay (s)	2.8		0.0	368.8
Approach LOS				F

Intersection Summary			
Average Delay	232.0		
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	179	398	67	705	0	0	0	0	72	0	125
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	195	433	73	766	0	0	0	0	78	0	136
Pedestrians								5			1	
Lane Width (ft)								0.0			12.0	
Walking Speed (ft/s)								4.0			4.0	
Percent Blockage								0			0	
Right turn flare (veh)												2
Median type		None			None							
Median storage veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	767			632			1112	1113	200	1108	1545	767
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	767			632			1112	1113	200	1108	1545	767
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.3
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.4
p0 queue free %	100			92			100	100	100	56	100	65
cM capacity (veh/h)	855			960			115	194	847	178	107	386

Direction, Lane #	EB 1	EB 2	WB 1	WB 2	SB 1
Volume Total	195	433	73	766	214
Volume Left	0	0	73	0	78
Volume Right	0	433	0	0	136
cSH	1700	1700	960	1700	487
Volume to Capacity	0.11	0.25	0.08	0.45	0.44
Queue Length 95th (ft)	0	0	6	0	55
Control Delay (s)	0.0	0.0	9.1	0.0	27.0
Lane LOS			A		D
Approach Delay (s)	0.0		0.8		27.0
Approach LOS					D

Intersection Summary			
Average Delay	3.8		
Intersection Capacity Utilization	80.9%	ICU Level of Service	D
Analysis Period (min)	15		

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	185	373	0	0	682	223	342	0	572	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0			4.0			4.0	4.0			
Lane Util. Factor	1.00	0.91			0.91			1.00	0.88			
Frt	1.00	1.00			0.96			1.00	0.85			
Flt Protected	0.95	1.00			1.00			0.95	1.00			
Satd. Flow (prot)	1805	5085			4874			1752	2787			
Flt Permitted	0.26	1.00			1.00			0.95	1.00			
Satd. Flow (perm)	503	5085			4874			1752	2787			
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	185	373	0	0	682	223	342	0	572	0	0	0
RTOR Reduction (vph)	0	0	0	0	126	0	0	0	332	0	0	0
Lane Group Flow (vph)	185	373	0	0	779	0	0	342	240	0	0	0
Heavy Vehicles (%)	0%	2%	0%	0%	2%	4%	3%	0%	2%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)	23.9	23.9			23.9			23.1	23.1			
Effective Green, g (s)	23.9	23.9			23.9			23.1	23.1			
Actuated g/C Ratio	0.43	0.43			0.43			0.42	0.42			
Clearance Time (s)	4.0	4.0			4.0			4.0	4.0			
Vehicle Extension (s)	3.0	3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)	218	2209			2117			735	1170			
v/s Ratio Prot		0.07			0.16							
v/s Ratio Perm	c0.37							0.20	0.09			
v/c Ratio	0.85	0.17			0.37			0.47	0.21			
Uniform Delay, d1	13.9	9.5			10.5			11.5	10.1			
Progression Factor	1.00	1.00			1.00			1.00	1.00			
Incremental Delay, d2	25.2	0.0			0.1			2.1	0.4			
Delay (s)	39.1	9.5			10.6			13.6	10.5			
Level of Service	D	A			B			B	B			
Approach Delay (s)		19.3			10.6			11.7			0.0	
Approach LOS		B			B			B			A	

Intersection Summary			
HCM 2000 Control Delay	13.1	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	55.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	57.4%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	473	302	0	570	454	0	0	0	85	0	223
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0		4.0	4.0					4.0	4.0
Lane Util. Factor		0.91	1.00		0.91	1.00					1.00	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00					1.00	1.00
Flpb, ped/bikes		1.00	1.00		1.00	1.00					1.00	1.00
Frt		1.00	0.85		1.00	0.85					1.00	0.85
Flt Protected		1.00	1.00		1.00	1.00					0.95	1.00
Satd. Flow (prot)		5085	1535		5036	1568					1805	1482
Flt Permitted		1.00	1.00		1.00	1.00					0.95	1.00
Satd. Flow (perm)		5085	1535		5036	1568					1805	1482
Peak-hour factor, PHF	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj. Flow (vph)	0	473	302	0	570	454	0	0	0	85	0	223
RTOR Reduction (vph)	0	0	185	0	0	278	0	0	0	0	0	99
Lane Group Flow (vph)	0	473	117	0	570	176	0	0	0	0	85	124
Confl. Peds. (#/hr)			1	1								
Heavy Vehicles (%)	0%	2%	3%	0%	3%	3%	0%	0%	0%	0%	0%	9%
Turn Type		NA	Perm		NA	Perm				Perm	NA	Perm
Protected Phases		4			8						6	
Permitted Phases			4			8				6		6
Actuated Green, G (s)		15.5	15.5		15.5	15.5					16.5	16.5
Effective Green, g (s)		15.5	15.5		15.5	15.5					16.5	16.5
Actuated g/C Ratio		0.39	0.39		0.39	0.39					0.41	0.41
Clearance Time (s)		4.0	4.0		4.0	4.0					4.0	4.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0					3.0	3.0
Lane Grp Cap (vph)		1970	594		1951	607					744	611
v/s Ratio Prot		0.09			c0.11							
v/s Ratio Perm			0.08			0.11					0.05	c0.08
v/c Ratio		0.24	0.20		0.29	0.29					0.11	0.20
Uniform Delay, d1		8.3	8.1		8.5	8.5					7.2	7.5
Progression Factor		1.00	1.00		1.00	1.00					1.00	1.00
Incremental Delay, d2		0.1	0.2		0.1	0.3					0.3	0.8
Delay (s)		8.3	8.3		8.5	8.7					7.6	8.3
Level of Service		A	A		A	A					A	A
Approach Delay (s)		8.3			8.6			0.0			8.1	
Approach LOS		A			A			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.25		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	31.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	112	387	235	10	151	13	77	778	18	20	497	72
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Lane Util. Factor	1.00	1.00		1.00	1.00		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes	1.00	1.00		1.00	1.00		1.00	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	1.00
Frt	1.00	0.94		1.00	0.99		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1752	1691		1805	1510		1641	3574	1272	1444	3505	1346
Flt Permitted	0.95	1.00		0.95	1.00		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1752	1691		1805	1510		1641	3574	1272	1444	3505	1346
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	122	421	255	11	164	14	84	846	20	22	540	78
RTOR Reduction (vph)	0	21	0	0	3	0	0	0	12	0	0	53
Lane Group Flow (vph)	122	655	0	11	175	0	84	846	8	22	540	25
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	3%	7%	3%	0%	22%	50%	10%	1%	27%	25%	3%	20%
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases									2			6
Actuated Green, G (s)	11.4	42.7		0.6	31.9		7.0	38.5	38.5	1.4	32.9	32.9
Effective Green, g (s)	11.4	42.7		0.6	31.9		7.0	38.5	38.5	1.4	32.9	32.9
Actuated g/C Ratio	0.11	0.42		0.01	0.32		0.07	0.38	0.38	0.01	0.33	0.33
Clearance Time (s)	4.0	4.5		4.0	4.5		3.5	6.0	6.0	3.5	6.0	6.0
Vehicle Extension (s)	2.0	3.0		2.0	3.0		3.0	6.0	6.0	3.0	6.0	6.0
Lane Grp Cap (vph)	197	713		10	475		113	1359	483	19	1139	437
v/s Ratio Prot	c0.07	c0.39		0.01	0.12		c0.05	c0.24		0.02	0.15	
v/s Ratio Perm									0.01			0.02
v/c Ratio	0.62	0.92		1.10	0.37		0.74	0.62	0.02	1.16	0.47	0.06
Uniform Delay, d1	42.8	27.6		50.3	26.9		46.2	25.5	19.5	49.9	27.2	23.5
Progression Factor	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	4.0	16.8		321.8	0.5		22.9	2.2	0.1	260.5	1.4	0.3
Delay (s)	46.9	44.4		372.1	27.3		69.2	27.6	19.6	310.4	28.7	23.7
Level of Service	D	D		F	C		E	C	B	F	C	C
Approach Delay (s)		44.8			47.4			31.1			37.7	
Approach LOS		D			D			C			D	

Intersection Summary			
HCM 2000 Control Delay	38.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	101.2	Sum of lost time (s)	18.0
Intersection Capacity Utilization	78.3%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	84	819	0	0	1106	293	483	0	557	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.0	7.0			7.0	4.0	4.0		4.0			
Lane Util. Factor	1.00	0.95			0.95	1.00	0.97		1.00			
Frpb, ped/bikes	1.00	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			
Frt	1.00	1.00			1.00	0.85	1.00		0.85			
Flt Protected	0.95	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (prot)	1805	3574			3505	1568	3502		1568			
Flt Permitted	0.20	1.00			1.00	1.00	0.95		1.00			
Satd. Flow (perm)	379	3574			3505	1568	3502		1568			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	91	890	0	0	1202	318	525	0	605	0	0	0
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	91	890	0	0	1202	318	525	0	605	0	0	0
Confl. Peds. (#/hr)			14	14								
Heavy Vehicles (%)	0%	1%	0%	0%	3%	3%	0%	0%	3%	0%	0%	0%
Turn Type	Perm	NA			NA	Free	custom		Free			
Protected Phases		2			6							
Permitted Phases	2					Free	8		Free			
Actuated Green, G (s)	29.0	29.0			29.0	49.8	9.8		49.8			
Effective Green, g (s)	29.0	29.0			29.0	49.8	9.8		49.8			
Actuated g/C Ratio	0.58	0.58			0.58	1.00	0.20		1.00			
Clearance Time (s)	7.0	7.0			7.0		4.0					
Vehicle Extension (s)	5.0	5.0			5.0		2.5					
Lane Grp Cap (vph)	220	2081			2041	1568	689		1568			
v/s Ratio Prot		0.25			c0.34							
v/s Ratio Perm	0.24					0.20	c0.15		0.39			
v/c Ratio	0.41	0.43			0.59	0.20	0.76		0.39			
Uniform Delay, d1	5.7	5.8			6.6	0.0	18.9		0.0			
Progression Factor	1.00	1.00			1.00	1.00	1.00		1.00			
Incremental Delay, d2	5.7	0.6			0.7	0.3	4.8		0.7			
Delay (s)	11.4	6.4			7.3	0.3	23.7		0.7			
Level of Service	B	A			A	A	C		A			
Approach Delay (s)		6.9			5.8			11.4			0.0	
Approach LOS		A			A			B			A	

Intersection Summary			
HCM 2000 Control Delay	7.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	49.8	Sum of lost time (s)	11.0
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	638	439	542	1047	0	0	0	0	265	1	106
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		7.0	4.0	3.5	7.0						4.0	4.0
Lane Util. Factor		0.95	1.00	1.00	0.95						1.00	1.00
Frpb, ped/bikes		1.00	0.98	1.00	1.00						1.00	1.00
Flpb, ped/bikes		1.00	1.00	1.00	1.00						1.00	1.00
Frt		1.00	0.85	1.00	1.00						1.00	0.85
Flt Protected		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (prot)		3574	1560	1719	3539						1740	1583
Flt Permitted		1.00	1.00	0.95	1.00						0.95	1.00
Satd. Flow (perm)		3574	1560	1719	3539						1740	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	693	477	589	1138	0	0	0	0	288	1	115
RTOR Reduction (vph)	0	0	0	0	0	0	0	0	0	0	0	0
Lane Group Flow (vph)	0	693	477	589	1138	0	0	0	0	0	289	115
Confl. Peds. (#/hr)			8	8								
Confl. Bikes (#/hr)			2									
Heavy Vehicles (%)	0%	1%	1%	5%	2%	0%	0%	0%	0%	4%	0%	2%
Turn Type		NA	Free	Prot	NA					Split	NA	Free
Protected Phases		2		1	6					4	4	
Permitted Phases			Free									Free
Actuated Green, G (s)		22.1	79.7	28.4	54.0						14.7	79.7
Effective Green, g (s)		22.1	79.7	28.4	54.0						14.7	79.7
Actuated g/C Ratio		0.28	1.00	0.36	0.68						0.18	1.00
Clearance Time (s)		7.0		3.5	7.0						4.0	
Vehicle Extension (s)		5.0		3.5	5.0						2.5	
Lane Grp Cap (vph)		991	1560	612	2397						320	1583
v/s Ratio Prot		c0.19		c0.34	0.32						c0.17	
v/s Ratio Perm			0.31									0.07
v/c Ratio		0.70	0.31	0.96	0.47						0.90	0.07
Uniform Delay, d1		25.8	0.0	25.1	6.1						31.8	0.0
Progression Factor		1.00	1.00	1.00	1.00						1.00	1.00
Incremental Delay, d2		4.1	0.5	27.2	0.7						27.1	0.1
Delay (s)		29.9	0.5	52.4	6.8						58.9	0.1
Level of Service		C	A	D	A						E	A
Approach Delay (s)		17.9			22.3			0.0			42.2	
Approach LOS		B			C			A			D	

Intersection Summary			
HCM 2000 Control Delay	23.2	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	79.7	Sum of lost time (s)	14.5
Intersection Capacity Utilization	74.9%	ICU Level of Service	D
Analysis Period (min)	15		

c Critical Lane Group

DRAFT

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	190	66	68	86	65	221	65	768	49	180	1203	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Lane Util. Factor		1.00	1.00		1.00	1.00	1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.98		1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.98
Flpb, ped/bikes		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		1.00	0.85		1.00	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1786	1474		1816	1583	1805	3505	1553	1787	3505	1550
Flt Permitted		0.96	1.00		0.97	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1786	1474		1816	1583	1805	3505	1553	1787	3505	1550
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	207	72	74	93	71	240	71	835	53	196	1308	187
RTOR Reduction (vph)	0	0	59	0	0	203	0	0	34	0	0	105
Lane Group Flow (vph)	0	279	15	0	164	37	71	835	19	196	1308	82
Confl. Peds. (#/hr)			8	8			1					1
Confl. Bikes (#/hr)			1									
Heavy Vehicles (%)	0%	10%	7%	0%	4%	2%	0%	3%	4%	1%	3%	2%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)		22.6	22.6		16.9	16.9	6.3	39.3	39.3	15.4	48.4	48.4
Effective Green, g (s)		22.6	22.6		16.9	16.9	6.3	39.3	39.3	15.4	48.4	48.4
Actuated g/C Ratio		0.21	0.21		0.15	0.15	0.06	0.36	0.36	0.14	0.44	0.44
Clearance Time (s)		3.5	3.5		3.5	3.5	3.5	5.3	5.3	3.5	5.3	5.3
Vehicle Extension (s)		3.0	3.0		5.0	5.0	3.0	5.0	5.0	3.0	3.0	3.0
Lane Grp Cap (vph)		366	302		279	243	103	1252	554	250	1542	682
v/s Ratio Prot		c0.16			c0.09		0.04	0.24		c0.11	c0.37	
v/s Ratio Perm			0.01			0.02			0.01			0.05
v/c Ratio		0.76	0.05		0.59	0.15	0.69	0.67	0.03	0.78	0.85	0.12
Uniform Delay, d1		41.2	35.1		43.3	40.3	50.9	29.8	23.0	45.7	27.5	18.2
Progression Factor		1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		9.1	0.1		4.8	0.6	17.5	2.8	0.1	14.8	6.0	0.4
Delay (s)		50.2	35.2		48.2	40.9	68.4	32.7	23.1	60.5	33.5	18.6
Level of Service		D	D		D	D	E	C	C	E	C	B
Approach Delay (s)		47.1			43.9			34.8			35.0	
Approach LOS		D			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	37.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.81		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	18.3
Intersection Capacity Utilization	68.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	9	135	123	575	100	287	94	717	431	401	956	18
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Lane Util. Factor	1.00	0.95	1.00	0.97	0.95	0.95	1.00	0.95	1.00	0.97	0.95	1.00
Frpb, ped/bikes	1.00	1.00	0.99	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.97
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.93	0.85	1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)	1805	3574	1547	3400	1637	1504	1770	3505	1553	3433	3539	1417
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)	1805	3574	1547	3400	1637	1504	1770	3505	1553	3433	3539	1417
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	147	134	625	109	312	102	779	468	436	1039	20
RTOR Reduction (vph)	0	0	123	0	22	143	0	0	318	0	0	12
Lane Group Flow (vph)	10	147	11	625	196	60	102	779	150	436	1039	8
Confl. Peds. (#/hr)			1	1			3					3
Heavy Vehicles (%)	0%	1%	3%	3%	2%	2%	2%	3%	4%	2%	2%	11%
Turn Type	Split	NA	Perm	Split	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4			8			2			6
Actuated Green, G (s)	11.3	11.3	11.3	41.2	41.2	41.2	14.3	44.8	44.8	24.4	54.9	54.9
Effective Green, g (s)	11.3	11.3	11.3	41.2	41.2	41.2	14.3	44.8	44.8	24.4	54.9	54.9
Actuated g/C Ratio	0.08	0.08	0.08	0.29	0.29	0.29	0.10	0.32	0.32	0.17	0.39	0.39
Clearance Time (s)	4.1	4.1	4.1	4.1	4.1	4.1	4.1	6.0	6.0	4.1	6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	5.0	5.0	3.0	5.0	5.0
Lane Grp Cap (vph)	145	288	124	1000	481	442	180	1121	496	598	1387	555
v/s Ratio Prot	0.01	c0.04		c0.18	0.12		0.06	0.22		c0.13	c0.29	
v/s Ratio Perm			0.01			0.04			0.10			0.01
v/c Ratio	0.07	0.51	0.09	0.62	0.41	0.14	0.57	0.69	0.30	0.73	0.75	0.01
Uniform Delay, d1	59.5	61.7	59.6	42.7	39.6	36.3	59.9	41.6	35.8	54.7	36.6	26.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	1.5	0.3	1.2	0.6	0.1	4.0	3.6	1.6	4.4	3.8	0.0
Delay (s)	59.7	63.2	59.9	43.9	40.2	36.4	63.9	45.2	37.4	59.1	40.4	26.1
Level of Service	E	E	E	D	D	D	E	D	D	E	D	C
Approach Delay (s)		61.6			41.7			43.9			45.6	
Approach LOS		E			D			D			D	

Intersection Summary			
HCM 2000 Control Delay	45.2	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	140.0	Sum of lost time (s)	20.8
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	22	27	65	287	44	94	37	865	223	156	1234	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Lane Util. Factor		1.00	1.00	0.95	0.95		1.00	0.95	1.00	1.00	0.95	1.00
Frpb, ped/bikes		1.00	0.97	1.00	1.00		1.00	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	1.00
Frt		1.00	0.85	1.00	0.93		1.00	1.00	0.85	1.00	1.00	0.85
Flt Protected		0.98	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (prot)		1712	1512	1665	1586		1805	3438	1599	1752	3505	1524
Flt Permitted		0.98	1.00	0.95	0.98		0.95	1.00	1.00	0.95	1.00	1.00
Satd. Flow (perm)		1712	1512	1665	1586		1805	3438	1599	1752	3505	1524
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	29	71	312	48	102	40	940	242	170	1341	29
RTOR Reduction (vph)	0	0	66	0	21	0	0	0	103	0	0	14
Lane Group Flow (vph)	0	53	5	237	204	0	40	940	139	170	1341	15
Confl. Peds. (#/hr)			11	11								
Heavy Vehicles (%)	8%	9%	4%	3%	3%	6%	0%	5%	1%	3%	3%	6%
Turn Type	Split	NA	Perm	Split	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	4	4		8	8		5	2		1	6	
Permitted Phases			4						2			6
Actuated Green, G (s)		8.3	8.3	30.2	30.2		7.2	54.5	54.5	19.0	66.3	66.3
Effective Green, g (s)		8.3	8.3	30.2	30.2		7.2	54.5	54.5	19.0	66.3	66.3
Actuated g/C Ratio		0.06	0.06	0.23	0.23		0.06	0.42	0.42	0.15	0.51	0.51
Clearance Time (s)		4.0	4.0	4.0	4.0		4.0	6.0	6.0	4.0	6.0	6.0
Vehicle Extension (s)		3.0	3.0	4.0	4.0		2.5	5.0	5.0	2.5	5.0	5.0
Lane Grp Cap (vph)		109	96	386	368		99	1441	670	256	1787	777
v/s Ratio Prot		c0.03		c0.14	0.13		0.02	0.27		c0.10	c0.38	
v/s Ratio Perm			0.00						0.09			0.01
v/c Ratio		0.49	0.05	0.61	0.56		0.40	0.65	0.21	0.66	0.75	0.02
Uniform Delay, d1		58.8	57.1	44.7	44.0		59.3	30.2	24.0	52.5	25.3	15.8
Progression Factor		1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2		3.4	0.2	3.3	2.2		2.0	2.3	0.7	5.7	3.0	0.0
Delay (s)		62.2	57.3	48.0	46.2		61.3	32.5	24.7	58.2	28.2	15.8
Level of Service		E	E	D	D		E	C	C	E	C	B
Approach Delay (s)		59.4			47.1			31.9			31.3	
Approach LOS		E			D			C			C	

Intersection Summary			
HCM 2000 Control Delay	34.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.71		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	20.5
Intersection Capacity Utilization	71.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

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Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Volume (veh/h)	0	13	13	180	215	0
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	14	14	196	234	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	458	234	234			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	458	234	234			
tC, single (s)	6.4	6.8	4.7			
tC, 2 stage (s)						
tF (s)	3.5	3.9	2.7			
p0 queue free %	100	98	99			
cM capacity (veh/h)	557	678	1069			

Direction, Lane #	EB 1	NB 1	SB 1
Volume Total	14	210	234
Volume Left	0	14	0
Volume Right	14	0	0
cSH	678	1069	1700
Volume to Capacity	0.02	0.01	0.14
Queue Length 95th (ft)	2	1	0
Control Delay (s)	10.4	0.7	0.0
Lane LOS	B	A	
Approach Delay (s)	10.4	0.7	0.0
Approach LOS	B		

Intersection Summary			
Average Delay	0.6		
Intersection Capacity Utilization	30.2%	ICU Level of Service	A
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	59	83	0	0	215	26	437	0	81	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			1.00	1.00			
Frt		1.00			0.99			1.00	0.85			
Flt Protected		0.98			1.00			0.95	1.00			
Satd. Flow (prot)		1491			1827			1421	1482			
Flt Permitted		0.71			1.00			0.95	1.00			
Satd. Flow (perm)		1073			1827			1421	1482			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	64	90	0	0	234	28	475	0	88	0	0	0
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	33	0	0	0
Lane Group Flow (vph)	0	154	0	0	252	0	0	475	55	0	0	0
Heavy Vehicles (%)	50%	7%	0%	0%	1%	15%	27%	0%	9%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)		11.9			11.9			30.1	30.1			
Effective Green, g (s)		11.9			11.9			30.1	30.1			
Actuated g/C Ratio		0.24			0.24			0.60	0.60			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)		255			434			855	892			
v/s Ratio Prot					0.14							
v/s Ratio Perm		c0.14						0.33	0.04			
v/c Ratio		0.60			0.58			0.56	0.06			
Uniform Delay, d1		17.0			16.8			6.0	4.1			
Progression Factor		1.00			1.00			1.00	1.00			
Incremental Delay, d2		4.0			2.0			2.6	0.1			
Delay (s)		21.0			18.8			8.5	4.2			
Level of Service		C			B			A	A			
Approach Delay (s)		21.0			18.8			7.9			0.0	
Approach LOS		C			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	12.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	50.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	35	290	0	3	231	346	1	2	5	272	0	56
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	38	315	0	3	251	376	1	2	5	296	0	61

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	353	254	376	3	5	357
Volume Left (vph)	38	3	0	1	0	296
Volume Right (vph)	0	0	376	0	5	61
Hadj (s)	0.02	0.00	0.96	0.17	-0.65	1.33
Departure Headway (s)	5.7	5.9	3.2	7.3	6.5	7.1
Degree Utilization, x	0.56	0.42	0.33	0.01	0.01	0.71
Capacity (veh/h)	595	573	1113	399	441	357
Control Delay (s)	15.9	13.0	7.8	9.2	8.3	25.4
Approach Delay (s)	15.9	9.9		8.7		25.4
Approach LOS	C	A		A		D

Intersection Summary			
Delay	15.6		
Level of Service	C		
Intersection Capacity Utilization	64.7%	ICU Level of Service	C
Analysis Period (min)	15		

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	30	67	0	0	149	26	308	6	112	0	0	0
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		4.0			4.0			4.0	4.0			
Lane Util. Factor		1.00			1.00			1.00	1.00			
Frpb, ped/bikes		1.00			1.00			1.00	1.00			
Flpb, ped/bikes		1.00			1.00			1.00	1.00			
Frt		1.00			0.98			1.00	0.85			
Flt Protected		0.98			1.00			0.95	1.00			
Satd. Flow (prot)		1581			1727			1593	1538			
Flt Permitted		0.85			1.00			0.95	1.00			
Satd. Flow (perm)		1362			1727			1593	1538			
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	33	73	0	0	162	28	335	7	122	0	0	0
RTOR Reduction (vph)	0	0	0	0	21	0	0	0	49	0	0	0
Lane Group Flow (vph)	0	106	0	0	169	0	0	342	73	0	0	0
Confl. Peds. (#/hr)	1					1						
Confl. Bikes (#/hr)						3						
Heavy Vehicles (%)	50%	4%	0%	0%	3%	33%	14%	0%	5%	0%	0%	0%
Turn Type	Perm	NA			NA		Perm	NA	Perm			
Protected Phases		4			8			2				
Permitted Phases	4						2		2			
Actuated Green, G (s)		8.0			8.0			24.0	24.0			
Effective Green, g (s)		8.0			8.0			24.0	24.0			
Actuated g/C Ratio		0.20			0.20			0.60	0.60			
Clearance Time (s)		4.0			4.0			4.0	4.0			
Vehicle Extension (s)		3.0			3.0			3.0	3.0			
Lane Grp Cap (vph)		272			345			955	922			
v/s Ratio Prot					c0.10							
v/s Ratio Perm		0.08						0.21	0.05			
v/c Ratio		0.39			0.49			0.36	0.08			
Uniform Delay, d1		13.9			14.2			4.1	3.4			
Progression Factor		1.00			1.00			1.00	1.00			
Incremental Delay, d2		0.9			1.1			1.0	0.2			
Delay (s)		14.8			15.3			5.1	3.5			
Level of Service		B			B			A	A			
Approach Delay (s)		14.8			15.3			4.7			0.0	
Approach LOS		B			B			A			A	

Intersection Summary			
HCM 2000 Control Delay	8.8	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.39		
Actuated Cycle Length (s)	40.0	Sum of lost time (s)	8.0
Intersection Capacity Utilization	42.1%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	58	284	0	3	289	133	1	2	4	163	0	65
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	63	309	0	3	314	145	1	2	4	177	0	71

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1
Volume Total (vph)	372	317	145	3	4	248
Volume Left (vph)	63	3	0	1	0	177
Volume Right (vph)	0	0	145	0	4	71
Hadj (s)	0.03	0.00	0.37	0.17	-0.65	0.73
Departure Headway (s)	5.3	5.3	3.2	7.1	6.2	6.6
Degree Utilization, x	0.55	0.47	0.13	0.01	0.01	0.45
Capacity (veh/h)	652	643	1121	419	464	512
Control Delay (s)	14.5	13.0	6.7	8.9	8.1	14.9
Approach Delay (s)	14.5	11.0		8.4		14.9
Approach LOS	B	B		A		B

Intersection Summary			
Delay	13.1		
Level of Service	B		
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

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APPENDIX 6: COLLISION RECORDS

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California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

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California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total **MV+** or **MVM**	Accident Rates Actual Fat	F+I	Tot	Average Fat	F+I	Tot
02 SHA 273 015.970 R MARKET/CYPRESS & PINE	I 14	13	0	4	4	9	2	3	0	13.1	41.76 +	0.000	.10	.31	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								5	25.0							

DRAFT

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273		015.940	R	H	-	N	6	10-10-08	1614	450200111	5	A	A	A	H	A	C	02	A	S	1	<	00	01	V2D	---	---	---	---	---	---	---	PN	B	G<
																					A	S	1	C	00	01	V1D	---	---	---	---	---	---	---	N<	A	A<
1	1	02 SHA 273		015.950	R	H	-	N	5	01-03-08	1211	450200535	5	C	A	B	H	D	C	02	D	N	1	<	00	00	V2J	---	---	---	---	---	---	---	N<	H	A<
																					A	N	1	<	00	00	V1J	---	---	---	---	---	---	---	6N	H	A<
1	1	02 SHA 273		015.960	R	H	-	N	3	01-08-08	0745	450200149	5	C	B	A	H	A	C	02	D	N	1	C	00	00	V2F	---	---	---	---	---	---	---	N<	A	G<
																					A	N	1	<	00	00	V1F	---	---	---	---	---	---	---	N<	B	G<
1	1	02 SHA 273		015.960	R	H	-	N	6	11-14-08	1659	450200327	5	A	C	A	H	A	C	02	D	N	1	C	00	00	V2E	---	---	---	---	---	---	---	M<	B	A<
																					A	N	1	C	00	00	V1E	---	---	---	---	---	---	---	N<	A	A<
1	1	02 SHA 273		015.960	R	H	-	N	2	11-02-09	0745	450200520	5	A	A	A	H	A	C	02	A	N	1	C	00	00	V2F	---	---	---	---	---	---	---	N<	B	A<
																					A	N	1	C	00	00	V1F	---	---	---	---	---	---	---	N<	A	A<
1	1	02 SHA 273		015.970	R	I	5	N	4	02-27-08	1517	450200151	6	B	A	A	H	A	D	02	A	N	1	C	00	00	V2F	---	---	---	---	---	---	---	N<	B	A<
																					D	N	2	C	00	00	V1D	---	---	---	---	---	---	---	N<	D	A<
1	1	02 SHA 273		015.970	R	I	6	N	4	04-23-08	1601	450200153	2	A	A	A	H	A	C	02	A	W	2	<	00	00	V2J	---	---	---	---	---	---	---	N<	B	A<
																					A	W	2	<	00	01	V1J	---	---	---	---	---	---	---	N<	B	A<
1	1	02 SHA 273		015.970	R	I	5	N	2	07-21-08	1708	450200158	6	A	A	A	H	A	E	01	A	S	2	C	00	00	18H	29H	---	---	---	---	---	---	N<	H	A<
1	1	02 SHA 273		015.970	R	I	6	N	3	07-22-08	1200	450200125	6	A	A	A	H	A	D	01	A	W	2	C	00	00	V2D	---	---	---	---	---	---	---	N<	D	A<
																					L	S	1	C	00	01	V1J	---	---	---	---	---	---	---	N<	B	A<
1	1	02 SHA 273		015.970	R	I	5	N	6	07-31-09	0526	450200520	1	A	C	A	H	A	E	01	A	N	1	C	00	00	19J	---	---	---	---	---	---	---	6<	C	B<
1	1	02 SHA 273		015.970	R	I	6	N	7	02-13-10	1129	450200175	3	A	A	A	H	A	B	02	A	W	2	C	00	00	V2J	---	---	---	---	---	---	---	N<	D	A<
																					A	N	1	C	00	00	V1F	---	---	---	---	---	---	---	N<	B	A<
1	1	02 SHA 273		015.970	R	I	5	N	5	07-22-10	0940	450200109	5	A	A	A	H	A	C	02	A	S	2	<	00	01	V2F	---	---	---	---	---	---	---	N<	B	A<
																					D	S	2	<	00	00	V1F	---	---	---	---	---	---	---	N<	A	A<
1	1	02 SHA 273		016.000	R	H	-	N	4	12-24-08	0931	450200116	6	B	A	B	H	D	E	01	D	N	1	<	00	00	43B	---	---	---	---	---	---	---	N<	B	A<

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California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

4. The contents of these reports shall be considered confidential and may be privileged pursuant to 23 U.S.C. Section 409, and are for the sole use of the intended recipient(s). Any unauthorized review, use, disclosure or distribution is prohibited. If you are not the intended recipient, please contact the sender by reply e-mail and destroy all copies of the original message. Do not print, copy or forward.

