



















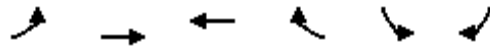


APPENDIX 2D
INTERSECTION LEVEL OF SERVICE TECHNICAL CALCULATIONS

Trinity County
1: SR 299 & Garden Gulch

Summer PM Peak Hour
Existing Conditions

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free		Free				Stop			Stop		
Grade	4%		0%				5%			-5%		
Volume (veh/h)	5	222	4	79	186	39	9	4	48	38	5	7
Peak Hour Factor	0.83	0.84	0.83	0.84	0.84	0.84	0.90	0.90	0.90	0.74	0.74	0.74
Hourly flow rate (vph)	6	264	5	94	221	46	10	4	53	51	7	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL			None		
Median storage veh)							1					
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	268			269			701	735	267	765	714	245
vC1, stage 1 conf vol							279	279				
vC2, stage 2 conf vol							422	456				
vCu, unblocked vol	268			269			701	735	267	765	714	245
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5				
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			93			98	99	93	82	98	99
cM capacity (veh/h)	1296			1294			423	409	772	279	330	794
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2				
Volume Total	6	269	94	268	14	53	58	9				
Volume Left	6	0	94	0	10	0	51	0				
Volume Right	0	5	0	46	0	53	0	9				
cSH	1296	1700	1294	1700	419	772	284	794				
Volume to Capacity	0.00	0.16	0.07	0.16	0.03	0.07	0.20	0.01				
Queue Length 95th (ft)	0	0	6	0	3	6	19	1				
Control Delay (s)	7.8	0.0	8.0	0.0	13.9	10.0	20.9	9.6				
Lane LOS	A		A		B	B	C	A				
Approach Delay (s)	0.2	2.1		10.8		19.3						
Approach LOS				B		C						
Intersection Summary												
Average Delay			3.7									
Intersection Capacity Utilization			35.3%		ICU Level of Service				A			
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↖	↑	↗		↖	↗
Sign Control		Free	Free		Stop	
Grade		-6%	6%		0%	
Volume (veh/h)	68	201	219	85	68	78
Peak Hour Factor	0.86	0.86	0.87	0.87	0.91	0.91
Hourly flow rate (vph)	79	234	252	98	75	86
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	349			692	301	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	349			692	301	
tC, single (s)	4.1			6.4	6.2	
tC, 2 stage (s)						
tF (s)	2.2			3.5	3.3	
p0 queue free %	93			80	88	
cM capacity (veh/h)	1209			383	739	
Direction, Lane #	EB 1	EB 2	WB 1	SB 1	SB 2	
Volume Total	79	234	349	75	86	
Volume Left	79	0	0	75	0	
Volume Right	0	0	98	0	86	
cSH	1209	1700	1700	383	739	
Volume to Capacity	0.07	0.14	0.21	0.20	0.12	
Queue Length 95th (ft)	5	0	0	18	10	
Control Delay (s)	8.2	0.0	0.0	16.7	10.5	
Lane LOS	A			C	B	
Approach Delay (s)	2.1		0.0	13.4		
Approach LOS				B		
Intersection Summary						
Average Delay			3.4			
Intersection Capacity Utilization			34.2%		ICU Level of Service	A
Analysis Period (min)			15			

