
Transportation Impact Study

Golden State Natural Resources Forest Resiliency Demonstration Project Lassen County, CA

JULY 2024

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1 Introduction

1.1 Purpose and Scope of the TIS

The purpose of this Transportation Impact Study (TIS) is to identify potential traffic impacts associated with the wood pellet manufacturing facility proposed to be constructed and operated in Lassen County as part of the Golden State Natural Resources Forest Resiliency Demonstration Project. This TIS has been prepared per the County's General Plan Circulation Element (Lassen County 2000), and applicable CEQA guidelines, including adherence to Senate Bill (SB) 743 and guidelines from the Governor's Office of Planning and Research (OPR 2018).

In 2019, the Golden State Finance Authority (GSFA) and the U.S. Forest Service signed a master Stewardship Agreement (MSA) for the general purpose of achieving resilient forests within U.S. Forest Service Region 5, which includes all of the 18 national forests located in California. Feedstock for manufacturing of wood pellets will be wood byproducts sourced from Sustainable Forest Management Projects such as hazardous fuel reduction projects, construction of shaded fuel breaks, and salvage harvests (see Chapter 2, Project Description, of the DEIR for a full description). While the MSA applies to the entirety of Region 5, only Sustainable Forest Management Projects within the "Working Area" described in Section 2.4 of the DEIR are contemplated under the proposed project. Feedstock will be taken to two sites for the manufacturing of the wood pellet byproducts, located in Northern California (Lassen Facility) and the Central Sierra Nevada foothills (Tuolumne Facility). This TIS focuses on traffic operations in and around the Lassen Facility (proposed project or project) and analyzes the impacts of the project on the local transportation system.

The objectives of this TIS are to:

- Document existing roadway, pedestrian, bicycle, transit and traffic conditions, including intersection levels of service in the study area;
- Estimate trip generation and trip characteristics for construction-related activities of the wood pellet manufacturing site;
- Document Existing (Year 2023) intersection levels of service in the study area;
- Document Opening Year (2025) intersection levels of service in the study area per traffic volumes derived from adding growth to existing traffic volumes and accounting for cumulative project traffic;
- Analyze the project related traffic impacts that would occur under the Existing (2023) and Opening Year (2025) conditions and describe the significance of the potential impacts;
- Provide a Vehicle Miles Traveled (VMT) analysis per Senate Bill 743 and the updated California CEQA Guidelines;
- Identify CEQA-required mitigation measures for significant transportation impacts and/or other improvements needed to meet level of service standards (if any); and,
- Provide findings and recommendations based on the traffic analysis of the proposed project.

Figure 1, Project Location and Study Area, shows the project location and study area. As illustrated in Figure 1, the study area is comprised of four (4) intersections near the project site. Additionally, two (2) roadway segments

adjacent to the site, along with representative haul routes throughout the Working Area, are included in this analysis.

1.2 Project Location

The proposed Lassen wood pellet processing site is located in Nubieber, California (Lassen County), approximately 3 miles southwest of the census-designated place of Bieber in northwestern Lassen County (see Figure 1, Project Location and Study Area). The Lassen site is located at 653-800 Washington Avenue, Nubieber, California. The production facilities would be located on a parcel approximately 65 acres in size, Assessor's Parcel Number (APN) 001-270-086. Log decking (storage) would occur on the 95-acre parcel immediately south of the production site (APN 001-270-026).

The Lassen location is a previously developed site that was formerly part of a wood processing sawmill. The buildings from the prior use are located north of the project site, and were separated from the main parcel through a lot line adjustment. The Union Pacific Railroad forms the eastern boundary of the site. An agricultural chemical company (Helena Agri-Business) and two residences are located west of the site. Agricultural land is located to the east and south. The project site is located southeast of State Route 299 (SR-299), and is locally accessible by Washington Avenue, Babcock Road, 4th Street, Roosevelt Avenue, and Adams Avenue. As shown in Figure 2, passenger vehicular (personnel/employee) access to the site would be provided via 4th Street and Washington Avenue, and truck access to the site would be provided via Babcock Road. Roosevelt Avenue and Adams Avenue are not expected to be used as access roadways to the site.

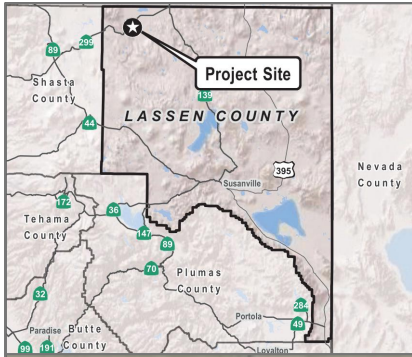
1.3 Project Description

The Golden State Natural Resources Forest Resiliency Demonstration Project is a response to the growing rate of wildfires in California, which has been exacerbated by hazardous excess fuel loads in forests, and the need to promote economic activity with California's rural counties. The project serves as an opportunity to begin restoring California forests and watersheds to a natural and resilient status and provide overall benefit to the state by sustainably procuring and processing excess biomass into a pelletized fuel source for renewable energy generation.

The Golden State Natural Resources Forest Resiliency Demonstration Project includes vegetation treatment and restoration activities (feedstock source); transportation and processing of the feedstock at two pellet processing facilities, one in the Central Sierra Nevada foothills and one in Northern California; and transportation of the finished product to a storage facility to be constructed at the Port of Stockton, California, for export to international markets. As noted above, this TIS specifically focuses on traffic operations in and around the Lassen Facility (identified as the proposed project or project in this study) and analyzes the impacts of the project on the local transportation system. The Lassen Facility would employ up to 60 people, with 44 overlapping on site between Shifts A and B during the workday, as shown in Table 1 below.

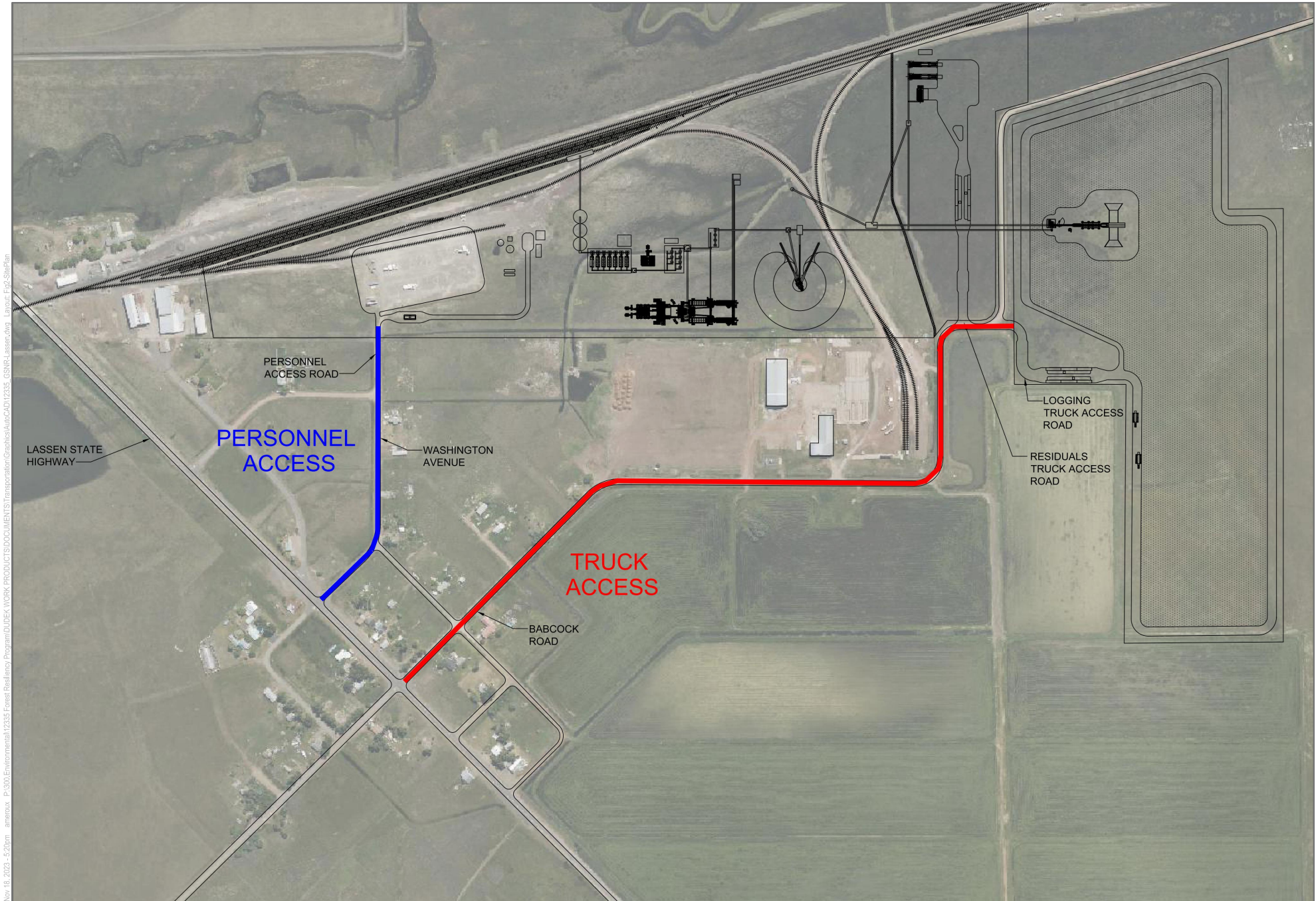
Table 1. Lassen Daily Employees

| Shift | Employees |
|----------------------------|-----------|
| A (8:00 a.m. – 8:00 p.m.) | 28 |
| B (4:00 p.m. – 12:00 a.m.) | 16 |
| C (12:00 a.m. – 8:00 a.m.) | 16 |
| Total | 60 |



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SOURCE: Bing Maps (Accessed 2023), Nexus PMG 2021

FIGURE 2

Site Layout: Lassen Facility

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2 Study Area

This section provides a summary of the existing street network, including the major roadways serving the site, the existing transit service, and bicycle and pedestrian facilities in the study area (if applicable).

2.1 Existing Street Network

Figure 3 provides the Lassen County General Plan Roadway Network. Regional access to the site would be provided from SR-299, with local access from Washington Avenue, Babcock Road, and Adams Avenue. Characteristics of the primary existing road network within the study area are described below.

Site Access Roadways

The Lassen Facility Site is located southeast of Lassen State Highway (SR-299) and along the eastern edge of the community of Nubieber. Employee access to the site is provided via 4th Street to Washington Avenue and truck access is provided via Babcock Road.

State Route 299 (SR-299) – SR-299 is a north-south, two-lane, undivided highway located northwest of the project site. SR-299 is a Caltrans designated truck route with terminal access, and allows the use of both STAA and California legal trucks. The posted speed limit is generally 55-65 miles per hour (MPH).

Babcock Road – Babcock Road is an east-west, two-lane, undivided roadway located west of the project site. Babcock Road will provide truck access to the project site. Babcock Road will provide primary truck access to the project site. There is no posted speed limit.

4th Street– 4th Street is an east-west, two-lane, undivided roadway located west of the project site. 4th Street will serve as the primary personnel access roadway from SR-299, connecting with Washington Avenue to the project site. There is no posted speed limit.

Washington Avenue – Washington Avenue is an east-west, two-lane, undivided roadway located west of the project site. Washington Avenue will provide primary personnel access to the project site. There is no posted speed limit.

Adams Avenue – Adams Avenue is an east-west, two-lane, undivided roadway located west of the project site. Adams Avenue provides secondary personnel access to the project site. There is no posted speed limit.

Haul Routes

Although the exact haul routes to be used at any given time would vary widely depending on the feedstock areas, the following local and state highways would constitute the majority of expected haul routes throughout the Working Area. A brief description of each route is provided below, and all routes for the Lassen feedstock area are shown in Figure 4.

State Route 139 (SR-139) – SR-139 is a north-south highway located northeast of the project site. SR-139 is a Caltrans designated truck route with terminal access, and allows the use of both STAA and California legal trucks.

South of Postmile Marker 43.3, SR-139 allows only trucks that are no longer than 65 feet as per the kingpin-to-rear-axle (KRPA) advisory. The posted speed limit is generally 55 miles per hour (MPH).

US Route 395 (US-395) – US-395 is a north-south highway located east of the project site. US-395 is a Caltrans designated truck route with terminal access, and allows the use of both STAA and California legal trucks. The posted speed limit is generally 65 miles per hour (MPH).

State Route 89 (SR-89) – SR-89 is a north-south highway located west of the project site. SR-89 is a Caltrans designated truck route with terminal access, and allows the use of both STAA and California legal trucks. A section of SR-89 runs through Lassen National Park, and this section is not a Caltrans truck route. Furthermore, the project’s haul routes will not pass through this section of the highway. The posted speed limit is generally 55-65 miles per hour (MPH).

State Route 36 (SR-36) – SR-36 is an east-west highway located south of the project site. SR-36 is a Caltrans designated truck route and varies between allowing STAA trucks, 65 feet California Legal trucks, and 65 feet California KRPA advisory trucks. SR-36 allows STAA trucks from Red Bluff to Postmile Marker 64.0, and east of its junction with SR-147. SR-36 allows 65 feet California Legal trucks from Postmile Marker 39.7 to Postmile Marker 41.3, Postmile Marker 64.0 to Postmile Marker 75.2, and Postmile Marker 83.1 to the SR-147 junction at Lake Almanor. SR-36 allows 65 feet California KRPA advisory trucks from Postmile Marker 75.2 to Postmile Marker 83.1. The posted speed limit is generally 55-65 miles per hour (MPH).

US Route 97 (US-97) – US-97 is a north-south, two-lane, undivided highway located northwest of the project site. US-97 connects I-5 to the Klamath Falls region and travels through Klamath Falls National Forest. US-97 is a Caltrans designated truck route with terminal access, and allows the use of both STAA and California legal trucks. The posted speed limit is generally 65 miles per hour (MPH).

Interstate 5 (I-5) – I-5 is an is a north-south, divided, four to eight-lane freeway located to the west of the project site. I-15 is a major interstate freeway that begins near the Mexico–US Border and extends to Alberta, Canada, and serves as a critical connection for many other regional roadways, freeways, and highways. Caltrans classifies I-15 as a designated truck route on the National Network (STAA). The posted speed limit is 65 miles per hour (MPH).