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California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	Actual F+I	Actual Tot	Average Fat	Average F+I	Average Tot
02 SHA 273 011.100 CANYON RD-LT	I 29	21	0	3	3	15	3	4	0	17.9	35.64 +	0.000	.08	.59	0.001	.10	.25
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U	**H99**							3	14.6							
02 SHA 273 011.570 GIRVAN RD R/ FR RD-LT	I 14	13	0	5	5	11	0	4	0	21.3	35.38 +	0.000	.14	.37	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								11	11.0							
02 SHA 273 011.830 CLEAR CR RD-LT	I 29	5	0	3	3	5	1	1	0	22.3	28.20 +	0.000	.11	.18	0.001	.10	.25
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								3	3.4							
02 SHA 273 012.270 WESTWOOD AVE.-LT.	I 29	13	0	8	8	13	2	3	0	24.7	30.31 +	0.000	.26	.43	0.001	.10	.25
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U	**H95**		**H97**	**H97**				12	2.9							
02 SHA 273 012.680 CEDARS L/BONNEYVIEW RT	I 14	48	0	17	17	45	13	13	0	22.0	46.02 +	0.000	.37	1.04	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U	**H99**		**H99**	**H99**		**H99**	**H97**	24	20.0							
02 SHA 273 013.130 BRANSTETTER LN-LT.	I 27	5	0	2	2	5	0	1	0	18.8	23.12 +	0.000	.09	.22	0.001	.06	.15
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								5	2.3							
02 SHA 273 013.720 KENYON DR-LT.	I 27	1	0	1	1	1	0	0	0	18.8	24.15 +	0.000	.04	.04	0.001	.06	.15
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								2	3.2							
02 SHA 273 014.180 BRESLAUER / FR RD RT&LT	I 14	19	0	6	6	17	2	0	0	18.8	32.25 +	0.000	.19	.59	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U	**H97**							6	10.6							
02 SHA 273 014.470 BUENAVENTURA/CANYON CRK	I 29	17	0	7	7	17	3	2	0	19.2	39.13 +	0.000	.18	.43	0.001	.10	.25
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U	**H97**							9	16.5							
02 SHA 273 014.960 WYNDHAM LN-RT	I 27	2	0	2	2	1	0	0	0	17.9	23.05 +	0.000	.09	.09	0.001	.06	.15
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								2	3.2							
02 SHA 273 015.010 GEARY ST RT	I 27	3	0	1	1	3	0	0	0	17.9	21.10 +	0.000	.05	.14	0.001	.06	.15
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								1	1.3							
02 SHA 273 015.100 VEDA ST-LT./SUTTER ST R	I 12	0	0	0	0	0	0	0	0	18.1	20.73 +	0.000	.00	.00	0.001	.06	.15
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								0	.8							

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

DRAFT

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	F+I	Tot	Average Fat	F+I	Tot
02 SHA 273 015.150 ELLIS ST-RT.	I 27	5	0	1	1	4	0	0	0	18.2	23.13 +	0.000	.04	.22	0.001	.06	.15
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								1	2.9							
02 SHA 273 015.510 SPRUCE ST-LT.	I 27	0	0	0	0	0	0	0	0	18.9	21.65 +	0.000	.00	.00	0.001	.06	.15
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								0	.9							
02 SHA 273 015.536 ELMWOOD LT/FELL RT	I 12	3	0	1	1	3	0	1	0	18.9	21.92 +	0.000	.05	.14	0.001	.06	.15
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								1	1.1							
02 SHA 273 015.660 ANGELO RT/CALIF LT	I 14	4	0	2	2	3	0	0	0	19.1	23.65 +	0.000	.08	.17	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								2	2.5							
02 SHA 273 015.810 PARKVIEW AVE. RT.	I 27	4	0	3	3	2	0	0	0	19.4	26.96 +	0.000	.11	.15	0.001	.06	.15
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								3	5.2							

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Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273		011.070		H	-	N	4	06-02-10	0946	450200147	5	B	A	A	H	A	C	03	A	N	1	<	00	00	V2D	---	---	---	F<	B	A<
																					A	N	1	<	00	00	V1D	V3D	---	---	N<	A	A<
																					A	N	1	<	00	00	---	V2D	---	---	N<	A	A<
1	1	02 SHA 273		011.090		H	-	N	3	07-01-08	1849	450200147	5	A	A	A	H	A	C	02	D	N	1	C	00	00	V2J	---	---	---	N<	B	H<
																					D	N	1	C	00	00	V1J	---	---	---	N<	A	H<
1	1	02 SHA 273		011.100		I	5	S	3	03-18-08	1023	450200179	6	A	A	A	H	A	D	02	A	S	1	C	00	00	V2D	---	---	---	N<	B	A<
																					D	E	1	C	00	00	V1J	---	---	---	N<	B	A<
1	1	02 SHA 273		011.100		I	6	S	2	06-30-08	1146	450200527	6	A	A	A	H	A	D	02	A	E	2	C	00	00	V2J	---	---	---	N<	B	A<
																					A	E	2	C	00	00	V1J	---	---	---	N<	B	A<
1	1	02 SHA 273		011.100		I	6	S	7	02-14-09	2136	450200166	6	C	C	B	H	A	B	02	A	E	2	C	00	00	V2D	---	---	---	N<	E	A<
																					A	E	2	C	00	00	V1D	---	---	---	N<	E	A<
1	1	02 SHA 273		011.100		I	5	S	5	09-10-09	1307	450200128	6	A	A	A	H	A	B	02	A	E	2	<	00	00	V2D	---	---	---	N<	B	A<
																					A	E	2	<	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273		011.100		I	5	S	3	10-13-09	1357	450200163	5	C	A	B	H	D	E	01	D	N	2	<	00	00	18B	---	---	---	N<	E	A<
1	1	02 SHA 273		011.100		I	5	S	6	12-18-09	1250	450200163	1	A	A	A	H	A	E	01	A	S	1	<	00	00	19J	10J	---	---	N<	B	<E
1	1	02 SHA 273		011.100		I	6	S	5	01-14-10	1058	450200520	5	A	A	A	H	A	C	02	A	E	2	C	00	00	V2J	---	---	---	L<	B	A<
																					D	E	2	C	00	00	V1J	---	---	---	N<	B	A<
1	1	02 SHA 273		011.100		I	5	N	2	05-31-10	0727	450200171	5	B	A	A	H	A	C	02	A	N	1	C	00	00	V2F	---	---	---	N<	B	A<
																					A	N	1	C	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273		011.100		I	5	N	1	09-19-10	1221	450200106	5	C	A	B	H	D	E	01	A	N	2	<	00	00	11B	---	---	---	<<	E	A<
1	1	02 SHA 273		011.100		I	5	S	4	12-01-10	2235	450200153	1	B	C	A	H	A	E	01	A	S	1	<	00	00	18H	10H	---	---	5N	D	B<
1	1	02 SHA 273		011.110		H	-	S	1	04-06-08	1043	450200126	5	B	A	A	H	A	C	02	D	S	1	C	00	00	V2J	---	---	---	N<	B	A<
																					A	S	1	C	00	01	V1J	---	---	---	N<	A	A<
1	1	02 SHA 273		011.110		H	-	N	5	04-24-08	2309	450200195	1	A	C	A	H	A	E	01	A	N	2	C	00	00	18B	13B	---	---	4<	E	<E
1	1	02 SHA 273		011.110		H	-	S	4	12-02-09	1525	450200126	5	A	A	A	H	A	C	02	A	S	1	C	00	00	V2D	---	---	---	N<	B	G<
																					A	S	1	C	00	00	V1D	---	---	---	N<	A	A<
1	1	02 SHA 273		011.110		H	-	S	2	02-08-10	1524	450200167	5	B	A	A	H	A	C	02	A	S	1	<	00	00	V2J	---	---	---	N<	B	A<
																					A	S	1	<	00	01	V1J	---	---	---	S<	A	A<
1	1	02 SHA 273		011.110		H	-	N	4	07-07-10	1222	450200126	6	A	A	A	H	A	E	01	A	N	1	C	00	00	13B	---	---	---	N<	B	A<
1	1	02 SHA 273		011.120		H	-	N	4	09-03-08	1408	450200532	1	A	A	A	H	A	C	02	A	N	1	<	00	00	V2F	---	---	---	5<	B	B<
																					D	N	1	<	00	01	V1F	---	---	---	N<	H	A<
1	1	02 SHA 273		011.120		H	-	S	2	02-02-09	1642	450200533	1	A	A	A	H	A	C	02	D	S	1	C	00	00	V2D	---	---	---	6<	J	B<
																					D	S	1	C	00	00	V1D	---	---	---	<<	B	A<
1	1	02 SHA 273		011.120		H	-	N	6	02-20-09	2320	450200166	6	A	D	A	H	D	B	02	D	N	1	C	00	00	V2D	---	---	---	<<	B	D<
																					A	N	1	C	00	00	V1F	---	---	---	<<	B	A<
1	1	02 SHA 273		011.140		H	-	S	5	09-23-10	1640	450200194	5	A	A	A	H	A	C	02	A	S	1	C	00	00	V2F	---	---	---	G<	B	A<
																					A	S	1	C	00	00	V1F	---	---	---	G<	A	A<
1	1	02 SHA 273		011.540		H	-	N	4	05-12-10	1310	450200109	5	A	A	A	H	D	C	02	A	N	1	<	00	00	V2D	---	---	---	K<	B	A<
																					D	N	1	<	00	00	V1D	---	---	---	N<	A	A<
1	1	02 SHA 273		011.560		H	-	N	3	02-12-08	0809	450200154	5	A	A	A	H	A	C	02	D	N	1	C	00	00	V2D	---	---	---	N<	H	A<
																					D	N	1	C	00	01	V1D	---	---	---	N<	A	A<
1	1	02 SHA 273		011.560		H	-	N	4	10-01-08	1221	450200532	6	A	A	<	H	A	C	02	A	N	1	C	00	00	V2D	---	---	---	L<	B	A<
																					A	N	1	C	00	00	V1D	---	---	---	<<	A	A<
1	1	02 SHA 273		011.560		H	-	N	7	04-04-09	2050	450200169	5	A	C	A	H	A	C	02	D	N	1	C	00	00	V2F	---	---	---	N<	B	A<
																					A	N	1	C	00	02	V1F	---	---	---	N<	A	A<

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Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273		011.560		H	-	S	6	12-18-09	1806	450200532	5	A	C	A	D	A	C	02	A	S	1	<	00	00	V2D	---	---	---	G<	B	A<
																					D	S	1	<	00	00	V1D	---	---	---	G<	A	A<
1	1	02 SHA 273		011.560		H	-	N	7	05-22-10	1016	450200171	5	A	A	A	H	A	C	02	A	N	1	<	00	00	V2J	---	---	---	N<	B	A<
																					A	N	1	<	00	02	V1J	---	---	---	N<	A	A<
1	1	02 SHA 273		011.560		H	-	N	2	06-14-10	1725	450200167	5	A	A	A	H	A	C	02	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																					D	N	1	<	00	00	V1D	---	---	---	N<	A	A<
1	1	02 SHA 273		011.570		I	5	N	2	10-20-08	1613	450200138	6	A	A	A	H	A	D	02	D	N	1	<	00	01	V2D	44H	---	---	<<	B	G<
																					A	E	1	<	00	01	V1A	---	---	---	N<	E	A<
1	1	02 SHA 273		011.570		I	5	S	4	06-24-09	1802	450200170	6	A	A	A	H	A	D	01	A	S	1	C	00	00	V2F	---	---	---	N<	B	A<
																					L	W	2	C	00	00	V1F	---	---	---	N<	B	D<
1	1	02 SHA 273		011.570		I	5	N	5	10-01-09	1235	450200126	3	A	A	A	H	A	D	03	A	S	1	C	00	02	V2A	---	---	---	N<	E	A<
																					A	N	1	C	00	02	V1F	V3H	---	---	N<	B	A<
																					A	W	2	C	00	00	---	V2J	---	---	N<	O	A<
1	1	02 SHA 273		011.570		I	6	N	7	11-14-09	1622	450200122	6	A	B	A	H	D	E	01	D	W	2	C	00	00	18B	17B	---	---	M<	B	C<
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Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273		012.270		I	5	N	5	07-08-10	1315	450200163	6	A	A	A	H	A	D	02	A	N	1	<	00	01	V2F	---	---	---	---	---	<<	B	A<
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1	1	02 SHA 273		012.670		H	-	N	7	08-21-10	2047	450200155	5	A	C	A	H	A	C	02	A	N	1	C	00	00	V2F	---	---	---	---	---	N<	C	A<
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Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273		012.680		I	6	N	2	03-24-08	2205	450200169	5	A	C	A	H	A	C	02	A	W	2	C	00	00	V2J	---	---	---	N<	H	A<
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Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273		012.690		H	-	S	6	11-12-10	1243	450200147	5	A	A	A	H	A	C	02	A	S	1	C	00	00	V2J	---	---	---	N<	B	<E
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Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
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Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273		014.470		I	5	N	5	04-22-10	1115	450200529	1	A	A	A	H	A	B	02	D	N	1	C	00	00	V2D	---	---	---	6<	B	C<
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Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273		015.680		H	-	S	7	04-04-09	1032	450200121	6	A	A	A	H	D	B	02	A	S	1	C	00	00	V2F	---	---	---	N<	J	A<
																					A	S	1	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 273		015.810		I	6	N	5	05-15-08	0833	450200198	1	A	A	A	H	D	E	0	L	E	1	C	00	01	99B	---	---	---	N<	E	B<
1	1	02 SHA 273		015.810		I	5	N	5	07-17-08	1615	450200193	3	A	A	A	H	A	D	03	A	S	1	C	00	00	V2A	V3B	---	---	N<	E	A<
																					A	N	1	C	00	00	V1D	V3H	---	---	N<	B	A<
																					A	W	2	C	00	00	---	V1F	V2F	---	N<	A	A<
1	1	02 SHA 273		015.810		I	5	N	4	01-07-09	0906	450200530	5	A	A	A	H	A	C	02	A	N	1	C	00	00	V2F	---	---	---	N<	D	A<
																					A	N	1	<	00	01	V1F	---	---	---	N<	A	A<
1	1	02 SHA 273		015.850		H	-	N	2	05-11-09	0918	450200520	4	A	A	A	H	D	H	01	C	N	1	C	00	01	44D	---	---	---	N<	J	A<

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California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

2. Reports from TSN are to be used and interpreted by the California Department of Transportation (Caltrans) officials or authorized representative.

3. Electronic versions of these reports may be emailed between Caltrans' employees only using the State computer system.

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California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	Actual F+I	Actual Tot	Average Fat	Average F+I	Average Tot
02 SHA 273 R016.320 R SOUTH & PINE	I 14	23	0	5	5	19	3	3	0	12.3	30.78 +	0.000	.16	.75	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U	**H99**							5	15.8							
02 SHA 273 R016.360 R SACRAMENTO & PINE	I 14	3	0	1	1	3	0	0	0	12.3	23.27 +	0.000	.04	.13	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								2	9.0							
02 SHA 273 R016.450 R PLACER & PINE	I 14	15	1	6	7	15	2	5	1	12.5	24.81 +	0.040	.28	.61	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U	**H95**			**H92**				11	10.1							
02 SHA 273 R016.510 R YUBA ST & PINE ST	I 14	4	0	3	3	4	0	0	0	12.9	21.88 +	0.000	.14	.18	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								4	7.1							

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Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273	R	016.300	R	H	-	N	6	05-07-10	1017	450200126	6	A	A	A	H	A	B	02	A	N	1	C	00	00	V2D	---	---	---	N<	E	A<
																					A	N	1	C	00	00	V1J	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.300	R	H	-	N	2	09-27-10	1725	450200136	6	A	A	A	H	A	B	02	A	N	1	C	00	00	V2D	---	---	---	N<	J	A<
																					A	N	1	C	00	00	V1J	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.310	R	H	-	N	4	01-23-08	1002	450200533	5	B	A	A	H	A	C	02	A	N	1	C	00	00	V2D	---	---	---	N<	B	A<
																					D	N	1	C	00	00	V1D	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.310	R	H	-	N	4	10-29-08	1130	450200532	5	A	A	A	H	A	C	02	A	N	1	C	00	00	V2D	---	---	---	N<	A	A<
																					D	N	1	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.310	R	H	-	N	7	11-21-09	1507	450200194	C	A	A	A	H	A	C	02	A	N	1	C	00	01	V2F	18H	10H	---	N<	B	A<
																					A	N	1	C	00	00	V1F	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.310	R	H	-	N	4	05-26-10	1623	450200532	5	B	A	A	H	A	C	02	A	N	1	C	00	00	V2E	---	---	---	N<	B	A<
																					A	N	1	C	00	00	V1E	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	7	05-17-08	1845	450200328	6	A	A	A	H	A	D	02	A	E	2	<	00	00	V2A	---	---	---	F<	E	A<
																					A	W	2	<	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	3	05-27-08	2333	450200116	6	B	C	B	H	A	D	02	A	N	1	C	00	01	V2F	---	---	---	6<	B	A<
																					A	E	2	C	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	2	08-25-08	1126	450200168	3	A	A	A	H	A	D	01	L	N	2	C	00	00	V2A	---	---	---	N<	E	A<
																					A	W	2	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	6	N	4	10-22-08	1610	450200168	3	A	A	A	H	D	D	01	A	S	2	C	00	00	V2A	---	---	---	N<	E	A<
																					L	E	2	C	00	01	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	6	N	5	12-18-08	1857	450200183	3	C	C	B	H	A	G	01	A	N	1	C	00	00	V2B	---	---	---	E<	E	A<
																					U	N	-	C	00	01	V1-	---	---	---	N<	2	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	6	01-16-09	1029	450200530	3	A	A	A	H	A	A	02	A	E	2	C	00	00	V2D	---	---	---	F<	E	A<
																					A	W	2	C	00	00	V1F	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	2	01-19-09	1034	450200530	3	A	A	A	H	A	D	02	A	E	2	C	00	00	V2D	---	---	---	F<	E	A<
																					A	W	2	C	00	00	V1J	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	5	01-29-09	1557	450200125	6	A	A	A	H	A	<	01	L	N	1	C	00	00	V2F	---	---	---	N<	B	A<
																					A	W	2	C	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	7	05-30-09	1224	450200169	6	A	A	<	A	A	D	02	D	N	1	C	00	00	V2F	---	---	---	F<	B	A<
																					A	W	2	C	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	6	08-28-09	1719	450200185	3	B	A	A	H	A	A	02	A	E	2	C	00	00	V2A	---	---	---	N<	E	A<
																					A	W	2	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	6	N	7	01-09-10	1414	450200166	6	A	A	A	H	A	D	02	A	E	2	C	00	00	V2F	---	---	---	N<	B	A<
																					A	N	1	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	7	04-17-10	1112	450200155	3	A	A	A	H	A	D	02	D	E	2	C	00	00	V2A	---	---	---	N<	E	A<
																					A	W	2	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	2	09-13-10	2126	450200122	6	A	C	A	H	A	D	02	A	N	1	C	00	00	V2D	---	---	---	<<	B	A<
																					A	W	2	C	00	01	V1D	---	---	---	<<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	6	10-08-10	1157	450200163	5	A	A	A	H	A	D	02	A	N	1	<	00	00	V2E	---	---	---	N<	B	A<
																					A	E	2	<	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	6	10-08-10	1224	450200163	5	A	A	A	H	A	C	02	A	N	1	<	00	00	V2E	---	---	---	N<	B	A<
																					D	N	1	<	00	00	V1E	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.320	R	I	5	N	3	12-07-10	0831	450200116	6	A	A	B	H	A	D	02	D	N	1	<	00	00	V2F	---	---	---	F<	B	A<
																					A	E	2	<	00	00	V1F	---	---	---	N<	E	A<
1	1	02 SHA 273	R	016.330	R	H	-	N	2	08-16-10	1638	450200136	5	A	A	A	H	A	C	02	A	N	1	C	00	00	V2D	---	---	---	N<	B	A<
																					D	N	1	C	00	00	V1D	---	---	---	N<	H	A<

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Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273	R	016.360	R	I	5	N	6	11-07-08	1506	450200166	6	A	A	A	H	A	D	02	A	N	1	C	00	00	V2F	---	---	---	N<	B	A<
																					A	W	2	C	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.360	R	I	5	N	3	09-08-09	0842	450200530	6	A	A	A	H	A	D	02	D	E	2	B	00	00	V2D	---	---	---	N<	E	A<
																					A	N	1	C	00	00	V1E	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.360	R	I	5	N	7	09-19-09	1159	450200157	6	A	A	A	H	A	D	02	A	N	1	C	00	00	V2E	---	---	---	N<	B	A<
																					D	W	2	C	00	02	V1F	---	---	---	<<	B	A<
1	1	02 SHA 273	R	016.450	R	I	5	N	4	01-02-08	1956	450200535	3	B	C	A	H	A	D	02	A	E	2	<	00	00	V2A	---	---	---	N<	E	A<
																					D	W	2	<	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.450	R	I	5	N	1	01-13-08	0238	450200312	6	A	C	A	H	A	D	02	A	E	2	<	00	00	V2D	---	---	---	N<	B	A<
																					A	N	1	<	00	00	V1E	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.450	R	I	5	N	6	09-19-08	1036	450200532	3	A	A	A	H	A	D	02	A	E	2	<	00	00	V2A	---	---	---	N<	E	A<
																					D	W	2	<	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.450	R	I	5	N	2	10-06-08	1507	450200109	6	A	A	A	H	A	A	03	A	E	1	<	00	00	V2A	---	---	---	N<	E	A<
																					D	W	1	<	00	00	V1D	V3A	---	---	N<	B	A<
																					A	W	1	<	00	00	---	V2D	---	---	N<	A	A<
1	1	02 SHA 273	R	016.450	R	I	5	N	6	11-28-08	1557	450200147	4	A	A	A	H	A	D	02	A	E	1	<	00	01	V2D	---	---	---	N<	E	A<
																					A	W	1	<	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.450	R	I	5	N	5	12-03-09	1449	450200532	3	A	A	A	H	A	D	02	A	E	2	C	00	00	V2A	---	---	---	N<	E	A<
																					A	W	2	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.450	R	I	5	N	2	01-25-10	1936	450200324	3	C	C	B	H	A	A	02	A	E	2	<	00	01	V2A	---	---	---	N<	E	A<
																					A	W	2	<	00	01	V1D	---	---	---	<<	B	<<
1	1	02 SHA 273	R	016.450	R	I	6	N	4	06-02-10	1534	450200116	5	C	A	B	H	D	C	03	D	E	1	<	00	00	V2D	---	---	---	N<	B	A<
																					A	E	1	<	00	00	V1D	V3D	---	---	N<	A	A<
																					A	E	1	<	00	02	---	V2D	---	---	N<	A	A<
1	1	02 SHA 273	R	016.450	R	I	5	N	3	06-08-10	2142	450200116	6	A	C	A	H	A	A	02	A	E	2	<	00	00	V2A	---	---	---	N<	E	A<
																					A	W	2	<	00	01	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.460	R	H	-	N	2	09-15-08	1150	450200530	5	A	A	A	H	A	C	02	A	N	1	<	00	01	V2F	---	---	---	N<	B	A<
																					A	N	1	<	00	00	V1F	---	---	---	N<	H	A<
1	1	02 SHA 273	R	016.460	R	H	-	N	1	12-13-09	1245	450200178	5	B	A	A	H	A	C	02	D	N	1	C	00	00	V2F	---	---	---	M<	B	A<
																					A	N	1	C	00	00	V1F	---	---	---	M<	H	A<
1	1	02 SHA 273	R	016.470	R	H	-	N	3	10-07-08	1705	450200116	5	A	A	A	H	D	C	04	A	N	1	<	00	00	V2D	---	---	---	N<	B	A<
																					A	N	1	<	00	00	V1D	V3D	---	---	N<	A	A<
																					A	N	1	<	00	00	---	V2D	V4D	---	N<	A	A<
																					A	N	1	<	00	00	---	V3D	---	---	N<	A	A<
1	1	02 SHA 273	R	016.470	R	H	-	N	6	04-24-09	1233	450200528	5	B	A	A	H	A	C	02	A	N	1	C	00	00	V2F	---	---	---	N<	B	A<
																					A	N	1	C	00	00	V1F	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.470	R	H	-	N	7	08-15-09	0750	450200172	6	A	A	A	H	A	C	02	A	N	1	<	01	00	V2C	---	---	---	N<	B	A<
																					F	N	1	<	00	01	V1C	---	---	---	N<	O	H<
1	1	02 SHA 273	R	016.470	R	H	-	N	4	01-20-10	1748	450200109	5	B	C	A	H	D	C	03	A	N	1	<	00	01	V2F	---	---	---	PF	B	A<
																					A	N	1	<	00	00	V1F	V3F	---	---	<<	B	A<
																					A	N	1	<	00	02	---	V2F	---	---	<<	B	A<
1	1	02 SHA 273	R	016.490	R	H	-	N	4	11-19-08	1224	450200520	6	A	A	A	H	A	C	02	A	N	1	C	00	00	V2F	---	---	---	N<	B	A<
																					A	N	1	C	00	01	V1F	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.490	R	H	-	N	6	02-20-09	1631	450200532	5	A	A	A	H	A	C	03	A	N	1	<	00	00	V2F	---	---	---	F<	B	A<
																					A	N	1	<	00	00	V1F	V3F	---	---	N<	H	A<
																					A	N	1	<	00	01	---	V2F	---	---	N<	H	A<

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REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273	R	016.500	R	H	-	N	3	07-27-10	0654	450200191	1	A	A	A	H	A	C	02	A	S	1	C	00	01	V2E	---	---	---	6<	G	<E
																					D	N	1	C	00	01	V1E	---	---	---	N<	A	H<
1	1	02 SHA 273	R	016.520	R	H	-	N	2	08-10-09	1259	450200178	6	A	A	A	H	A	B	02	D	N	1	C	00	00	V2E	---	---	---	N<	J	A<
																					D	N	1	C	00	00	V1D	---	---	---	N<	B	A<

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California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

Policy controlling the use of Traffic Accident Surveillance and Analysis System (TASAS) - Transportation Systems Network (TSN) Reports

1. TASAS - TSN has officially replaced the TASAS - "Legacy" database.

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California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	F+I	Tot	Average Fat	F+I	Tot
02 SHA 273 R016.400 L CALIFORNIA ST @ SOUTH	I 14	10	0	5	5	10	0	2	0	9.9	24.00 +	0.000	.21	.42	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								8	12.0							
02 SHA 273 R016.440 L CALIFORNIA @ SAC ST	I 14	1	0	1	1	0	0	0	0	9.7	17.77 +	0.000	.06	.06	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								1	6.6							
02 SHA 273 R016.511 L CALIFORNIA ST @ PLACER	I 14	5	0	0	0	5	0	1	0	8.9	24.59 +	0.000	.00	.20	0.002	.14	.35
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								0	13.5							
02 SHA 273 R016.590 L CALIFORNIA ST @ YUBA ST	I 29	0	0	0	0	0	0	0	0	8.9	14.34 +	0.000	.00	.00	0.001	.10	.25
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U								0	4.2							

DRAFT

Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

For Ramps RUS only considers R(Rural) U(Urban)

Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273	R	016.400	L	I	5	S	6	04-25-08	0943	450200138	6	A	A	A	H	A	D	02	A	W	2	C	00	01	V2F	---	---	---	N<	B	A<
																					A	S	1	C	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.400	L	I	5	S	1	05-04-08	1416	450200520	6	A	A	<	H	A	D	02	A	S	1	C	00	00	V2D	---	---	---	F<	B	A<
																					A	W	2	C	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.400	L	I	5	S	6	06-06-08	1823	450200532	6	A	A	A	H	A	D	03	A	W	2	B	00	01	V2F	44A	V3A	---	N<	B	A<
																					A	S	1	B	00	00	V1F	---	---	---	N<	B	A<
																					A	E	2	B	00	00	---	V1D	---	---	N<	A	A<
1	1	02 SHA 273	R	016.400	L	I	6	S	2	09-29-08	1101	450200520	5	A	A	A	H	A	C	02	A	W	2	C	00	00	V2D	---	---	---	N<	B	A<
																					A	W	2	C	00	00	V1D	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.400	L	I	6	S	4	08-19-09	1652	450200307	6	A	A	A	H	A	A	04	A	W	2	C	00	00	V2F	V3A	---	---	N<	B	A<
																					A	S	1	C	00	02	V1F	---	---	---	N<	B	A<
																					A	<	2	C	00	00	---	V1F	V4F	---	N<	B	A<
																					A	E	2	<	00	00	---	V3F	---	---	<<	<	<<
1	1	02 SHA 273	R	016.400	L	I	5	S	5	04-01-10	0002	450200138	6	B	C	A	H	A	D	02	D	W	2	<	00	00	V2F	18B	10B	---	N<	B	A<
																					D	S	1	<	00	00	V1E	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.400	L	I	5	S	6	04-09-10	2329	450200198	1	A	C	A	H	A	D	02	A	W	2	C	00	02	V2D	18B	---	---	5<	B	B<
																					I	S	1	C	00	00	V1F	---	---	---	1<	B	B<
1	1	02 SHA 273	R	016.400	L	I	5	S	2	07-26-10	1618	450200155	6	A	A	A	H	A	D	02	D	S	1	C	00	01	V2F	---	---	---	N<	B	A<
																					A	W	2	C	00	01	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.400	L	I	5	S	5	12-16-10	1245	450200191	4	A	A	A	H	A	D	02	A	W	2	C	00	00	V2H	---	---	---	N<	E	A<
																					A	S	2	C	00	00	V1B	---	---	---	N<	D	A<
1	1	02 SHA 273	R	016.400	L	I	6	S	5	12-30-10	1005	450200322	4	A	A	A	H	A	B	02	A	E	2	C	00	00	V2F	---	---	---	J<	D	A<
																					A	E	2	C	00	00	V1G	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.430	L	H	-	S	3	03-25-08	1345	450200525	3	A	A	A	H	A	G	01	A	S	2	C	00	00	V2H	---	---	---	N<	D	A<
																					U	E	-	C	00	01	V1-	---	---	---	N<	2	A<
1	1	02 SHA 273	R	016.511	L	I	5	S	4	06-04-08	1051	450200109	6	A	A	A	<	A	A	02	A	E	2	C	00	00	V2A	---	---	---	N<	E	A<
																					D	E	2	C	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.511	L	I	6	S	6	08-08-08	1351	450200132	5	A	A	A	H	A	C	03	A	E	2	C	00	00	V2D	---	---	---	N<	B	A<
																					A	E	2	C	00	00	V1D	V3D	---	---	N<	A	A<
																					A	E	2	C	00	00	---	V2D	---	---	N<	A	A<
1	1	02 SHA 273	R	016.511	L	I	6	S	5	10-16-08	2104	450200327	1	A	C	A	H	A	C	02	D	W	1	C	00	00	V2D	---	---	---	5<	B	B<
																					A	W	1	C	00	00	V1D	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.511	L	I	6	S	6	10-24-08	1239	450200520	5	A	A	A	H	A	C	02	D	W	2	C	00	00	V2J	---	---	---	N<	A	A<
																					D	W	2	C	00	00	V1J	---	---	---	N<	B	A<
1	1	02 SHA 273	R	016.511	L	I	5	S	5	09-24-09	1127	450200530	6	A	A	A	H	A	B	02	A	S	1	<	00	00	V2E	---	---	---	N<	J	A<
																					A	S	1	<	00	00	V1D	---	---	---	N<	B	A<

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California Department of Transportation

OTM22130

Table B - Selective Accident Rate Calculation

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California Department of Transportation
Table B - Selective Accident Rate Calculation

Location Description	Rate Group (RUS)	No. of Accidents / Significance Tot	Fat	Inj	F+I	Multi Veh	Wet	Dark	Pers Kld Inj	ADT Main X-St	Total MV+ or MVM	Accident Rates Actual Fat	F+I	Average Tot	Fat	F+I	Tot
02 SHA 273 R016.728 L- 02 SHA 273 R016.799 L	**.072 MI** H 43	3	0	0	0	3	0	0	0	7.1	.56	0.000	.00	5.36	0.013	.75	1.30
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U **H95**								0								

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Accident Rates expressed as: **# of accidents / Million vehicle miles**

+ denotes that **Million Vehicles** (MV) used in accident rates instead (for intersections and ramps).