Trinity County
3: SR 299 & Washington Street

Summer PM Peak Hour
Existing Conditions






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗	↖		↕			↕	
Sign Control	Free		Free		Free		Stop		Stop		Stop	
Grade	0%		0%		0%		0%		0%		0%	
Volume (veh/h)	22	355	10	39	331	105	9	4	31	84	3	10
Peak Hour Factor	0.90	0.90	0.90	0.87	0.87	0.87	0.73	0.73	0.73	0.70	0.70	0.70
Hourly flow rate (vph)	24	394	11	45	380	121	12	5	42	120	4	14
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	501			406			935	1040	400	959	925	380
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	501			406			935	1040	400	959	925	380
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 %	98			96			95	97	93	42	98	98
cM capacity (veh/h)	1063			1153			226	216	650	207	253	667
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	WB 3	NB 1	SB 1					
Volume Total	24	406	45	380	121	60	139					
Volume Left	24	0	45	0	0	12	120					
Volume Right	0	11	0	0	121	42	14					
cSH	1063	1700	1153	1700	1700	415	224					
Volume to Capacity	0.02	0.24	0.04	0.22	0.07	0.15	0.62					
Queue Length 95th (ft)	2	0	3	0	0	13	91					
Control Delay (s)	8.5	0.0	8.2	0.0	0.0	15.1	44.0					
Lane LOS	A	A		C		E						
Approach Delay (s)	0.5	0.7		15.1		44.0						
Approach LOS	C		E									
Intersection Summary												
Average Delay	6.5											
Intersection Capacity Utilization	44.7%		ICU Level of Service				A					
Analysis Period (min)	15											

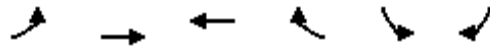


Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	112	29	34	378	352	71
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	122	32	37	411	383	77
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	906	421	460			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	906	421	460			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	59	95	97			
cM capacity (veh/h)	296	632	1101			
Direction, Lane #	EB 1	NB 1	NB 2	SB 1		
Volume Total	153	37	411	460		
Volume Left	122	37	0	0		
Volume Right	32	0	0	77		
cSH	333	1101	1700	1700		
Volume to Capacity	0.46	0.03	0.24	0.27		
Queue Length 95th (ft)	58	3	0	0		
Control Delay (s)	24.7	8.4	0.0	0.0		
Lane LOS	C	A				
Approach Delay (s)	24.7	0.7		0.0		
Approach LOS	C					
Intersection Summary						
Average Delay			3.9			
Intersection Capacity Utilization			42.9%		ICU Level of Service	A
Analysis Period (min)			15			

Trinity County
5: SR 299 & Martin Lane

Summer PM Peak Hour
Existing Conditions

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Sign Control	Free		Free		Free		Stop		Stop		Stop		
Grade	0%		0%		0%		0%		0%		0%		
Volume (veh/h)	18	268	24	6	263	25	9	9	16	54	3	34	
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.71	0.71	0.71	0.91	0.91	0.91	
Hourly flow rate (vph)	21	312	28	7	292	28	13	13	23	59	3	37	
Pedestrians													
Lane Width (ft)													
Walking Speed (ft/s)													
Percent Blockage													
Right turn flare (veh)													
Median type							TWLTL	TWLTL					
Median storage veh)							1	1					
Upstream signal (ft)													
pX, platoon unblocked													
vC, conflicting volume	320			340			698	687	312	688	687	292	
vC1, stage 1 conf vol							353	353			306	306	
vC2, stage 2 conf vol							345	333			382	381	
vCu, unblocked vol	320			340			698	687	312	688	687	292	
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2	
tC, 2 stage (s)							6.1	5.5			6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3	
p0 queue free %	98			99			97	97	97	87	99	95	
cM capacity (veh/h)	1240			1220			438	448	729	444	450	747	
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2				
Volume Total	21	312	28	7	292	28	48	63	37				
Volume Left	21	0	0	7	0	0	13	59	0				
Volume Right	0	0	28	0	0	28	23	0	37				
cSH	1240	1700	1700	1220	1700	1700	543	444	747				
Volume to Capacity	0.02	0.18	0.02	0.01	0.17	0.02	0.09	0.14	0.05				
Queue Length 95th (ft)	1	0	0	0	0	0	7	12	4				
Control Delay (s)	8.0	0.0	0.0	8.0	0.0	0.0	12.3	14.4	10.1				
Lane LOS	A			A			B	B	B				
Approach Delay (s)	0.5			0.2			12.3	12.8					
Approach LOS							B	B					
Intersection Summary													
Average Delay			2.5										
Intersection Capacity Utilization			30.7%		ICU Level of Service				A				
Analysis Period (min)			15										