2.2 Transit Facilities

Transit in Lassen County is provided by Lassen Transit Service Agency (LTSA) which operates the Lassen Rural Bus, and has agreements with neighboring agencies for connecting services. The Lassen Rural Bus provides service with five routes: the Susanville City Route, the West County Route, the South County Route, the South County Commuter Route, and the Eagle Lake Route. There are no existing bus or transit routes that operate within a 1-mile radius of the project site. For additional reference, the Lassen Rural Bus routes, which primarily operate in and around the greater Susanville area, are described below.

The Susanville City Route provides service to local schools, government facilities, residential, and commercial areas within the city limit of Susanville. The route operates on weekdays from 7:00am to 7:00pm with 60-minute headways. On Saturdays, the route operates from 8:00am to 4:00pm with 60-minute headways.

The West County Route provides service between the cities and communities of Susanville, Westwood, Lake Almanor, and Chester (located in Plumas County). The route operates three times on weekdays: at 5:36am, 12:10pm, and 5:15pm. The route operates twice on Saturdays: at 8:20am and 3:00pm.

The South County Route provides service between the communities of Herlong, Janesville, Standish, Litchfield, Leavitt Lake, Johnstonville, and Susanville. The route operates twice a day on weekdays and Saturdays, at 6:30am and at 3:00pm.

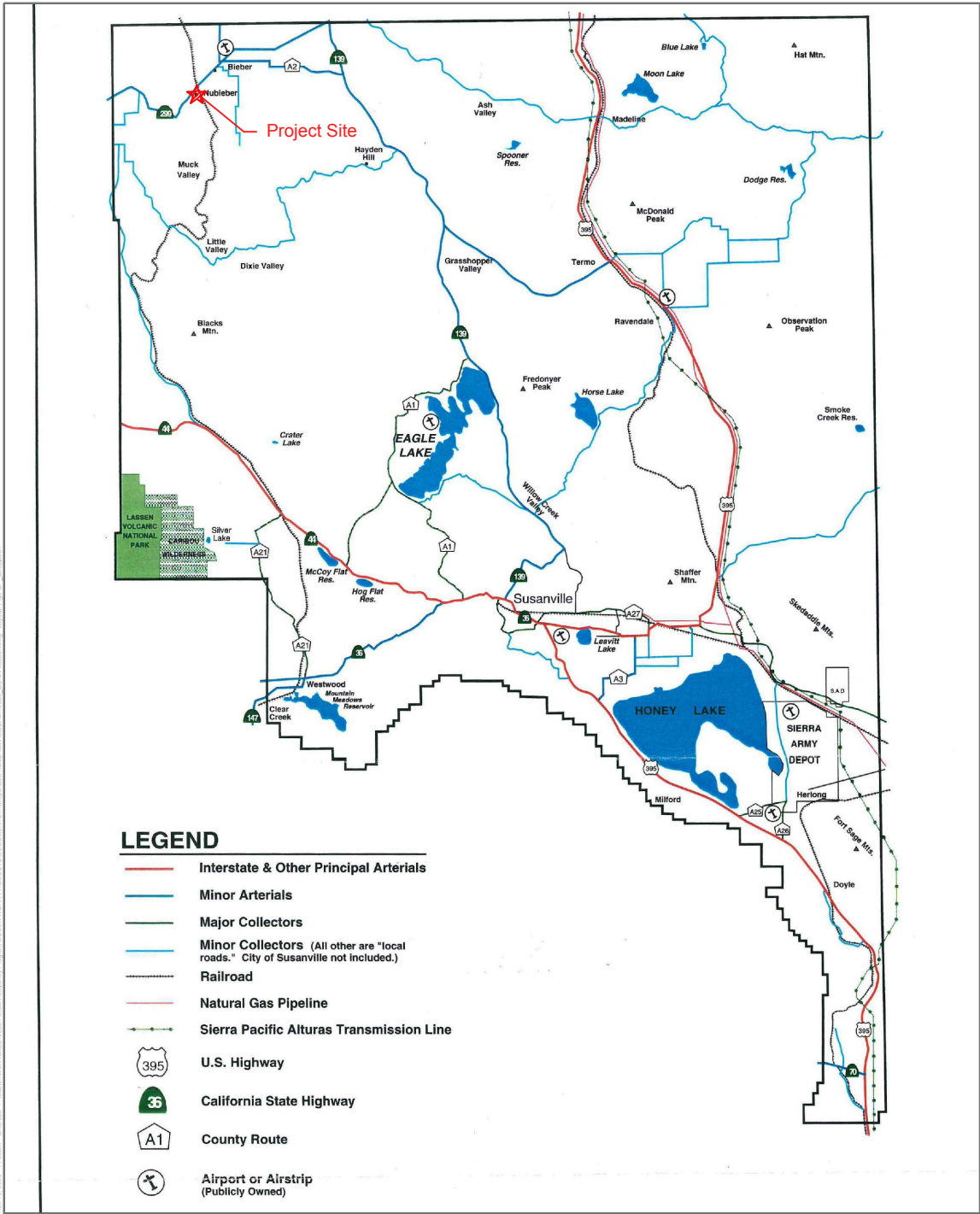
The South County Commuter Route provides service between the communities of Susanville, Janesville, Milford, and Herlong. The route operates twice a day on weekdays, at 5:00am and 5:00pm. A majority of the stops are restricted to the public, so riders must call in advance to schedule stops as needed. Additionally, the route is subject to year-round closures due to high winds and inclement weather.

The Eagle lake Route provides service along the west side of Eagle Lake and between Susanville during summer months. The route operates twice a day only on Saturdays: at 10:00am and 3:00pm. This route is available only by appointment, and riders must specify a designated pick-up location in their reservation.

Lassen Rural Bus also operates Dial-A-Ride which provides complementary paratransit service throughout Lassen County. Dial-A-Ride operates on weekdays from 7:00am to 6:50pm, and on Saturdays from 8:00am to 3:50pm. LTSA also partners with Big Valley 50 Plus, Lassen Senior Services, Sage Stage, Lassen College, and the Far Northern Regional Center to provide riders from the respective communities with service.

2.3 Pedestrian and Bicycle Facilities

There are currently little to no pedestrian or bicycle facilities provided near the project site or within the community of Nubeiber. The Caltrans District 2 Active Transportation Plan (ATP) (Caltrans 2022) identifies the needs for improvements throughout Lassen County, and additional pedestrian or bicycle facilities may be provided in the future; however, the ATP currently identifies the segment of SR-299 along the project site's frontage as a "Tier 3" Highway Segment, which indicates low relative priority for pedestrian and/or bicycle facility improvements. Additionally, this location was not identified to include a need through local public engagement per the ATP. The Lassen County Regional Transportation Plan (RTP), prepared for the Lassen County Transportation Commission (LCTC) (LCTC 2023), identifies SR-299 along the project site's frontage as a proposed Class II Bike Lane.

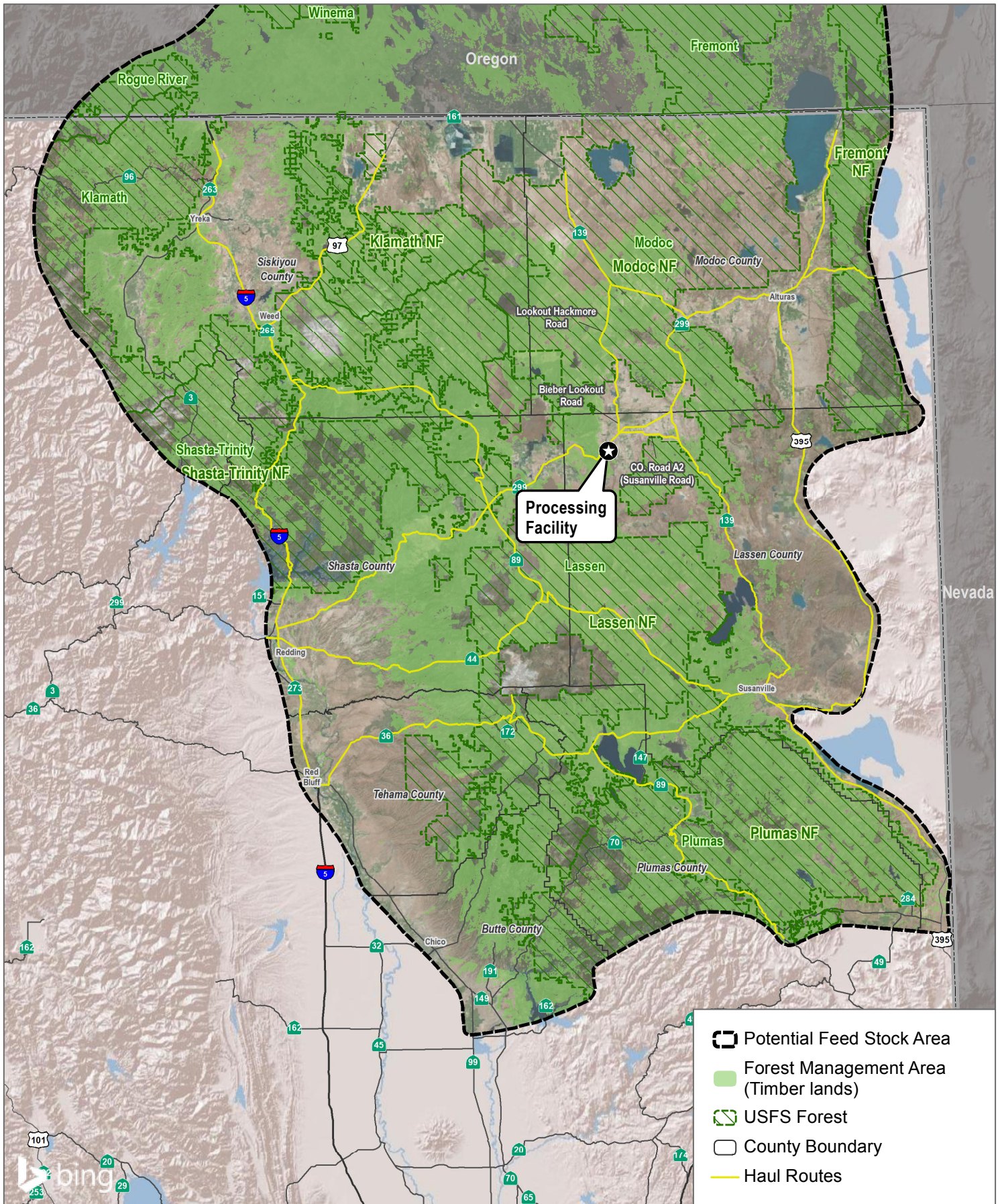


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SOURCE: Lassen County 2000

FIGURE 3

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SOURCE: Bing Maps 2022

FIGURE 4

Feed Stock and Haul Routes

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3 Project Traffic

This section documents the trip generation, distribution, and assignment of project traffic in the study area. As noted in Chapter 1, for the purposes of this analysis, “project” refers to traffic generated from transportation and processing of the feedstock at the Northern California pellet processing facility in Lassen County.

3.1 Trip Generation

Trip generation estimates for the operation of the Lassen Facility are based on the number of workers and trucks that would be required for the proposed pellet production operations. Feedstock would be received at the woodyard 24 hours per day, 5 days per week¹. This would produce and store enough woodchips for fuel to enable pellet production to operate consistently. Pellet production operations would be active 24 hours per day, 7 days per week, with up to 4 weeks total downtime allotted for planned and unplanned outages once at capacity. Operational traffic includes the number of employees, as well as and the amount of truck traffic that would be generated to and from the site daily and during the AM and PM peak commuting hours.

To provide a conservative analysis while also accounting for trips beginning or ending prior to peak period and/or multiple shifts throughout the workday, it is assumed that 100% of the highest number of employees would arrive inbound to the site during the AM peak period (7:00 a.m. to 9:00 a.m.) and 100% of those employees would depart the site during the PM peak period (4:00 p.m. to 6:00 p.m.). No outbound PM peak period employee trips would occur.

Truck deliveries are typically sporadic throughout the day; therefore, in order to provide a conservative analysis, truck arrivals and departures were assumed to be distributed over the 24 hours, with daytime truck operations comprising 70% of delivery trips. The remaining 30% of feedstock deliveries are expected to occur overnight (7:00 a.m. to 7:00 p.m.).

The trip generation estimates for the operation of Lassen Facility are summarized in Table 2 below. To account for the impact trucks may have compared to passenger vehicles, passenger car equivalence (PCE) factors were applied to the trip generation estimates to account for truck traffic associated with the proposed facility. A 1.0 PCE factor was applied to passenger vehicles and 3.0 for ash removal and logging/haul trucks.

Table 2. Trip Generation Summary

| Vehicle Type | Daily Quantity | | Daily Trips | AM Peak Hour | | | PM Peak Hour | | |
|---|----------------|---------|-------------|--------------|-----|-------|--------------|-----|-------|
| | | | | In | Out | Total | In | Out | Total |
| Non-PCE Adjusted Trip Generation | | | | | | | | | |
| Employees (Passenger Vehicles) ¹ | 60 | workers | 120 | 28 | 16 | 44 | 16 | 0 | 16 |
| Logging/Haul Trucks (day) ² | 191 | trucks | 383 | 16 | 16 | 32 | 16 | 16 | 32 |
| Logging/Haul Trucks (night) ² | 82 | trucks | 164 | 0 | 0 | 0 | 0 | 0 | 0 |

¹ In-forest operations are generally limited to Monday through Friday; however, the facility will also be open on Saturdays to receive occasional deliveries.

| | | | | | | | | | |
|---|-----|---------|--------------|-----------|-----------|------------|-----------|-----------|------------|
| Ash Removal ³ | 1 | trucks | 2 | 1 | 0 | 1 | 0 | 1 | 1 |
| Peak Trip Total (Non-PCE) | | | 669 | 45 | 32 | 77 | 32 | 17 | 49 |
| PCE Adjusted Trip Generation⁴ | | | | | | | | | |
| Employees (Passenger Vehicles) ¹ | 60 | workers | 120 | 28 | 16 | 44 | 16 | 0 | 16 |
| Logging/Haul Trucks (day) ² | 191 | trucks | 1,149 | 48 | 48 | 96 | 48 | 48 | 96 |
| Logging/Haul Trucks (night) ² | 82 | trucks | 492 | 0 | 0 | 0 | 0 | 0 | 0 |
| Ash Removal ³ | 1 | trucks | 6 | 3 | 0 | 3 | 0 | 3 | 3 |
| Peak Trip Total (PCE) | | | 1,767 | 79 | 64 | 143 | 64 | 51 | 115 |

- ¹ Assumes employee arrivals and departures coincide with shift times.
- ² Trucks are assumed to arrive and depart the site throughout the day. Feedstock would be received 24 hours per day, with 70% of total daily feedstock expected to be received across 12 hours from 7am to 7pm, and 30% of total daily feedstock to be received overnight from 7pm to 7am.
- ³ Ash removal may occur at any time of the day; 1 truck trip is assumed to arrive during the AM peak hour and depart during the PM peak hour for the purposes of this analysis. Ash removal would occur once every two days at Lassen.
- ⁴ Truck trips included the combined total of both ash removal and haul trucks across all sites within one day. All trucks use a PCE rate of 3.0 for the purposes of this analysis.