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Table B Accident Records

REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 273	R	016.740	L	H	-	S	4	09-24-08	1727	450200322	5	A	A	A	H	A	C	02	A	W	1	<	00	00	V2D	---	---	---	F<	B	A<
																					A	W	1	<	00	00	V1D	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.740	L	H	-	S	4	09-16-09	1115	450200117	6	A	A	A	H	A	C	02	D	W	1	C	00	00	V2F	---	---	---	N<	G	A<
																					D	W	1	C	00	00	V1F	---	---	---	N<	A	A<
1	1	02 SHA 273	R	016.790	L	H	-	S	3	03-04-08	1559	450200109	6	A	A	A	H	A	C	02	F	E	2	<	00	00	V2F	---	---	---	N<	G	A<
																					A	E	2	<	00	00	V1F	---	---	---	N<	A	A<

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California Department of Transportation
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02 SHA 044 L000.166 R- 02 SHA 044 L000.241 R	**.076 MI** H	23	0	8	8	22	8	9	0	16.3	1.36	0.000	5.88	16.91	0.013	.76	1.33
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U	**H99**		**H99**	**H99**		**H99**	**H99**	12								

DRAFT

Accident Rates expressed as: **# of accidents / Million vehicle miles**

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REQUEST- &	LINE	ARS	PP	POST MILE	PS	FT	IRL	SOH	DAY	ACCIDENT DATE MM-DD-YY	TIME HHMM	COMMON ACCIDENT NUMBER	PCF	ENVIR COND W	L	S	RC	RWC	TOC	NO MTR VEH	PT	DIR	VHI	SI	PERSON K	I	OSP	LOC	OSO	LOC	OSO	LOC	OSO	LOC	OAF 12	MOV	SDP 12
1	1	02 SHA 044	L	000.168	R	I	5	E	3	06-30-09	1641	450200166	5	A	A	A	H	A	C	03	D	S	1	C	00	00	V3J	---	---	---	N<	E	A<
																					A	S	1	C	00	00	---	V3J	---	---	N<	E	A<
																					A	S	1	C	00	00	V1J	V2J	---	---	N<	E	A<
1	1	02 SHA 044	L	000.168	R	I	5	E	5	11-05-09	1119	450200520	4	B	A	A	H	A	B	02	D	S	1	C	00	00	V2J	---	---	---	N<	E	A<
																					D	S	1	C	00	00	V1J	---	---	---	N<	E	A<
1	1	02 SHA 044	L	000.170	R	H	-	E	3	11-09-10	1141	450200191	6	A	A	A	H	A	B	02	A	S	1	C	00	00	V2B	---	---	---	N<	E	A<
																					D	S	1	C	00	00	V1B	---	---	---	N<	E	G<
1	1	02 SHA 044	L	000.180	R	H	-	E	3	02-10-09	1815	450200532	1	C	C	B	H	A	E	01	D	S	1	C	00	00	19J	46B	43B	---	6<	B	B<
1	1	02 SHA 044	L	000.200	R	H	-	E	6	02-13-09	0915	450200528	5	B	A	B	H	A	C	02	D	E	1	C	00	00	V2E	---	---	---	L<	J	A<
																					A	E	1	C	00	00	V1E	---	---	---	N<	A	A<
1	1	02 SHA 044	L	000.200	R	H	-	E	7	03-14-09	1742	450200167	1	B	A	A	H	A	C	02	D	S	1	<	00	00	V2F	---	---	---	5<	J	B<
																					A	S	1	<	00	00	V1F	---	---	---	<<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	3	01-01-08	1807	450200525	6	A	C	A	H	A	B	02	D	E	1	C	00	00	V2E	---	---	---	N<	J	A<
																					A	E	1	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	4	01-02-08	0914	450200124	6	B	A	A	H	A	D	02	A	E	1	<	00	01	V2E	---	---	---	N<	B	A<
																					D	N	3	C	00	00	V1E	---	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	1	02-17-08	1103	450200528	4	A	A	A	H	A	B	02	D	W	1	C	00	00	V2E	---	---	---	N<	E	H<
																					A	W	1	C	00	00	V1D	---	---	---	N<	B	H<
1	1	02 SHA 044	L	000.240	R	I	5	E	3	03-18-08	0730	450200533	6	A	A	A	H	A	D	03	A	E	2	C	00	01	V2D	V3E	---	---	N<	B	A<
																					D	N	2	C	00	00	V1D	---	---	---	N<	B	A<
																					A	N	2	C	00	00	---	V1E	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	1	08-10-08	0649	913515363	6	A	A	A	H	A	D	02	J	E	3	C	00	00	V2D	---	---	---	F<	B	A<
																					A	N	1	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	4	09-24-08	2305	450200305	1	A	C	A	H	A	D	02	D	N	3	<	00	00	V2E	---	---	---	6<	B	B<
																					A	E	1	<	00	02	V1E	---	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	1	10-19-08	2150	450200158	6	A	C	A	H	A	D	02	D	E	1	<	00	00	V2E	---	---	---	N<	B	A<
																					A	N	2	<	00	02	V1E	---	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	3	10-28-08	2015	450200111	4	A	C	A	H	A	B	02	D	E	1	C	00	00	V2E	---	---	---	N<	J	A<
																					A	E	1	C	00	00	V1D	---	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	5	02-05-09	0917	450200528	6	C	A	B	H	A	D	02	A	N	3	C	00	00	V2E	---	---	---	N<	B	A<
																					A	E	1	C	00	00	V1F	---	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	3	02-17-09	0332	450200170	6	C	C	B	H	A	D	02	A	E	2	C	00	01	V2E	---	---	---	N<	B	A<
																					D	N	1	C	00	00	V1E	---	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	1	05-10-09	1122	450200132	<	A	A	A	H	A	B	02	A	E	1	C	00	00	V2E	---	---	---	N<	E	A<
																					A	E	1	C	00	00	V1D	---	---	---	N<	J	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	7	10-31-09	1441	450200101	6	A	A	A	H	A	D	02	D	N	3	<	00	01	V2F	---	---	---	F<	B	A<
																					D	E	1	<	00	00	V1E	---	---	---	N<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	6	11-06-09	1150	450200157	6	A	A	A	H	A	D	02	A	E	1	<	00	00	V2F	---	---	---	N<	B	A<
																					D	N	3	<	00	00	V1E	---	---	---	<<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	6	11-20-09	1814	450200101	6	A	C	B	H	A	D	02	A	N	1	C	00	00	V2J	---	---	---	N<	B	A<
																					A	W	1	C	00	00	V1F	---	---	---	N<	D	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	2	02-01-10	1904	450200324	6	C	C	B	H	A	D	02	A	E	1	<	00	01	V2E	---	---	---	5<	B	A<
																					A	N	3	<	00	01	V1E	---	---	---	<<	B	A<
1	1	02 SHA 044	L	000.240	R	I	5	E	6	02-05-10	2348	450200111	6	C	C	B	H	A	D	02	D	E	1	C	00	01	V2F	---	---	---	N<	B	A<
																					A	N	3	C	00	01	V1E	---	---	---	N<	B	A<

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1	1	02 SHA 044	L	000.240	R	I	5	E	7	10-30-10	1047	450200319	6	C	A	B	H	A	D	02	A	E	2	<	00	00	V2F	---	---	---	N<	B	A<
																					A	N	1	<	00	00	V1E	---	---	---	N<	B	A<

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02 SHA 044 L000.096 L- 02 SHA 044 L000.170 L	**.075 MI** H	16	0	6	6	16	2	0	0	15.6	1.28	0.000	4.69	12.50	0.013	.77	1.34
0001-0001 2008-01-01 2010-12-31 *36 mo.*	U	**H99**		**H99**	**H99**		**H92**		8								

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1	1	02 SHA 273		015.940	R	H	-	N	6	10-10-08	1614	450200111	5	A	A	A	H	A	C	02	A	S	1	<	00	01	V2D	---	---	---	---	---	---	---	PN	B	G<
																					A	S	1	C	00	01	V1D	---	---	---	---	---	---	---	N<	A	A<
1	1	02 SHA 273		015.950	R	H	-	N	5	01-03-08	1211	450200535	5	C	A	B	H	D	C	02	D	N	1	<	00	00	V2J	---	---	---	---	---	---	---	N<	H	A<
																					A	N	1	<	00	00	V1J	---	---	---	---	---	---	---	6N	H	A<
1	1	02 SHA 273		015.960	R	H	-	N	3	01-08-08	0745	450200149	5	C	B	A	H	A	C	02	D	N	1	C	00	00	V2F	---	---	---	---	---	---	---	N<	A	G<
																					A	N	1	<	00	00	V1F	---	---	---	---	---	---	---	N<	B	G<
1	1	02 SHA 273		015.960	R	H	-	N	6	11-14-08	1659	450200327	5	A	C	A	H	A	C	02	D	N	1	C	00	00	V2E	---	---	---	---	---	---	---	M<	B	A<
																					A	N	1	C	00	00	V1E	---	---	---	---	---	---	---	N<	A	A<
1	1	02 SHA 273		015.960	R	H	-	N	2	11-02-09	0745	450200520	5	A	A	A	H	A	C	02	A	N	1	C	00	00	V2F	---	---	---	---	---	---	---	N<	B	A<
																					A	N	1	C	00	00	V1F	---	---	---	---	---	---	---	N<	A	A<
1	1	02 SHA 273		015.970	R	I	5	N	4	02-27-08	1517	450200151	6	B	A	A	H	A	D	02	A	N	1	C	00	00	V2F	---	---	---	---	---	---	---	N<	B	A<
																					D	N	2	C	00	00	V1D	---	---	---	---	---	---	---	N<	D	A<
1	1	02 SHA 273		015.970	R	I	6	N	4	04-23-08	1601	450200153	2	A	A	A	H	A	C	02	A	W	2	<	00	00	V2J	---	---	---	---	---	---	---	N<	B	A<
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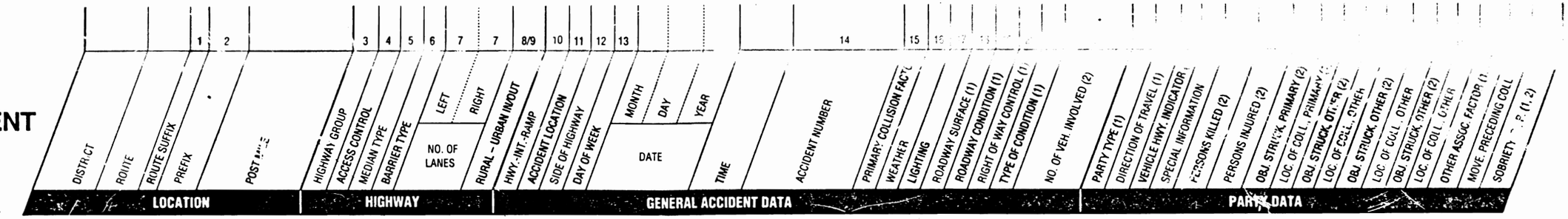
SELECTIVE ACCIDENT RETRIEVAL KEY

HQ TRAFFIC OPERATIONS (7/93)



LOCATION

1 ROUTE SUFFIX (1)
S = Supplemental Mileage
U = Unrelinquished

2 POSTMILE PREFIX (1)
R = Realignment
M = Realignment of a Prior Realignment
N = Realignment of M Mileage
C = Commercial Lanes Paralleling Main Highway
D = Duplication (due to meandering county line)
G = Reposting Duplicate PM at End of Route
H = Realignment of Duplication
T = Temporary Connection
S = Spur
L = Overlap Due to Correction or Change

HIGHWAY

3 HIGHWAY GROUP (1)
R = Ind. Alignment – Right
L = Ind. Alignment – Left
D = Divided
U = Undivided

4 ACCESS CONTROL (1)
C = Conventional
E = Expressway
F = Freeway
S = One-Way City Street
– = Invalid Data
+ = No Data

5 MEDIAN TYPE (1)
Undivided
A = Not Separated or Striped
B = Two-Way Barrier Stripe
C = Reversible Peak Hr Lane(s)
Divided
E = Reversible Peak Hr Lane(s)
F = Two-Way Left Turn Lane
G = Continuous Left Turn Lane
H = Paved Median
J = Unpaved Median
K = Separate Grades
L = Separate Grades w/Retain Wall
M = Sawtooth (Unpaved)
N = Sawtooth (Paved)
P = Ditch
Q = Separate Structure
R = Railroad
S = Bus Lanes
T = Paved Area Occasional Traffic Lane
U = Railroad and Bus Lane(s)
V = Contains Reversible Peak Hour Lane(s)
Z = Other

6 BARRIERS (1)
A = Cable Barrier
B = Cable Barrier w/Glare Screen
C = Metal Beam Barrier
D = Metal Beam Barrier w/Glare Screen
E = Concrete Barrier
F = Concrete Barrier w/Glare Screen
G = Bridge Barrier Railing
H = Chain Link Fence
J = Guardrail in Median Both Rdwy.
K = Guardrail in Median Left Rdwy.
L = Guardrail in Median Right Rdwy.
M = Two-Way, One-Lane Road
N = Thrie Beam Barrier
P = Thrie Beam Barrier w/Glare Screen
Q = Concrete Barrier, Both Rdwys.
R = Concrete Barrier, Left Rdwy.
S = Concrete Barrier, Right Rdwy.
X = External Barriers on MT = E
Y = Others Not Included Above
Z = No Barriers

7 NUMBERS OF LANES (2)
Left and Right = 00 – 99

8 RURAL/URBAN (1)
R = Rural
U = Urban

9 INSIDE/OUTSIDE (1)
I = Inside
O = Outside

GENERAL ACCIDENT DATA

10 FILE TYPE (1)
H = Highway
I = Intersection
R = Ramp

11 ACCIDENT LOCATION (1)
1 = Ramp Exit
2 = Ramp
3 = Ramp Entry
4 = Ramp Related Local Street
5 = In Intersection
6 = Intersection Cross Street

12 SIDE OF HIGHWAY (1)
N = Northbound
S = Southbound
E = Eastbound
W = Westbound

13 DAY OF WEEK (1)
1 = Sunday
2 = Monday
3 = Tuesday
4 = Wednesday
5 = Thursday
6 = Friday
7 = Saturday

14 COMMON ACCIDENT NUMBER (9)
CII Number – Officer Badge Number

15 PRIMARY COLL. FACTOR (1)
1 = Influence of Alcohol
2 = Following too close
3 = Failure to Yield
4 = Improper Turn
5 = Speeding
6 = Other Violations
B = Improper Driving
C = Other Than Driver
D = Unknown
E = Fell Asleep (7-1-87)
< = Not Stated
= Invalid Codes

16 WEATHER (1)
A = Clear
B = Cloudy
C = Raining
D = Snowing
E = Fog
F = Other
< = Not Stated

17 LIGHTING (1)
A = Daylight
B = Dusk/Dawn
C = Dark – Street Light
D = Dark – No Street Light
E = Dark – Inopr. Street Light
F = Dark – Not Stated
< = Not Stated
= Invalid Codes

18 ROAD SURFACE (1)
A = Dry
B = Wet
C = Snowy, Icy
D = Slippery
< = Not Stated
= Invalid Codes

19 ROADWAY CONDITION (1)
A = Holes, Ruts
B = Loose Material
C = Obstruction on Road
D = Construction – Repair Zone
E = Reduced Road Width
F = Flooded
G = Other
H = No Unusual Condition
< = Not Stated

20 RIGHT OF WAY CONTROL (1)
A = Control Functioning
B = Control Not Functioning
C = Controls Obscured
D = No Controls Present
< = Not Stated

21 TYPE OF COLLISION (1)
A = Head-on
B = Sideswipe
C = Rear End
D = Broadside
E = Hit Object
F = Overturn
G = Auto/Pedestrian
H = Other
< = Not Stated
= Invalid Codes

22 NO. MOTOR VEH. INVOLVED (2)
01 to 99

PARTY DATA

23 PARTY TYPE (1)
A = Pasngr. Car/Sta. Wagon
B = Pasngr. Car w/Trailer
C = Motorcycle
D = Pickup/Panel Truck
E = Pickup/Panel w/Trailer
F = Truck/Truck Tractor
G = Truck/Tractor w/1 Trailer
2 = Truck/Tractor w/2 Trailers ❶
3 = Truck/Tractor w/3 Trailers ❶
4 = Single Unit Tanker ❷
5 = Truck/Tractor w/1 Tanker Trailer ❷
6 = Truck/Tractor w/2 Tanker Trailers ❷
H = School Bus
I = Other Bus
J = Emergency Vehicle
K = Highway Const. Equipment
L = Bicycle
M = Other Motor Vehicle
N = Other Non-Motor Vehicle
O = Spilled Loads
P = Disengaged Tow
Q = Uninvolved Vehicle
R = Moped
S = Runaway Vehicle
T = Train
U = Pedestrian
V = Dismounted Pedestrian
W = Animal – Livestock
X = Animal – Deer
Z = Animal – Other

24 DIRECTION TRAVEL (1)
N = N, NE, NW Bound
S = S, SE, SW Bound
E = Eastbound
W = Westbound
< = Not Stated
– = Does Not Apply

25 VEH. HWY. INDICATOR (1)
1 = On State Route
2 = Not on State Route
3 = Intersecting State Route
< = Not Stated
– = Does Not Apply

26 SPECIAL INFORMATION (1)
A = Hazardous Materials
B = Fire Involved
C = Tire Defect/Failure
< = Not Stated
– = Does Not Apply
= Invalid Codes

27 PERSONS KILLED (2)
00 – 99

28 PERSONS INJURED (2)
00 – 99

29 OBJECT STRUCK, PRIMARY (2)
31 OBJECT STRUCK, OTHER (2)
01 = Side of Bridge Railing
02 = End of Bridge Railing
03 = Pier, Column, Abutment
04 = Bottom of Structure
05 = Bridge End Post in Gore
06 = End of Guardrail ❸
07 = Bridge Approach Guardrail ❸
10 = Light or Signal Pole
11 = Utility Pole
12 = Pole (Type Not Stated)
13 = Traffic Sign/Sign Post
14 = Other Signs Not Traffic
15 = Guardrail
16 = Barrier
17 = Wall (Exc. Sound Walls)
18 = Dike or Curb
19 = Traffic Island
20 = Raised Bars
21 = Concrete Object (HDWL, DI)
22 = Guidepost, Culvert, PM
23 = Cut Slope or Embankment
24 = Over Embankment
25 = In Water
26 = Drainage Ditch
27 = Fence
28 = Trees
29 = Plants
30 = Sound Walls
40 = Natural Material on Road
41 = Temp. Barricades, Cones, etc.
42 = Other Object on Road
43 = Other Object off Road
44 = Overturned
45 = Crash Cushions
98 = Unknown Object Struck
99 = No Object Involved
V1 through V9 = Vehicle 1 to 9
< = Not Stated
– = Does Not Apply
= Invalid Codes

30 LOC. OF COLL., PRIMARY (1)
32 LOC. OF COLL., OTHER
A = Beyond Median or Stripe – Left
B = Beyond Shoulder, Driver's Left
C = Left Shoulder Area
D = Left Lane
E = Interior Lanes
F = Right Lane
G = Right Shoulder Area
H = Beyond Shoulder, Driver's Right
I = Gore Area
J = Other
< = Not Stated
– = Does Not Apply
= Invalid Codes

33 1st OTHER ASSOC. FACTOR (1)
2nd OTHER ASSOC. FACTOR
1 = Influence of Alcohol
2 = Following Too Close
3 = Failure to Yield
4 = Improper Turn
5 = Speeding
6 = Other Violation
E = Vision Obscurement
F = Inattention
G = Stop & Go Traffic
H = Enter/Leave Ramp
I = Previous Collision
J = Unfamiliar with Road
K = Defective Vehicle Equipment
L = Uninvolved Vehicle
M = Other
N = None Apparent
P = Wind
R = Ramp Accident
S = Runaway Vehicle
< = Not Stated
– = Does Not Apply

34 MOVEMENT PRECEDING COLL. (1)
A = Stopped
B = Proceeding Straight
C = Ran Off Road
D = Making Right Turn
E = Making Left Turn
F = Making U-Turn
G = Backing
H = Slowing, Stopping
I = Pass Other Vehicle
J = Changing Lanes
K = Parking
L = Enter From Shoulder
M = Other Unsafe Turn
N = Cross Into Opposing Lane
O = Parked
P = Merging
Q = Traveling Wrong Way
R = Other
< = Not Stated
Pedestrian
2 = Xing Xwalk – Intersection
3 = Xing Xwalk – Not Intersection
4 = Xing Not Xwalk
5 = Roadway – Include Shoulder
6 = Not in Roadway
7 = Approach/Leave School Bus
= Invalid Codes

35 1st SOBRIETY/DRUG/PHYS. (1)
2nd SOBRIETY/DRUG/PHYS.
A = Had Not Been Drinking
B = HBD – Under Influence
C = HBD – Not Under Influence
D = HBD – Impairment Unknown
E = Under Drug Influence
F = Other Physical Impairment
G = Impairment Not Known
H = Not Applicable
I = Fatigue
< = Not Stated
– = Does Not Apply
= Invalid Codes

❶ AFTER 1/1/85, BEFORE COMBINED W/G

❷ AFTER 4/1/87, BEFORE COMBINED W/ OTHER TRUCK TYPES

❸ AFTER 4/1/92

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APPENDIX 7: AUTOTURNS ANALYSIS

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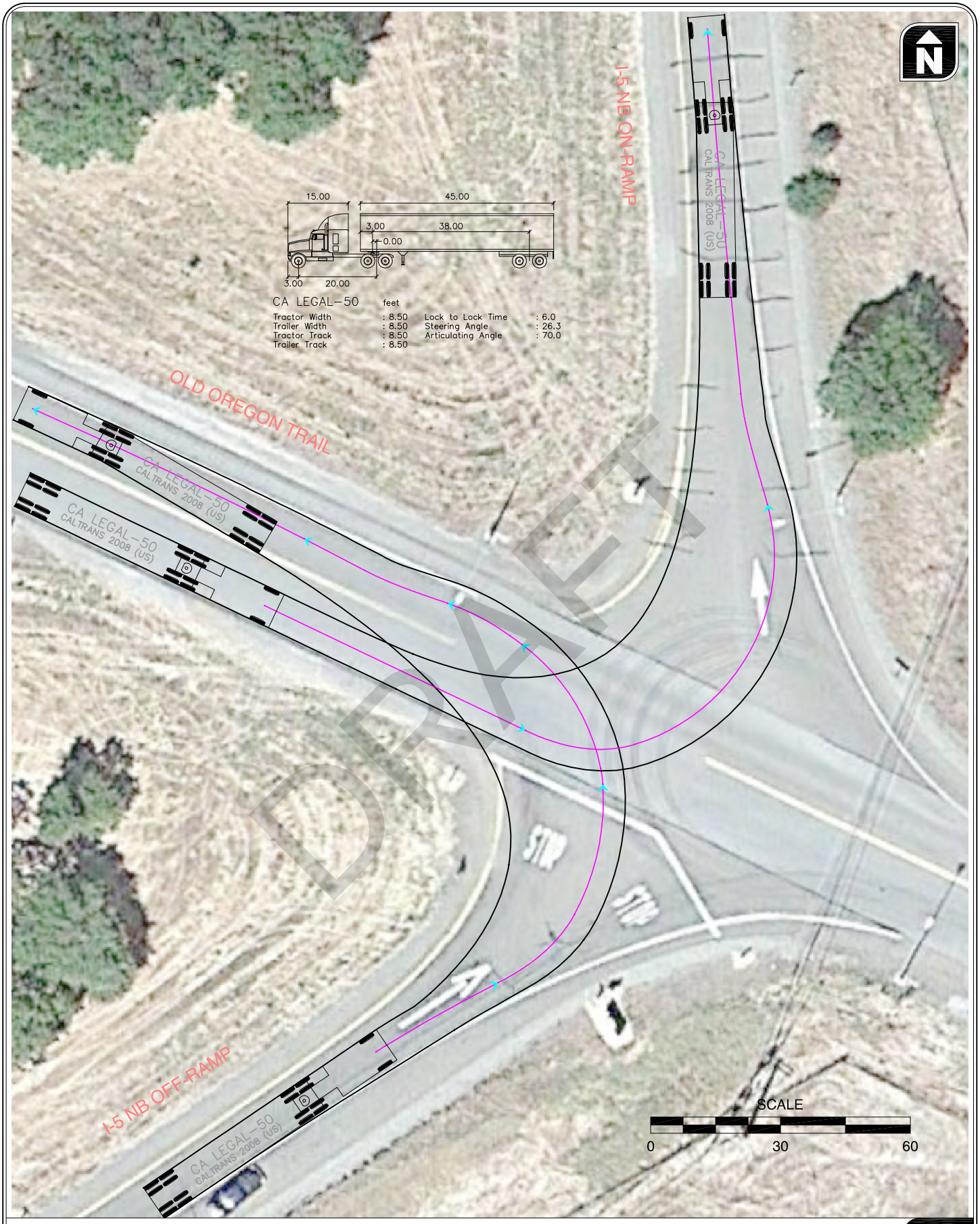
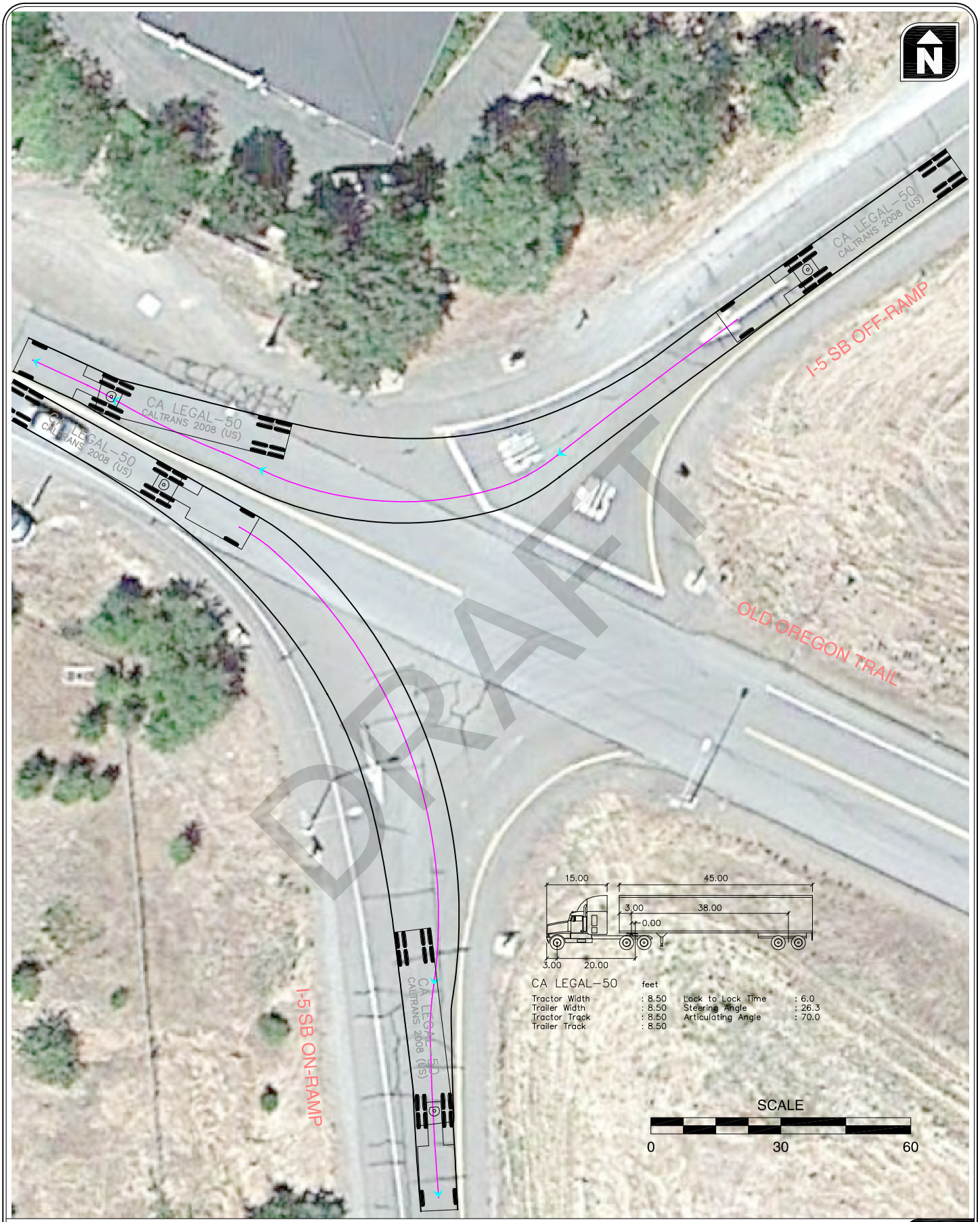