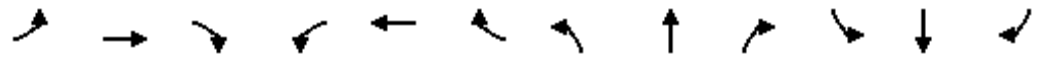


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↑	↗	↘	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	1	210	105	5	15	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	1	247	124	6	18	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	124				373	124
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	124				373	124
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				97	100
cM capacity (veh/h)	1463				627	927

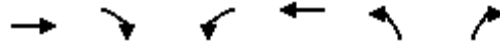
Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	248	124	6	18
Volume Left	1	0	0	18
Volume Right	0	0	6	0
cSH	1463	1700	1700	627
Volume to Capacity	0.00	0.07	0.00	0.03
Queue Length 95th (ft)	0	0	0	2
Control Delay (s)	0.0	0.0	0.0	10.9
Lane LOS	A			B
Approach Delay (s)	0.0	0.0		10.9
Approach LOS				B

Intersection Summary			
Average Delay		0.5	
Intersection Capacity Utilization	21.8%		ICU Level of Service A
Analysis Period (min)		15	

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	200	100	35	90	35	65
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	235	118	41	106	41	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			235		424	235
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			235		424	235
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		93	90
cM capacity (veh/h)			1332		569	804
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	235	118	41	106	41	76
Volume Left	0	0	41	0	41	0
Volume Right	0	118	0	0	0	76
cSH	1700	1700	1332	1700	569	804
Volume to Capacity	0.14	0.07	0.03	0.06	0.07	0.10
Queue Length 95th (ft)	0	0	2	0	6	8
Control Delay (s)	0.0	0.0	7.8	0.0	11.8	9.9
Lane LOS			A		B	A
Approach Delay (s)	0.0		2.2		10.6	
Approach LOS					B	
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			27.2%		ICU Level of Service	A
Analysis Period (min)			15			

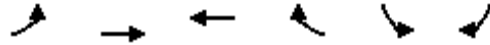


Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	8	0	123	1	0	0	3	115	13	112	105	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	9	0	145	1	0	0	4	135	15	132	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	529	545	124	682	537	143	124			151		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	529	545	124	682	537	143	124			151		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	84	100	100	100	100			91		
cM capacity (veh/h)	427	404	927	285	408	905	1463			1430		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	154	1	4	151	132	124						
Volume Left	9	1	4	0	132	0						
Volume Right	145	0	0	15	0	0						
cSH	865	285	1463	1700	1430	1700						
Volume to Capacity	0.18	0.00	0.00	0.09	0.09	0.07						
Queue Length 95th (ft)	16	0	0	0	8	0						
Control Delay (s)	10.1	17.7	7.5	0.0	7.8	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	10.1	17.7	0.2		4.0							
Approach LOS	B	C										
Intersection Summary												
Average Delay			4.6									
Intersection Capacity Utilization			30.9%		ICU Level of Service				A			
Analysis Period (min)			15									



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	220	5	5	178	5	0
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	259	6	6	209	6	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			265		483	262
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			265		483	262
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		99	100
cM capacity (veh/h)			1299		540	777
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	265	215	6			
Volume Left	0	6	6			
Volume Right	6	0	0			
cSH	1700	1299	540			
Volume to Capacity	0.16	0.00	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.3	11.7			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.3	11.7			
Approach LOS			B			
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization		23.4%		ICU Level of Service		A
Analysis Period (min)			15			

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	55	20	5	20	5	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	65	24	6	24	6	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			65		100	65
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			65		100	65
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		99	99
cM capacity (veh/h)			1537		895	999
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	65	24	29	12		
Volume Left	0	0	6	6		
Volume Right	0	24	0	6		
cSH	1700	1700	1537	944		
Volume to Capacity	0.04	0.01	0.00	0.01		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	0.0	0.0	1.5	8.9		
Lane LOS			A	A		
Approach Delay (s)	0.0		1.5	8.9		
Approach LOS				A		
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			15.4%		ICU Level of Service	A
Analysis Period (min)			15			