As shown in Table 2, the project would generate approximately 669 daily trips, 77 AM peak hour trips and 49 PM peak hour trips. After trip generation estimates were adjusted utilizing PCE factors, the project would generate approximately 1,767 daily trips, 143 AM peak hour trips, and 115 PM peak hour trips.

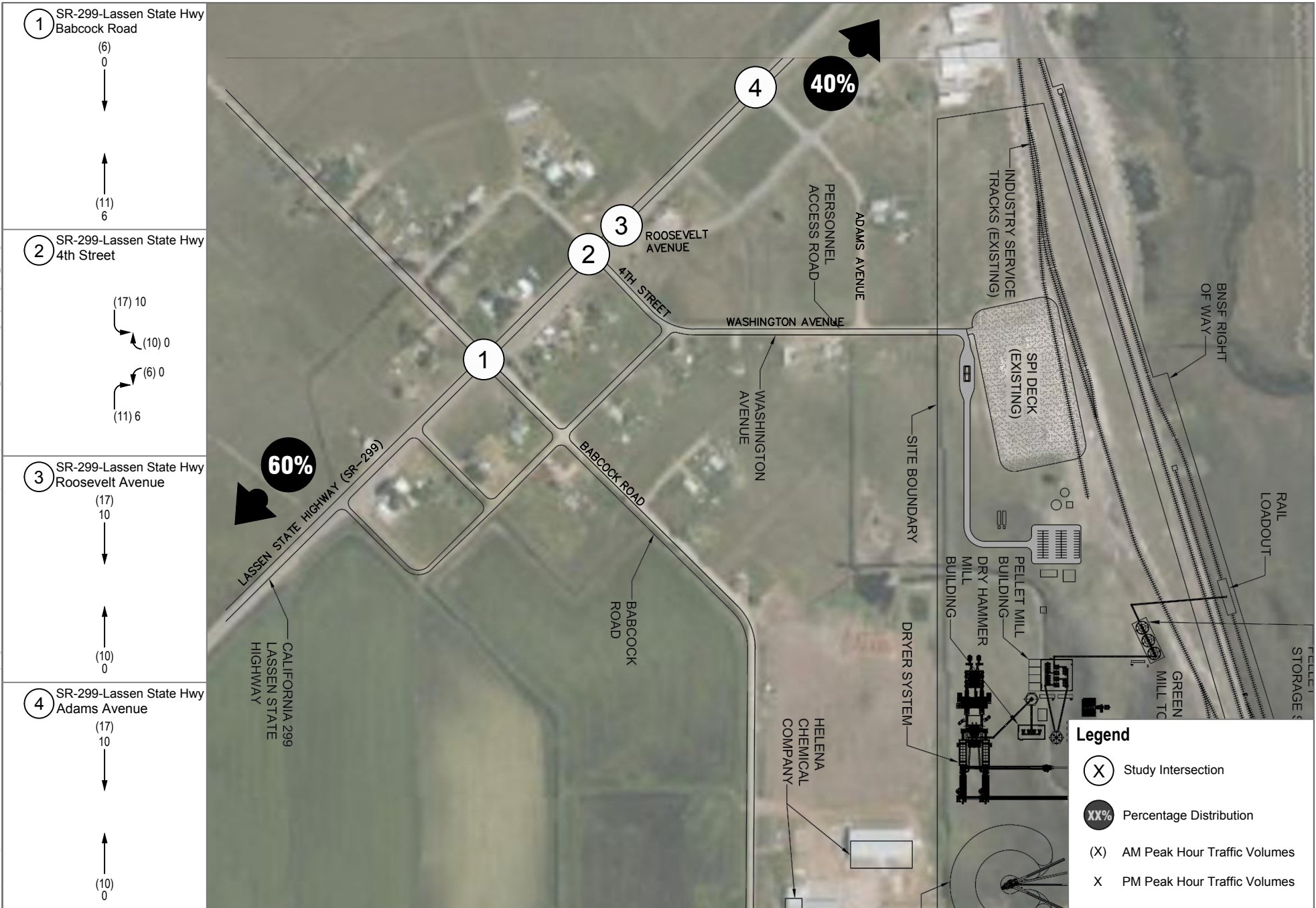
Construction of the facility is assumed to begin in late 2024 and will take approximately 14 months. During construction, the amount of vehicular traffic is estimated to be less than operational traffic. As such, all construction-related traffic would be temporary and short term and would be removed from the study area roadway network upon completion of the project, and is not included in this analysis.

3.2 Trip Distribution and Assignment

Regional project trip distribution percentages are based on logical travel paths to and from the project site, along with review of census data from the OnTheMap application² identifying the primary origin (home) locations of employees working within the census block group the Lassen Facility is located (see Appendix A). Project trip distribution percentages are shown in Figures 5 and 6, for passenger vehicle and truck trips, respectively. Project trips were assigned to the study area intersections by applying the above-referenced project trip generation estimates to the trip distribution percentages at each study area roadway segment and intersections. The project trip assignments are shown in Figures 5, 6, and 7 for passenger vehicle, truck, and total trip assignments, respectively.

² The OnTheMap application is a web-based mapping and reporting application provided by the U.S. Census Bureau, which enables access to the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) dataset. OnTheMap can be access at <https://onthemap.ces.census.gov/>.

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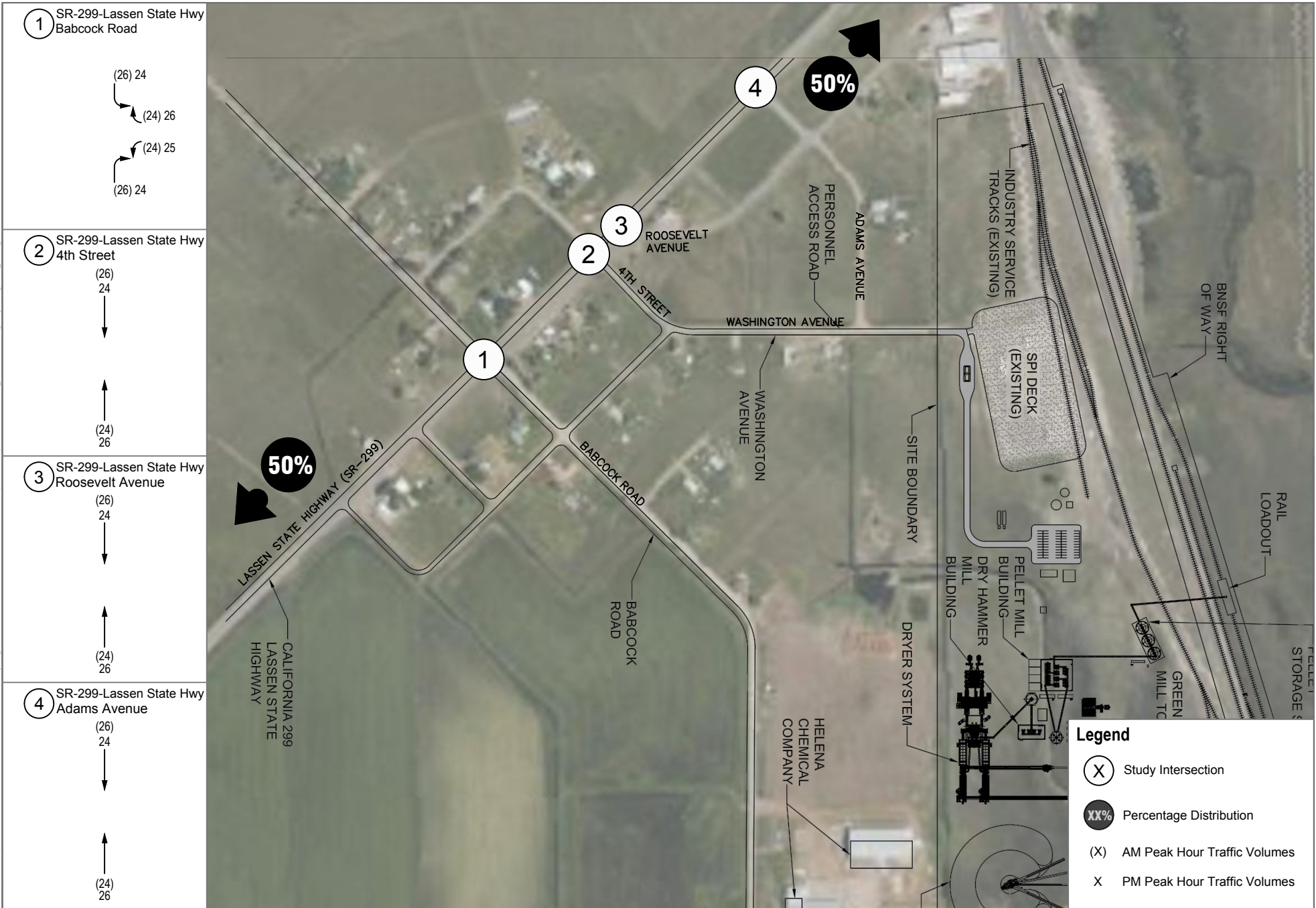


SOURCE: Bing Maps (Accessed 2023), Nexus PMG 2021

FIGURE 5
Project (Passenger Vehicle) Trip Distribution and Assignment

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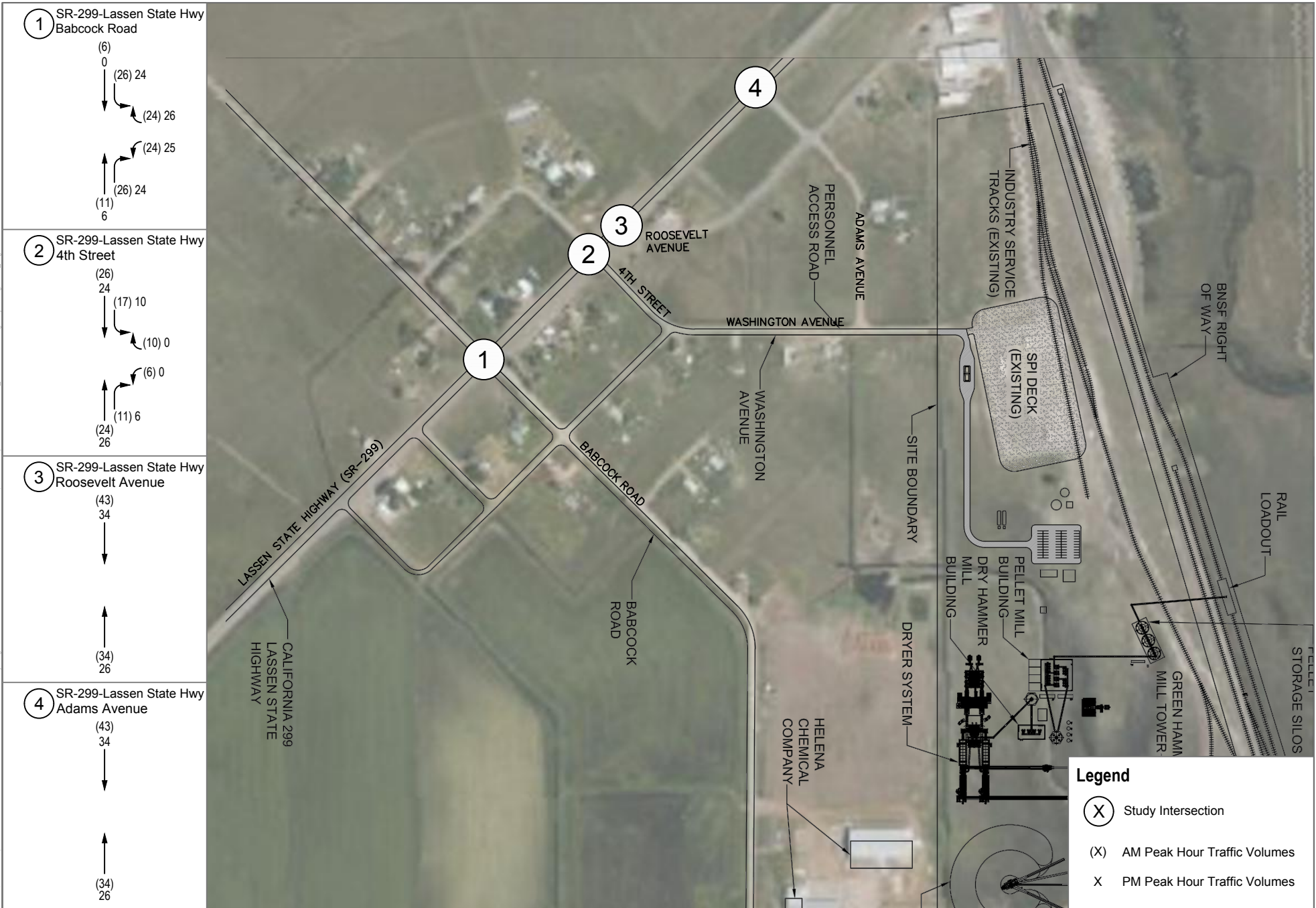
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4 Level of Service (LOS) Analysis

The County has vehicle LOS policies to ensure that proposed developments are consistent with the County's General Plan. Therefore, an LOS analysis has been prepared to evaluate the project's consistency with the County's policies. The study intersections and roadway segments, analysis scenarios, traffic volumes, and LOS methodology and impact criteria are presented in the following section.