I-5 NB RAMPS & OLD OREGON TRAIL TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Portland\projfile\17239 - Moody Creek Mine EIR\Dwgs\Figures\17239_ATFigs.dwg May 25, 2012 - 12:44pm - rrippee Layout Tab: AT (1)



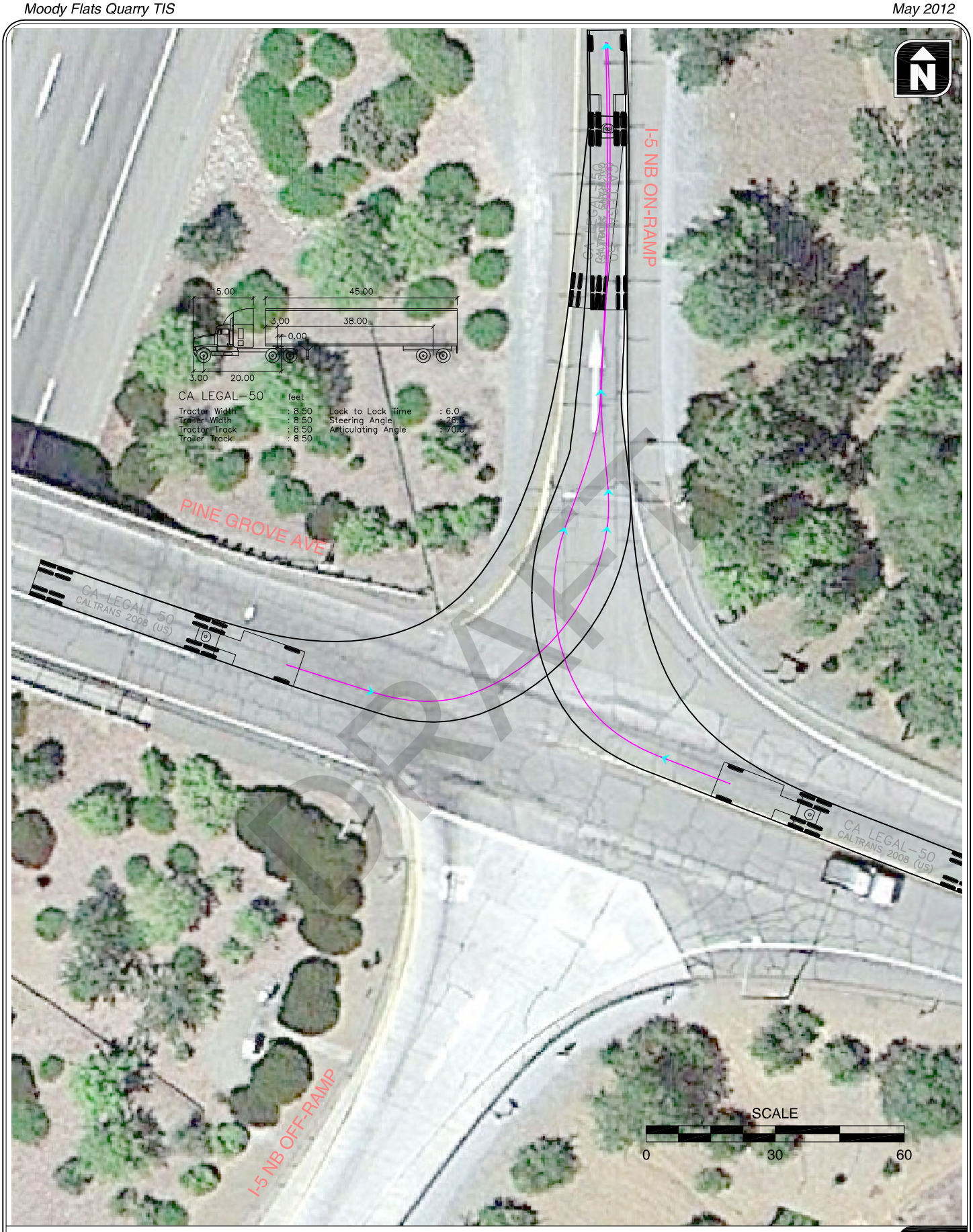
I-5 SB RAMPS & OLD OREGON TRAIL TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

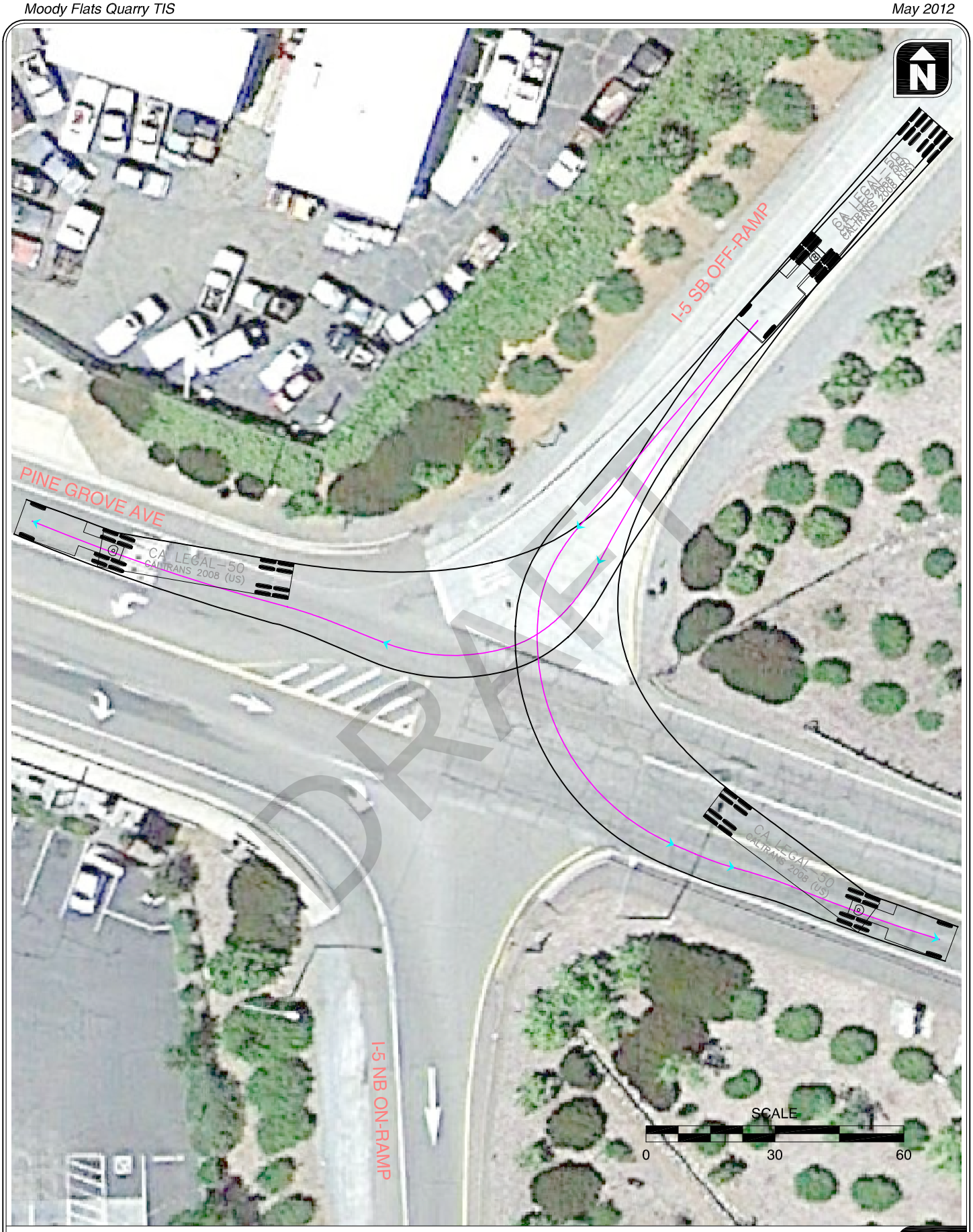
I-5 SB OFF-RAMP & SHASTA DAM BLVD TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

Kittelson & Associates, Inc.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Portland\profile\17239 - Moody Creek Mine EIR\Dwgs\Figures\17239_ATFigs.dwg May 24, 2012 - 6:56pm - rrippee Layout Tab: AT (3)



I-5 NB RAMPS & PINE GROVE AVE TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA



I-5 SB RAMPS & PINE GROVE AVE TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

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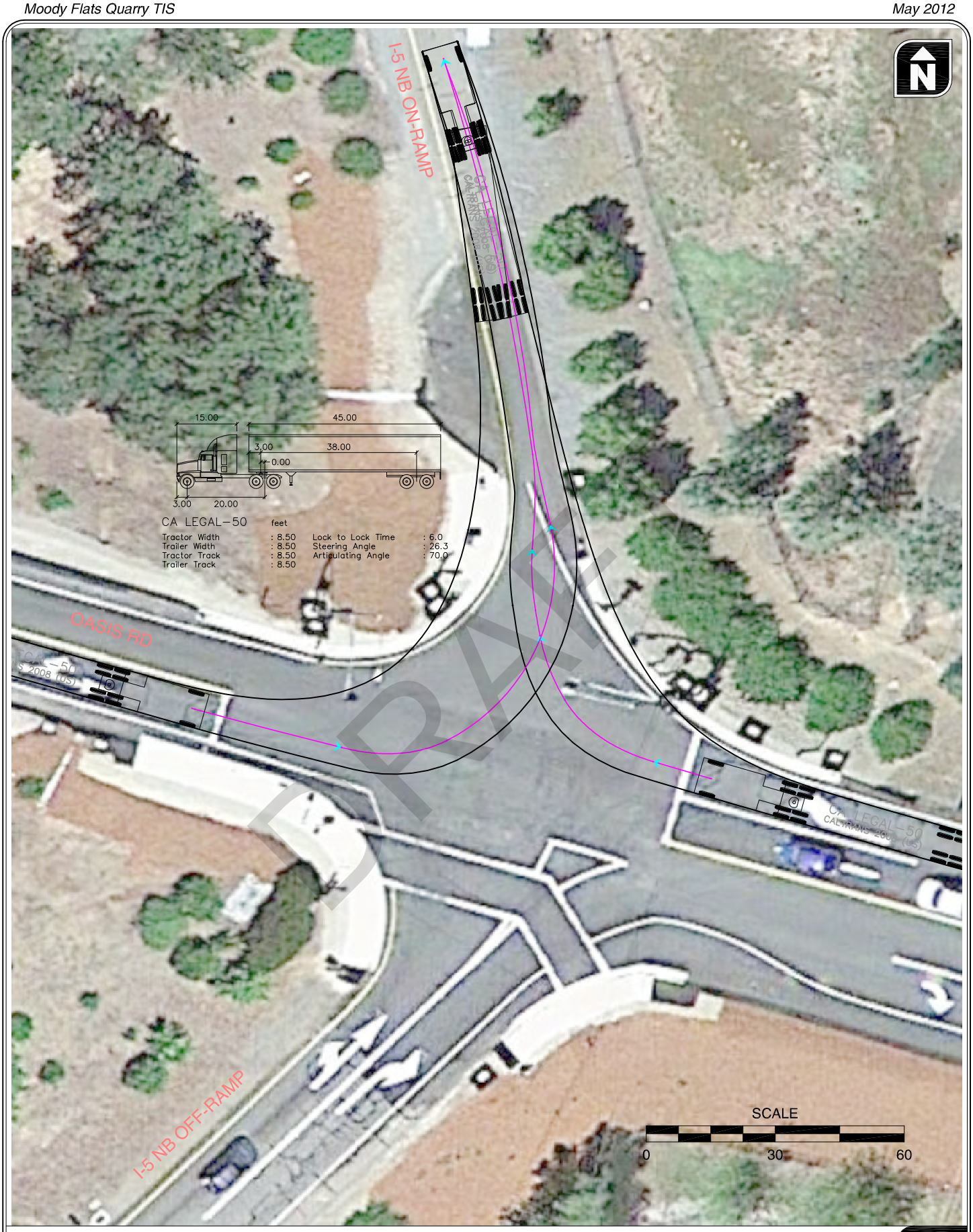
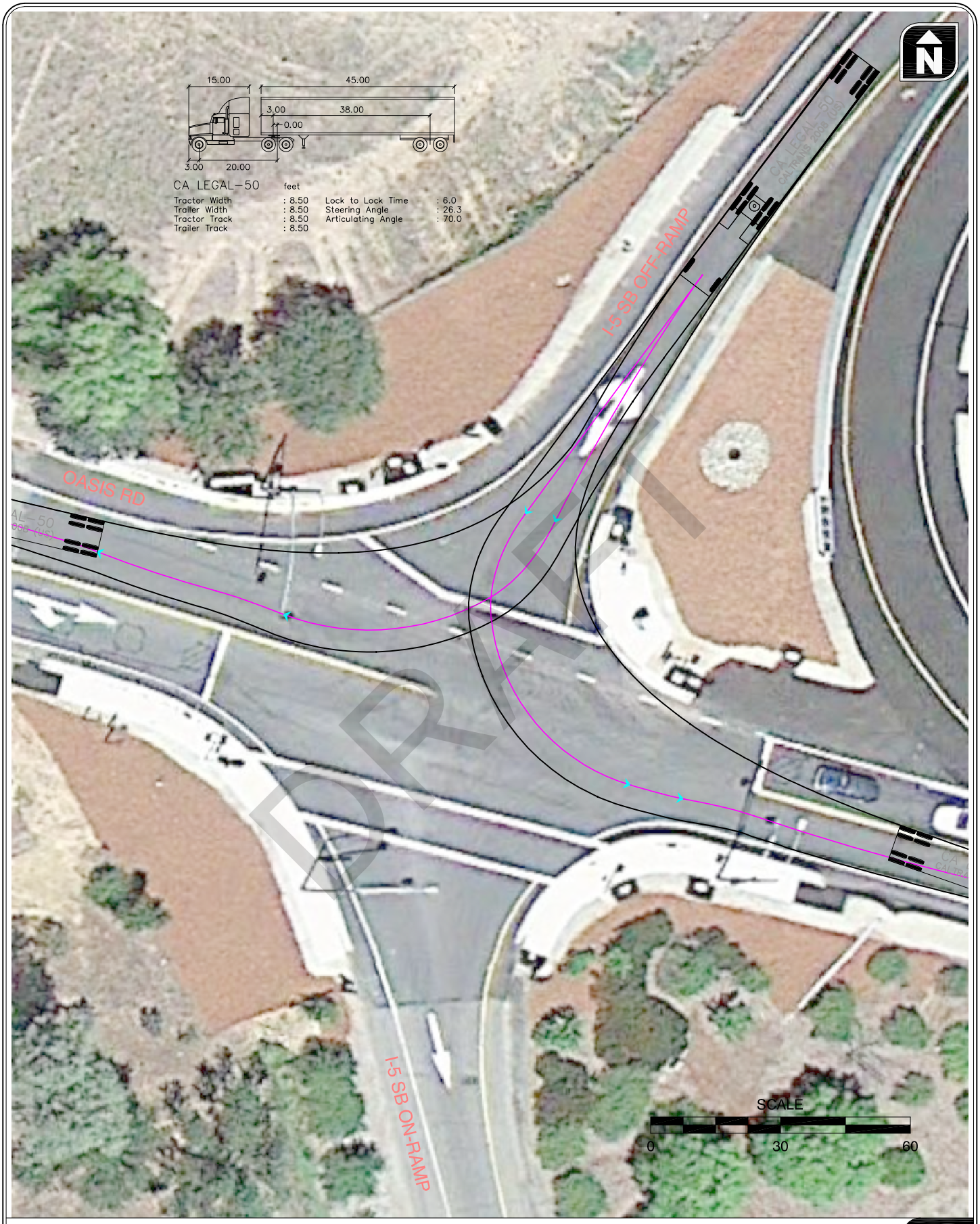


I-5 NB RAMPS & OASIS RD TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA



I-5 SB RAMPS & OASIS RD TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

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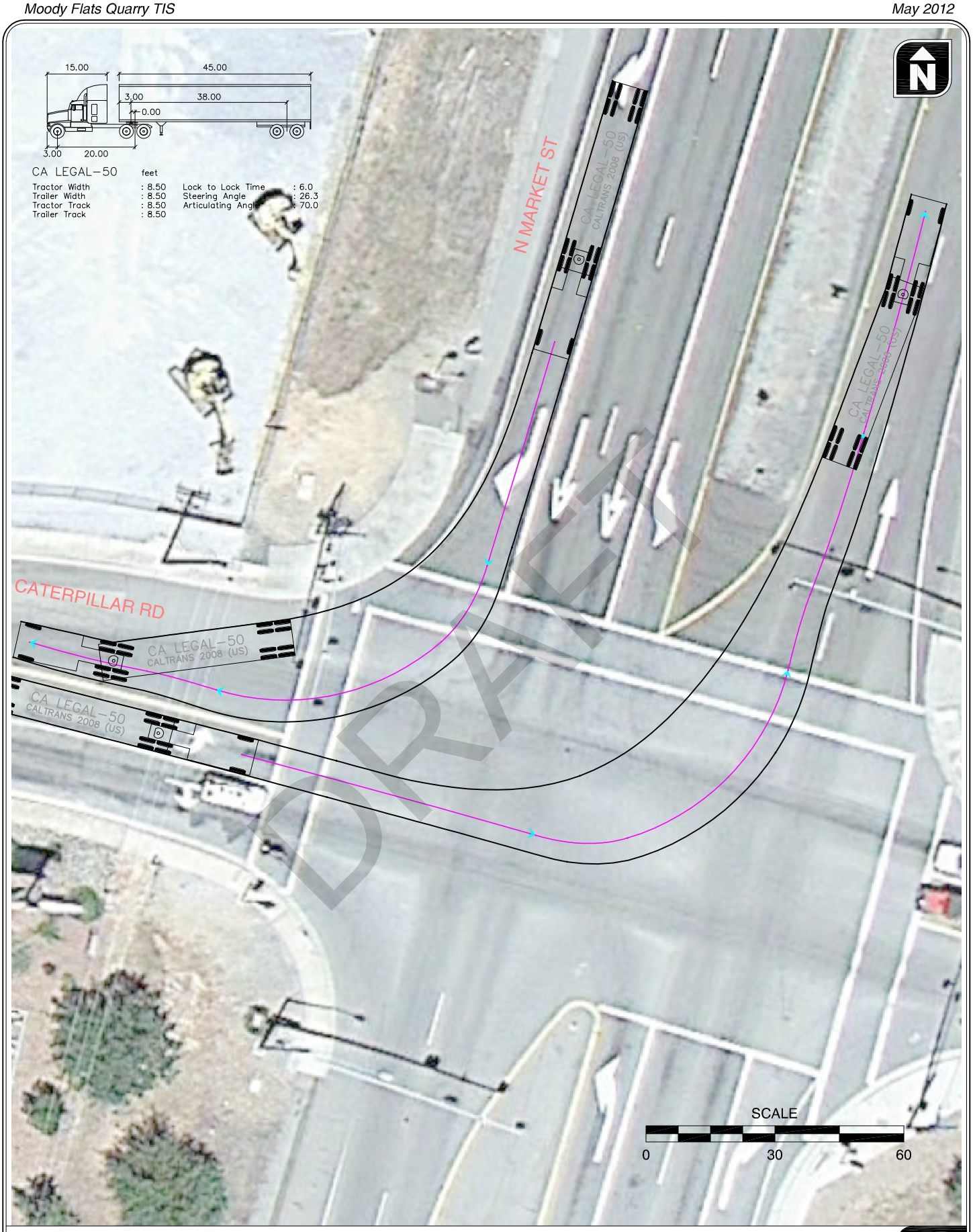

N MARKET ST & CATERPILLAR RD TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Portland\profile\17239 - Moody Creek Mine EIR\Dwgs\Figures\17239_ATFigs.dwg May 24, 2012 - 6:52pm - rrippee Layout Tab: AT (8)

I-5 NB RAMPS & SR-299 (LAKE BLVD E) TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

K:\H_Portland\profile\17239 - Moody Creek Mine EIR\Dwgs\Figures\17239_ATFigs.dwg May 24, 2012 - 6:57pm - rrippee Layout Tab: AT (9)

I-5 SB RAMPS & SR-299 (LAKE BLVD E) TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

K:\H_Portland\profile\17239 - Moody Creek Mine EIR\Dwgs\Figures\17239_ATFigs.dwg May 24, 2012 - 6:52pm - rrippee Layout Tab: AT (10)

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

ACCESS ROAD & WONDERLAND BLVD TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

H:\projfile\17239 - Moody Creek Mine EIR\Dwgs\Figures\17239_ATFigs.dwg Mar 21, 2013 - 4:06pm - traddeman Layout Tab: AT (11)

WONDERLAND BLVD & ACCESS ROAD TURNING ANALYSIS
SHASTA COUNTY, CALIFORNIA

KITTELSON & ASSOCIATES, INC.
TRANSPORTATION ENGINEERING / PLANNING

H:\projfile\17239 - Moody Creek Mine EIR\Dwgs\Figures\17239_ATFigs.dwg Mar 21, 2013 - 4:06pm - traddeman Layout Tab: AT (12)

APPENDIX 8: RAILROAD ANALYSIS

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Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

3 Day Train Count at Placer St and Railroad Tracks
Date: 1/31-2/2

1/31/2012 Train Observations		
Time Train Passed 1/31	Direction Traveled	Comments
12:15 AM	NB	Cargo Train
2:19 AM	SB	Train Stops at crossing for 3 minutes and 30 seconds.
3:08 AM	SB	Cargo Train
4:31 AM	NB	Passenger Train
5:39 AM	NB	Cargo Train
8:15 AM	SB	Cargo Train
9:11 AM	SB	Train work vehicle drove down tracks
9:17 AM	N/A	Train Track signal came on and arms went down but no train passed
9:19 AM	N/A	Train Track signal came on and arms went down but no train passed
11:01 AM	NB	Cargo Train Train Stops after crossing roadway
11:18 AM	NB	Cargo Train
11:38 AM	SB	Cargo Train
11:48 AM	SB	Cargo Train
12:29 PM	N/A	Train Track signal came on and arms went down but no train passed
12:47 PM	N/A	Train Track signal came on and arms went down but no train passed
1:38 PM	N/A	Train Track signal came on and arms went down but no train passed
4:28 PM	SB	Cargo Train
4:40 PM	NB	Cargo Train
4:47 PM	SB	Cargo Train
5:05 PM	NB	Cargo Train
5:50 PM	SB	Cargo Train
6:47 PM	NB	Cargo Train Train Stops at crossing
7:01 PM	NB	Cargo Train
8:37 PM	N/A	Train Track signal came on and arms went down but no train passed
8:59 PM	N/A	Train Track signal came on and arms went down but no train passed
9:01 PM	NB	Cargo Train stops at crossing
9:13 PM	SB	Cargo Train
9:30 PM	SB	Cargo Train
10:24 PM	NB	Cargo Train
Daily Observation Totals 1/31		
Trains that passed Headed NB		**11**
Trains that passed Headed SB		**10**
Total Trains that passed 1/31		**21**

2/1/2012 Train Observations		
Time Train Passed 2/1	Direction Traveled	Comments
2:15 AM	SB	Passenger Train stops at crossing for 3 Minutes
4:53 AM	NB	Passenger Train
7:26 AM	SB	Cargo Train Stops at Crossing
8:11 AM	SB	Cargo Train
9:02 AM	NB	Cargo Train
11:54 AM	SB	Cargo Train
12:57 PM	SB	Cargo Train
2:09 PM	SB	Cargo Train
2:28 PM	NB	Cargo Train
3:26 PM	NB	Cargo Train
4:28 PM	SB	Cargo Train
5:10 PM	NB	Cargo Train
5:19 PM	SB	Cargo Train
7:29 PM	NB	Cargo Train
7:43 PM	NB	Cargo Train
8:12 PM	SB	Cargo Train
10:54 PM	NB	Cargo Train
Daily Observation Totals 2/1		
Trains that passed Headed NB		**8**
Trains that passed Headed SB		**9**
Total Trains that passed 1/31		**17**

2/2/2012 Train Observations		
Time Train Passed 2/2	Direction Traveled	Comments
12:58 AM	NB	Cargo Train
2:26 AM	SB	Passenger Train
3:58 AM	NB	Passenger Train
7:13 AM	NB	Cargo Train
9:00 AM	SB	Cargo Train
9:11 AM	N/A	Train Track signal came on and arms went down but no train passed
9:57 AM	NB	Cargo Train
10:41 AM	SB	Cargo Train
1:54 PM	SB	Cargo Train
2:17 PM	NB	Cargo Train stops at crossing for 2 minutes
2:46 PM	NB	Cargo Train
3:35 PM	N/A	Train Track signal came on and arms went down but no train passed
3:41 PM	NB	Cargo Train
4:25 PM	SB	Cargo Train
4:54 PM	N/A	Train Track signal came on and arms went down but no train passed
5:05 PM	NB	Cargo Train
5:10 PM	NB	Cargo Train
5:20 PM	SB	Cargo Train
7:58 PM	NB	Cargo Train
9:50 PM	NB	Cargo Train
11:05 PM	SB	Cargo Train
Daily Observation Totals 2/2		
Trains that passed Headed NB		**11**
Trains that passed Headed SB		**7**
Total Trains that passed 1/31		**18**

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Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

Market and Breslauer
Queue Study caused by
train crossing
Date:2/2/2011

Time: 6-10AM and 3-7PM

Time Train Passed	Duration of Train	Number of Vehicles that Queued Market NB Right to Breslauer	Number of Vehicles that Queued Breslauer Way WB	Number of Vehicles that Queued Eastside Rd NB	Number of Vehicles that Queued Eastside Rd SB	Number of Vehicles that Queued Market SB Left to Breslauer	Number of Vehicles that Queued Breslauer Way EB
7:10 AM	1 Minute 30 Seconds	0	3	5	0	3	0
9:03 AM	20 Seconds	0	0	0	0	3	0
9:47 AM	20 Seconds	1	1	0	0	2	0
3:33 PM	1 Minute	0	3	1	0	12	2
5:07 PM	1 Minute 35 Seconds	0	24	15	1	7	1
5:48 PM	40 Seconds	0	1	1	0	5	

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Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

Market and Bonneyview Queue Study
caused by train crossing
Date:2/2/2011
Time: 6-10AM and 3-7PM

Time Train Passed	Duration of Train	Number of Vehicles that Queued Market NB Right to Bonneyview	Number of Vehicles that Queued Bonneyview Ln WB	Number of Vehicles that Queued Market SB Left toBonneyview	Number of Vehicles that Queued Cedar Rd Thru to Bonneyview	Number of Vehicles that Queued Westside SB that turn Left towards Bonneyview #551 or 299
7:08 AM	1 Minute 13 Seconds	8	15	8	2	0
9:05 AM	25 Seconds	1	11	3	3	0
9:46 AM	10 Seconds	0	12	7	0	0
3:31 PM	1 Minute and 40 seconds	10	21	13	3	0
5:05 PM	2 Minutes	15	30	5	6	2
6:05 PM	40 Seconds	3	20	5	1	0

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Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

Market and Girvan Queue Study caused by train crossing
Date:2/2/2011

Time: 6-10AM and 3-7PM

Time Train Passed	Duration of Train	Number of Vehicles that Queued Market NB Right to Girvan	Number of Vehicles that Queued Girvan Ln WB	Number of Vehicles that Queued Eastside Rd SB	Number of Vehicles that Queued Market SB Left to Girvan	Number of Vehicles that Queued Westside Thru to Girvan
7:06 AM	1 Minute and 30 Seconds	4	1	2	1	0
9:06 AM	30 Seconds	3	0	0	0	0
9:45 AM	15 Seconds	1	1	0	7	0
3:29 PM	1 Minute and 37 Seconds	8	5	4	6	0
5:04 PM	1 Minute and 22 Seconds	7	10	4	8	3
6:07 PM	40 Seconds	0	6	1	3	0

DRAFT

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

Railroad Crossing Queue Study at Shasta St
Date: 2/2 (7-9 AM and 4-6PM)

Time Train Passed	Duration of Train	Direction Traveled	Number of WB Vehicles that Queued	Number of EB Vehicles that Queued
7:07 AM	33 Seconds	NB	5	0
7:13 AM	1 Minute 55 Seconds	NB	13	1
9:00 AM	25 Seconds	SB	10	0
5:06 PM	45 Seconds	NB	8	0
5:10 PM	1 Min 55 Seconds	NB	11	11
5:20 PM	35 Seconds	SB	8	0

DRAFT

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

Railroad Crossing Queue Study at Tehama St
Date: 2/2 (7-9 AM and 4-6PM)

Time Train Passed	Duration of Train	Direction Traveled	Number of WB Vehicles that Queued	Number of EB Vehicles that Queued
7:06 AM	50 Seconds	NB	0	1
7:13 AM	2 Minute 5 Seconds	NB	0	6
4:24 PM	36 Seconds	SB	0	0
5:06 PM	50 Seconds	NB	1	1
5:10 PM	2 Min 19 Seconds	NB	0	8
5:20 PM	33 Seconds	SB	0	4

DRAFT

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

Railroad Crossing Queue Study at Tehama St

Date: 2/2 (7-9 AM and 4-6PM)

Time Train Passed	Duration of Train	Direction Traveled	Number of WB Vehicles that Queued	Number of EB Vehicles that Queued
7:13 AM	2 Minute 5 Seconds	NB	1	1
9:00 AM	34 Seconds	SB	0	0
4:25 PM	36 Seconds	SB	2	1
5:06 PM	40 Seconds	NB	0	1
5:09 PM	1 Min 47 Seconds	NB	4	9
5:20 PM	25 Seconds	SB	0	0

DRAFT

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

Railroad Crossing Queue Study at Placer St
Date: 2/2 (7-9 AM and 4-6PM)

Time Train Passed	Duration of Train	Direction Traveled	Number of WB Vehicles that Queued	Number of EB Vehicles that Queued
7:13 AM	2 Minutes 14 Seconds	NB	4	16
9:00 AM	35 Seconds	SB	8	0
4:25 PM	30 Seconds	SB	9	2
4:54 PM	30 Seconds	N/A	12	0
5:05 PM	45 Seconds	NB	3	12
5:09 PM	1 Min 50 Seconds	NB	17	18
5:20 PM	25 Seconds	SB	0	2