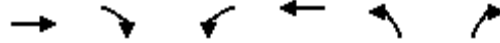
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	5	90	125	10	5	1
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	6	106	147	12	6	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	159				271	153
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	159				271	153
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				99	100
cM capacity (veh/h)	1421				716	893
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	112	159	7			
Volume Left	6	0	6			
Volume Right	0	12	1			
cSH	1421	1700	740			
Volume to Capacity	0.00	0.09	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.4	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	0.4	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization		18.8%		ICU Level of Service	A	
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↙	↖	↑	↑	↘
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	25	5	5	25	50	60
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	29	6	6	29	59	71
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	100	59	129			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	100	59	129			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	100			
cM capacity (veh/h)	895	1007	1456			

Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	29	6	6	29	59	71
Volume Left	29	0	6	0	0	0
Volume Right	0	6	0	0	0	71
cSH	895	1007	1456	1700	1700	1700
Volume to Capacity	0.03	0.01	0.00	0.02	0.03	0.04
Queue Length 95th (ft)	3	0	0	0	0	0
Control Delay (s)	9.2	8.6	7.5	0.0	0.0	0.0
Lane LOS	A	A	A			
Approach Delay (s)	9.1		1.2		0.0	
Approach LOS	A					

Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization		14.2%		ICU Level of Service		A
Analysis Period (min)			15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↶	↷
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	20	10	5	30	15	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	24	12	6	35	18	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			35		76	29
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			35		76	29
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		98	99
cM capacity (veh/h)			1576		923	1045

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	35	41	24
Volume Left	0	6	18
Volume Right	12	0	6
cSH	1700	1576	951
Volume to Capacity	0.02	0.00	0.02
Queue Length 95th (ft)	0	0	2
Control Delay (s)	0.0	1.1	8.9
Lane LOS		A	A
Approach Delay (s)	0.0	1.1	8.9
Approach LOS			A

Intersection Summary			
Average Delay		2.5	
Intersection Capacity Utilization	15.8%		ICU Level of Service
Analysis Period (min)		15	A

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	20	10	5	40	15	5
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	24	12	6	47	18	6
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			35		82	24
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			35		82	24
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		98	99
cM capacity (veh/h)			1576		916	1053
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	24	12	6	47	24	
Volume Left	0	0	6	0	18	
Volume Right	0	12	0	0	6	
cSH	1700	1700	1576	1700	947	
Volume to Capacity	0.01	0.01	0.00	0.03	0.02	
Queue Length 95th (ft)	0	0	0	0	2	
Control Delay (s)	0.0	0.0	7.3	0.0	8.9	
Lane LOS			A		A	
Approach Delay (s)	0.0		0.8		8.9	
Approach LOS					A	
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			14.2%		ICU Level of Service	A
Analysis Period (min)			15			

Trinity County RTP
1: Forest Ave & SR 299

Summer PM Peak Hour
2040 Conditions (with East Connector)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free			Free	
Grade		5%			-5%			0%			4%	
Volume (veh/h)	20	10	60	50	10	10	90	240	50	10	270	10
Peak Hour Factor	0.90	0.90	0.90	0.74	0.74	0.74	0.84	0.84	0.84	0.83	0.84	0.83
Hourly flow rate (vph)	22	11	67	68	14	14	107	286	60	12	321	12
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)							2					
Median type		TWLTL			None							
Median storage (veh)		1										
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	865	911	327	948	887	315	333			345		
vC1, stage 1 conf vol	352	352										
vC2, stage 2 conf vol	514	560										
vCu, unblocked vol	865	911	327	948	887	315	333			345		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)	6.1	5.5										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	94	97	91	66	95	98	91			99		
cM capacity (veh/h)	345	347	714	198	256	725	1226			1214		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	SB 1	SB 2					
Volume Total	33	67	95	107	345	12	333					
Volume Left	22	0	68	107	0	12	0					
Volume Right	0	67	14	0	60	0	12					
cSH	346	714	242	1226	1700	1214	1700					
Volume to Capacity	0.10	0.09	0.39	0.09	0.20	0.01	0.20					
Queue Length 95th (ft)	8	8	44	7	0	1	0					
Control Delay (s)	16.5	10.6	29.7	8.2	0.0	8.0	0.0					
Lane LOS	C	B	D	A		A						
Approach Delay (s)	12.5		29.7	1.9		0.3						
Approach LOS	B		D									
Intersection Summary												
Average Delay			5.1									
Intersection Capacity Utilization			39.8%		ICU Level of Service					A		
Analysis Period (min)			15									