4.1 Study Intersections and Roadway Segments

The following study intersections are included in the LOS analysis, based on proximity to the site and potential for turning movements from project traffic to occur:

1. SR-299-Lassen State Hwy/Babcock Road (two-way stop control)
2. SR-299-Lassen State Hwy/4th Street (two-way stop control)
3. SR-299-Lassen State Hwy/Roosevelt Avenue (two-way stop control)
4. SR-299-Lassen State Hwy/Adams Avenue (two-way stop control)

In addition, the following road segments were selected for analysis, based on anticipated routes and locations where the project may add the highest daily traffic volumes:

1. Lassen State Highway/SR-299, between Roosevelt Avenue and Adams Avenue
2. Washington Avenue, east of 4th Street

4.2 Analysis Scenarios

Intersection LOS analyses were prepared for the weekday AM and PM peak hours at the study area intersections and road segments listed above for the following analysis scenarios:

- Existing Conditions
- Existing Conditions Plus Project
- Opening Year (2025)
- Opening Year (2025) plus Project

4.3 Traffic Volumes

Daily, AM and PM peak hour turning movements counts were collected at the study intersections on August 29, 2023. The raw traffic data is provided as Appendix A.³ Traffic counts were adjusted to passenger car equivalents (PCE) to reflect truck traffic according to following industry standards as shown below:

- Light-duty trucks (2-axle): 1.5 PCE

³ Counts were not collected at the SR-299/Babcock location (Intersection #1); however, volumes along this roadway are relatively low, and volumes from upstream and downstream through movements at adjacent intersections were balanced and utilized at this intersection.

- Medium-duty trucks (3-axle): 2.0 PCE
- Heavy-duty trucks (4+-axle): 3.0 PCE

The Opening Year (2025) condition represents a short-term horizon period (less than 5 years) when the proposed project is under construction. The peak hour traffic forecasts for the Year 2025 have been projected by increasing the traffic volumes by an annual growth rate of 2.0%. No cumulative projects (e.g., approved or pending developments in the review process, but not fully approved; or, projects that have been approved, but not fully constructed or occupied) were identified in the study area.

4.4 Operational Analysis Methodology

The Highway Capacity Manual, 6th Edition (HCM 6) methodology (Transportation Research Board 2016) was used to analyze the operation of signalized and unsignalized study intersections. Detailed LOS calculation worksheets, for each scenario analyzed, are included in Appendix B.

The HCM analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay experienced per vehicle for unsignalized intersections. The Synchro 11 LOS software was used to determine intersection LOS. Synchro is consistent with the HCM 6 methodology. Table 3 shows the LOS values by delay ranges for unsignalized and signalized intersections under the HCM methodology.

Table 3. Levels of Service for Intersections using HCM Methodology

| Level of Service | Unsignalized Intersections Control Delay (in seconds per vehicle) | Signalized Intersections Control Delay (in seconds per vehicle) |
|------------------|---|---|
| A | ≤ 10.0 | ≤ 10.0 |
| B | > 10.0 to < 15.0 | > 10.0 to < 20.0 |
| C | > 15.0 to < 25.0 | > 20.0 to < 35.0 |
| D | > 25.0 to < 35.0 | > 35.0 to < 55.0 |
| E | > 35.0 to < 50.0 | > 55.0 to < 80.0 |
| F | > 50.0 | > 80.0 |

Source: HCM 6 (Transportation Research Board 2016).

Lassen County does not have roadway capacity standards. As such, roadway capacities along study area and haul route roadways were determined from Appendix D (Traffic Study) of the Tuolumne County General Plan Update DEIR (August 2016), which provides general capacity thresholds for various roadway type characteristics, including various Federal Highway Association (FHWA) functional classes as utilized by Caltrans. The Tuolumne County roadway capacity thresholds were chosen for Lassen County due to similarities between the two Counties, including their rural nature, similar topography (e.g., both level areas, along with mountainous and rolling terrain), and similar make-up of roadway types.

Daily volume capacities are referenced for LOS “D” capacities in the Appendix Table 2 LOS Look Up Table of the Appendix D Traffic Study, and selected based on the appropriate descriptions. As noted in the Appendix Table 2 (also included in Appendix C of this TIS), all volumes thresholds are approximate and assumes average roadway

characteristics. Actual threshold volume for each Level of Service listed in the table may vary depending on variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks, RVs, and other heavy vehicles, travel lane widths, speed limits, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc. as identified in HCM.

The volume-to-capacity (V/C) and LOS thresholds, where capacity is determined based on the roadway classifications noted above, are provided in Table 4.

Table 4. Levels of Service for Roadway Segments

| Level of Service | Roadway Segments V/C Ratio |
|------------------|----------------------------|
| A | 0.00 – 0.60 |
| B | 0.61 – 0.70 |
| C | 0.71 – 0.80 |
| D | 0.81 – 0.90 |
| E | 0.91 – 1.00 |
| F | 1.01 or greater |

Source: HCM 6 (Transportation Research Board 2016).

Notes: V/C = Volume-to-Capacity

4.5 Lassen County General Plan Consistency Requirements

Lassen County uses a threshold of LOS E for the minimum acceptable operation of its transportation facilities. The County’s General Plan Circulation Element (Lassen County 2000) contains the following policies related to transportation compliance and LOS requirements:

Goal C-1: A comprehensive, efficient and safe transportation system to serve the needs of County residents and to stimulate the economic progress of the County.

Policy CE-1: Designated major circulation routes are indicated on the enclosed Lassen County Circulation Map. This map has been prepared after consideration of and in correlation with the Land Use Element of the General Plan. Local roads are not indicated in this element.

Policy CE-2: The County shall pursue receipt of funds from the California Transportation Commission and the local transportation planning agency to help maintain the County Road System.

Policy CE-3: Encourage city, state, and Federal agencies to consult with the County in the planning of major roads projects, and to adequately maintain their road systems to serve recreationists and people and businesses who rely upon the use of resources on or near public lands in Lassen County. The County may consider the acceptance of Federal Forest Roads into the County-maintained road system when such roads are planned and developed in consultation with the County.

Policy CE-6: The County shall continue to review and, when warranted, formulate improved standards for the necessary improvement and maintenance of roads serving new development, including standards for the incremental improvement or development of public roads.

Policy CE-10: In consideration of proposed projects which would generate a substantial number of large trucks carrying heavy loads, the County shall require special mitigation measures to ensure that those projects do not cause, or will adequately mitigate, significant deterioration of County roads.

Policy CE-C: Pursuant to impacts evaluated in an environmental impact report or other form of project review, the County may require mitigation measures which will ensure that project developers adequately and fairly compensate or participate with the County in the necessary upgrading and/or repair of the affected roads.

Policy CE-12: No public highway or roadway should be allowed to fall or exist for a substantial amount of time at or below a Level of Service rating of “E”

Lassen County Regional Transportation Plan (2023-2043)

The Lassen County Regional Transportation Plan (RTP) was prepared for the Lassen County Transportation Commission (LCTC) to identify future transportation improvement projects and funding throughout the County (LCTC 2023). As noted in Section 3.14.1.2, the RTP identifies proposed Class II Bike Lanes along SR-299 adjacent to the project site’s frontage. Additionally, the RTP provides general regional transportation goals and proposed transportation improvement projects consistent with those goals. The applicable major goals listed in the RTP are identified below and reviewed in Section 3.14.4.

Goal 1: Develop and maintain a comprehensive, efficient, and safe transportation system to serve the needs of County residents and to stimulate the economic progress of the County.

Goal 2: To provide adequate cost-effective public transit services, especially to accommodate the needs of the elderly and handicapped.

Goal 3: Promote the continuous flow of goods in, out of, and through the County in a safe and economically efficient manner.

Goal 5: Provide a safe and efficient bicycle and pedestrian circulation system that takes advantage of the natural scenery and physical characteristics of Lassen County.

Goal 6a: Minimize traffic congestion by increasing the efficiency of the existing transportation system through Transportation System Management (TSM) techniques.

Goal 6b: Where feasible, reduce the demand for travel by Single Occupant Vehicles (SOVs) through Transportation Demand Management (TDM) techniques.

Goal 7: Reduce GHG emissions from transportation-related activities within the Lassen County boundaries to support the state’s efforts under AB-32 and to mitigate the impact of climate change.

Lassen County Code

The following standards are included in the code, and would be applicable to any improvements to public roadways for access to the project site.

Section 16.32.090. Street requirements and definitions

(3) Paved Rural Streets. Paved rural streets shall be required:

(A) Where it is anticipated that, due to the General Plan designation of the property or lands in the area, the ultimate road standard necessary to serve the area would be a paved street; or

(B) For divisions of property where more than ten parcels are, or will be, served by the access road for the project.

Construction of paved rural streets shall be in conformance with the standards for Road Section Number 3, as illustrated in the diagram below, and will be considered for acceptance into the county maintained road system.

(4) Unpaved Rural Streets. This classification of roadway is intended to serve projects which are located in areas where it is determined by the approving body, through the discretionary consideration of the project, that it is not necessary to improve the road to a paved standard. Unpaved rural streets shall meet all of the following requirements:

(A) Unpaved rural streets shall be permitted for divisions of property where ten or fewer existing or proposed parcels will be served by the access road after recordation of the final map, parcel map or parcel map waiver.

(B) The required width shall be determined by the approving body, in accordance with the following:

(i) When it is not anticipated that the future density of property or the surrounding area would require improvement of the roadway to a paved standard, a twenty-six-foot width shall be applied.

(ii) When the approving body determines that there is a reasonable possibility that the roadway will require improvement to a paved standard, a twenty-eight-foot width shall be applied, pursuant to the standards set forth in this chapter.

4.6 California Department of Transportation (Caltrans)

4.6.1 Caltrans Transportation Impact Study Guide

As the owner and operator of the State Highway System, Caltrans, implements established state planning priorities in all functional plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact state highway facilities. To comply with SB 743 implementation, the Caltrans Transportation Impact Study Guide (May 2020), replaced the Guide for the Preparation of Traffic Impact Studies (Caltrans 2002). Per the 2020 Transportation Impact Study

Guide, Caltrans' primary review focus is VMT, replacing LOS as the metric used in CEQA transportation analyses. Caltrans recommends use of OPR's recommended thresholds and guidance on methods of VMT assessment found in OPR's Technical Advisory (OPR 2018). In addition to VMT, Caltrans has developed an Interim Land Development and Intergovernmental Review Safety Review Practitioners Guidance which may request a targeted operational and safety analysis to address a specific geometric or operational issue related to the State Highway System and connections with the State Highway System (Caltrans 2020). To comply with this requirement, an assessment of queuing at study area intersections adjoining to roadways within the State Highway System has been included in this TIS.

4.6.2 Caltrans District 2 Active Transportation Plan (ATP) 2022

Caltrans developed a Caltrans District 2 Active Transportation Plan (ATP) 2022, with input from each county, including Lassen County. There are no specified routes planned, but the ATP outlines needs for the Lassen community. The ATP identified the need for sidewalk improvements along main roadways, improvements for pedestrian and bicycle crossings, and freeway crossings. Caltrans anticipates an update to the ATP in 2024 to align with Complete Streets targets for the 2024 State Highway Operations and Protection Program.

5 Existing (2023) Conditions Analysis

This section details the existing intersection and roadway segment operations within the study area, with and without the project-added traffic. Existing traffic controls and geometrics at all study intersections are shown in Figure 8 and existing peak hour traffic volumes are shown in Figure 9. The existing plus project traffic volumes are shown on Figure 10.

5.1 Intersection Operations

Table 3 summarizes the results of the intersection analysis for the AM and PM peak hours for existing conditions. As shown in the table, all of the study intersections are currently operating at satisfactory levels of service (LOS D or better) under existing conditions and will continue to operate at satisfactory LOS with the project-added traffic.

Table 3. Existing plus Project Weekday Peak Hour Intersection LOS

| No. | Intersection | Traffic Control | Existing | | | | Existing plus Project | | | |
|-----|--|-----------------|--------------------|------------------|--------------------|------------------|-----------------------|------------------|--------------------|------------------|
| | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | Delay ¹ | LOS ² | Delay ¹ | LOS ² | Delay ¹ | LOS ² | Delay ¹ | LOS ² |
| 1 | SR-299-Lassen State Hwy/Babcock Road | TWSC | 0.0 | A | 0.0 | A | 10.4 | B | 10.2 | B |
| 2 | SR-299-Lassen State Hwy/4th Street | TWSC | 8.6 | A | 0.0 | A | 10.1 | B | 7.5 | A |
| 3 | SR-299-Lassen State Hwy/Roosevelt Avenue | TWSC | 0.0 | A | 9.3 | A | 0.0 | A | 9.7 | A |
| 4 | SR-299-Lassen State Hwy/Adams Avenue | TWSC | 0.0 | A | 8.7 | A | 0.0 | A | 8.8 | A |

Notes: HCM = Highway Capacity Manual; TWSC = Two-Way Stop-Controlled; X – Unsatisfactory operating conditions/LOS

¹ Delay in seconds per vehicle

² Level of Service (LOS)

5.2 Roadway Segment Operations

Study Area Roadway Segments

Table 4 shows the results of the roadway segment LOS analysis. As shown below, the study area roadway segments are operating at acceptable ADT volume-to-capacity conditions under existing conditions, with and without the project-added traffic.

Table 4. Existing ADT Roadway Segment Level of Service

| No. | Location | Capacity ¹ | Existing ADT ² | V/C Ratio | LOS | Project-Added Trips | Existing plus Project ADT | V/C Ratio | LOS | LOS E or Better? |
|-----|--|-----------------------|---------------------------|-----------|-----|---------------------|---------------------------|-----------|-----|------------------|
| 1. | Lassen State Hwy/SR 299 Bet. Roosevelt Ave & Adams Ave | 13,260 | 2,244 | 0.169 | A | 896 | 3,140 | 0.237 | A | Yes |
| 2. | Washington Ave E/O 4th St | 8,160 | 86 | 0.011 | A | 120 | 206 | 0.025 | A | Yes |

Notes: ADT = average daily traffic; V/C = volume/capacity; **Bold:** Exceeds “Acceptable” LOS E or better threshold

¹ Capacity determined from Appendix D (Traffic Study) of the Tuolumne County General Plan Update DEIR (August 2016).