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No Train Passed but Signal came on and arms went down

DRAFT

Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES

Railroad Crossing Queue Study at South St
Date: 2/2 (7-9 AM and 4-6PM)

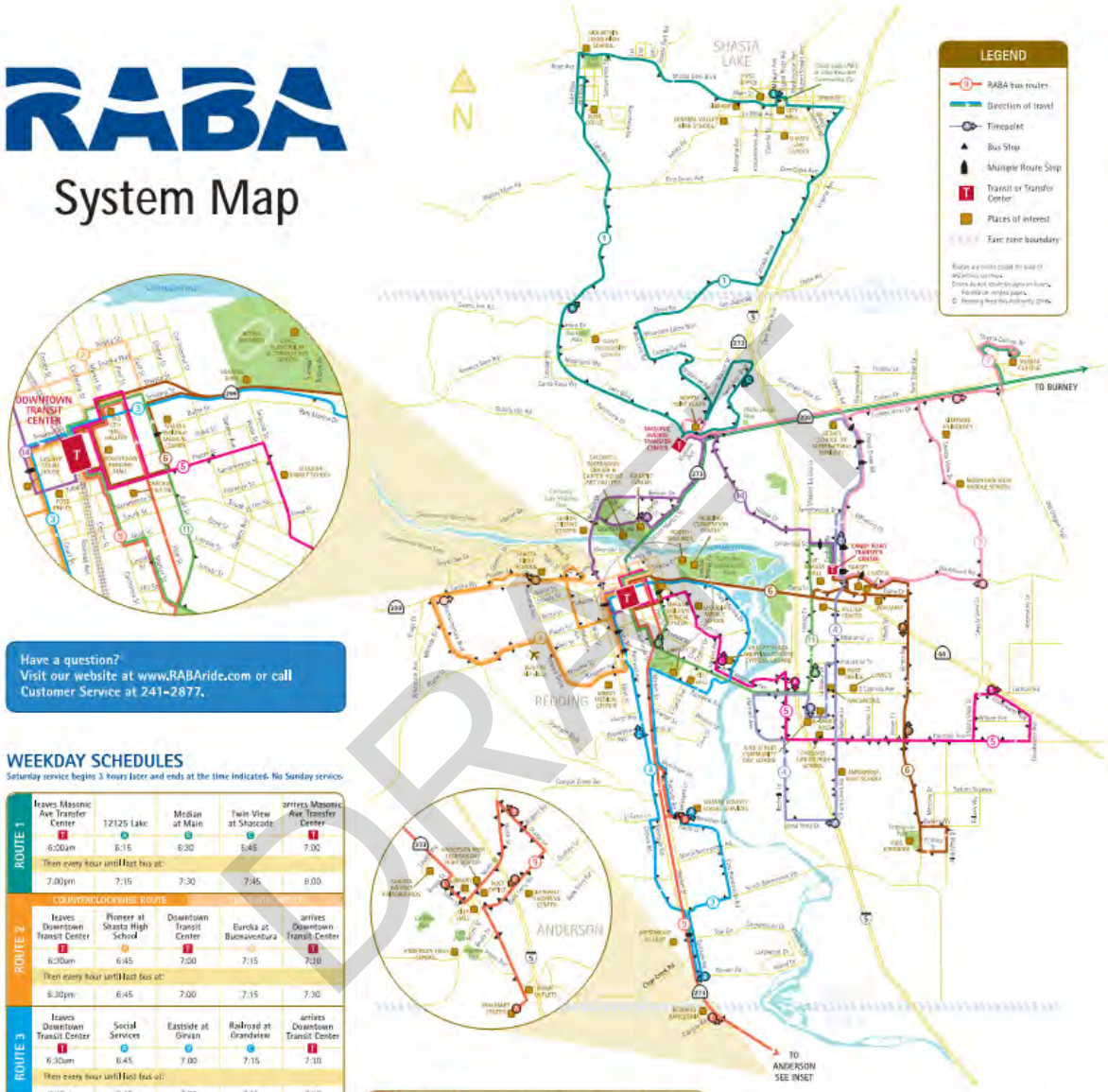
Time Train Passed	Duration of Train	Direction Traveled	Number of WB Vehicles that Queued	Number of EB Vehicles that Queued
7:13 AM	1Minute 15 Seconds	NB	14	6
9:01 AM	20 Seconds	SB	4	2
4:25 PM	30 Seconds	SB	4	8
4:50 PM	4 Minutes	N/A	18	16
5:03 PM	1 Minute	NB	11	13
5:09 PM	1 Min 50 Seconds	NB	10	30
5:20 PM	45 Seconds	SB	1	9

DRAFT

Train stopped and went back and forth across road
sometimes going in reverse

DRAFT

APPENDIX 9: TRANSIT



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WEEKDAY SCHEDULES

Saturday service begins 3 hours later and ends at the time indicated. No Sunday service.

ROUTE 1	leaves Masonic Ave Transfer Center	T2125 Lake	Median at Main	Twin View at Shasta	arrives Masonic Ave Transfer Center
	6:00am	6:15	6:30	6:45	7:00
	Then every hour until last bus at:				
	7:00pm	7:15	7:30	7:45	8:00
ROUTE 2	COUNTERCLOCKWISE ROUTE				
	leaves Downtown Transit Center	Pioneer at Shasta High School	Downtown Transit Center	Eureka at Buenaventura	arrives Downtown Transit Center
	6:30am	6:45	7:00	7:15	7:30
	Then every hour until last bus at:				
	6:30pm	6:45	7:00	7:15	7:30
ROUTE 3	leaves Downtown Transit Center	Social Services	Eastside at Girvan	Railroad at Grandview	arrives Downtown Transit Center
	6:30am	6:45	7:00	7:15	7:30
	Then every hour until last bus at:				
	6:30pm	6:45	7:00	7:15	7:30
ROUTE 4	leaves Canby Rd Transfer Center	Churn Creek at Lema Vista	2620 Hilltop	Churn Creek at Browning	arrives Canby Rd Transfer Center
	6:00am	6:15	6:30	6:45	7:00
	Then every hour until last bus at:				
	6:00pm	6:15	6:30	6:45	7:00
ROUTE 5	leaves Downtown Transit Center	Bechelli at Knollcrest	Goodwater at Webb Ct	Athens at Cypress	arrives Downtown Transit Center
	6:30am	6:45	7:00	7:15	7:30
	Then every hour until last bus at:				
	6:30pm	6:45	7:00	7:15	7:30
ROUTE 6	leaves Downtown Transit Center	Victor at Azoulay	Victor at Hartnell	Canby Rd Transfer Center	arrives Downtown Transit Center
	6:30am	6:45	7:00	7:15	7:30
	Then every hour until last bus at:				
	6:30pm	6:45	7:00	7:15	7:30

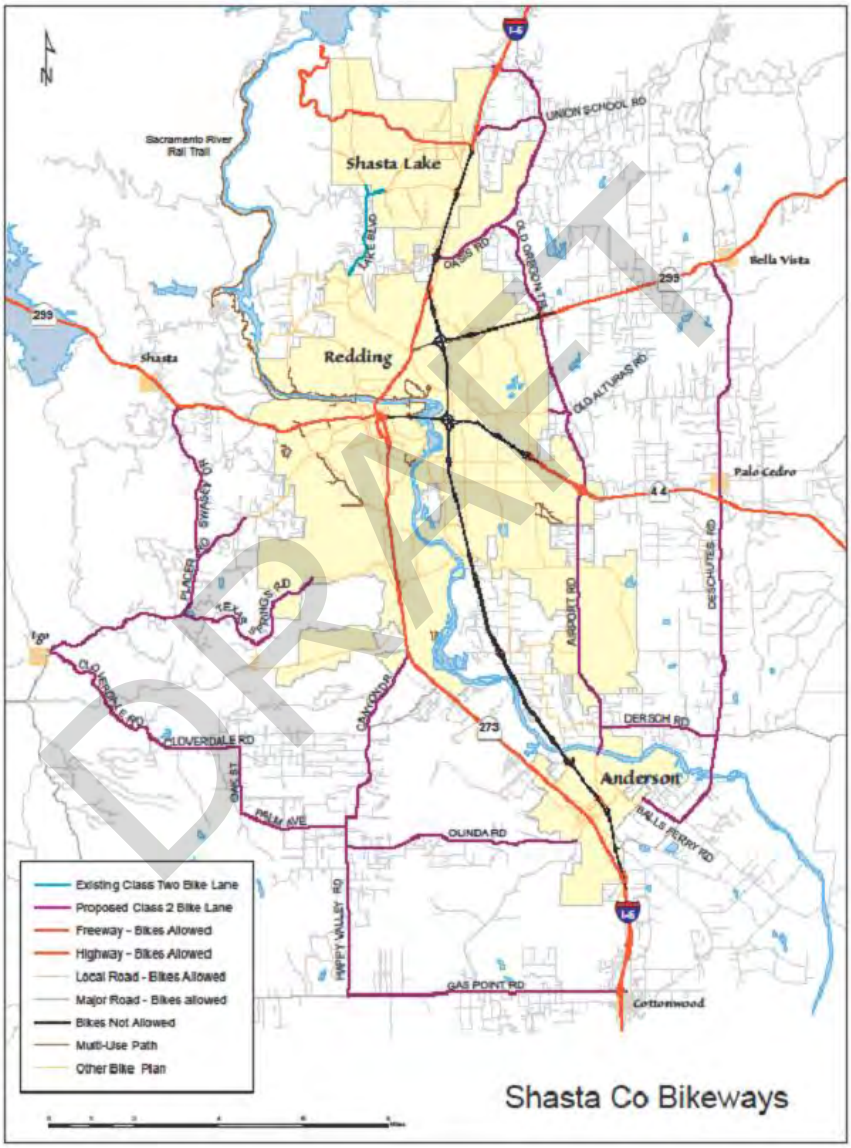
ROUTE 7	leaves Masonic Ave Transfer Center	Simpson University	Shasta View at Ole Alturas	Canby Rd Transfer Center	arrives Masonic Ave Transfer Center
	7:00am	7:15	7:30	7:45	8:00
	Every 30 mins between 7:30–10:30 and 1:30–3:30, then hourly until last bus at:				
	7:00pm	7:15	7:30	7:45	8:00
	Route 7 operates hourly on Saturdays.				
ROUTE 9	leaves Anderson Walmart	Stingy at St. Stephens	Silver at Diamond	Social Services	arrives Downtown Transit Center
	6:30am	6:45	7:00	7:15	7:30
	Then every two hours until last bus at:				
	6:30pm	6:45	7:00	7:15	7:30
	leaves Downtown Transit Center	SR 273 at Canyon	Silver at Diamond	Balls Ferry at Childress	arrives Anderson Walmart
	7:30am	7:45	8:00	8:15	8:30
	Then every two hours until last bus at:				
	5:30pm	5:45	6:00	6:15	6:30

ROUTE 11	leaves Downtown Transit Center	Hilltop at Commerce	Canby Rd Transfer Facility	Cypress at Pine	arrives Downtown Transit Center
	6:30am	6:45	7:00	7:15	7:30
	Then every hour until last bus at:				
	6:30pm	6:45	7:00	7:15	7:30
ROUTE 14	leaves Downtown Transit Center	Masonic Ave Transfer Center	Canby Rd Transfer Center	Quartz Hill at Delta	arrives Downtown Transit Center
	6:30am	6:45	7:00	7:15	7:30
	Then every hour until last bus at:				
	6:30pm	6:45	7:00	7:15	7:30

BURNEY EXPRESS			
Leaves Burney	Arrives Redding	Leaves Redding	Arrives Burney
6:00am	7:25am	10:35am	12:00 noon
12:00 noon	1:25pm	5:45pm	7:10pm

APPENDIX 10: BIKEWAYS

MAP 9-2
Shasta County South Central Region (SCR) Bikeways



2010 Regional Transportation Plan for Shasta County
9-18

APPENDIX 11: BACKGROUND DOCUMENTS

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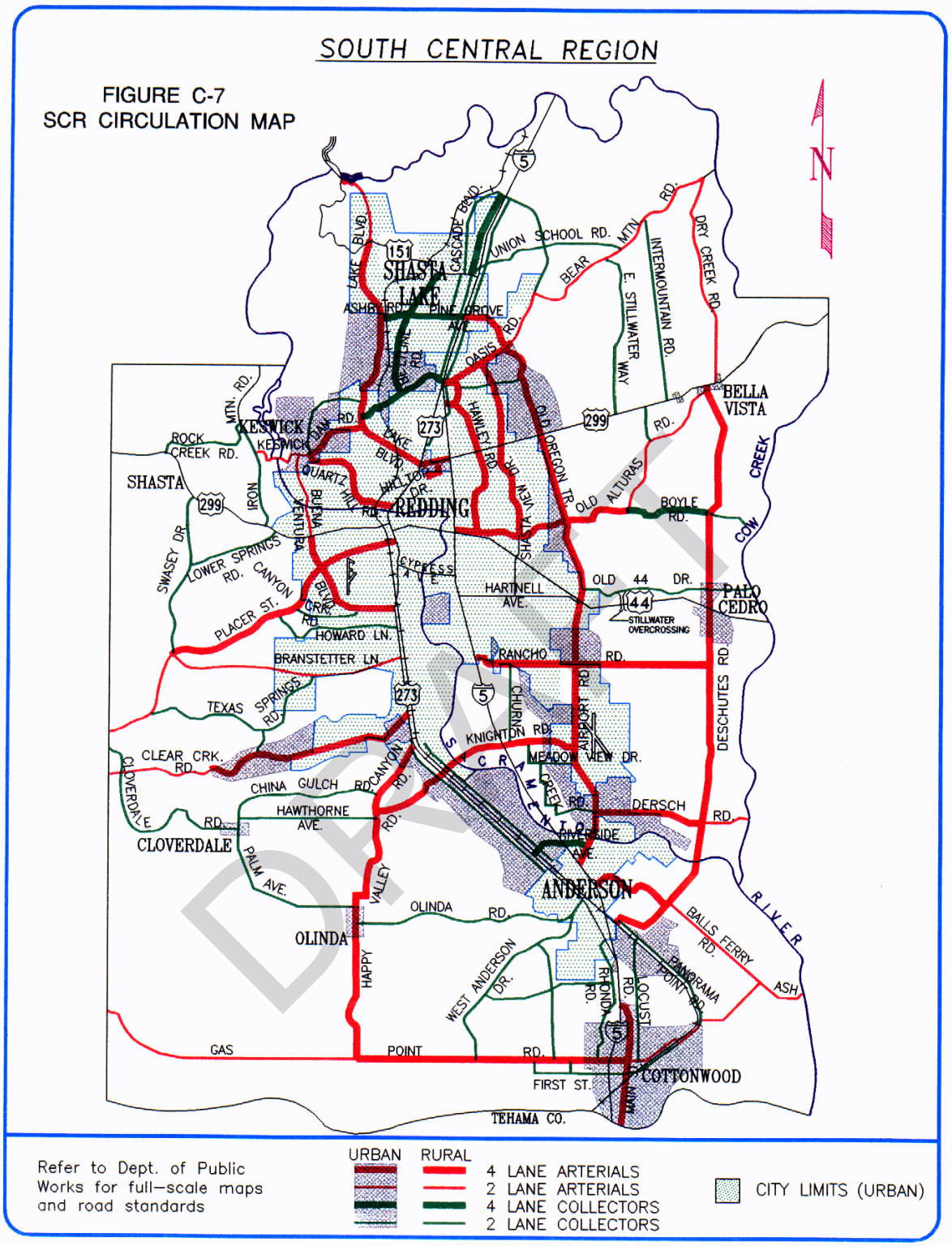
SOUTH CENTRAL REGION
FIGURE C-7
SCR CIRCULATION MAP
N
SHASTA LAKE
REDDING
KESWICK
SHASTA
BELLA VISTA
PALO CEDRO
CLOVERDALE
OLINDA
ANDERSON
COTTONWOOD
TEHAMA CO.
STILLWATER OVERCROSSING
Refer to Dept. of Public Works for full-scale maps and road standards
URBAN
RURAL
4 LANE ARTERIALS
2 LANE ARTERIALS
4 LANE COLLECTORS
2 LANE COLLECTORS
CITY LIMITS (URBAN)

DRAFT

Level of Service at Intersections. Levels of Service were calculated for different intersection control types using the respective methods presented in the 2000 Highway Capacity Manual. Intersection Levels of Service were calculated using TRAFFIX version 7.9 software.

Level of Service on Roadway Segments. As previously mentioned, a Level of Service may be calculated on a street or roadway segment. In urban areas general roadway Levels of Service can suggest probable peak hour conditions based on application of typical peak hour/daily traffic relationships. Table 2 presents Level of Service thresholds for various streets classifications that have been presented in previous Shasta County traffic studies.

TABLE 2
ROADWAY SEGMENT DAILY VOLUME LEVEL OF SERVICETHRESOLDS

Roadway	No. of Lanes*	Maximum Volume for Given Service Level				
		A	B	C	D	E
Freeway	4	24,000	28,000	32,000	36,000	40,000
Major Arterial	4	22,000	25,000	29,000	32,500	36,000
Major Collector	2	11,000	12,500	14,500	16,000	18,000
Minor Collector	2	9,000	10,500	12,000	13,500	15,000
Local Street	2	2,2000	2,600	3,000	3,400	3,8000
* Total number of lanes in both directions Source: Shasta Ranch Mining and Reclamation Plan DEIR						

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In response to Caltrans District 2 request, the Level of Service on Interstate 5 through the study area was evaluated using the procedures contained in the 2000 HCM. These procedures were the basis for Level of Service calculations presented in the Interstate 5 Transportation Concept Report. As noted in Table 3**,** vehicle density, expressed in terms of cars per lane mile, is the evaluation measure.

TABLE 3
FREEWAY LEVEL OF SERVICE THRESHOLDS

Level of Service	Density Range (passenger car / mile / lane)	
	Mainline	Ramp Merge - Diverge
A	0-11	≤ 10
B	11-18	10 – 20
C	18-26	20 – 28
D	26-35	28 – 35
E	35-45	> 35
F	>45	Demand exceeds capacity

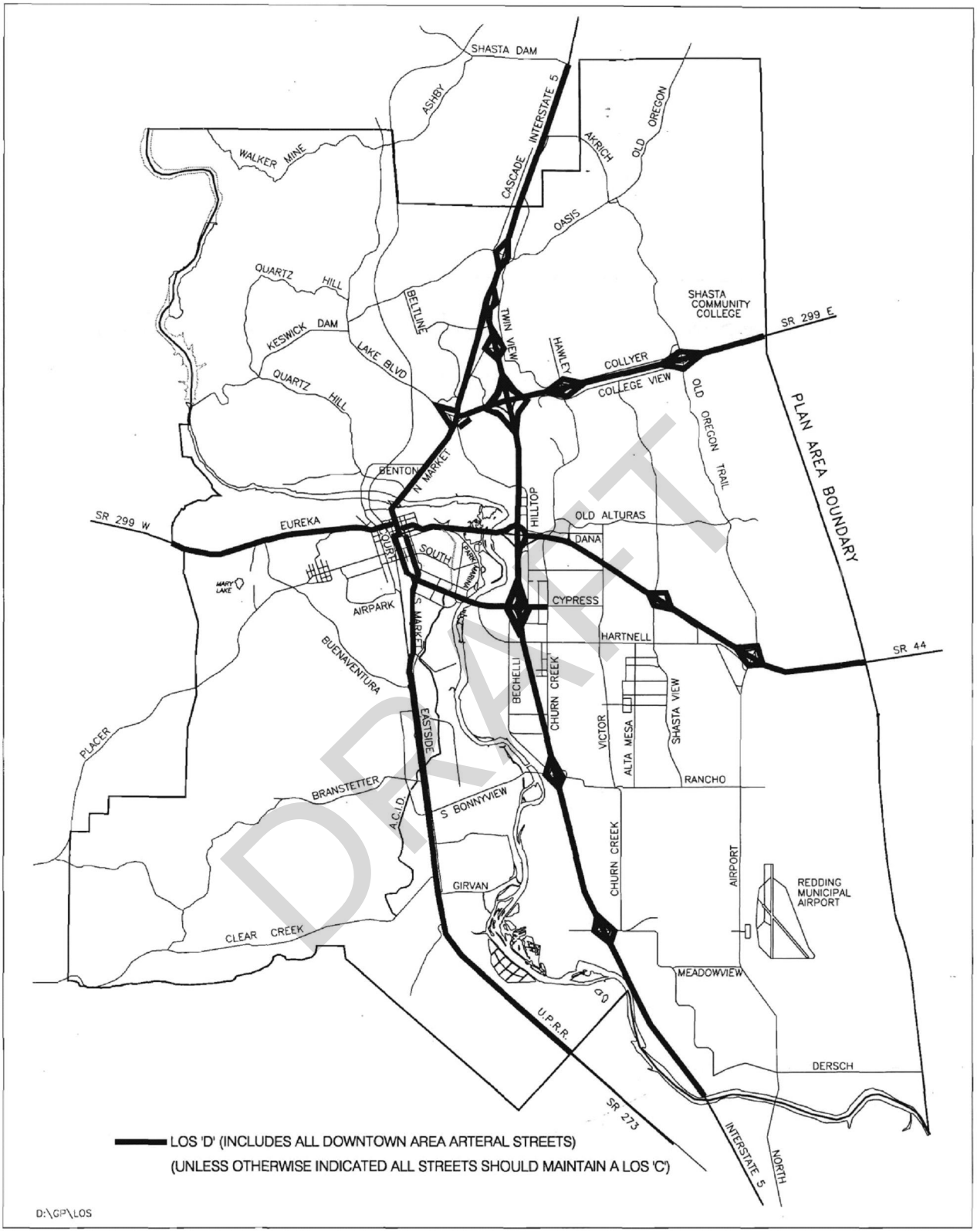
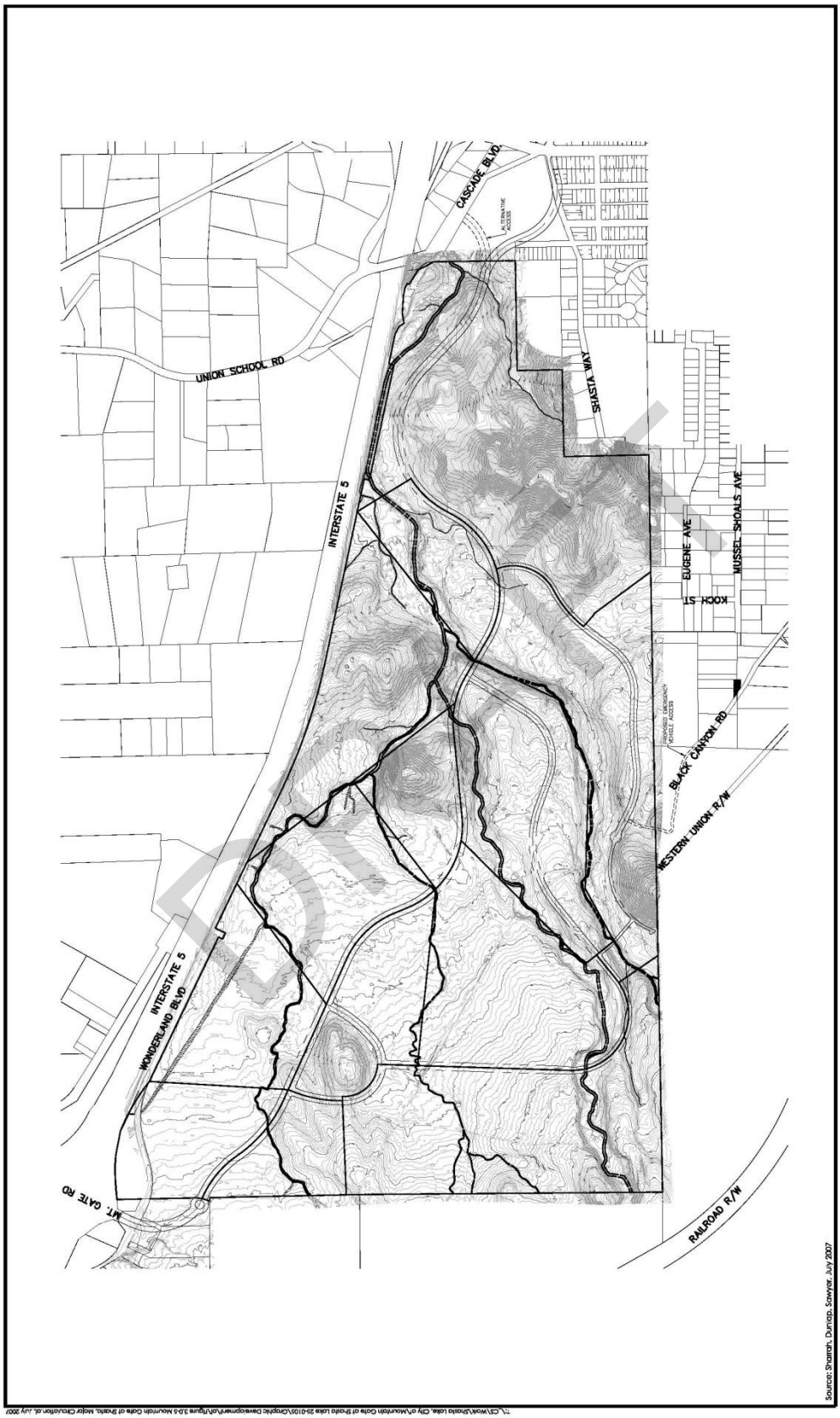


Figure 2-1 Peak Hour Level Of Service



Source: Shastrah, Dunlap, Sawyer, July 2007

Figure 3.0-2
Mountain Gate at Shasta, Major Circulation

PMC

- Timing and funding of improvements on freeway facilities will be addressed in the EIR.

TECHNICAL ANALYSIS PARAMETERS

The evaluation incorporates appropriate heavy vehicle adjustment factors, peak hour factors, and signal lost-time factors and reports the resulting intersection delays and LOS as estimated using HCM-2000 based analysis methodologies. The specific technical analysis parameters that were used for this study are presented in **Tables 3A** and **3B.**

A "design level" analysis (including queuing on intersection lane groups, stacking length requirements, coordinated signal operations analyses, etc.) is not included in this planning-level study. However, the analysis provides some qualitative and quantitative discussions regarding queuing, stacking length requirements, etc. within descriptions of mitigation and recommended improvements.

TABLE 3A
INTERSECTION TECHNICAL ANALYSIS PARAMETERS

Technical Parameters (1)	Pine Grove Ave./Cascade and I-5 intersections	Oasis Rd./I-5 Ramps	Oasis Rd. Intersections	All Other Intersections
Grade	Level	4%	Level	Level
% Trucks	5%	5%	2%	2%
Peak Hour Factor (2)	0.92	*1*	*1*	0.92
Minimum Signal Cycle Length (3)	80 sec	80 sec	80 sec	80 sec
Lost Time Per Critical Signal Phase	4 sec	4 sec	4 sec	4 sec
Left-Turn Critical Lane Volume (4) –	1,710 vph	1,710 vph	1,710 vph	1,710 vph
Left-Turn Critical Lane Volume (4) –	1,900 vph	1,900 vph	1,900 vph	1,900 vph
Pedestrian Calls Per Hour	5	5	5	5

Notes:

1. Computer software defaults will be used for parameters not listed.

2. Consistent with the assumptions utilized within Redding Oasis Center Final Master Environmental Impact Report, a Peak Hour Factor of 1.0 will be used at the Oasis Rd. intersections within this study.

3. Will be optimized as appropriate.

4. a.k.a. Saturated Flow Rate

TABLE 3B
FREEWAY MAINLINE TECHNICAL ANALYSIS PARAMETERS

TEHNICAL ANALYSIS PARAMETERS	Churn Creek Rd. to Cypress Avenue	Cypress Avenue to SR 44	SR 44 to SR 299	SR 299 to SR 273	SR 273 to Oasis Road	Oasis Road to Pine Grove Avenue	Pine Grove Avenue to SR 151	SR 151 to Mountain Gate Blvd	Mountain Gate Blvd to Fawndale
Lateral Clearance	10'	10'	10'	10'	10'	10'	10'	10'	10'
Lane Width	12'	12'	12'	12'	12'	12'	12'	12'	12'
Terrain	Level	Level	Level	Level	Level	Level	Level	Level	Level
Peak Hour Factor (Existing and Year 2010)	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Peak Hour Factor (Year 2020 and Year 2030)	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
% Trucks - AM(PM)	14%	14%	14%	14%	17%	18%	24%	28%	28%
Driver Population Factor (Existing and Yesr 2010)	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9	0.9
Driver Population Factor (Year 2020 and year 2030)	1	1	1	1	1	1	1	1	1

NoteNote: 0.88 peak hour factor is reflective of the existing un-congested conditions experienced in the study area.