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↶	↷	↷		↶	↷
Sign Control	Stop		Free			Free
Grade	0%		6%			-6%
Volume (veh/h)	80	110	260	90	90	250
Peak Hour Factor	0.91	0.91	0.87	0.87	0.86	0.86
Hourly flow rate (vph)	88	121	299	103	105	291
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)		7				
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	851	351			402	
vC1, stage 1 conf vol					0	
vC2, stage 2 conf vol					0	
vCu, unblocked vol	851	351			402	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)					3.1	
tF (s)	3.5	3.3			2.2	
p0 queue free %	71	83			93	
cM capacity (veh/h)	306	693			1433	
Direction, Lane #	WB 1	NB 1	SB 1	SB 2		
Volume Total	209	402	105	291		
Volume Left	88	0	105	0		
Volume Right	121	103	0	0		
cSH	728	1700	1433	1700		
Volume to Capacity	0.29	0.24	0.07	0.17		
Queue Length 95th (ft)	30	0	6	0		
Control Delay (s)	15.5	0.0	7.7	0.0		
Lane LOS	C		A			
Approach Delay (s)	15.5	0.0	2.0			
Approach LOS	C					
Intersection Summary						
Average Delay			4.0			
Intersection Capacity Utilization		38.6%		ICU Level of Service	A	
Analysis Period (min)		15				

Trinity County RTP
3: Washington Street & SR 299























Summer PM Peak Hour
2040 Conditions (with East Connector)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↖	↗	↖	↖	↗
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	10	40	90	10	10	50	380	110	30	410	20
Peak Hour Factor	0.73	0.73	0.73	0.70	0.70	0.70	0.87	0.87	0.87	0.90	0.90	0.90
Hourly flow rate (vph)	14	14	55	129	14	14	57	437	126	33	456	22
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	1106	1211	467	1136	1096	437	478			563		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1106	1211	467	1136	1096	437	478			563		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	92	92	91	10	93	98	95			97		
cM capacity (veh/h)	162	167	596	143	195	620	1084			1008		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2					
Volume Total	82	157	57	437	126	33	478					
Volume Left	14	129	57	0	0	33	0					
Volume Right	55	14	0	0	126	0	22					
cSH	318	158	1084	1700	1700	1008	1700					
Volume to Capacity	0.26	1.00	0.05	0.26	0.07	0.03	0.28					
Queue Length 95th (ft)	25	191	4	0	0	3	0					
Control Delay (s)	20.2	128.1	8.5	0.0	0.0	8.7	0.0					
Lane LOS	C	F	A			A						
Approach Delay (s)	20.2	128.1	0.8			0.6						
Approach LOS	C	F										
Intersection Summary												
Average Delay			16.5									
Intersection Capacity Utilization			48.9%		ICU Level of Service				A			
Analysis Period (min)			15									

Trinity County RTP
4: Glen Road & SR 299

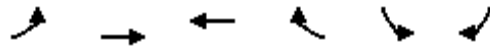
Summer PM Peak Hour
2040 Conditions (with East Connector)

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Free				Free
Grade		0%			0%			0%				0%
Volume (veh/h)	100	30	30	80	20	20	40	360	90	30	350	60
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	118	35	35	94	24	24	47	424	106	35	412	71
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	1024	1106	412	1035	1071	424	482				529	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1024	1106	412	1035	1071	424	482				529	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	34	82	94	42	88	96	96				97	
cM capacity (veh/h)	177	194	640	161	204	630	1080				1038	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3				
Volume Total	188	141	47	424	106	35	412	71				
Volume Left	118	94	47	0	0	35	0	0				
Volume Right	35	24	0	0	106	0	0	71				
cSH	214	200	1080	1700	1700	1038	1700	1700				
Volume to Capacity	0.88	0.71	0.04	0.25	0.06	0.03	0.24	0.04				
Queue Length 95th (ft)	173	112	3	0	0	3	0	0				
Control Delay (s)	80.3	57.6	8.5	0.0	0.0	8.6	0.0	0.0				
Lane LOS	F	F	A			A						
Approach Delay (s)	80.3	57.6	0.7			0.6						
Approach LOS	F	F										
Intersection Summary												
Average Delay			16.8									
Intersection Capacity Utilization			46.1%	ICU Level of Service	A							
Analysis Period (min)			15									