² Volume provided from average daily traffic (ADT) counts conducted on August 29, 2023

Haul Routes

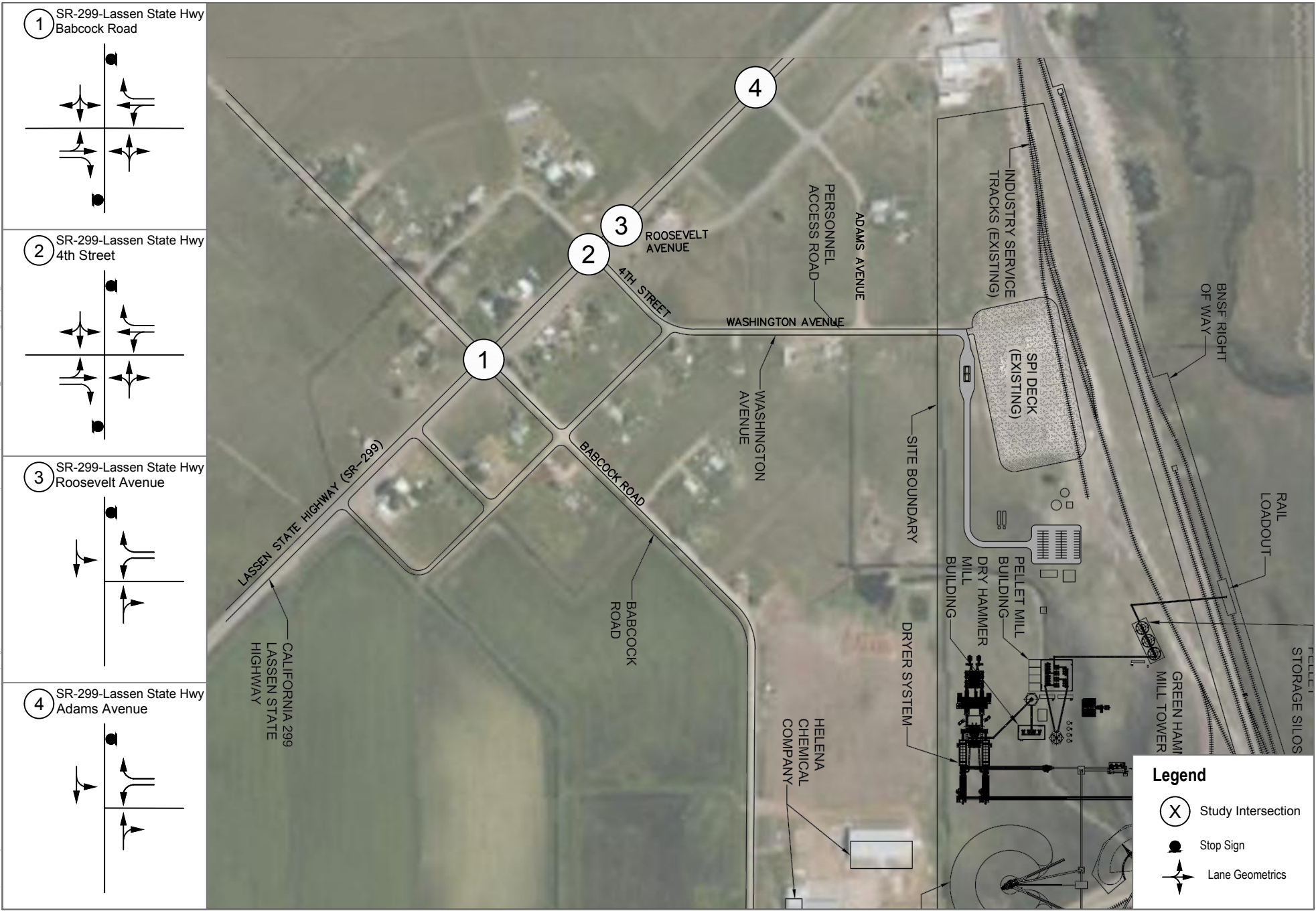
Feedstock would be sourced within the Working Area, as described in Section 2.4 of the DEIR, and the primary haul routes identified in Figure 4 would be used to transport raw materials to the Lassen Facility. Although the specific locations of any given logging operation are unknown at this time, and it is expected that biomass acquisition would be spread out in different locations across the Working Area, representative locations along the haul routes identified in Chapter 2.1 are tabulated below, and the total average daily project haul trucks were added to the existing Caltrans counts at each location. As shown in Table 5 and illustrated in Figure 14, all locations would operate with acceptable conditions with and without the addition of total project haul trucks under Existing conditions.

Table 5. Representative Haul Routes and Levels of Service - Existing

| Haul Route | Caltrans Postmile | Latitude | Longitude | Existing ADT | V/C Ratio | LOS | Project-Added Trips (Logging/Haul Trucks) | Existing plus Project ADT | V/C Ratio | LOS |
|----------------------------------|-------------------|-----------|-------------|--------------|-----------|-----|---|---------------------------|-----------|-----|
| I-5 | 42.508 | 41.667699 | -122.610438 | 20,288 | 0.262 | A | 547 | 20,835 | 0.280 | A |
| I-5 | 24.082 | 40.705866 | -122.337276 | 25,698 | 0.332 | A | 547 | 26,245 | 0.353 | A |
| I-5 | 36.371 | 40.293056 | -122.278851 | 44,737 | 0.578 | A | 547 | 45,284 | 0.609 | B |
| SR-36 | 58.18 | 40.311071 | -122.01745 | 1,613 | 0.117 | A | 547 | 2,160 | 0.163 | A |
| SR-44 | 49.353 | 40.544651 | -121.577743 | 1,509 | 0.074 | A | 547 | 2,056 | 0.105 | A |
| SR-44 | 1.239 | 40.579725 | -122.338699 | 36,414 | 0.470 | A | 547 | 36,961 | 0.497 | A |
| SR-89 | 38.777 | 41.145654 | -121.647077 | 1,405 | 0.069 | A | 547 | 1,952 | 0.100 | A |
| SR-89 | 7.08 | 39.763055 | -120.614489 | 3,121 | 0.226 | A | 547 | 3,668 | 0.277 | A |
| SR-97 | 20.19 | 41.633909 | -122.192579 | 14,566 | 0.716 | C | 547 | 15,113 | 0.773 | C |
| SR-139 | 17.35 | 41.539982 | -121.153109 | 1,405 | 0.069 | A | 547 | 1,952 | 0.100 | A |
| SR-139 | 2.34 | 40.444521 | -120.626667 | 947 | 0.069 | A | 547 | 1,494 | 0.113 | A |
| SR-139 | 61.46 | 41.113429 | -120.921414 | 624 | 0.045 | A | 547 | 1,171 | 0.088 | A |
| SR-299 | 76.181 | 40.892773 | -121.65031 | 1,717 | 0.084 | A | 547 | 2,264 | 0.116 | A |
| SR-299 | 24.822 | 40.612361 | -122.36308 | 1,717 | 0.022 | A | 547 | 2,264 | 0.030 | A |
| SR-299 | 10.407 | 41.084389 | -121.195471 | 1,717 | 0.084 | A | 547 | 2,264 | 0.116 | A |
| SR-299 | 15.101 | 41.133476 | -121.129917 | 1,821 | 0.090 | A | 547 | 2,368 | 0.121 | A |
| US-395 | 20.975 | 41.47926 | -120.542398 | 1,821 | 0.065 | A | 547 | 2,368 | 0.088 | A |
| US-395 | 108.455 | 40.799103 | -120.366713 | 926 | 0.055 | A | 547 | 1,473 | 0.091 | A |
| Bieber Lookout Road | N/A | 41.14097 | -121.133829 | 338 | 0.030 | A | 547 | 885 | 0.080 | A |
| County Road A2 (Susanville Road) | N/A | 41.132015 | -121.113526 | 338 | 0.030 | A | 547 | 885 | 0.080 | A |

Source: Appendix C

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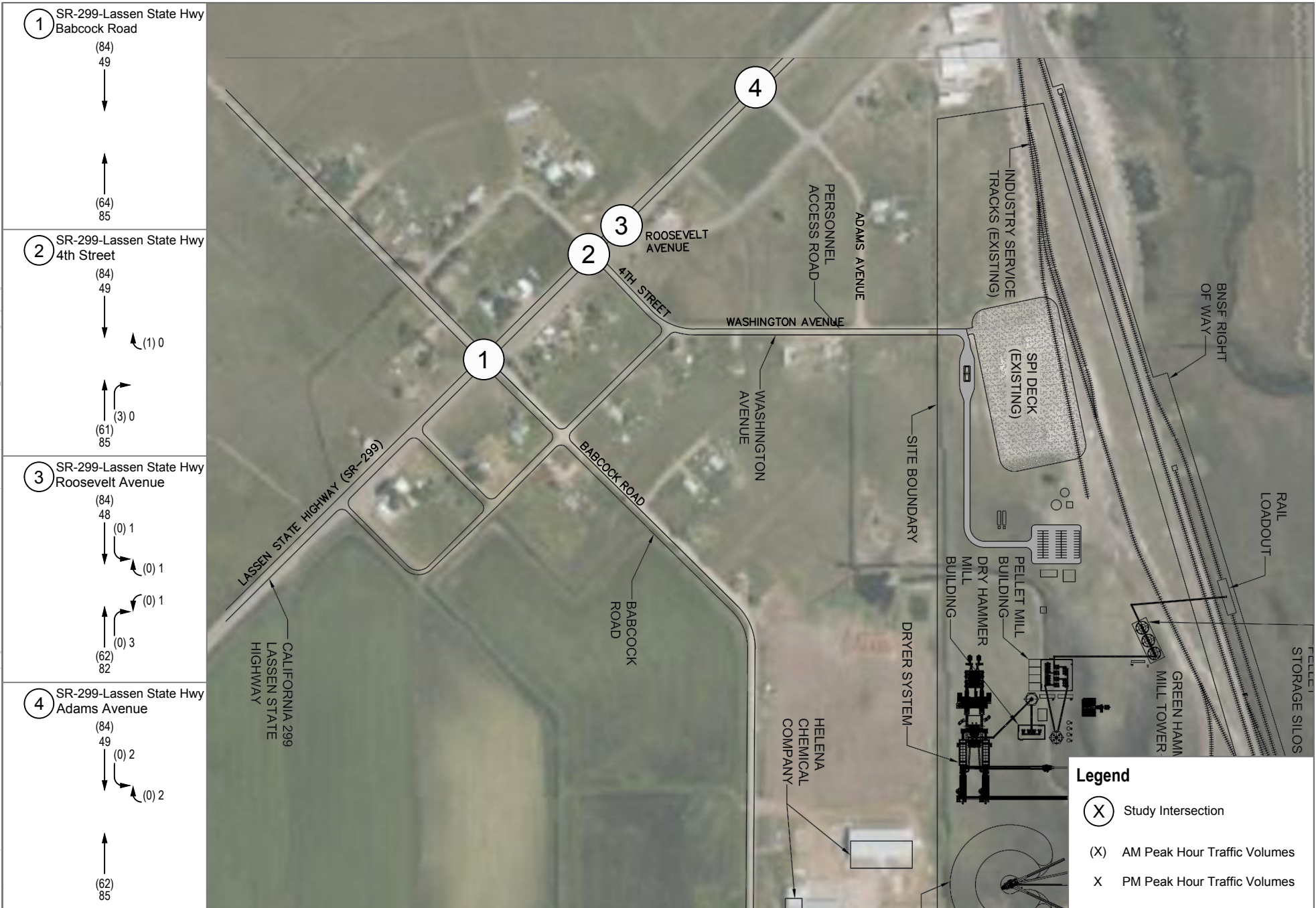
SOURCE: Bing Maps (Accessed 2023), Nexus PMG 2021



FIGURE 8
Intersection Controls and Geometrics

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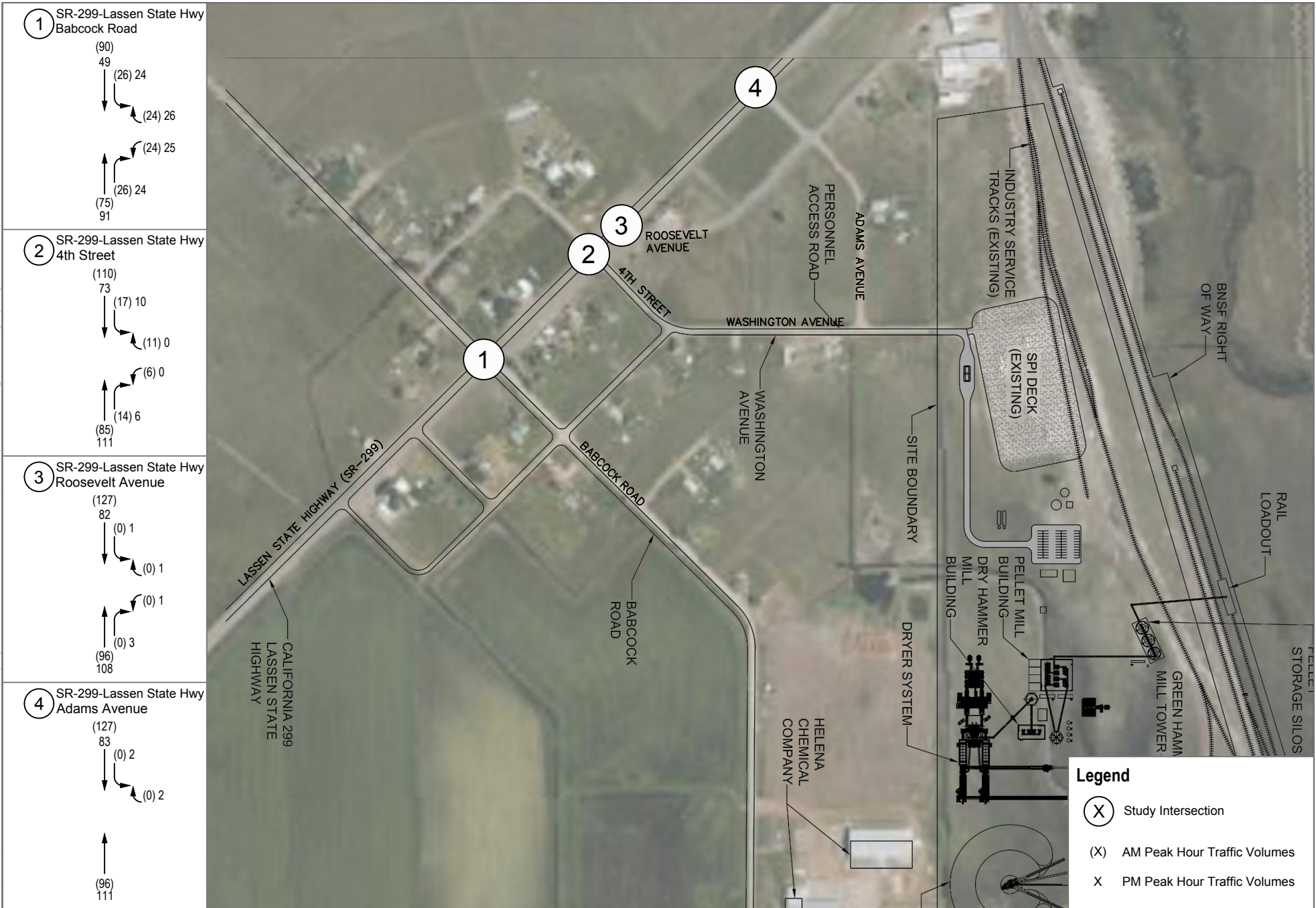
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SOURCE: Bing Maps (Accessed 2023), Nexus PMG 2021