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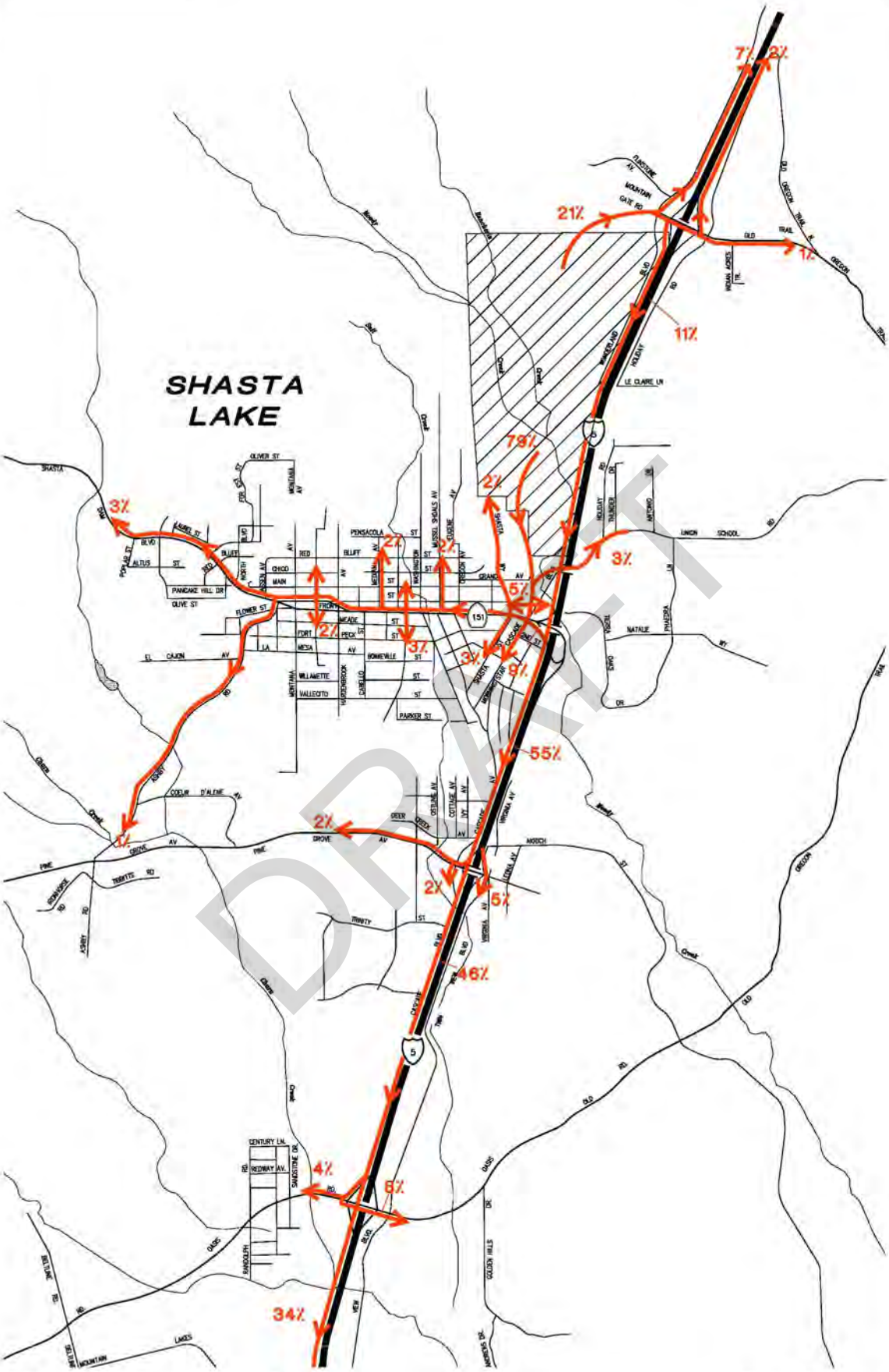
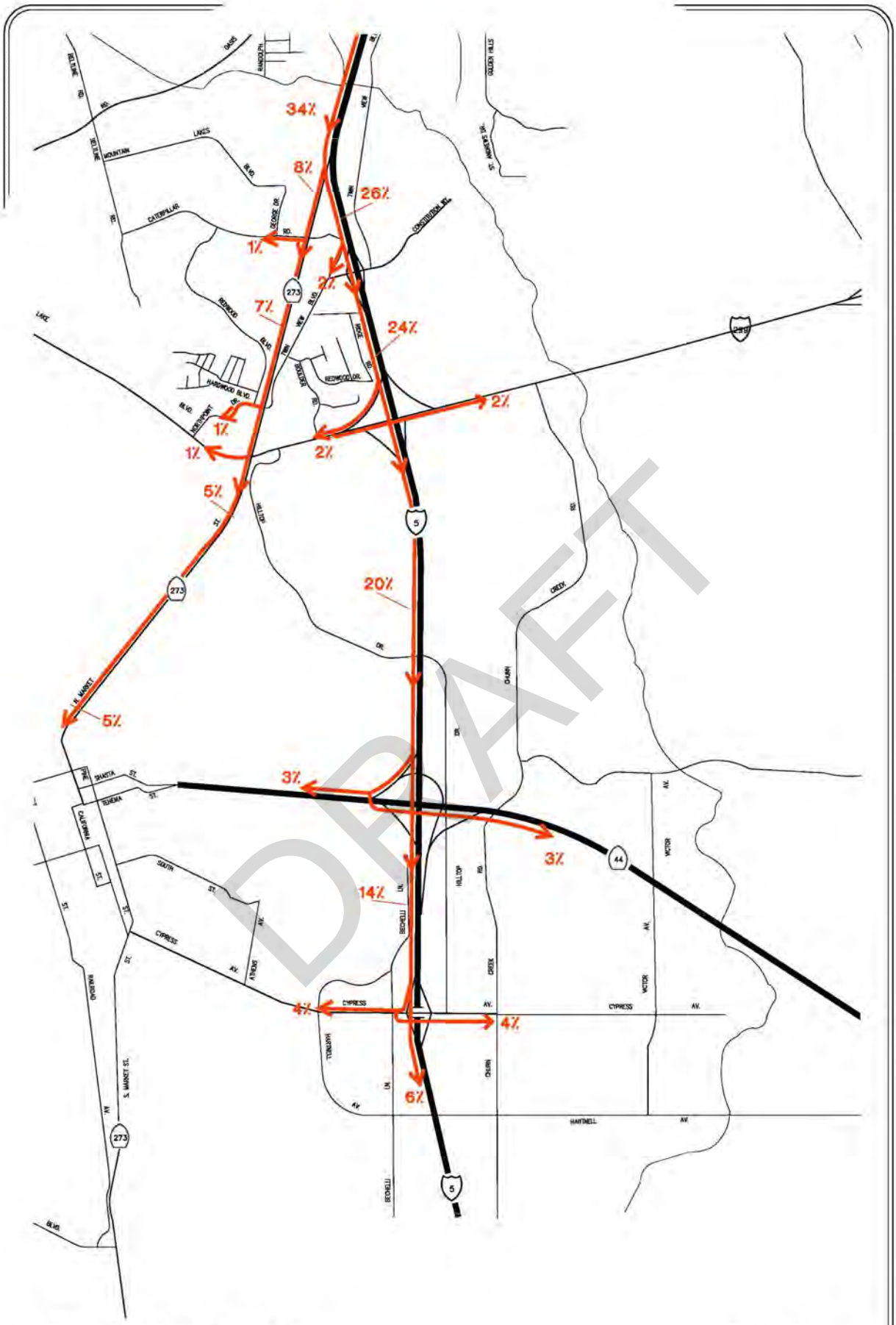


Mountain Gate at Shasta - TIAR

Figure 6A

Residential Trip Distributions - Northern Section

T948TG04(07AUG2007)



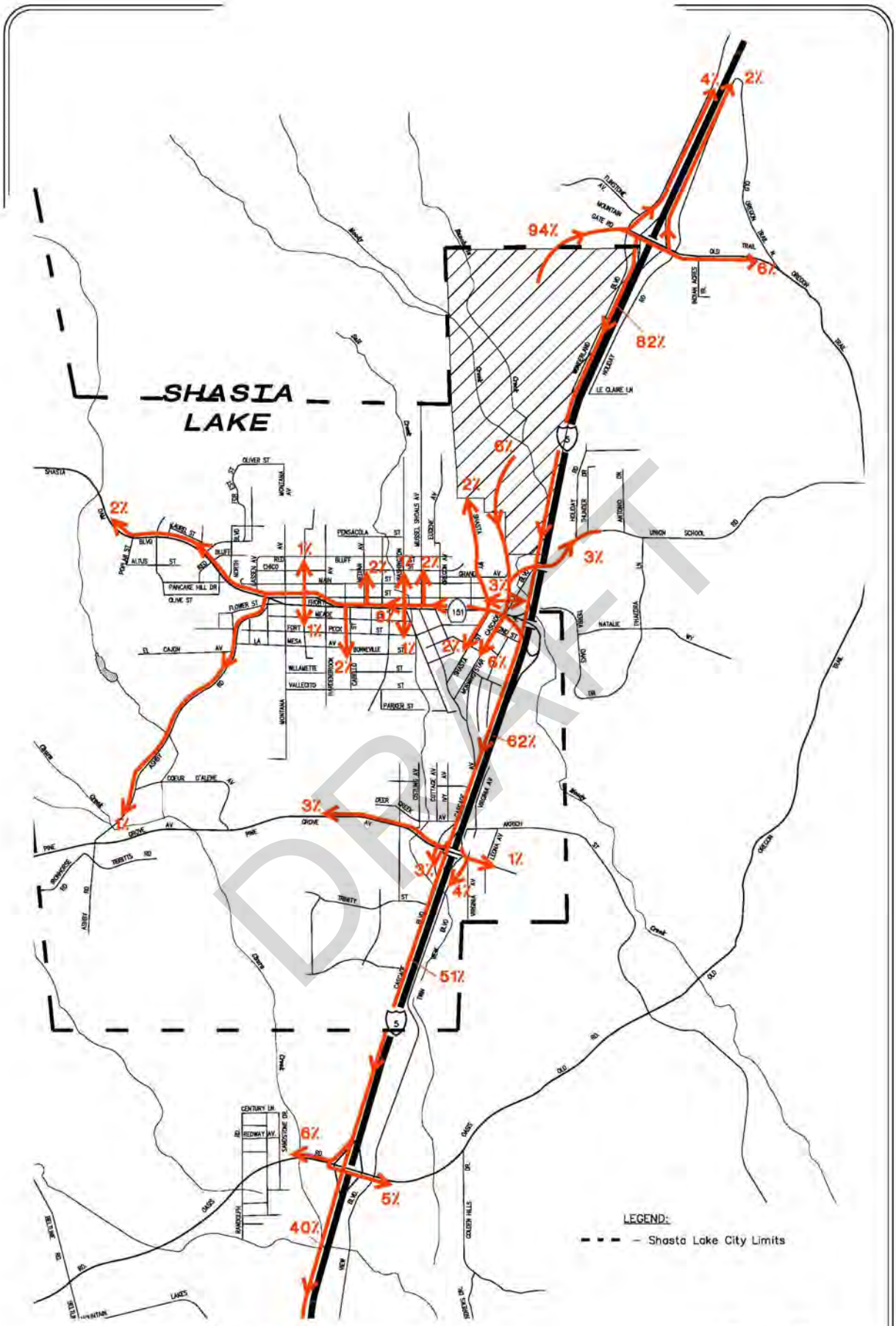
DRAFT

Mountain Gate at Shasta Lake

Figure 6B

Residential Trip Distributions - Southern Section

T948TG04(07AU02007)

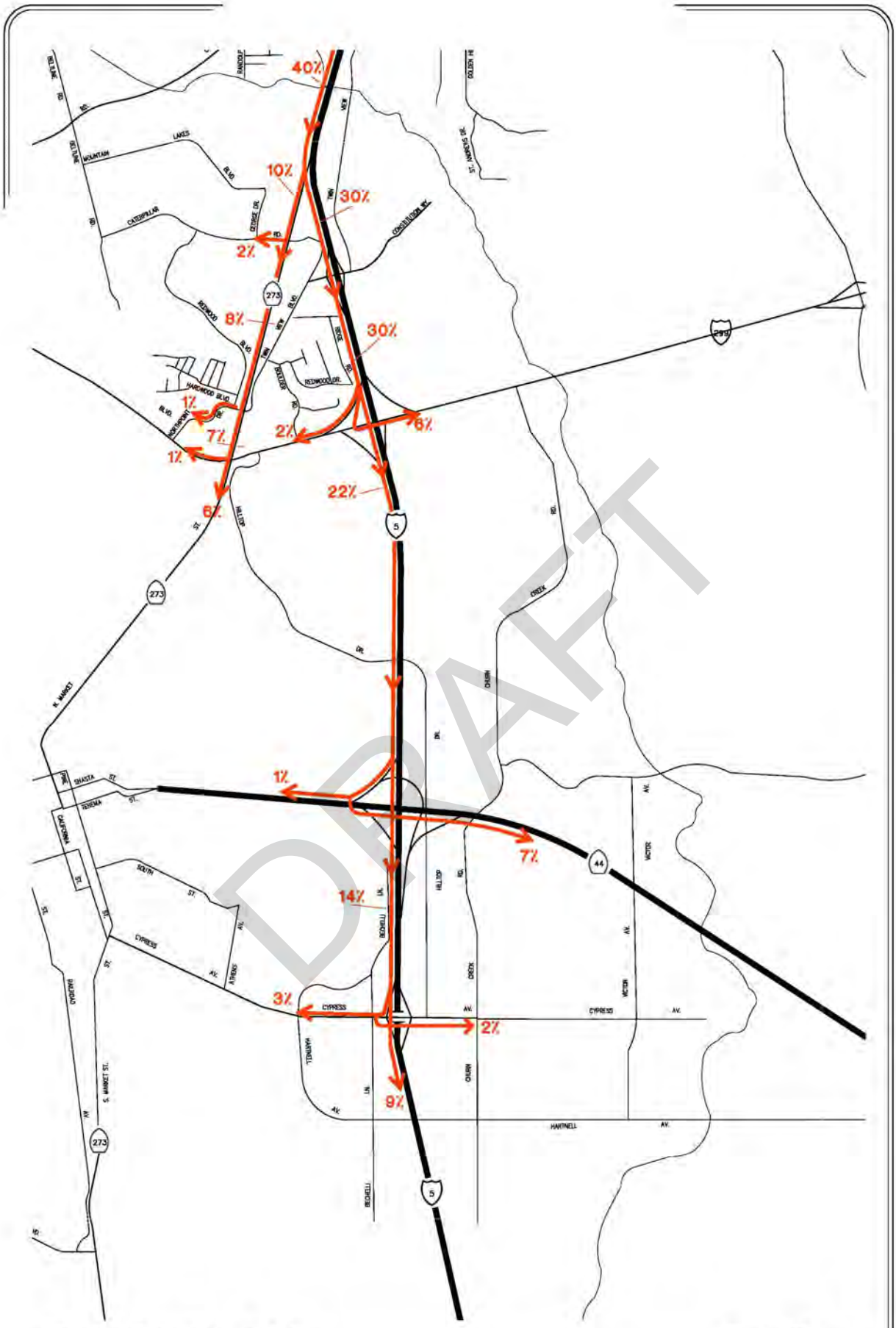


Mountain Gate at Shasta - TIAR

Figure 6C

Commercial Trip Distributions - Northern Section

T948TG05(07AU02007)



Mountain Gate at Shasta Lake

Figure 6D

Commercial Trip Distributions - Southern Section

T948TG05(07AUG2007)

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As presented in Table 3, all of the study intersections are operating at acceptable LOS B or below.

PROJECT DESCRIPTION

The word project refers to the proposed Shasta Wine Village which is located in the southeast quadrant of the Holiday Road/Old Oregon Trail intersection. Based on a review of the project site plan, at build-out, the project would include 34,600 square feet of mixed use commercial development.

The following uses are expected to be in place following the buildout of the project:

- A restaurant (96 indoor seats and 56 outdoor seats)
- A deli (20 indoor seats and 40 outdoor seats)
- 12,000 square foot retail (wine tasting) space and
- 16,600 square foot warehouse

PROJECT TRIP GENERATION

Project trip generation forecasts were derived using the Institute of Transportation Engineers (ITE) studies on typical land use trip generation rates contained in the *ITE Trip Generation Manual (8th Edition)*. The estimated trip generation for the project is presented in Table 4.

TABLE 4
PROJECT TRIP GENERATION

Land Use Category (ITE Code)	Unit[1]	AM Peak Hour Trip Rate/Unit			PM Peak Hour Trip Rate/Unit		
		Total	In %	Out %	Total	In %	Out %
Retail (ITE Code 820 for AM and ITE Code 814 for PM)	ksf	3.67	61%	39%	4.25	49%	51%
Warehouse (ITE Code 150)	ksf	0.30	79%	21%	0.32	25%	75%
High Turnover (Sit Down) Restaurant (ITE Code 932)	Seats	0.47	52%	48%	0.41	57%	43%
Land Use Description	**Quantity (Units)**	**AM Peak Hour Trips**			**PM Peak Hour Trips**		
		Total	**In**	**Out**	**Total**	**In**	**Out**
Retail Space	12.0	44	27	17	51	25	26
Warehouse	16.6	5	4	1	6	2	4
Deli	60	29	15	14	25	14	11
Restaurant	152	72	37	35	62	36	27
TOTAL TRIPS (without internal capture and diverted link trips)		***150***	***83***	***67***	***144***	***76***	***68***
25% Internal Trips between Restaurant and Retail Space							
Retail Space	*25.0*	*-11*	*-7*	*-4*	*-13*	*-6*	*-7*
Restaurant	*25.0*	*-18*	*-9*	*-9*	*-16*	*-9*	*-7*
TOTAL TRIPS (after internal capture and excluding diverted link trips)		***121***	***67***	***54***	***115***	***61***	***54***
Diverted Trips for Restaurant/Deli							
20% Retail Uses Diverted Link Trips for AM and PM		*-7*	*-4*	*-3*	*-8*	*-4*	*-4*
40% Restaurant/Deli Diverted Link Trips for AM and PM		*-33*	*-17*	*-16*	*-29*	*-16*	*-13*
Total New Trips		**81**	**46**	**35**	**78**	**41**	**37**

Notes:
1. ksf - 1,000 square feet

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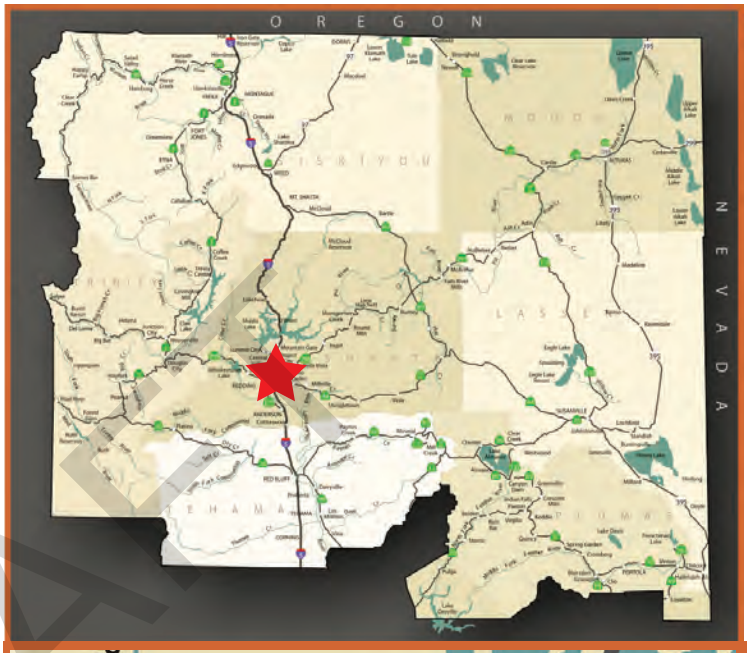
caltrans district 2

I-5 South Redding Six Lane

CALIFORNIA DEPARTMENT OF TRANSPORTATION

SHASTA - INTERSTATE 5 LANE ADDITIONS

FACT SHEET– FEBRUARY 2010



The Project

Addition of a 12-ft lane and a 10-ft shoulder in the median in both the north and southbound directions on Interstate 5 from the Bonnyview Road to the I-5/SR 44 freeway to freeway interchange.

The Need

Interstate 5 near Redding was completed in the early 1960s. Over the past 40 years, I-5 has served as the main North-South corridor in California providing goods movement and interregional travel up and down the State. Almost all of I-5 between Red Bluff and Redding has two lanes in each direction and is nearing its capacity. The section of I-5 from the Bonnyview Rd junction of SR 44 has the highest traffic volumes and the highest levels of congestion north of Woodland to the Oregon State line. This project proposes to add a lane in each direction to improve operations, add capacity and reduce congestion.

Jobs/Benefits

This project will serve as a tremendous boost to the local community and its economy. It is estimated that this project will create as many as 374 jobs, an integral goal of the Recovery Act.

Partnerships

This project has been developed through a partnership between the California Department of Transportation, Shasta County Regional Transportation Planning Agency and the Federal Highway Administration.

Project Status

Environmental clearance has been issued for this project and the design work is now underway with completion of the design expected in the summer of 2010.

Project Costs

Construction costs are estimated at $22.5 million and this project is currently unprogrammed.

Project Schedule

TBD

Contacts

Phil Baker, Project Manager	**530-225-3180**
Media Inquiries	**530-225-3260**

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA012 **Length Miles:** 0.9

Location Tehama/Shasta County Line to Gas Point Road **Directional:** No

PM Limit R0.00 / R0.9 **Exit #'s:** 664

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 70-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.92

Number of Lanes: 4

Terrain: Level

Grade: N/A

Percent Trucks: 15%

Percent RVs: 2%

K factor: 0.10

Interchange Density: 0.5

Directional Split: 57% (North pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 2 ft/10 ft

Posted Speed: 70 mph

Median Barrier: Yes

Median Width: 78-84 ft

Median Type: Unpaved; Separate Structures

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	42000	4200	19.9	C	
2010	52000	5200	25.2	C	
2015	60000	6000	31.8	D	
2020	68000	6800	39.2	E	C
2025	76000	7600	>45	F	C
2030	84000	8400	>45	F	D

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

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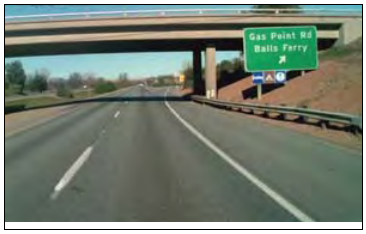
Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at the Tehama/Shasta County line on the Cottonwood Creek Bridge and ends at Gas Point Road Interchange. There is one rural interchange at Gas Point Road. The segment runs through southern Shasta County and the community of Cottonwood. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 14% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Three structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes

Significant Land Uses

Land uses currently in this segment include freeway commercial surrounding the Gas Point Road Interchange with gas stations and restaurants. There is also retail, single and multi-family residential, general commercial, and agricultural. The cumulative effect for the residential projects in the community of Cottonwood has lead to significant traffic growth. This growth is expected to continue.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2015. Expand freeway to six lanes. Reconstruct Gas Point Interchange. Improve traffic operations through ITS.

General Issues

The Sacramento River runs parallel to the segment. Structures shoulders and inside shoulders do not meet current standard for shoulder width. To address impacts from ongoing development, a traffic impact fee program was adopted for the Gas Point Road area. The fee program includes improvements at two interchanges (Gas Point Road and Main Street).

DRAFT

Segment 12
Tehama County
Shasta County
PM R0.0/R0.9

D2

DRAFT

I-5 Project Sheet
Segment 12-Tehama/Shasta County Line to Gas Point Road (Shasta PM R0.00/R0.91)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
In-Progress						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Expansion	**Capacity**	**SHA R0.00/R0.91**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA013 **Length Miles:** 3.4

Location Gas Point Road to Deschutes Road Undercrossing **Directional:** No

PM Limit R0.9 / R4.3 **Exit #'s:** 664, 665, 667

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted to PM 1.91 with Alternative Route Available; Allowed rest of segment.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 70-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.92

Number of Lanes: 4

Terrain: Rolling

Grade: N/A

Percent Trucks: 14%

Percent RVs: 2%

K factor: 0.10

Interchange Density: 0.5

Directional Split: 57% (North pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 2 ft/10 ft

Posted Speed: 70 mph

Median Barrier: Yes

Median Width: 60-84 ft

Median Type: Unpaved; Separate Structures

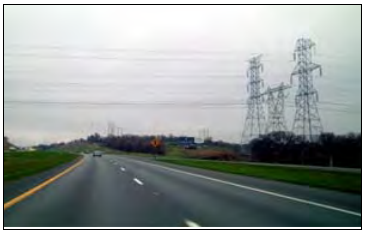
Year	AADT	Peak Hour	Density	LOS	Improved LOS
2005	52000	5200	29.9	D	
2010	63000	6300	22.3	C[1]	
2015	71000	7100	25.8	C[1]	
2020	81000	8100	31.5	D[1]	
2025	87000	8700	34.8	D[1]	
2030	94000	9400	43.3	E[1]	

[1]Post 2010 reflects completion of Cottonwood Hills Climbing Lane Project funded in the Corridor Mobility Improvement Account. Project will expand freeway to six lanes. See "Segment Improvements" and "Project Sheets" on following pages.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description



This freeway segment begins at Gas Point Road Interchange and ends at Deschutes Road Undercrossing. There is one urbanized undercrossing at Deschutes Road. The segment runs through the community of Cottonwood and ends as the City of Anderson's southern boundary. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 12% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Four structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273 and Deschutes Road

Significant Land Uses

Land uses currently in this segment include multi- and single-family residential, general commercial, and agricultural. Large retail centers exist near the Deschutes Road Undercrossing, including shopping outlets, a large retail store with a shopping center, an RV sales lot, and a truck sales retailer. The cumulative effect for the residential projects in the community of Cottonwood has lead to significant traffic growth. This growth is expected to continue. This segment was once traditional agricultural and rural residential areas, but now are experiencing residential and general commercial development pressure. Future proposed land uses include: multi- and single-family residential subdivisions, 80-acre horse ranch, and general commercial developments. The potential for traffic growth is significant.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

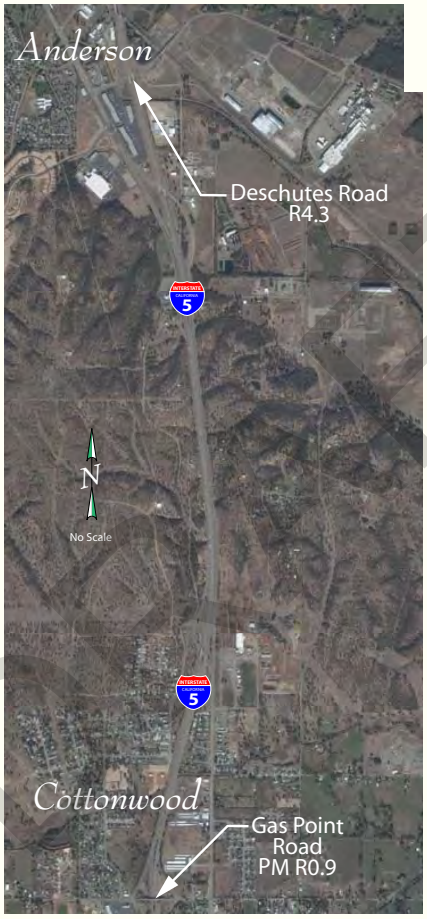
Segment Improvements

Exceeds Concept LOS (C/D threshold) in 2005. Segment will be expanded to six lanes in 2011 (Cottonwood Hills Truck Climbing Lanes Project). Reconstruct Deschutes Road Interchange. Improve traffic operations through ITS.

General Issues

Cottonwood Hill uphill northbound grade impacts truck travel speeds. Structures shoulders and inside shoulders do not meet current standard for shoulder width.

DRAFT



Segment 13
Shasta County
PM R0.9/R4.3

DRAFT

Project Sheet
Segment 13-Gas Point Road to Deschutes Road (Shasta PM R0.91/R4.3)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
In-Progress						
Cottonwood Hills Truck Climbing Lane	**Mobility Improvements**	**SHA R1.2/R4.2**	**2010**	**CMIA/STIP**	**$23,100,000**	**Caltrans/Shasta RTPA**
On I-5 in Shasta County, just north of Gas Point Road Interchange to Deschutes Road Interchange, this project adds northbound and southbound truck climbing lanes. Traffic is subject to a mile-long upgrade of 2.5% to 2.9% in each direction at the Cottonwood Hill location. Freeway onramp grades are even steeper at 4.6%. With 27% of the traffic being trucks or recreational vehicles, congestion is occurring due to the slower moving vehicles. A southbound truck climbing lane will be constructed from Deschutes Interchange south to the North Cottonwood Main Interchange. A northbound truck climbing lane will be constructed from just south of the North Cottonwood Main Interchange north to the SR 273 Interchange.						
North Cottonwood, Sweetbriar, and Tunnel Gulch Viaduct	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, & R60.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						
Future						
Expand TMS	**Transportation Management Systems**	**Various on entire corridor**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,700,000**	**Caltrans**
Install cable median barrier.						
Expansion	**Capacity**	**SHA R0.91/R1.2**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA014 **Length Miles:** 2.4

Location Deschutes Road Undercrossing to Riverside Avenue **Directional:** No

PM Limit R4.3 / R6.7 **Exit #'s:** 667, 668, 670

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 70-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lane. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.95

Number of Lanes: 4

Terrain: Level

Grade: N/A

Percent Trucks: 17%

Percent RVs: 2%

K factor: 0.09

Interchange Density: 0.5

Directional Split: 54% (North am)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 2 ft/10 ft

Posted Speed: 70 mph

Median Barrier: Yes

Median Width: 60 ft

Median Type: Unpaved; Separate Structures

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	50000	4500	19.8	C	
2010	60000	5400	24.1	C	
2015	68000	6100	28.3	D	
2020	81000	7300	38.6	E	C
2025	89000	8000	>45	F	C
2030	93000	8400	>45	F	C

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at Deschutes Road Interchange and ends at Riverside Avenue. There are two urbanized interchanges at Balls Ferry/North Street and Riverside Avenue. The segment passes through the City of Anderson. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 13% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Nine structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273 and Deschutes Road

Significant Land Uses

Land uses currently in this segment consist of freeway commercial and retail at Balls Ferry/North Street. There is also multi- and single-family residential, general commercial, and agriculture. To the east and west, there is the City of Anderson limits with additional housing and services. To the east, there is a hotel resort (120-unit), restaurant, and conference center containing 120 units that you can access of Riverside Avenue or North Street. Future traffic growth is expected to continue with additional residential housing and general commercial being developed in this segment.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Expand freeway to six lanes. Reconstruct Riverside Avenue Interchange. Improve traffic operations through ITS.

General Issues

Structures shoulders and inside shoulders do not meet current standard for shoulder width.

DRAFT

Caltrans

Segment 14
Shasta County
PM R4.3/R6.7

D2

DRAFT

I-5 Project Sheet
Segment 14-Deschutes Road to Riverside Avenue (Shasta PM R4.3/R6.7)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Sacramento River Bridges	**Bridge Restoration**	**SHA R6.4/R7.6**	**2001**	**SHOPP**	**$17,450,000**	**Caltrans**
Replace bridge (scour).						
In-Progress						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,700,000**	**Caltrans**
Install cable median barrier.						
Expansion	**Capacity**	**SHA R4.3/R6.7**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA015 **Length Miles:** 3.1

Location Riverside Avenue to Knighton Road **Directional:** No

PM Limit R6.7 / R9.8 **Exit #'s:** 670, 673

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 70-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lane. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.95

Number of Lanes: 4

Terrain: Level

Grade: N/A

Percent Trucks: 12%

Percent RVs: 1%

K factor: 0.09

Interchange Density: 0.5

Directional Split: 56% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 2 ft/10 ft

Posted Speed: 70 mph

Median Barrier: Yes

Median Width: 60 ft

Median Type: Unpaved; Separate Structures

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	52000	4700	20.8	C	
2010	61000	5500	24.9	C	
2015	69000	6200	29.4	D	
2020	78000	7000	36.4	E	C
2025	86000	7700	40.0	F	C
2030	90000	8100	>45	F	C

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at Riverside Avenue Interchange and ends at Knighton Road Interchange. There is one urbanized interchange at Knighton Road. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 9% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Three structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273, Deschutes Road and Airport Road

Significant Land Uses

This segment's land uses contain multi- and single-family residential and agricultural. Many of the the homes are on rural lots of five acres or more. To the east, there is a major truck stop facility at Knighton Road. A few miles to the east, there is Stillwater Buisness Park. This park has 700 acres suited for industrial and office buidlings. The lots are "ready to go," but have no current occupants. To the west, there are numerous mobile home parks an an RV resort. This road provides access to the Redding Municipal Airport and industrial businesses. Agricultural is prime near the Sacramento River. Traditional agricultural areas in this segment are experiencing residential, general commercial, industrial, and retail development pressure at the Knighton Road Interchange. The potential for the increase in traffic is significant.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2015. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

The Sacramento River runs parallel to the segment. Major truck stop facility at Knighton Road. Significant access to Redding Municipal Airport and Stillwater Business Park off of Knighton Road. Several structures do not meet current standards for shoulder width.