Trinity County
5: SR 299 & Martin Lane

Summer PM Peak Hour
2040 Conditions (with East Connector)

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Free		Free		Free		Stop		Stop		Stop	
Grade	0%		0%		0%		0%		0%		0%	
Volume (veh/h)	20	340	30	10	330	30	10	10	20	60	10	40
Peak Hour Factor	0.86	0.86	0.86	0.90	0.90	0.90	0.71	0.71	0.71	0.91	0.91	0.91
Hourly flow rate (vph)	23	395	35	11	367	33	14	14	28	66	11	44
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type							TWLTL		TWLTL			
Median storage (veh)							1		1			
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	400			430			880	864	395	866	866	367
vC1, stage 1 conf vol							442	442			389	389
vC2, stage 2 conf vol							438	422			477	477
vCu, unblocked vol	400			430			880	864	395	866	866	367
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5			6.1	5.5
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			96	96	96	82	97	94
cM capacity (veh/h)	1159			1129			359	386	654	368	386	679
Direction, Lane #	EB 1	EB 2	EB 3	WB 1	WB 2	WB 3	NB 1	SB 1	SB 2			
Volume Total	23	395	35	11	367	33	56	77	44			
Volume Left	23	0	0	11	0	0	14	66	0			
Volume Right	0	0	35	0	0	33	28	0	44			
cSH	1159	1700	1700	1129	1700	1700	474	371	679			
Volume to Capacity	0.02	0.23	0.02	0.01	0.22	0.02	0.12	0.21	0.06			
Queue Length 95th (ft)	2	0	0	1	0	0	10	19	5			
Control Delay (s)	8.2	0.0	0.0	8.2	0.0	0.0	13.6	17.2	10.7			
Lane LOS	A			A			B	C	B			
Approach Delay (s)	0.4			0.2			13.6	14.9				
Approach LOS							B	B				
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			35.1%		ICU Level of Service				A			
Analysis Period (min)			15									



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕	↗	↘	↘
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	10	270	150	10	20	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	12	318	176	12	24	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	176				518	176
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	176				518	176
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				95	99
cM capacity (veh/h)	1400				514	867

Direction, Lane #	EB 1	WB 1	WB 2	SB 1
Volume Total	329	176	12	35
Volume Left	12	0	0	24
Volume Right	0	0	12	12
cSH	1400	1700	1700	594
Volume to Capacity	0.01	0.10	0.01	0.06
Queue Length 95th (ft)	1	0	0	5
Control Delay (s)	0.3	0.0	0.0	11.4
Lane LOS	A			B
Approach Delay (s)	0.3	0.0		11.4
Approach LOS				B

Intersection Summary			
Average Delay		0.9	
Intersection Capacity Utilization	32.3%		ICU Level of Service A
Analysis Period (min)		15	

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	260	90	90	250	80	110
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	306	106	106	294	94	129
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			306		812	306
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			306		812	306
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			92		71	82
cM capacity (veh/h)			1255		319	734
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	NB 2
Volume Total	306	106	106	294	94	129
Volume Left	0	0	106	0	94	0
Volume Right	0	106	0	0	0	129
cSH	1700	1700	1255	1700	319	734
Volume to Capacity	0.18	0.06	0.08	0.17	0.29	0.18
Queue Length 95th (ft)	0	0	7	0	30	16
Control Delay (s)	0.0	0.0	8.1	0.0	20.9	11.0
Lane LOS			A		C	B
Approach Delay (s)	0.0		2.2		15.2	
Approach LOS					C	
Intersection Summary						
Average Delay			4.1			
Intersection Capacity Utilization			33.1%		ICU Level of Service	A
Analysis Period (min)			15			