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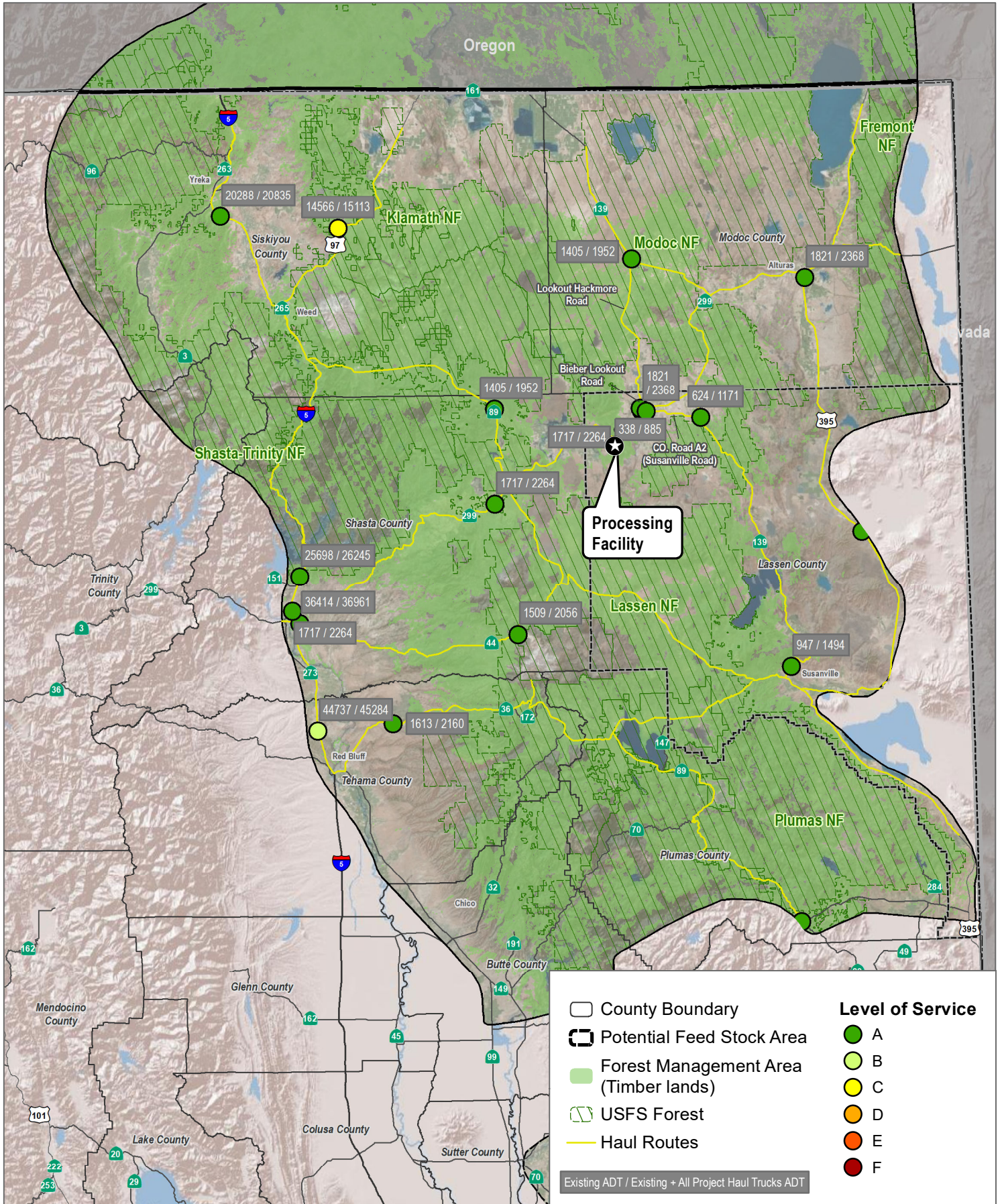
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SOURCE: Bing Maps (Accessed 2023), Nexus PMG 2021

FIGURE 10
Existing plus Project Peak Hour Traffic Volumes

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SOURCE: Bing Maps 2022; Caltrans 2021

FIGURE 11

Existing Conditions Haul Route ADT and LOS Analysis (Lassen Facility)

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6 Opening Year (2025) Analysis

This section describes conditions within the study area in the short-term (estimated to be year 2025) when construction of the Project and cumulative projects in the area would occur. The existing intersection configurations (shown in Figure 8) have been assumed to be preserved under the Opening Year (2025) conditions.

6.1 Cumulative Projects

Cumulative projects are projects that are proposed and in the development review process, but not yet fully approved; or projects that have been approved, but not fully constructed or occupied. No cumulative projects were identified relative to the proposed Lassen Facility. The County has no active development applications within the area, and no similar projects (such as biomass energy) are proposed within the County.

6.2 Intersection Operations

The existing intersection configurations have been assumed to be preserved under the Opening Year (2025) conditions. Figure 12 illustrates the Opening Year (2025) (no project) traffic volumes for the peak hour conditions and Figure 13 illustrates the Opening Year (2025) (with project) traffic volumes for the peak hour conditions.

Table 6 summarizes the results of the Opening Year (2025) intersection analysis for the AM and PM peak hours, with and without the project. As shown in the table, all study area intersections are forecast to operate at satisfactory levels of service (LOS D or better) under Opening Year (2025) conditions with and without the project-added traffic.

Table 6. Opening Year (2025) Weekday Peak Hour Intersection LOS

| No. | Intersection | Traffic Control | Opening Year (2025) | | | | Opening Year (2025) Plus Project | | | |
|-----|--|-----------------|---------------------|------------------|--------------------|------------------|----------------------------------|------------------|--------------------|------------------|
| | | | AM Peak | | PM Peak | | AM Peak | | PM Peak | |
| | | | Delay ¹ | LOS ² | Delay ¹ | LOS ² | Delay ¹ | LOS ² | Delay ¹ | LOS ² |
| 1 | SR-299-Lassen State Hwy/Babcock Road | TWSC | 0.0 | A | 0.0 | A | 10.4 | B | 10.2 | B |
| 2 | SR-299-Lassen State Hwy/4th Street | TWSC | 8.6 | A | 0.0 | A | 10.2 | B | 7.5 | A |
| 3 | SR-299-Lassen State Hwy/Roosevelt Avenue | TWSC | 0.0 | A | 9.3 | A | 0.0 | A | 9.7 | A |
| 4 | SR-299-Lassen State Hwy/Adams Avenue | TWSC | 0.0 | A | 8.7 | A | 0.0 | A | 8.9 | A |

Notes: HCM = Highway Capacity Manual; TWSC = Two-Way Stop-Controlled; X - Unsatisfactory operating conditions/LOS

¹ Delay in seconds per vehicle

² Level of Service (LOS)

6.3 Roadway Segment Operations

Table 7 shows the results of the roadway segment LOS analysis. As shown below, the study area roadway segments are forecast to operate at acceptable conditions under Opening Year (2025) conditions, with and without the project traffic.

Table 7. Opening Year (2025) ADT Roadway Segment Level of Service

| No. | Location | Capacity ¹ | Opening Year (2025) ADT ² | V/C Ratio | LOS | Project-Added Trips | Opening Year (2025) plus Project ADT | V/C Ratio | LOS | LOS E or Better? |
|-----|--|-----------------------|--------------------------------------|-----------|-----|---------------------|--------------------------------------|-----------|-----|------------------|
| 1. | Lassen State Hwy/SR 299 Bet. Roosevelt Ave & Adams Ave | 13,260 | 2,381 | 0.180 | A | 896 | 3,277 | 0.247 | A | Yes |
| 2. | Washington Ave E/O 4th St | 8,160 | 91 | 0.011 | A | 120 | 211 | 0.026 | A | Yes |

Notes: ADT = average daily traffic; V/C = volume/capacity; **Bold:** Exceeds “Acceptable” LOS E or better threshold

¹ Capacity determined from Appendix D (Traffic Study) of the Tuolumne County General Plan Update DEIR (August 2016).

² Volume provided from average daily traffic (ADT) counts conducted on August 29, 2023

Haul Routes

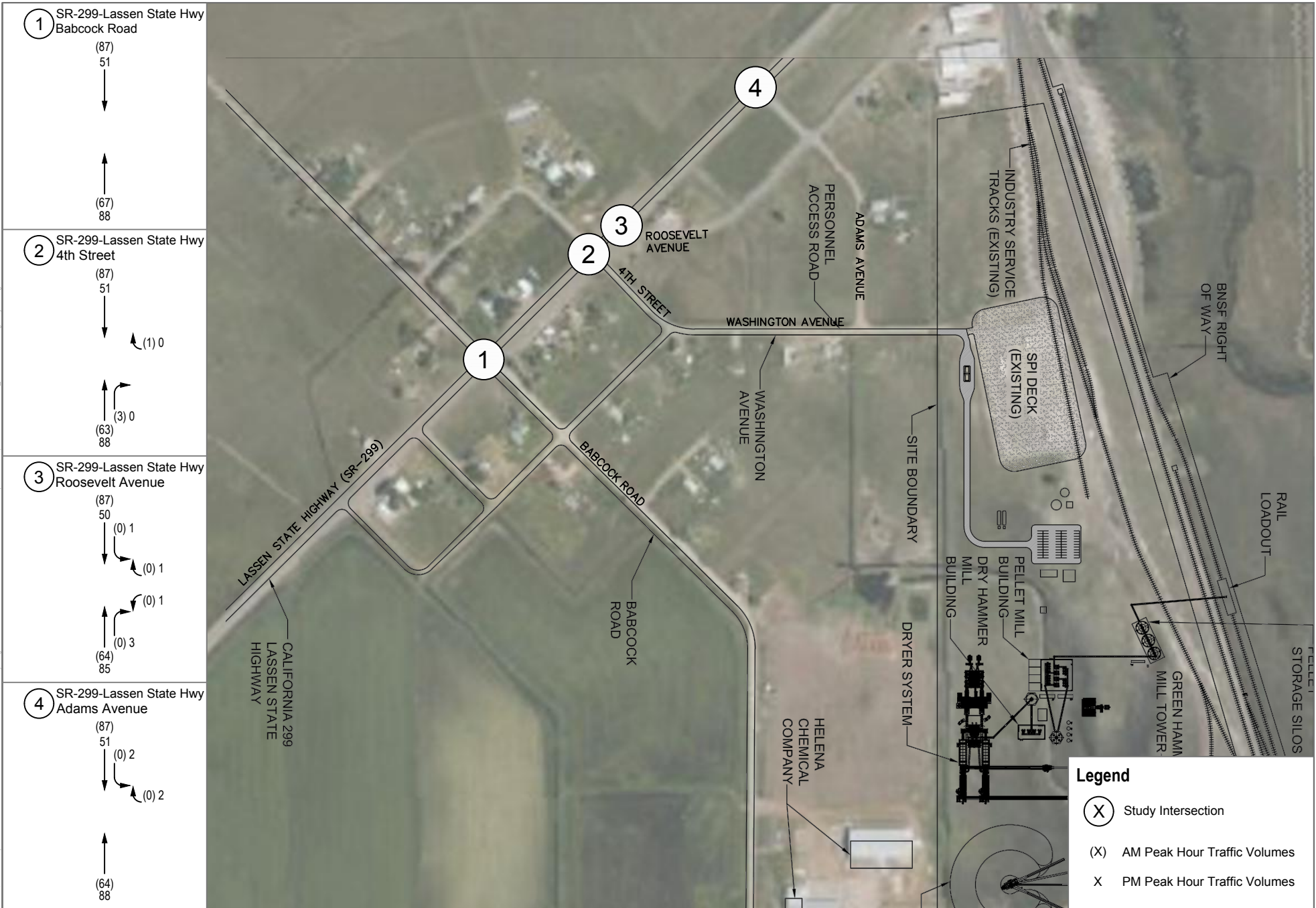
As noted above, although the specific locations of any given logging operation are unknown at this time, and it is expected that biomass acquisition would be spread out in different locations across the Working Area, representative locations along the haul routes identified in Chapter 2.1 are tabulated below, and the total average daily project haul trucks were added to the existing Caltrans counts at each location. As shown in Table 8 and illustrated in Figure 14, all locations would operate with acceptable conditions with and without the addition of total project haul trucks under Opening Year (2025) conditions.