DRAFT

Segment 15
Shasta County
PM R6.7/R9.8

D2

DRAFT

I-5 Project Sheet
Segment 15-Riverside Avenue to Knighton Road (Shasta PM R6.7/R9.8)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Sacramento River Bridges	**Bridge Restoration**	**SHA R6.4/R7.6**	**2001**	**SHOPP**	**$17,450,000**	**Caltrans**
Replace bridge (scour).						
In-Progress						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Expansion	**Capacity**	**SHA R6.7/R9.8**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA016 **Length Miles:** 2.4

Location Knighton Road to South Bonnyview Road **Directional:** No

PM Limit R9.8 / R12.2 **Exit #'s:** 673, 675

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.95

Number of Lanes: 4

Terrain: Level

Grade: N/A

Percent Trucks: 12%

Percent RVs: 1%

K factor: 0.09

Interchange Density: 0.5

Directional Split: 56% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 2 ft/10 ft

Posted Speed: 70 mph

Median Barrier: Yes

Median Width: 84 ft

Median Type: Unpaved

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	55000	5000	22.4	C	
2010	65000	5900	26.7	D	
2015	73000	6600	31.1	D	C
2020	82000	7400	37.9	E	C
2025	89000	8000	>45	F	C
2030	92000	8300	>45	F	C

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at Knighton Road Interchange and ends at South Bonnyview Road Interchange. There is one urbanized interchange at South Bonnyview Road. This segment is inside the city of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 11% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and two-foot inside shoulders. Three structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273, Deschutes Road, Airport Road, Churn Creek Road, and Bechelli Lane

Significant Land Uses

Land uses in this segment include freeway commercial with restaurant establishments, retail, and gas stations. A few hotels exist in this segment. There is also valley floor agricultural (prime areas near Sacramento River), open space/greenbelt, general commercial, industrial, and multi- and single-family residential. Some of the residential is on rural small lots. The potential for growth is significant with proposed residential, general commercial, and industrial.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Expand freeway to six lanes. Reconstruct South Bonnyview Interchange. Improve traffic operations through ITS.

General Issues

Traffic in this urban center of the City of Redding is significant. South Bonnyview Interchange provides a key link to SR 273. Churn Creek Road provides a key link to other local routes. Structures shoulders and inside shoulders do not meet current standard for shoulder width. The Sacramento River runs parallel to the segment. Smith Road Overcrossing (06-0138L/R) has oversize height restrictions.

DRAFT

Segment 16
Shasta County
PM R9.8/R12.2

DRAFT

I-5 Project Sheet
Segment 16-Knighton Road to South Bonnyview Road (Shasta PM R9.8/R12.2)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Expansion	**Capacity**	**SHA R9.8/R12.2**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA017 **Length Miles:** 2.2

Location South Bonnyview Road to Cypress Avenue **Directional:** No

PM Limit R12.2 / R14.4 **Exit #'s:** 675, 677

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.95

Number of Lanes: 4

Terrain: Level

Grade: N/A

Percent Trucks: 11%

Percent RVs: 1%

K factor: 0.08

Interchange Density: 0.7

Directional Split: 58% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 2 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 84 ft

Median Type: Unpaved

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	59000	4700	23.6	C	
2010	72000	5800	29.5	D	
2015	80000	6400	34.4	D	C
2020	89000	7100	42.7	E	C
2025	95000	7600	>45	F	C
2030	95000	7800	>45	F	C

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at South Bonnyview Road Interchange and ends at Cypress Avenue Interchange. The segment contains an urbanized interchange at Cypress Avenue. This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 10% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Nine structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273, Deschutes Road, Churn Creek Road, and Bechelli Lane

Significant Land Uses

This is the urban center of Redding. Freeway commercial surrounds the Cypress Avenue Interchange with gas stations, restaurant establishments, retail shopping, and offices. Additional land uses include general commercial with lots of shopping centers, restaurant establishments, city hall offices, hotels, auto dealerships, schools, Hilltop Drive commercial, Mistletoe industrial, and multi- and single-family residential. Future developmental potential is limited to infill and redevelopment. Cypress is a key connection to the east and west sides of Redding and crosses over the Sacramento River.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

Traffic in this urban center of the City of Redding is significant. The weaving areas between South Bonnyview Road and Cypress Avenue affects mainline operation. Cypress Avenue provides one of a only a few key east-west crossings of the Sacramento River. The Sacramento River runs parallel to the segment. Hartnell Road Overcrossing (06-0124L/R) has oversize height restrictions.

DRAFT

Caltrans

Segment 17
Shasta County
PM R12.2/R14.4

D2

DRAFT

I-5 Project Sheet
Segment 17-South Bonnyview Road to Cypress Avenue (Shasta PM R12.2/R14.4)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						
South Redding Six lane	**Mobility Improvements**	**SHA R11.R17.5**	**TBD**	**STIP**	**$40,777,000**	**Caltrans/Shasta RTPA**
ENVIRONMENTAL ONLY. The section of I-5 from the Bonnyview Road Interchange north to the I-5/SR 44 freeway to freeway interchange has the highest traffic volumes and the highest levels of congestion on Interstate 5 north of Sacramento to the Oregon State line. This project proposes to add a median lane in each direction to add capacity, improve operations, and reduce congestion. Without these improvements, this segment will operate at Level of Service F within the next years. It is estimated that the project will Improve mobility by reducing the number of average annual vehicle hours of delay by 136,636 hours.						

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Expansion	**Capacity**	**SHA R12.2/R14.4**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA018 **Length Miles:** 1.0

Location Cypress Avenue to SR 44 Separation (Central Redding) **Directional:** No

PM Limit R14.4 / R15.4 **Exit #'s:** 677, 678, 678A, 678B

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.95

Number of Lanes: 4

Terrain: Level

Grade: N/A

Percent Trucks: 11%

Percent RVs: 2%

K factor: 0.09

Interchange Density: 1.8

Directional Split: 54% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 84 ft

Median Type: Unpaved; Separate Structures

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	67000	6000	29.1	D	
2010	77000	6900	35.5	E	
2015	87000	7800	>45	F	C
2020	94000	8500	>45	F	D
2025	100000	9000	>45	F	D
2030	103000	9300	>45	F	D

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This freeway segment begins at Cypress Avenue and ends at the SR 44 Separation (Central Redding). There is one urbanized interchange at SR 44 Separation (Central Redding). This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 10% AADT). There is an auxiliary lane in each direction between Cypress Avenue and the SR 44 Separation. In addition to the auxiliary lanes, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside paved shoulders. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 44, SR 273, and Deschutes Road, Churn Creek Road, Shasta View Drive, Hilltop Drive, Old Oregon Trail

Significant Land Uses

This is the urban center of Redding. Existing land uses include freeway commercial with gas stations, retail shopping, offices, and restaurant establishments. SR 44 allows access to downtown Redding with general commercial, hotels, office buildings, hospitals, multi- and single-family residential, and Sundial Bridge recreation and Turtle Bay Museum. There is also general commercial and hotels at Hilltop Drive and Dana Drive. Future developmental potential is limited to infill and redevelopment.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Already exceeds Concept LOS (C/D threshold) in 2005. Expand freeway to six lanes. Post twenty-year concept expand to eight lanes. Improve traffic operations through ITS.

General Issues

Traffic in this urban center of Redding is significant. This segment has the highest traffic volume in Caltrans District 2. The weaving areas between Cypress Avenue and SR 44 Separation affects mainline operation. The Sacramento River runs parallel to the segment. SR 44 is one of only a few key east-west crossings of the Sacramento River. Congestion on SR 44 and vicinity of I-5 Interchange in both am and pm peak periods. Structures shoulders and inside shoulders do not meet current standard for shoulder width.

DRAFT

Segment 18
Shasta County
PM R14.4/R15.4

DRAFT

I-5 Project Sheet
Segment 18-Cypress Avenue to SR 44 Separation (Shasta PM R14.4/R15.4)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
In-Progress						
I-5/SR 44 Direct Connector	**Operational Improvements**	**SHA R15.0/R15.8**	**2010**	**SHOPP**	**$11,818,000**	**Caltrans**
Central southbound interchange collector distributor.						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						
South Redding Six lane	**Mobility Improvements**	**SHA R11.R17.5**	**TBD**	**STIP**	**$40,777,000**	**Caltrans/Shasta RTPA**
ENVIRONMENTAL ONLY. The section of I-5 from the Bonnyview Road Interchange north to the I-5/SR 44 freeway to freeway interchange has the highest traffic volumes and the highest levels of congestion on Interstate 5 north of Sacramento to the Oregon State line. This project proposes to add a median lane in each direction to add capacity, improve operations, and reduce congestion. Without these improvements, this segment will operate at Level of Service F within the next years. It is estimated that the project will Improve mobility by reducing the number of average annual vehicle hours of delay by 136,636 hours.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						
Central Redding Interchange	**Mobility Improvements**	**SHA R14.5/R16.2**	**TBD**	**TBD**	**$60,654,000**	**TBD**
Eliminate all weaves at this freeway-to-freeway interchange by replacing the southbound to eastbound loop ramp with a direct connector ramp. The currently programmed SHOPP project addresses weave conditions on I-5, but does not improve congested weave operations on SR 44 through the interchange.						
East Redding Separator 06-0126R	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$2,800,000**	**Caltrans**
Upgrade vertical clearance.						
East Redding Separator 06-0126L	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$700,000**	**Caltrans**
Upgrade vertical clearance.						
I-5/SR 44W Connector 06-126G	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$1,722,000**	**Caltrans**
Upgrade vertical clearance						
Expansion	**Capacity**	**SHA R6.7/R9.8**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA019 **Length Miles:** 1.9

Location SR 44 Separation (Central Redding) to SR 299E Separation **Directional:** No

PM Limit R15.4 / R17.3 **Exit #'s:** 678, 678A, 678B, 680

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.95

Number of Lanes: 4

Terrain: Level

Grade: N/A

Percent Trucks: 11%

Percent RVs: 1%

K factor: 0.09

Interchange Density: 1

Directional Split: 54% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 84 ft

Median Type: Unpaved; Separate Structures

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	58000	5200	27.9	D	
2010	67000	6000	33.7	D	
2015	77000	6900	44.2	E	C
2020	86000	7700	>45	F	D
2025	94000	8500	>45	F	D
2030	99000	8900	>45	F	D

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This segment begins at the State Route 44 Separation (Central Redding) and ends at SR 299E Separation. The segment contains an urbanized interchange at SR299E Separation. This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 9% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Five structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 299E, SR 273, Deschutes Road, Churn Creek Road, Shasta View Drive, Hilltop Drive, Old Oregon Trail

Significant Land Uses

Land uses include general commercial with at Hilltop Drive and Lake Boulevard, multi-and single-family residential, and institutional with access to Simpson University and Shasta College. Additionally, the communities of Bella Vista, Montgomery Creek, Burney, and Fall River are accessed via SR 299E. Future development potential along I-5 is limited to infill and redevelopment and growth in aforementioned communities on SR 299E.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Already exceeds Concept LOS (C/D threshold) in 2005. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

Traffic in this urban center of Redding is significant. Weaving areas from off ramps affects mainline operation. East Redding Separator (06-0126L/R) and Jct SR 44 West Connector (06-0126G) have oversize height restrictions.

DRAFT

Segment 19
Shasta County
PM R15.4/R17.3

DRAFT

I-5 Project Sheet
Segment 19-SR 44 Separation to SR 299E (Shasta PM R15.4/R17.3)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
In-Progress						
Lake Blvd SB On-ramp	**Collision Reduction**	**SHA R16.2/R17.3**	**2008**	**SHOPP**	**$1,722,000**	**Caltrans**
Lengthen on ramp merge (North of Hilltop Drive to South of SR 299).						
Cable Median Barrier	**Safety**	**SHA R4.2/R8.5 & R12.1/16.2**	**2009**	**SHOPP**	**$4,642,000**	**Caltrans**
Install cable median barrier.						
I-5/SR 44 Direct Connector	**Operational Improvements**	**SHA R15.0/R15.8**	**2010**	**SHOPP**	**$11,225,000**	**Caltrans**
Central southbound interchange collector distributor.						
South Redding Six lane	**Mobility Improvements**	**SHA R11.R17.5**	**TBD**	**STIP**	**$40,777,000**	**Caltrans/Shasta RTPA**
ENVIRONMENTAL ONLY. The section of I-5 from the Bonnyview Road Interchange north to the I-5/SR 44 freeway to freeway interchange has the highest traffic volumes and the highest levels of congestion on Interstate 5 north of Sacramento to the Oregon State line. This project proposes to add a median lane in each direction to add capacity, improve operations, and reduce congestion. Without these improvements, this segment will operate at Level of Service F within the next years. It is estimated that the project will Improve mobility by reducing the number of average annual vehicle hours of delay by 136,636 hours.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						
Central Redding Interchange	**Mobility Improvements**	**SHA R14.5/R16.2**	**TBD**	**TBD**	**$60,654,000**	**TBD**
On I-5 in Shasta County at he I-5/SR 44 interchange. Eliminate all weaves at this freeway-to-freeway interchange by replacing the southbound to eastbound loop ramp with a direct connector ramp. The currently programmed SHOPP project addresses weave conditions on I-5, but does not improve congested weave operations on SR 44 through the interchange.						
East Redding Separator 06-0126R	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$2,800,000**	**Caltrans**
Upgrade vertical clearance.						
East Redding Separator 06-0126L	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$700,000**	**Caltrans**
Upgrade vertical clearance.						
I-5/SR 44W Connector 06-126G	**Bridge Preservation**	**SHA R15.43**	**2014**	**SHOPP**	**$1,722,000**	**Caltrans**
Upgrade vertical clearance.						
Expansion	**Capacity**	**SHA R6.7/R9.8**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA020 **Length Miles:** 1.2

Location SR 299E Separation to SR 273N Separation **Directional:** No

PM Limit R17.3 / R18.5 **Exit #'s:** 680, 681, 681A, 681B

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.95

Number of Lanes: 4

Terrain: Level

Grade: N/A

Percent Trucks: 12%

Percent RVs: 2%

K factor: 0.09

Interchange Density: 2

Directional Split: 54% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 84 ft

Median Type: Unpaved; Separate Structures

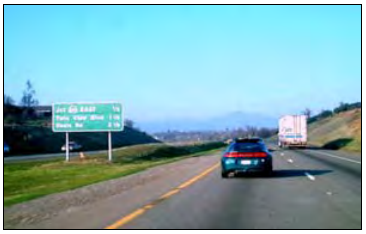
Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	44500	4000	23.6	C	
2010	54000	4900	26.4	D	
2015	64000	5800	32.4	D	C
2020	74000	6700	>45	E	D
2025	81000	7300	>45	F	C
2030	87000	7800	>45	F	D

[1]Capacity-increasing projects identified for this segment. See "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description



This segment begins at the State Route 299E Separation and ends at SR 273N Separation. The segment contains two urbanized interchanges at Twin View Boulevard and SR273N Separation. This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 11% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Two structures exist in this segment. The median is mostly unpaved (dirt) median.

Parallel or Connecting Routes SR 273, Old Oregon Trail

Significant Land Uses

Land uses include freeway commercial with gas stations and retail shopping. There is also a few hotels. There is multi- and single-family residential and general commercial near Twin View, and to the west there is Caterpillar Road industrial. If the Oasis Specific Plan on the east side of I-5 encompassing 762 acres and provides for over 3 million square feet of commercial development and over 2,000 residential units develops, then this area would be significantly impacted and traffic would increase dramatically.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Expand freeway to six lanes. Improve traffic operations through ITS.

General Issues

Significant weaving area. Structures shoulders and inside shoulders do not meet current standard for shoulder width.

DRAFT

Segment 20
Shasta County
PM R17.3/R18.5

I-5 Project Sheet
Segment 20-SR 299E to SR 273 North/North Market Street (Shasta PM R17.3/R18.5)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
In-Progress						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						
Expansion	**Capacity**	**SHA R6.7/R9.8**	**TBD**	**TBD**	**See Figure 3 pages 44-45**	**TBD**
Expand freeway to six lanes.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA021 **Length Miles:** 0.9

Location SR 273N Separation to Oasis Road **Directional:** No

PM Limit R18.5 / R19.4 **Exit #'s:** 681, 681A, 681B, 682

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Six-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.95

Number of Lanes: 6

Terrain: Level

Grade: N/A

Percent Trucks: 13%

Percent RVs: 1%

K factor: 0.09

Interchange Density: 0.83

Directional Split: 54% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 36-84 ft

Median Type: Paved; Unpaved

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	46500	4200	14.6	B	
2010	58000	5200	18.2	C	
2015	68000	6100	21.4	C	
2020	80000	7200	25.3	C	
2025	87000	7800	27.8	D	
2030	94000	8500	30.8	D	

[1]No capacity-increasing projects identified for this segment.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This segment begins at the State Route 273N Separation and ends at Oasis Road Interchange. The segment contains an urbanized interchange at the Oasis Road. This segment is inside the City of Redding limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 10% AADT). Currently, the segment consists of a six-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Two structures exist in this segment. The median is paved with a concrete barrier.

Parallel or Connecting Routes Old Oregon Trail, Twin View Boulevard

Significant Land Uses

Current land uses consist of freeway commercial with restaurant establishments and gas stations. There is also general commercial, industrial, and multi-and single-family residential. The Oasis Specific Plan on the east side of I-5 encompasses 762 acres and provides for over 3 million square feet of commercial development and over 2,000 residential units. This is the next major growth area for the City of Redding. The plan calls for ultimate replacement of the Oasis Interchange.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2025. Reconstruct Oasis Road Interchange. Improve traffic operations through ITS.

General Issues

Significant weaving area from SR 273 NB onto I-5 NB and Oasis to I-5 SB.

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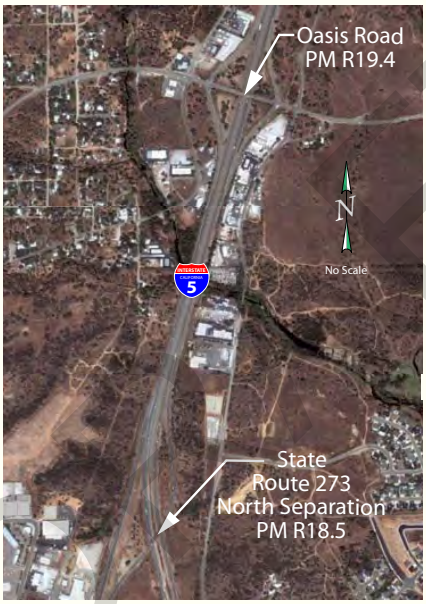

Segment 21
Shasta County
PM R18.5/R19.4

DRAFT

I-5 Project Sheet
Segment 21-SR 273 North/North Market Street to Oasis Road (Shasta PM R18.5/R19.4)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA022 **Length Miles:** 1.6

Location Oasis Road to Pine Grove **Directional:** No

PM Limit R19.4 / R21.0 **Exit #'s:** 682, 684

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Six-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.92

Number of Lanes: 6

Terrain: Level

Grade: N/A

Percent Trucks: 15%

Percent RVs: 2%

K factor: 0.09

Interchange Density: 0.83

Directional Split: 54% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 36 ft

Median Type: Paved

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	38000	3400	12.8	B	
2010	44000	4000	15.0	B	
2015	50000	4500	16.8	B	
2020	57000	5100	19.1	C	
2025	61000	5500	20.9	C	
2030	65000	5900	21.8	C	

[1]No capacity-increasing projects identified for this segment.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This segment begins at the Oasis Road Interchange and ends at Pine Grove Avenue Interchange. The segment contains an urbanized interchange at Pine Grove. This segment is inside the Cities of Redding and City of Shasta Lake limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 12% AADT). Currently, the segment consists of a six-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Two structures exist in this segment. The median is a paved with a concrete barrier.

Parallel or Connecting Routes Old Oregon Trail, Twin View Boulevard, and Cascade Boulevard

Significant Land Uses

Current land uses consist of freeway commercial, general commercial, industrial, multi- and single-family residential. The west side of I-5 there is a large subdivision with over 150 homes. Additionally, off Pine Grove Avenue there is the Shasta Gateway Industrial Park. The Oasis Specific Plan encompasses 762 acres and provides for over 3 million square feet of commercial development and over 2,000 residential units. This is the next major growth area for the City of Redding.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

General Issues

Structures shoulders and inside shoulders do not meet current standard for shoulder width.

DRAFT

Segment 22
Shasta County
PM R19.4/R21.0

I-5 Project Sheet
Segment 22-Oasis Road to Pine Grove Avenue (Shasta PM R19.4/R21.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA023 **Length Miles:** 1.1

Location Pine Grove to SR 151 **Directional:** No

PM Limit R21.0 / R22.1 **Exit #'s:** 684, 685

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Not Permitted; Alternate Route Available.

Facility Concept

Present: Six-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 55-80 mph

Clear Recovery: 30 ft

Typical Section: 6 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.92

Number of Lanes: 6

Terrain: Level

Grade: N/A

Percent Trucks: 16%

Percent RVs: 1%

K factor: 0.09

Interchange Density: 0.67

Directional Split: 54% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 36 ft

Median Type: Paved

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	33500	3000	11.1	B	
2010	38000	3400	12.7	B	
2015	42500	3800	14.2	B	
2020	49000	4400	16.3	B	
2025	53000	4800	17.7	B	
2030	58000	5200	19.3	C	

[1]No capacity-increasing projects identified for this segment.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This segment begins at the Pine Grove Avenue Interchange and ends at SR 151 Interchange. The segment contains an urbanized interchange at SR 151. This segment is inside the City of Shasta Lake limits. Travel on this section of the corridor is predominately local/regional trips with moderate interregional trips, and a smaller percentage of goods movement (five-axle trucks 14% AADT). Currently, the segment consists of a six-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. One structure exists in this segment. The median is paved with a concrete barrier.

Parallel or Connecting Routes SR 151, Old Oregon Trail, and Cascade Boulevard

Significant Land Uses

SR 151 (also a portion known as Shasta Dam Boulevard) is a main street for the City of Shasta Lake. Freeway commercial surrounds the SR 151 interchange. This segment also consists of multi- and single-family residential, general commercial, and governmental offices. SR 151 provides access to significant traffic generators: Shasta Dam and Shasta Lake. Both of these are tourist and recreational attractions.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

General Issues

Inside shoulders do not meet current standard for shoulder width.

DRAFT

Segment 23
Shasta County
PM R21.0/R22.1

5 Project Sheet
Segment 23-Pine Grove Avenue to SR 151 (Shasta PM R21.0/R22.1)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

In-Progress

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA024 **Length Miles:** 3.9

Location SR 151 to Fawndale Road **Directional:** No

PM Limit R22.1 / R26.0 **Exit #'s:** 685, 687, 689

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Six-lane freeway

Long Range: Eight-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes. 12-ft lane width; 10-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88

Number of Lanes: 4

Terrain: Rolling

Grade: N/A

Percent Trucks: 22%

Percent RVs: 2%

K factor: 0.10

Interchange Density: 0.67

Directional Split: 58% (North pm)

Climbing Lane (s): No.

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 36 ft

Median Type: Paved

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	21800	2200	15.0	B	
2010	25000	2500	17.2	B	
2015	29500	3000	20.3	C	
2020	31500	3200	21.7	C	
2025	34000	3400	23.4	C	
2030	37000	3700	25.6	C	

[1]No capacity-increasing projects identified for this segment.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This segment runs from SR 151 Interchange and ends at Fawndale Road. The segment contains two rural interchanges at Mountain Gate and Fawndale. Travel on this section of the corridor is a mixture of regional trips and longer interregional trips and goods movement (five-axle trucks 20% AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Five structures exist in this segment. There are locations to put chains on in this segment. There is a Weigh in Motion location in the northbound direction at Mountain Gate (PM R24.9). The median is paved with a concrete barrier.

Parallel or Connecting Routes Old Oregon Trail

Significant Land Uses

Segment land uses include some freeway commercial with gas stations and restaurant establishments at Mountain Gate Road and Fawndale Road. Additional land uses include recreational with RV and camping resorts, and single-family residential. Most of the multi-family housing is on five acres or more. Potential for traffic growth exists around the interchanges with general commercial and the west side of the interstate between SR 151 and Mountain Gate Interchanges with residential.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

No capacity increasing projects identified within 20-year planning horizon. Improve traffic operations through ITS.

General Issues

This is the truck chain-on and holding area when winter conditions are bad to the north. Few alternative routes and limited detours. Limited services available.

DRAFT

Segment 24
Shasta County
PM R22.1/R26.0

D2

DRAFT

Project Sheet
Segment 24-SR 151 to Fawndale (Shasta PM R22.1/R26.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor

Completed

Mountain Gate CAPM	**Roadway Preservation**	**SHA R23.0/R26.2**	**2002**	**SHOPP**	**$4,585,000**	**Caltrans**
Improve ride on road.						

In-Progress

Future

Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA025NB **Length Miles:** 2.9

Location Fawndale Road to Bridge Bay Overcrossing-NB **Directional:** Yes. NB.

PM Limit R26.0 / R28.9 **Exit #'s:** 689, 690

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88

Number of Lanes: 4

Terrain: Mountainous

Grade: 5.0% (6.5% max)

Percent Trucks: 26%

Percent RVs: 2%

K factor: 0.12

Interchange Density: 0.67

Directional Split: 54% (North)

Climbing Lane (s): Yes. R26.270/R27.460

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph (curve warnings)

Median Barrier: Yes

Median Width: 4-22 ft

Median Type: Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	11300	1400	19.3	C	
2010	13100	1600	22.4	C	
2015	14700	1800	26.2	D	
2020	16500	2000	30.3	D	
2025	17900	2100	31.7	D	C
2030	19700	2400	33.6	D	C

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.
[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

The NB freeway segment begins at Fawndale Road Interchange and ends at Bridge Bay Interchange. The segment contains an rural interchange at Bridge Bay. There is a sign stating "Entering National Recreation Area-Shasta Lake from the Shasta-Trinity National Forest." Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and one to five-foot inside shoulders. There is a climbing lane at PM R26.27/R27.46. Two structures exist in this segment. One of the structures is known as the Pit River Bridge was built in 1942 by the Bureau of Reclamation as part of the Central Valley project. This bridge has a steel truss design supporting a concrete upper deck serving motorists on Interstate 5 and a lower railway used by Union Pacific Railroad. The median is mostly a sawtooth paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment includes federal and state land ownership with most of it being recreational natural lands such as Shasta Lake. Shasta Lake offers house boating, fishing, and camping. In this segment, Bridge Bay Resort features lodging, dining, grocery store/tackle and bait shop, and a marina. Future development is expected to be limited with federal and state land ownership, rough topography, and limited availability of water. At times the Bureau of Reclamation has discussed raising Shasta Dam for more water storage. If this occurs, there would need to be new freeway alignment and a new bridge.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2015. Improve Pit River Bridge. Extend northbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Uphill grade in the northbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Parallels the Sacramento River. Crosses Shasta Lake with the Pit River Bridge. The Pit River bridge contains an upper deck serving motorists and a lower deck used by Union Pacific Railroad. This bridge is 64-years old and near the end of its service life. Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability. Some structures do not have inside shoulders.

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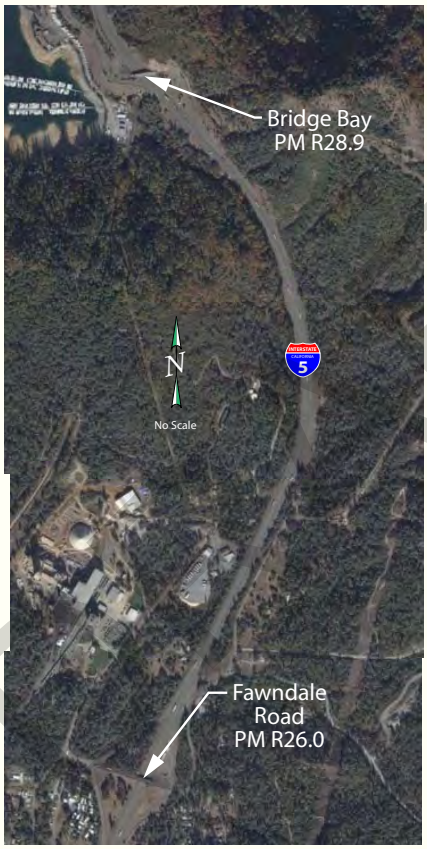

Segment 25
Shasta County
PM R26.0/R28.9 NB

DRAFT

I-5 Project Sheet
Segment 25 NB-Fawndale to Bridge Bay (Shasta PM R26.0/R28.9)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Mountain Gate CAPM	**Roadway Preservation**	**SHA R23.0/R26.2**	**2002**	**SHOPP**	**$4,585,000**	**Caltrans**
Improve ride on road.						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,00**	**Caltrans**
Collision reduction.						
Pit River Deck	**Emergency Response**	**SHA 27.4/R29.0**	**2006**	**Emergency FA**	**$6,500,000**	**Caltrans**
Repair bridge deck.						
Pit River Bridge Deck Protective Structure	**Bridge Rehabilitation**	**SHA R25.9/R31.2**	**2008**	**SHOPP**	**$7,000,000**	**Caltrans**
Construct protective structure.						
In-Progress						
Pit River Deck	**Bridge Preservation**	**SHA R28.0/R29.0**	**2006**	**SHOPP**	**$33,810,000**	**Caltrans**
Construct new deck.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Pit River Bridge	**Bridge Preservation**	**SHA R28.14**	**2014**	**Ten-Year SHOPP**	**$10,000,000**	**Caltrans**
Seismic Retrofit.						
Pit River Bridge	**Bridge Replacement**	**SHA R28.14**	**2017**	**Ten-Year SHOPP**	**$400,000,000**	**Caltans**
Bridge replacement.						
Truck Climbing Lane	**Operational Improvements**	**SHA R26.270/R27.460**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend length of northbound truck climbing lane located at SHA R26.270/R27.460.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA025SB **Length Miles:** 2.9

Location Bridge Bay Overcrossing to Fawndale Road-SB **Directional:** Yes. SB.