Trinity County RTP
8: Washington Street & SR 3

Summer PM Peak Hour
2040 Conditions (with East Connector)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↘		↗	↘	
Sign Control		Stop			Stop		Free	Free		Free	Free	
Grade		0%			0%		0%	0%		0%	0%	
Volume (veh/h)	10	10	130	10	10	10	120	140	10	10	140	20
Peak Hour Factor	0.70	0.70	0.70	0.73	0.73	0.73	0.89	0.89	0.89	0.70	0.70	0.70
Hourly flow rate (vph)	14	14	186	14	14	14	135	157	11	14	200	29
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	690	681	214	854	690	163	229			169		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	690	681	214	854	690	163	229			169		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	95	96	78	93	96	98	90			99		
cM capacity (veh/h)	314	332	826	191	328	882	1340			1409		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2						
Volume Total	214	41	135	169	14	229						
Volume Left	14	14	135	0	14	0						
Volume Right	186	14	0	11	0	29						
cSH	683	319	1340	1700	1409	1700						
Volume to Capacity	0.31	0.13	0.10	0.10	0.01	0.13						
Queue Length 95th (ft)	33	11	8	0	1	0						
Control Delay (s)	12.7	17.9	8.0	0.0	7.6	0.0						
Lane LOS	B	C	A		A							
Approach Delay (s)	12.7	17.9	3.6		0.4							
Approach LOS	B	C										
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			34.6%		ICU Level of Service					A		
Analysis Period (min)			15									

Trinity County
9: East Connector & SR 3

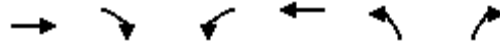
Summer PM Peak Hour
2040 Conditions (with East Connector)



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↗	↖	↖		↖	↗	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	10	10	10	0	10	100	10	140	0	60	90	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	12	12	12	0	12	118	12	165	0	71	106	12
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	565	441	112	453	447	165	118			165		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	565	441	112	453	447	165	118			165		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	97	98	99	100	98	87	99			95		
cM capacity (veh/h)	354	481	941	479	477	880	1471			1414		

Direction, Lane #	EB 1	WB 1	WB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	35	12	118	12	165	71	118
Volume Left	12	0	0	12	0	71	0
Volume Right	12	0	118	0	0	0	12
cSH	503	477	880	1471	1700	1414	1700
Volume to Capacity	0.07	0.02	0.13	0.01	0.10	0.05	0.07
Queue Length 95th (ft)	6	2	12	1	0	4	0
Control Delay (s)	12.7	12.7	9.7	7.5	0.0	7.7	0.0
Lane LOS	B	B	A	A		A	
Approach Delay (s)	12.7	10.0		0.5		2.9	
Approach LOS	B	A					

Intersection Summary			
Average Delay		4.5	
Intersection Capacity Utilization	29.1%		ICU Level of Service A
Analysis Period (min)		15	

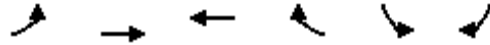


Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↶			↷	↷	
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	170	10	40	160	10	30
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	200	12	47	188	12	35
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			212		488	206
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			212		488	206
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			97		98	96
cM capacity (veh/h)			1359		520	835

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	212	235	47
Volume Left	0	47	12
Volume Right	12	0	35
cSH	1700	1359	725
Volume to Capacity	0.12	0.03	0.06
Queue Length 95th (ft)	0	3	5
Control Delay (s)	0.0	1.8	10.3
Lane LOS		A	B
Approach Delay (s)	0.0	1.8	10.3
Approach LOS			B

Intersection Summary			
Average Delay		1.8	
Intersection Capacity Utilization	33.5%		ICU Level of Service A
Analysis Period (min)		15	