Table 8. Representative Haul Routes and Levels of Service - Opening Year (2025)

| Haul Route | Caltrans Postmile | Latitude | Longitude | Opening Year (2025) ADT | V/C Ratio | LOS | Project-Added Trips (Logging/Haul Trucks) | Opening Year (2025) plus Project ADT | V/C Ratio | LOS |
|----------------------------------|-------------------|-----------|-------------|-------------------------|-----------|-----|---|--------------------------------------|-----------|-----|
| I-5 | 42.508 | 41.667699 | -122.610438 | 21,108 | 0.284 | A | 547 | 21,655 | 0.291 | A |
| I-5 | 24.082 | 40.705866 | -122.337276 | 26,736 | 0.359 | A | 547 | 27,283 | 0.367 | A |
| I-5 | 36.371 | 40.293056 | -122.278851 | 46,544 | 0.626 | B | 547 | 47,091 | 0.633 | B |
| SR-36 | 58.18 | 40.311071 | -122.01745 | 1,678 | 0.127 | A | 547 | 2,225 | 0.168 | A |
| SR-44 | 49.353 | 40.544651 | -121.577743 | 1,570 | 0.080 | A | 547 | 2,117 | 0.108 | A |
| SR-44 | 1.239 | 40.579725 | -122.338699 | 37,885 | 0.509 | A | 547 | 38,432 | 0.517 | A |
| SR-89 | 38.777 | 41.145654 | -121.647077 | 1,462 | 0.075 | A | 547 | 2,009 | 0.103 | A |
| SR-89 | 7.08 | 39.763055 | -120.614489 | 3,247 | 0.245 | A | 547 | 3,794 | 0.286 | A |
| SR-97 | 20.19 | 41.633909 | -122.192579 | 15,154 | 0.775 | C | 547 | 15,701 | 0.803 | D |
| SR-139 | 17.35 | 41.539982 | -121.153109 | 1,462 | 0.075 | A | 547 | 2,009 | 0.103 | A |
| SR-139 | 2.34 | 40.444521 | -120.626667 | 985 | 0.074 | A | 547 | 1,532 | 0.116 | A |
| SR-139 | 61.46 | 41.113429 | -120.921414 | 649 | 0.049 | A | 547 | 1,196 | 0.090 | A |
| SR-299 | 76.181 | 40.892773 | -121.65031 | 1,786 | 0.091 | A | 547 | 2,333 | 0.119 | A |
| SR-299 | 24.822 | 40.612361 | -122.36308 | 1,786 | 0.024 | A | 547 | 2,333 | 0.031 | A |
| SR-299 | 10.407 | 41.084389 | -121.195471 | 1,786 | 0.091 | A | 547 | 2,333 | 0.119 | A |
| SR-299 | 15.101 | 41.133476 | -121.129917 | 1,895 | 0.097 | A | 547 | 2,442 | 0.125 | A |
| US-395 | 20.975 | 41.47926 | -120.542398 | 1,895 | 0.070 | A | 547 | 2,442 | 0.090 | A |
| US-395 | 108.455 | 40.799103 | -120.366713 | 963 | 0.060 | A | 547 | 1,510 | 0.094 | A |
| Bieber Lookout Road | N/A | 41.14097 | -121.133829 | 352 | 0.032 | A | 547 | 899 | 0.082 | A |
| County Road A2 (Susanville Road) | N/A | 41.132015 | -121.113526 | 352 | 0.032 | A | 547 | 899 | 0.082 | A |

Source: Appendix C

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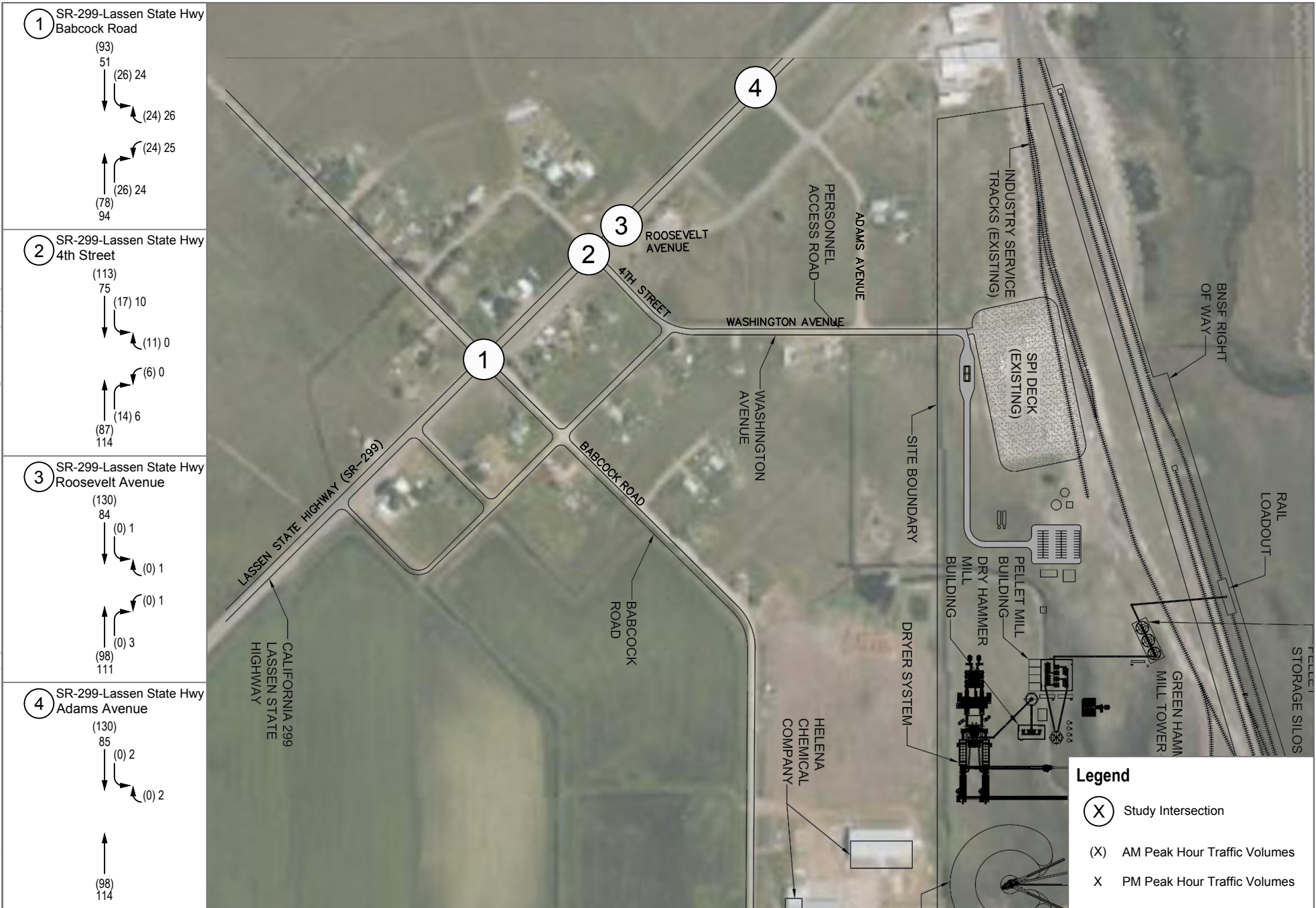


SOURCE: Bing Maps (Accessed 2023), Nexus PMG 2021

FIGURE 12
Opening Year (2025) Peak Hour Traffic Volumes

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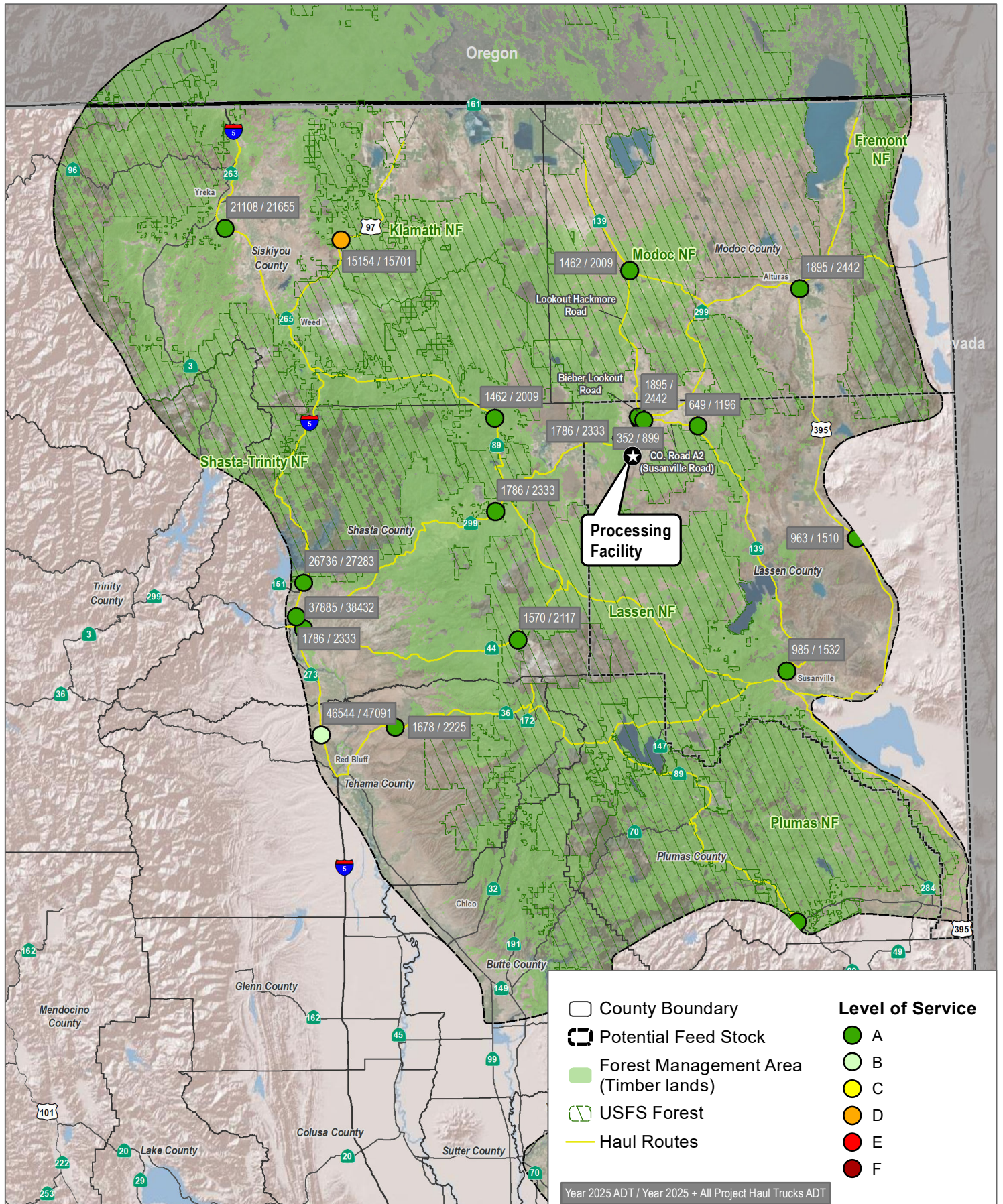
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SOURCE: Bing Maps (Accessed 2023), Nexus PMG 2021

FIGURE 13
Opening Year (2025) plus Project Peak Hour Traffic Volumes

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SOURCE: Bing Maps 2022; Caltrans 2021

FIGURE 14

Opening Year (2025) Conditions Haul Route ADT and LOS Analysis (Lassen Facility)

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7 Project Site Access

7.1 Vehicular Site Access and Circulation

Vehicular and truck traffic access into the site will be provided via two existing roadways from SR-299 (analyzed as intersections #1 and #2), as shown in Figure 1, Project Location and Study Area. All study area intersections have been analyzed as unsignalized intersections with stop control at the minor approach.

7.1.1 Project Site Access

Figure 2 illustrates the vehicular and truck traffic access, as indicated below:

- Intersection #1 via Babcock Road – full access; trucks
- Intersection #2 via 4th Street to Washington Avenue – full access; passenger vehicles

The three county roads accessing the project site from Highway 299 (4th Street, Washington Avenue, and Babcock Road) are classified as paved rural streets as described in Lassen County Code § 16.32.090 (3)(B). The current Lassen County road standard applicable to such roads would be 24 feet AC paved edge to edge with a 2 foot unpaved shoulder. Minimum thickness for AC would be .33 feet compacted and 6 inches compacted road base (Lassen County 2024).

The project does not include any alteration of the geometric design features of any of these roads, and will not introduce any incompatible uses. All of these roads are presently used for automobile traffic, and some truck traffic currently operates along Babcock Road to the existing railyard to the south. Although the project will not substantially increase hazards on any of these roads, Mitigation Measure **MM-TRF-1** will ensure that the project-related truck traffic on Babcock Road does not result in the road failing to meet county road standards at any time during the life of the project.

MM-TRF-1 Assessment and maintenance of Babcock Road per GP Policies CE-6 and CE-10.

Initial Assessment

The project will be required to conduct an initial pavement assessment of Babcock Road from SR-299 to the project site, prior to commencement of construction of the Lassen Facility.

Biennial Pavement Assessments

Pavement within the designated area of Babcock Road will thereafter be evaluated biennially, commencing at the start of construction of the Lassen Facility, and the results of these analyses will be retained by the project proponent.

Assessment Criteria

Each assessment required by the Mitigation Measure shall address the following elements:

- Pavement Distress Evaluation: quantification of the distress types, extents, and severities in accordance with the ASTM D6433 standard. A 100% assessment of the construction routes will be performed. If the existing surface is not Asphalt Concrete (AC) or Portland Cement Concrete (PCC), an alternative evaluation method such as the Pavement Surface Evaluation and Rating (PASER) methodology will be used.
- Pavement Condition Index (PCI): PCI values will be calculated using collected distress data and reported for both AC and PCC roadways.
- Photo Survey: photos of the surface will be collected and provided to the County as part of the analysis.
- Road Roughness: measurement of the International Roughness Index (IRI) for each construction route.

Rehabilitation

If, through this assessment, the road is found to require resurfacing, repaving, or reconstruction in order to maintain its pre-project condition, the project proponent will be required to resurface, repave, or reconstruct this section of Babcock Road, consistent with the County of Lassen requirements for Road District Four and consistent with Lassen County Code Section 10.32.050 – *Minimum Design Standards for County Road*. The road will be rehabilitated to a condition that allows for carrying 20-year Equivalent Single Axle Load (ESAL) values. (Traffic volumes along this segment of Babcock Road will be determined from the traffic report contained in this EIR. Forward-looking projections of operational traffic will be also considered to determine the 20-year ESAL count and ensure that the rehabilitated pavement sections are structurally adequate for Project and non-Project traffic.) The post-construction report will be signed and stamped by a California-Licensed Professional Engineer.