PM Limit R28.9 / R26.0 **Exit #'s:** 690, 689

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88

Number of Lanes: 4

Terrain: Rolling

Grade: N/A

Percent Trucks: 26%

Percent RVs: 2%

K factor: 0.12

Interchange Density: 0.5

Directional Split: 57% (South pm)

Climbing Lane (s): No

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph (curve warnings)

Median Barrier: Yes

Median Width: 4-22 ft

Median Type: Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	12000	1400	20.1	C	
2010	13800	1700	23.2	C	
2015	15600	1900	24.4	D	
2020	17400	2100	29.4	D	
2025	18900	2300	32.3	D	C
2030	20700	2500	37.3	E	C

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.
[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This SB freeway segment begins at Bridge Bay Interchange and ends at Fawndale Road Interchange. The segment contains an rural interchange at Bridge Bay. There is a sign stating "Leaving National Recreation Area-Shasta Lake from the Shasta-Trinity National Forest." Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and one to five-foot inside shoulders. Two structures exist in this segment. One of the structures is known as the Pit River Bridge was built in 1942 by the Bureau of Reclamation as part of the Central Valley project. This bridge has a steel truss design supporting a concrete upper deck serving motorists on Interstate 5 and a lower railway used by Union Pacific Railroad. The median is mostly a sawtooth paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment includes federal and state land ownership with most of it being recreational natural lands such as Shasta Lake. Shasta Lake offers house boating, fishing, and camping. In this segment, Bridge Bay Resort features lodging, dining, grocery store/tackle and bait shop, and a marina. Future development is expected to be limited with federal and state land ownership, rough topography, and limited availability of water. At times the Bureau of Reclamation has discussed raising Shasta Dam for more water storage. If this occurs, there would need to be new alignment and a new bridge.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Improve Pit River Bridge. Add southbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Downhill grade in the SB direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Parallels the Sacramento River and contains the Pit River Bridge over Shasta Lake. The Pit River bridge contains an upper deck serving motorists and a lower deck used by Union Pacific Railroad. This bridge is 64-years old and near the end of its service life. Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability. Curvilinear road.

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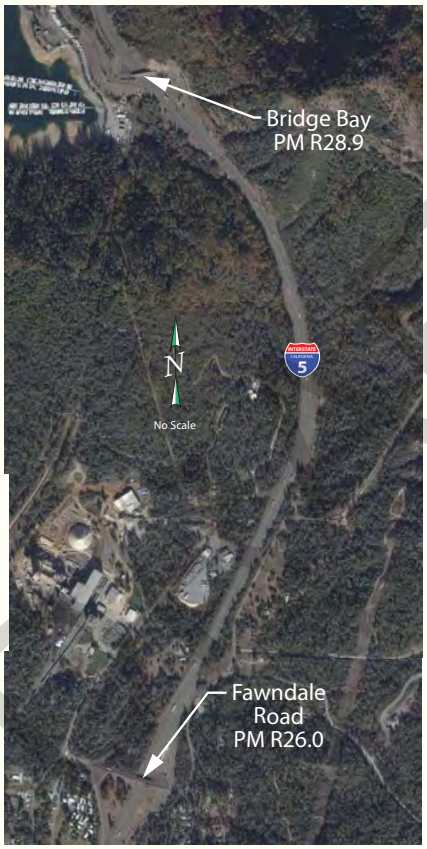

Segment 25
Shasta County
PM R28.9/R26.0 SB

DRAFT

I-5 Project Sheet
Segment 25 SB-Bridge Bay to Fawndale (Shasta PM R28.9/R26.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Mountain Gate CAPM	**Roadway Preservation**	**SHA R23.0/R26.2**	**2002**	**SHOPP**	**$4,585,000**	**Caltrans**
Improve ride on road.						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,00**	**Caltrans**
Collision reduction.						
Pit River Deck	**Emergency Response**	**SHA 27.4/R29.0**	**2006**	**Emergency FA**	**$6,500,000**	**Caltrans**
Repair bridge deck.						
Pit River Bridge Deck Protective Structure	**Bridge Rehabilitation**	**SHA R25.9/R31.2**	**2008**	**SHOPP**	**$7,000,000**	**Caltrans**
Construct protective structure.						
In-Progress						
Pit River Deck	**Bridge Preservation**	**SHA R28.0/R29.0**	**2006**	**SHOPP**	**$33,810,000**	**Caltrans**
Construct new deck.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations						
Pit River Bridge	**Bridge Preservation**	**SHA R28.14**	**2014**	**Ten-Year SHOPP**	**$10,000,000**	**Caltrans**
Seismic Retrofit						
Pit River Bridge	**Bridge Replacement**	**SHA R28.14**	**2017**	**Ten-Year SHOPP**	**$400,000,000**	**Caltans**
Bridge replacement.						
Truck Climbing Lane	**Operational Improvements**	**SHA R28.9/ SHA R26.0**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Add southbound truck climbing lane.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA026NB **Length Miles:** 7.1

Location Bridge Bay Overcrossing to O'Brien Road-NB **Directional:** Yes. NB.

PM Limit R28.9 / R36.0 **Exit #'s:** 690, 692, 694, 695

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway
Twenty-Year: Four-lane freeway
Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph
Clear Recovery: 30 ft
Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88
Number of Lanes: 4
Terrain: Mountainous
Grade: 5.0% (6.5% max)
Percent Trucks: 26%
Percent RVs: 2%
K factor: 0.12
Interchange Density: 0.33
Directional Split: 54% (North)

Climbing Lane (s): Yes. R31.224/R32.480
Lane Width: 12 ft
In/Outside Shoulder: 5 ft/10 ft
Posted Speed: 65 mph (curve warnings)
Median Barrier: Yes
Median Width: 4-99 ft
Median Type: Separate Grades

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	11100	1300	24.5	C	
2010	13100	1600	29.4	D	
2015	14700	1800	34.8	D	
2020	16500	2000	41.2	E	
2025	18000	2200	42.7	E	C
2030	19700	2400	44.1	E	D

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.
[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This NB freeway segment begins at Bridge Bay Road Interchange and ends at O'Brien Mountain Road Interchange. This segment has independent alignment. The segment contains two rural interchanges at Turntable Bay Road and O'Brien Mountain Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. There is a climbing lane at PM R31.224/R32.480. Five structures exist in this segment. The O'Brien Roadside Rest Area (PM R31.033) is located in this segment. The median is on separate grades with no barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment includes federal and state land ownership with most of it being recreational natural lands such as Shasta Lake. Shasta Lake offers house boating, fishing, and camping. In this segment off the O'Brien Mountain Exit, Shasta Caverns provides an tourist adventure to some caverns. O"Brien Mountain also has some well-placed home sites overlooking Shasta Lake. Turntable Bay Road has a development proposal to improve the quality of facilities and services currently provided by Digger Bay Marina through relocation of the marina operations to Turntable Bay. Specifically, the purpose is to provide a full-service, recreational marina on Shasta Lake that includes a launch ramp capable of operating at varying lake levels, a minimum of 100 additional public moorage facilities, adequate parking to support provided services, boat rentals, a retail store, fuel for vessels, potable water, refuse disposal, and public restrooms. Additional future development is expected to be limited with federal and state land ownership, rough topography, and limited availability of water.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Extend northbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Uphill grade in the northbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability.

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Caltrans

Segment 26
Shasta County
PM R28.9/R36.0 NB

D2

5 Project Sheet
Segment 26 NB-Bridge Bay to O'Brien Road (Shasta PM R28.9/R36.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,00**	**Caltrans**
Collision reduction.						
Pit River Deck	**Emergency Response**	**SHA 27.4/R29.0**	**2006**	**Emergency FA**	**$6,5000,000**	**Caltrans**
Repair bridge deck.						
Pit River Deck	**Bridge Preservation**	**SHA R28.0/R29.0**	**2006**	**SHOPP**	**$33,810,000**	**Caltrans**
Construct new deck.						
Pit River Bridge Deck Protective Structure	**Bridge Rehabilitation**	**SHA R25.9/R31.2**	**2006**	**SHOPP**	**$7,000,000**	**Caltrans**
Construct protective structure.						
In-Progress						
North Cottonwood (06-0038L), Sweetbriar (06-0115), and Tunnel Gulch Viaduct (06-0131R)	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, R61.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Sidehill 06-0042L and Dog Creek 06-0027	**Bridge Preservation**	**SHA R29.72 and R45.54**	**2012**	**Ten-Year SHOPP**	**$8,200,000**	**Caltrans**
Seismic strengthening of bridges.						
Truck Climbing Lane	**Operational Improvements**	**SHA R31.224/R32.480**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend length of northbound truck climbing lane located at SHA R31.224/R32.480.						

DRAFT

Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA026SB **Length Miles:** 7.1

Location O'Brien Road to Bridge Bay Overcrossing-SB **Directional:** Yes. SB.

PM Limit R36.0 / R28.9 **Exit #'s:** 695, 693, 692, 690

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway
Twenty-Year: Four-lane freeway
Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph
Clear Recovery: 30 ft
Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88
Number of Lanes: 4
Terrain: Rolling
Grade: N/A
Percent Trucks: 26%
Percent RVs: 2%
K factor: 0.12
Interchange Density: 0.33
Directional Split: 57% (South pm)

Climbing Lane (s): Yes. R31.968/R30.606
Lane Width: 12 ft
In/Outside Shoulder: 5 ft/10 ft
Posted Speed: 65 mph (curve warnings)
Median Barrier: Yes
Median Width: 4-99 ft
Median Type: Separate Grades

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	11700	1400	15.8	B	
2010	13800	1700	18.7	B	
2015	15600	1900	21.0	C	
2020	17400	2100	23.6	C	
2025	19000	2300	25.9	C	
2030	20700	2500	29.1	D	B

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.
[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This SB freeway segment begins at O'Brien Mountain Road and ends at Bridge Bay Road Interchange. This segment has independent alignment. The segment contains three rural interchanges at Turntable Bay Road, Packers Bay Road, and O'Brien Mountain Road. This segment is outside the city limits. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. There are climbing lanes at PM R30.606/R31.968 and R36.784/R34.202. Five structures exist in this segment. The median is on separate grades with no barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment includes federal and state land ownership with most of it being recreational natural lands such as Shasta Lake. Shasta Lake offers house boating, fishing, and camping. In this segment off the O'Brien Mountain Exit, Shasta Caverns provides an tourist adventure to some caverns. O"Brien Mountain also has some well-placed home sites overlooking Shasta Lake. Packers Bay Road has a full service marina. Turntable Bay Road has a development proposal to improve the quality of facilities and services currently provided by Digger Bay Marina through relocation of the marina operations to Turntable Bay. Specifically, the purpose is to provide a full-service, recreational marina on Shasta Lake that includes a launch ramp capable of operating at varying lake levels, a minimum of 100 additional public moorage facilities, adequate parking to support provided services, boat rentals, a retail store, fuel for vessels, potable water, refuse disposal, and public restrooms. Additional future development is expected to be limited with federal and state land ownership, rough topography, and limited availability of water.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2030. Extend length of southbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Downhill grade in the southbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). This segment contains the Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability.

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Caltrans

Segment 26
Shasta County
PM R36.0/R28.9 SB

D2

I-5 Project Sheet
Segment 26 SB-O'Brien Road to Bridge Bay (Shasta PM R36.0/R28.9)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,00**	**Caltrans**
Collision reduction.						
Pit River Deck	**Emergency Response**	**SHA 27.4/R29.0**	**2006**	**Emergency FA**	**$6,5000,000**	**Caltrans**
Repair bridge deck.						
Pit River Bridge Deck Protective Structure	**Bridge Rehabilitation**	**SHA R25.9/R31.2**	**2006**	**SHOPP**	**$7,000,000**	**Caltrans**
Construct protective structure.						
In-Progress						
Pit River Deck	**Bridge Preservation**	**SHA R28.0/R29.0**	**2007**	**SHOPP**	**$33,810,000**	**Caltrans**
Construct new deck.						
North Cottonwood (06-0038L), Sweetbriar (06-0115), and Tunnel Gulch Viaduct (06-0131R)	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, R61.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Sidehill 06-0042L and Dog Creek 06-0027	**Bridge Preservation**	**SHA R29.72 and R45.54**	**2012**	**Ten-Year SHOPP**	**$8,200,000**	**Caltrans**
Seismic strengthening of bridges.						
Truck Climbing Lane	**Operational Improvements**	**SHA R31.968/R30.606**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend length of southbound truck climbing lane located at SHA R31.968/R30.606.						

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Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA027NB **Length Miles:** 4.2

Location O'Brien Road to Antler Bridge-NB **Directional:** Yes. NB.

PM Limit R36.0 / R40.2 **Exit #'s:** 695, 698, 702

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88

Number of Lanes: 4

Terrain: Mountainous

Grade: 5.0% (6.5% max)

Percent Trucks: 27%

Percent RVs: 2%

K factor: 0.12

Interchange Density: 0.17

Directional Split: 54% (North)

Climbing Lane (s): Yes. R37.3/R38.7

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph

Median Barrier: Yes

Median Width: 4-58 ft

Median Type: Paved Concrete Barrier

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	10600	1300	22.4	C	
2010	12400	1500	26.1	D	
2015	13900	1700	30.1	D	
2020	15400	1800	35.7	E	
2025	16900	2000	38.3	E	C
2030	18400	2200	39.9	E	C

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.
[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

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Interstate 5 Segment Fact Sheet

Segment Description

This NB freeway segment begins at Bridge Bay Road Interchange and ends at Antler Bridge. The segment contains one rural interchange at Gilman Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Five structures exist in this segment. One of the structures is the Antler Bridge built in 1941 by the Bureau of Reclamation. There is the Salt Creek Sandhouse at PM R37.5. There is a climbing lane at PM R37.3/R38.7. The median is paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Gilman Road offers Hirz Bay Campground and Trail and boat ramps at Hirz Bay and Bailey Cove. Development along I-5 in this segment is limited due to extensive federal and state lands, rough topography, and limited availability of water. Future development is expected to continue to be limited.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Improve Antler Bridge and add southbound truck climbing lane by 2020. The bridge plans to have two northbound lanes and three southbound lanes, one of which is an extension of the existing truck-climbing lane that begins at the south end of the bridge. The truck climbing lane will be extended north to the railroad overcrossing.). Extend northbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Uphill grade in northbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Parallels Shasta Lake and contains Antler Bridge over the Sacramento arm of Shasta Lake. Antler Bridge is scheduled for replacement. The bridge is at or near the end of its service life. Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability.

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Caltrans

Segment 27
Shasta County
PM R36.0/R40.2 NB

D2

I-5 Project Sheet
Segment 27 NB-O'Brien to Antlers Bridge (Shasta PM R36.0/R40.2)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,000**	**Caltrans**
Collision reduction.						
In-Progress						
Antlers Bridge Replacement	**Replace Bridge**	**SHA RR39.0/R41.2**	**2017**	**SHOPP**	**$190,000,000**	**Caltrans**
Replace bridge and extend southbound truck climbing lane.						
Lakehead SRRA	**ADA**	**SHA R43.1**	**2010**	**SHOPP**	**$3,819,000**	**Caltrans**
Upgrade facility for ADA requirements.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Truck Climbing Lane	**Operational Improvements**	**SHA R37.3/R38.7**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend length of northbound truck climbing lane located at SHA R37.3/R38.7.						

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Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA027SB **Length Miles:** 4.2

Location Antler Bridge to O'Brien Road-SB **Directional:** Yes. SB.

PM Limit R40.2 / R36.0 **Exit #'s:** 702, 698, 695

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway
Twenty-Year: Four-lane freeway
Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph
Clear Recovery: 30 ft
Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88
Number of Lanes: 4
Terrain: Rolling
Grade: N/A
Percent Trucks: 27%
Percent RVs: 2%
K factor: 0.12
Interchange Density: 0.17
Directional Split: 57% (South pm)

Climbing Lane (s): Yes. R39.016/R38.065
Lane Width: 12 ft
In/Outside Shoulder: 5 ft/10 ft
Posted Speed: 65 mph
Median Barrier: Yes
Median Width: 4-58 ft
Median Type: Paved Concrete Barrier

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	11200	1300	18.0	C	
2010	13100	1600	22.1	C	
2015	14600	1750	26.2	D	
2020	16300	1950	18.2	B[1]	
2025	17800	2100	21.2	C[1]	
2030	19400	2300	23.9	C[1]	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.
[1]Year 2020 reflects completion of Antler Bridge Project. Project will replace bridge and add southbound truck climbing lane.

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Interstate 5 Segment Fact Sheet

Segment Description

This SB freeway segment begins at Antler Bridge and ends at O'Brien Road. This segment has independent alignment. The segment contains one rural interchange at Gilman Road. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Five structures exist in this segment. One of the structures is the Antler Bridge built in 1941 by the Bureau of Reclamation.. There is a climbing lane at PM R39.994/R38.948. The median is paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. Development along I-5 in this segment is limited due to extensive federal and state lands, rough topography, and limited availability of water. Future development is expected to continue to be limited.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2015. Improve Antler Bridge and add southbound truck climbing lane. The bridge plans to have two northbound lanes and three southbound lanes, one of which is an extension of the existing truck-climbing lane that begins at the south end of the bridge. The truck climbing lane will be extended north to the railroad overcrossing. Extend southbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Uphill grade in northbound direction. Curvilinear freeway segment because of traveling through the Sacramento River Canyon. High percentage of truck traffic limits maneuverability (creates rolling queues). Parallels Shasta Lake and contains Antler Bridge over the Sacramento arm of Shasta Lake. Antler Bridge is scheduled for replacement. The bridge is at or near the end of its service life. Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability.

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Caltrans

Segment 27
Shasta County
PM R40.2/R36.0 SB

D2

I-5 Project Sheet
Segment 27 SB-Antlers Bridge to Bridge Bay (Shasta PM R40.2/R36.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gilman Median Barrier	**Safety**	**SHA R34.2/R51.8**	**2003**	**SHOPP**	**$8,932,000**	**Caltrans**
Collision reduction.						
In-Progress						
Antlers Bridge Replacement	**Replace Bridge**	**SHA RR39.0/R41.2**	**2017**	**SHOPP**	**$190,000,000**	**Caltrans**
Replace bridge and extend southbound truck climbing lane.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Truck Climbing Lanes	**Operational Improvements**	**SHA R36.787/R34.202**				
Extend length of southbound truck climbing lane at R36.787.						

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Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA028NB **Length Miles:** 26.8

Location Antler Bridge to Shasta/Siskiyou County Line-NB **Directional:** Yes. NB.

PM Limit R40.2 / R67.0 **Exit #'s:** 702, 704, 707, 710, 712, 714, 718, 720, 721, 723, 724, 726, 727, 728

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway

Twenty-Year: Four-lane freeway

Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph

Clear Recovery: 30 ft

Typical Section: 4 lanes with climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside shoulder

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88

Number of Lanes: 4

Terrain: Mountainous

Grade: 5.0%

Percent Trucks: 27%

Percent RVs: 2%

K factor: 0.12

Interchange Density: 0.48

Directional Split: 54% (North pm)

Climbing Lane (s): Yes. R49.213/R49.754

Lane Width: 12 ft

In/Outside Shoulder: 5 ft/10 ft

Posted Speed: 65 mph (curve warnings)

Median Barrier: Yes

Median Width: 4-99 ft

Median Type: Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	10500	1300	25.0	C	
2010	11700	1400	28.0	D	
2015	13200	1600	32.1	D	
2020	14700	1800	37.9	E	
2025	16000	1900	44.6	E	C
2030	17500	2100	49.5	F	D

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.
[1]Operational project(s) identified in this segment-see "Segment Improvements" and "Project Sheets" on following pages. Year of Improved LOS is based on priority order given in Table 10.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This NB freeway segment begins at Antler Bridge and ends at Shasta/Siskiyou County Line. The segment contains thirteen rural interchanges at Lakeshore Drive, Lakehead Drive, Vollmers Road, La Moine, Pollard Flat, Gibson Road, Sims Road, Flume Creek Road, Conant Road, Sweetbriar Avenue, Castella, Soda Creek Road, and Castle Crags Drive. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 24% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Twenty-two structures exist in this segment. The Castella Vista Point (PM R62.49) is located in this segment. There are locations to put chains on in this segment. Gibson Maintenance Station with a sandhouse is in this segment (PM R52.9). There is a climbing lane at PM R49.213//R49.754. The median is paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. The community of Lakehead has general commercial, camping, and two boat ramps. Pollard Flat and Castella have a small section of general commercial, and the rest of the communities have no services. The Castella Exit contains Castle Crags State Park with swimming and fishing in the Sacramento River, hiking in the back country, and a view of Mount Shasta. There are developed and undeveloped campsites. The park features 28 miles of hiking trails, including a 2.7 mile access trail to Castle Crags Wilderness, part of the Shasta-Trinity National Forest. The Pacific Crest Trail also passes through the park. Crag View Drive contains the Railroad Park Resort with antique rail cars. Development along I-5 in this segment is limited due to extensive federal and state lands, rough topography, and limited availability of water. Future development is expected to continue to be limited.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2010. Improve Antler Bridge and extend southbound truck climbing lane. The bridge will plans to have two northbound lanes and three southbound lanes, one of which is an extension of the existing truck-climbing lane that begins at the south end of the bridge. The truck climbing lane will be extended north to the railroad overcrossing. Extend northbound truck climbing lane. Improve traffic operations through ITS.

General Issues

Curvilinear freeway segment because of traveling through the Sacramento River Canyon. Multiple grade changes throughout segment. High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability. Deer and bear crossing.

DRAFT

Segment 28
Shasta County
PM R40.2/R67.0 NB

D2

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I-5 Project Sheet
Segment 28 NB-Antlers Bridge to Siskiyou County Line (Shasta PM R40.2/R67.0)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
In-Progress						
Flume Creek CAPM	**Roadway Preservation**	**SHA R58.0/R67.0**	**2007**	**SHOPP**	**$19,400,000**	**Caltrans**
Resurface asphalt concrete.						
Antlers Bridge Replacement	**Replace Bridge**	**SHA RR39.0/R41.2**	**2017**	**SHOPP**	**$190,000,000**	**Caltrans**
Replace bridge and add southbound truck climbing lane.						
Castella Vista Point	**Upgrade Vista Point**	**SHA R 62.3**	**2009**	**STIP TE**	**$243,000**	**Caltrans**
Improve vista point.						
North Cottonwood (06-0038L), Sweetbriar (06-0115), and Tunnel Gulch Viaduct (06-0131R)	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, R61.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
Upper Canyon Pavement Focus	**Roadway Rehabilitation**	**SHA R44.0/R58.0**	**2011**	**SHOPP**	**$63,500,000**	**Caltrans**
Rehabilitate pavement.						
Castella Vista Point	**Upgrade Vista Point**	**SHA R 62.3**	**2009**	**SHOPP**	**$243,000**	**Caltrans**
Improve vista point.						
Shasta Lake Viaduct and Dog Creek Bridge	**Bridge Seismic Restoration**	**SHA R 45.5**	**2012**	**Ten-Year SHOPP**	**$3,000,000**	**Caltrans**
Bridge seismic restoration.						
Sidehill 06-0042L and Dog Creek 06-0027	**Bridge Preservation**	**SHA R29.72 and R45.54**	**2012**	**Ten-Year SHOPP**	**$8,200,000**	**Caltrans**
Seismic strengthening of bridges.						
Truck Climbing Lane	**Operational Improvements**	**Between SHA R49.213/R49.754**	**2025**	**Ten-Year SHOPP**	**TBD**	**Caltrans**
Extend northbound truck climbing lane located at SHA R49.213/R49.754.						

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Interstate 5 Segment Fact Sheet

Date: June 2008

General Information

County: Shasta **Route** 5 **Segment #:** 005SHA028SB **Length Miles:** 26.8

Location Shasta/Siskiyou County Line to Antler Bridge-SB **Directional:** Yes. SB.

PM Limit R67.0 / R40.2 **Exit #'s:** 728, 726, 724, 723, 721, 720, 718, 714, 712, 710, 707, 705, 704, 702

System Designations

Functional Classification: Principal Arterial/Interstate

Other Classifications:

National Highway System, Interregional Road System, Strategic Highway Network, Surface Transportation Assistance Act (National Network), High Emphasis Route, Freeway/Expressway, Corridor of the Future, Intermodal Corridor of Economic Significance, Lifeline Route, & Blue Star Memorial

Bicycle Status: Allowed

Facility Concept

Present: Four-lane freeway
Twenty-Year: Four-lane freeway
Long Range: Four-lane freeway

Future Design Concept

Design Speed: 50-80 mph
Clear Recovery: 30 ft
Typical Section: 4 lanes with truck climbing lane. 12-ft lane width; 5-ft inside shoulder; 10-ft outside

Concept LOS

C/D

Current Highway Information

Peak Hour Factor: 0.88
Number of Lanes: 4
Terrain: Level
Grade: N/A
Percent Trucks: 27%
Percent RVs: 2%
K factor: 0.12
Interchange Density: 0.48
Directional Split: 51% South)

Climbing Lane (s): No
Lane Width: 12 ft
In/Outside Shoulder: 5 ft/10 ft
Posted Speed: 65 mph (curve warnings)
Median Barrier: Yes
Median Width: 4-99 ft
Median Type: Paved; Unpaved; Separate Structures; Separate Grades; Sawtooth

Year	AADT	Peak Hour	Density	LOS	Improved LOS[1]
2005	10000	1200	18.1	B	
2010	11100	1300	20.6	B	
2015	12400	1500	23.2	B	
2020	13900	1700	25.8	C	
2025	15100	1800	28.2	C	
2030	16500	2000	31.0	C	

Directional segment-Peak hour value and LOS shown may not be for the same hour for NB and SB in this segment.
[1]No capacity-increasing projects identified for this segment.

DRAFT

Interstate 5 Segment Fact Sheet

Segment Description

This SB freeway segment begins at Shasta/Siskiyou County Line at ends at Antler Bridge. The segment contains thirteen rural interchanges at Lakeshore Drive, Lakehead Drive, Vollmers Road, La Moine, Pollard Flat, Gibson Road, Sims Road, Flume Creek Road, Conant Road, Sweetbriar Avenue, Castella, Soda Creek Road, and Castle Crags Drive. Travel on this section of the corridor is predominately longer interregional trips and goods movement (five-axle trucks 25% of AADT). Currently, the segment consists of a four-lane paved freeway with twelve-foot lanes, ten-foot outside paved shoulders, and five-foot inside shoulders. Twenty-two structures exist in this segment. The Lakehead Roadside Rest Area (PM R43.338) is located in this segment. The median is paved with a concrete barrier.

Parallel or Connecting Routes

Significant Land Uses

Segment in Shasta-Trinity National Forest. The community of Lakehead has general commercial, camping, and two boat ramps. Pollard Flat and Castella have a small section of general commercial, and the rest of the communities have no services. The Castella Exit contains Castle Crags State Park with swimming and fishing in the Sacramento River, hiking in the back country, and a view of Mount Shasta. There are developed and undeveloped campsites. The park features 28 miles of hiking trails, including a 2.7 mile access trail to Castle Crags Wilderness, part of the Shasta-Trinity National Forest. The Pacific Crest Trail also passes through the park. Crag View Drive contains the Railroad Park Resort with antique rail cars. Development along I-5 in this segment is limited due to extensive federal and state lands, rough topography, and limited availability of water. Future development is expected to continue to be limited.

Traffic Projections

Shasta Regional Transportation Planning Agency has a travel demand forecasting model. This model was updated January 2007 and used for all of Shasta County segments. The model provides traffic projections for every five years out to 2030.

Segment Improvements

Will exceed Concept LOS (C/D threshold) by 2025. Improve Antler Bridge and extend truck climbing lane (The bridge will plans to have two northbound lanes and three southbound lanes, one of which is an extension of the existing truck-climbing lane that begins at the south end of the bridge. The truck climbing lane will be extended north to the railroad overcrossing.) Improve traffic operations through ITS.

General Issues

Uphill grade in the northbound direction. High percentage of truck traffic limits maneuverability (creates rolling queues). Harsh winter conditions can cause the route to be closed or traffic maybe detoured. Few alternative routes and limited detours. Limited services available. Slope instability. Deer and bear crossing.

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Segment 28
Shasta County
PM R67.0/R40.2 SB

DRAFT

I-5 Project Sheet
Segment 28 SB-Shasta/Siskiyou County Line to Antlers Bridge (Shasta PM R67.9/RR40.2)

Segment Projects/Improvements

Name	Type	Location	Year	Program	Cost	Sponsor
Completed						
Gibson Maintenance Station	**Maintenance Facilities**	**SHA R52.9**	**2005**	**SHOPP**	**$2,365,000**	**Caltrans**
Upgrade facility.						
In-Progress						
Flume Creek CAPM	**Roadway Preservation**	**SHA R58.0/R67.0**	**2007**	**SHOPP**	**$19,400,000**	**Caltrans**
Resurface asphalt concrete.						
Antlers Bridge Replacement	**Replace Bridge**	**SHA RR39.0/R41.2**	**2017**	**SHOPP**	**$190,000,000**	**Caltrans**
Replace bridge and add southbound truck climbing lane.						
Lakehead Median Barrier	**Safety**	**SHA R43.1/R55.0**	**2003**	**SHOPP**	**$5,602,000**	**Caltrans**
Collision reduction.						
Lakehead Rehabilitation	**Roadway Preservation**	**SHA R40.4/R44.4**	**2006**	**SHOPP**	**$13,350,000**	**Caltrans**
Rehabilitate roadway.						
Future						
Expand TMS	**Transportation Management Systems**	**Various locations**	**2011**	**Ten-Year SHOPP**	**$9,600,000**	**Caltrans**
Enhance traffic operations through ITS-Various locations.						
North Cottonwood, Sweetbriar, and Tunnel Gulch Viaduct	**Bridge Seismic Restoration**	**SHA R1.9, R30.6, R61.8**	**2011**	**SHOPP**	**$10,600,000**	**Caltrans**
SHA 5 seismic strengthening.						
Upper Canyon Pavement Focus	**Roadway Rehabilitation**	**SHA R44.0/R58.0**	**2011**	**SHOPP**	**$63,500,000**	**Caltrans**
Rehabilitate pavement.						
Seismic Retrofit-Shasta Lake Viaduct and Dog Creek Bridge	**Bridge Seismic Restoration**	**SHA R 45.5**	**2012**	**TEN-YEAR SHOPP**	**$3,000,000**	**Caltrans**
Bridge seismic restoration.						
Sidehill 06-0042L, Tunnel Gulch 06-131R, Dog Creek 06-0027, Sweetbriar 06-115	**Bridge Preservation**	**SHA R29.72, R30.55, R45.54, R61.75**	**2012**	**Ten-Year SHOPP**	**$8,200,000**	**Caltrans**
Seismic strengthening of bridges.						

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