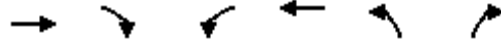
	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗		↖	↘	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	70	30	10	20	10	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	82	35	12	24	12	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			82		129	82
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			82		129	82
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	99
cM capacity (veh/h)			1515		858	977
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	82	35	35	24		
Volume Left	0	0	12	12		
Volume Right	0	35	0	12		
cSH	1700	1700	1515	914		
Volume to Capacity	0.05	0.02	0.01	0.03		
Queue Length 95th (ft)	0	0	1	2		
Control Delay (s)	0.0	0.0	2.5	9.0		
Lane LOS			A	A		
Approach Delay (s)	0.0		2.5	9.0		
Approach LOS				A		
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			18.3%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Sign Control		Free	Free		Stop	
Grade		0%	0%		0%	
Volume (veh/h)	10	100	140	20	10	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	12	118	165	24	12	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	188				318	176
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	188				318	176
tC, single (s)	4.1				6.4	6.2
tC, 2 stage (s)						
tF (s)	2.2				3.5	3.3
p0 queue free %	99				98	99
cM capacity (veh/h)	1386				670	867
Direction, Lane #	EB 1	WB 1	SB 1			
Volume Total	129	188	24			
Volume Left	12	0	12			
Volume Right	0	24	12			
cSH	1386	1700	756			
Volume to Capacity	0.01	0.11	0.03			
Queue Length 95th (ft)	1	0	2			
Control Delay (s)	0.8	0.0	9.9			
Lane LOS	A		A			
Approach Delay (s)	0.8	0.0	9.9			
Approach LOS			A			
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization		23.6%		ICU Level of Service		A
Analysis Period (min)			15			



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	↖	↗	↖	↕	↕	↗
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Volume (veh/h)	30	10	10	40	60	70
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	35	12	12	47	71	82
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None					
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	141	71	153			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	141	71	153			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	96	99	99			
cM capacity (veh/h)	845	992	1428			
Direction, Lane #	EB 1	EB 2	NB 1	NB 2	SB 1	SB 2
Volume Total	35	12	12	47	71	82
Volume Left	35	0	12	0	0	0
Volume Right	0	12	0	0	0	82
cSH	845	992	1428	1700	1700	1700
Volume to Capacity	0.04	0.01	0.01	0.03	0.04	0.05
Queue Length 95th (ft)	3	1	1	0	0	0
Control Delay (s)	9.4	8.7	7.5	0.0	0.0	0.0
Lane LOS	A	A	A			
Approach Delay (s)	9.3		1.5		0.0	
Approach LOS	A					
Intersection Summary						
Average Delay			2.0			
Intersection Capacity Utilization			17.2%		ICU Level of Service	A
Analysis Period (min)			15			



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↻			↻	↻	↻
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	30	10	10	40	20	10
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	35	12	12	47	24	12
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None		
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			47		112	41
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			47		112	41
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		97	99
cM capacity (veh/h)			1560		878	1030

Direction, Lane #	EB 1	WB 1	NB 1
Volume Total	47	59	35
Volume Left	0	12	24
Volume Right	12	0	12
cSH	1700	1560	924
Volume to Capacity	0.03	0.01	0.04
Queue Length 95th (ft)	0	1	3
Control Delay (s)	0.0	1.5	9.1
Lane LOS		A	A
Approach Delay (s)	0.0	1.5	9.1
Approach LOS			A

Intersection Summary			
Average Delay		2.9	
Intersection Capacity Utilization	19.3%	ICU Level of Service	A
Analysis Period (min)		15	

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑	↗	↙	↑	↖	↗
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Volume (veh/h)	30	10	10	60	10	20
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	35	12	12	71	12	24
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type					None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			47		129	35
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			47		129	35
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		99	98
cM capacity (veh/h)			1560		858	1037
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	
Volume Total	35	12	12	71	35	
Volume Left	0	0	12	0	12	
Volume Right	0	12	0	0	24	
cSH	1700	1700	1560	1700	970	
Volume to Capacity	0.02	0.01	0.01	0.04	0.04	
Queue Length 95th (ft)	0	0	1	0	3	
Control Delay (s)	0.0	0.0	7.3	0.0	8.9	
Lane LOS			A		A	
Approach Delay (s)	0.0		1.0		8.9	
Approach LOS					A	
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			17.2%		ICU Level of Service	A
Analysis Period (min)			15			