Emergency Access

As mentioned above, the project has two main access roadways (Babcock Road and 4th Street) into the site, and in the event of an emergency, all the driveways would enable vehicles to enter/exit the project site. All on-site improvements will be designed with adequate width, turning radius, and grade to facilitate access by County's firefighting apparatus, and to provide alternative emergency ingress and egress. The site plan would be subject to plan review by the County's Fire Department to ensure proper access for fire and emergency response is provided and required fire suppression features are included. Therefore, the project's impact due to inadequate emergency access would be less than significant. As such, no hazardous design features would be part of the project's roadway improvements or site access.

7.1.2 Off-site Queuing Analysis

A queuing analysis was performed for all study intersection to assess vehicle queues along the roadways, specifically at intersections with Caltrans facilities. The queuing analysis was performed for the Existing/Existing plus Project, and Opening Year (2025)/ Opening Year (2025) plus Project conditions, using Synchro/SimTraffic software, as summarized below. All SimTraffic queuing reports are provided in Appendix D.

Existing Plus Project Conditions

As shown in Table 9, Peak-Hour Queuing Summary for Existing plus Project Conditions, all intersection turning movements are anticipated to operate within available stacking distances and/or would not impede flow along major movements during the peak hours based on the 95th percentile peak hour traffic flows for the Existing plus Project traffic conditions. As such, there are no turning movements to and/or from SR-299 that are anticipated to experience queuing and/or safety issues during the weekday AM or weekday PM peak hours under Existing plus Project traffic conditions.

Opening Year (2025) Plus Project Conditions

As shown in Table 10, Peak-Hour Queuing Summary for Opening Year (2025) plus Project Conditions, all intersection turning movements are anticipated to operate within available stacking distances and/or would not impede flow along major movements during the peak hours based on the 95th percentile peak hour traffic flows for the Opening Year (2025) plus Project traffic conditions. As such, there are no turning movements to and/or from SR-299 that are anticipated to experience queuing and/or safety issues during the weekday AM or weekday PM peak hours under Opening Year (2025) plus Project traffic conditions.

7.1.3 Deceleration Lane Warrants

As shown in Tables 9 and 10 and detailed in the previous Chapter 7.1.2, there are no left-turning movements along SR-299 that are anticipated to experience significant peak hour queuing. All southbound left-turning movements are less than 25-feet, which is indicative of free-flowing movements from the highway onto minor streets (e.g., reported queue lengths are primarily a result of a vehicle slowing down to turn, rather than a vehicle waiting in the through-lane as the vehicle waits for a gap in on-coming traffic to safely maneuver the crossing). As such, it would not be expected that a separate left-turn or deceleration lane along SR-299 would be warranted.

A deceleration lane warrant analysis is included in this report to further verify these conclusions. Based on projected peak hour volumes at the largest volume intersection in the study area, Caltrans provided a review of AASHTO Table V-1 Warrants for left-turn on two-lane highways, and concluded that the project conditions would not meet the warrant for left-turn channelization as the expected volumes were approximately $\frac{1}{4}$ of the warrant volume.⁴

Additionally, a review of deceleration lane warrants was also conducted using Figure 4-12 (Volume Warrants for Left-Turn Lanes at Unsignalized Intersections) for 50 mph roadways from NCHRP Report 279. The left-turn lane warrant is not met under the highest volumes conditions (Opening Year (2025) plus Project) at the project access intersections (Babcock Road and 4th Street) with SR-299. NCHRP worksheets are provided in Appendix E.

7.1.4 Collision Analysis

A collision analysis was conducted to determine if there is crash history along SR-299 at the intersections used for site access (Babcock Road for truck access and 4th Street to Washington Avenue for passenger vehicle access). A 5-year review of available crash data (January 2019 to March 2024) was reviewed using data from the Transportation Injury Mapping System (TIMS) provided by the Statewide Integrated Traffic Records System (SWITRS) and the University of California, Berkeley. Ten (10) crashes were reported over the last five (5) years, within a 5-mile radius of the project site. Of those crashes, none were recorded at the project site access intersections, or within the town of

⁴ Per email correspondence with the Local Development Review Coordinator, Caltrans District 2, July 18, 2024.

Nubieber. Reviewed data showing the locations of the 10 crashes, along with their detailed reports, is compiled in Appendix F.

Additionally, Caltrans District 2 provided a Table B 5-yr collision analysis and found no collision reported on any of the studied intersections, or within the general vicinity of the project.⁴ No further collision analysis is warranted.

7.1.5 Highway Signage

Existing signage along the stretch of SR-299 in the study area is limited to informational/directional signage, posted speed limit signs in either direction prior to Nubieber, and one pedestrian crossing sign (W11-2) for southbound traffic located between Roosevelt Avenue and Front Street.

As detailed in this chapter, the limited queuing, unmet warrants for left-turn/deceleration lanes, and lack of collision history at the project access intersections indicate that traffic operations in this area would not require additional control. Additionally, both through and turning movements along SR-299 reflect low traffic volumes under peak hour conditions, with and without project conditions. However, as the project would increase southbound left- and northbound right-turning movements from three (3) or fewer trips (with the majority of turning movements currently reported with 0 peak hour trips) to up to 26 trips at the highest turning movement on Babcock Road, the following mitigation measure is provided to inform the public of the expected increase in intersection traffic per Caltrans correspondence and recommendation.⁴

MM-TRF-2 Installation of warning signage along SR-299.

The project proponent would be required to install CA MUTCD W2-1 warning signage per applicable standards in advance of Babcock Road and 4th Street along both directions of SR-299.

Table 9. Peak-Hour Queuing Summary for Existing Plus Project Conditions

| No. | Intersection | Movement | Available Stacking Distance (Feet) | Existing (2023) | | | | Existing plus Project | | | |
|-----|--|----------|------------------------------------|------------------------------|--------------|---|--------------|------------------------------|--------------|---|------------------|
| | | | | 95th Percentile Queue (Feet) | | Exceeds Stacking Distance? ¹ | | 95th Percentile Queue (Feet) | | Exceeds Stacking Distance? ¹ | |
| | | | | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour | AM Peak Hour | PM Peak Hour |
| 1 | SR-299-Lassen State Hwy/Babcock Road | WBLT | 315 | 0 | 0 | No | No | 41 | 42 | No | No |
| | | WBR | 25 | 0 | 0 | No | No | 50 | 52 | Yes ² | Yes ² |
| | | SBLTR | 465 | 0 | 0 | No | No | 8 | 8 | No | No |
| 2 | SR-299-Lassen State Hwy/4th Street | WBLT | 315 | 0 | 0 | No | No | 25 | 0 | No | No |
| | | WBR | 25 | 12 | 0 | No | No | 41 | 0 | Yes ² | No |
| | | SBLTR | 100 | 0 | 0 | No | No | 12 | 6 | No | No |
| 3 | SR-299-Lassen State Hwy/Roosevelt Avenue | WBL | 740 | 0 | 7 | No | No | 0 | 4 | No | No |
| | | WBR | 25 | 0 | 15 | No | No | 0 | 16 | No | No |
| | | SBLT | 600 | 0 | 0 | No | No | 0 | 4 | No | No |
| 4 | SR-299-Lassen State Hwy/Adams Avenue | WBR | 200 | 0 | 0 | No | No | 0 | 19 | No | No |
| | | SBLT | -3 | 0 | 19 | No | No | 0 | 0 | No | No |

Source: Appendix D

Notes: XBL = [DirectionBound]left; XBR = [DirectionBound]right; XBT = [DirectionBound]through; XBLTR = [DirectionBound]left-through-right; XBLT = [DirectionBound]left-through

¹ Stacking distance would be exceeded if the required stacking distance is greater than the stacking distance provided.

² Queue extends past available pocket length for movement (measured as a 25-foot defacto right turn lane) but only extends approximately one vehicle length into the through (or left) turning lane.

³ No nearby driveway, intersection, or striped stacking area identified within 1,000 feet upstream of movement.

Table 10. Peak-Hour Queuing Summary for Opening Year (2025) Plus Project Conditions

| No. | Intersection | Movement | Available Stacking Distance (Feet) | Opening Year (2025) | | | | Opening Year (2025) plus Project | | | |
|-----|--|----------|------------------------------------|------------------------------|--------------|---|----|----------------------------------|--------------|---|------------------|
| | | | | 95th Percentile Queue (Feet) | | Exceeds Stacking Distance? ¹ | | 95th Percentile Queue (Feet) | | Exceeds Stacking Distance? ¹ | |
| | | | | AM Peak Hour | PM Peak Hour | AM | PM | AM Peak Hour | PM Peak Hour | AM | PM |
| 1 | SR-299-Lassen State Hwy/Babcock Road | WBLT | 315 | 0 | 0 | No | No | 40 | 41 | No | No |
| | | WBR | 25 | 0 | 0 | No | No | 49 | 50 | Yes ² | Yes ² |
| | | SBLTR | 465 | 0 | 0 | No | No | 8 | 10 | No | No |
| 2 | SR-299-Lassen State Hwy/4th Street | WBLT | 315 | 0 | 0 | No | No | 24 | 0 | No | No |
| | | WBR | 25 | 13 | 0 | No | No | 39 | 0 | Yes ² | No |
| | | SBLTR | 100 | 0 | 0 | No | No | 11 | 8 | No | No |
| 3 | SR-299-Lassen State Hwy/Roosevelt Avenue | WBL | 740 | 0 | 7 | No | No | 0 | 4 | No | No |
| | | WBR | 25 | 0 | 14 | No | No | 0 | 16 | No | No |
| | | SBLT | 600 | 0 | 0 | No | No | 0 | 4 | No | No |
| 4 | SR-299-Lassen State Hwy/Adams Avenue | WBR | 200 | 0 | 0 | No | No | 0 | 20 | No | No |
| | | SBLT | - ³ | 0 | 17 | No | No | 0 | 5 | No | No |

Source: Appendix D

Notes: XBL = [DirectionBound]left; XBR = [DirectionBound]right; XBT = [DirectionBound]through; XBLTR = [DirectionBound]left-through-right; XBLT = [DirectionBound]left-through

¹ Stacking distance would be exceeded if the required stacking distance is greater than the stacking distance provided.

² Queue extends past available pocket length for movement (measured as a 25-foot defacto right turn lane) but only extends approximately one vehicle length into the through (or left) turning lane.

³ No nearby driveway, intersection, or striped stacking area identified within 1,000 feet upstream of movement.

8 Vehicle Miles Traveled Analysis

On September 27, 2013, Senate Bill (SB) 743 was signed into law, which creates a process to change the way that transportation impacts are analyzed under California Environmental Quality Act (CEQA). SB 743 required the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation impacts. Under these transportation guidelines, LOS, or vehicle delay, is no longer considered an environmental impact under CEQA. OPR recommended VMT as the most appropriate measure of project transportation impacts for land use projects and land use plans. The updates to the CEQA Guidelines required under SB 743 were approved on December 28, 2018.

The CEQA Guidelines state that "generally, vehicle miles traveled (VMT) is the most appropriate measure of transportation impacts" and define VMT as "the amount and distance of automobile travel attributable to a project." "Automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Other relevant considerations may include the effects of a project on transit and non-motorized travel.

The OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018) provides technical assistance and recommendations for the analysis of VMT. The methodology recommendations for the VMT analysis include a discussion on vehicle types. An excerpt from the OPR Technical Advisory regarding vehicle types is below:

“Vehicle Types. Proposed Section 15064.3, subdivision (a), states, “For the purposes of this section, ‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project.” Here, the term “automobile” refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). For an apples-to-apples comparison, vehicle types considered should be consistent across project assessment, significance thresholds, and mitigation.”

Per Section 21099 of the Public Resource Code, the selection of the VMT criteria for determining the significance of transportation impacts was intended to promote reductions of greenhouse gas emissions (GHG); to develop multimodal transportation networks; and to diversify land uses. As mentioned in OPR's Technical Advisory, there are various legislative mandates and state policies that establish quantitative GHG emission reduction targets. Pursuant to Senate Bill 375, the California Air Resources Board GHG emissions reduction targets for metropolitan planning organizations (MPOs) call for reductions in GHG emissions only from cars and light trucks. As such VMT impacts are analyzed based on the number of employee trips within the specified boundary area, and not logging/haul truck trips.⁵

⁵ Impacts related to logging/haul truck trips are accounted for in the Draft Environmental Impact Report (DEIR) Chapter 3.7 – Greenhouse Gas Emissions.

8.1 Methodology

State

OPR provides the following screening guidance to determine if a project should be expected to cause a less-than-significant impact (OPR 2018):

- **Screening Threshold for Small Projects:** Projects that generate or attract fewer than 110 trips per day and are consistent with a Sustainable Communities Strategy (SCS) or general plan.
- **Map-Based Screening for Residential and Office Projects:** Projects located in areas with low VMT that incorporate similar features (i.e., density, mix of uses, transit accessibility).
- **Presumption of Less Than Significant Impact Near Transit Stations:** Certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop⁶ or an existing stop along a high quality transit corridor⁷ will have a less-than-significant impact on VMT. This presumption would not apply, if the project:
 - Has a Floor Area Ratio (FAR) of less than 0.75
 - Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
 - Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)
 - Replaces affordable residential units with a smaller number of moderate- or high-income residential units
- **Presumption of Less Than Significant Impact for Affordable Residential Development:** A project consisting of a high percentage of affordable housing may be basis for the lead agency to find a less-than-significant impact on VMT.
- **Presumption of Less Than Significant Impact for Local Serving Retail:** Locally serving retail projects, less than 50,000 square feet.

If a project does not meet the above screening criteria, consistent with the OPR guidelines (OPR 2018) and CEQA Guidelines Section 15064.3(b), the following specific VMT metrics are recommended to complete a VMT impact assessment:

- **Residential Projects:** VMT per resident for all home-based trips.

⁶ PRC Section 21064.3: “‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”

⁷ PRC Section 21155: “For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”

- **Employment⁸ Projects:** VMT per employee for only the home-based-work trip⁹
- **Regional Retail (>50,000 square feet):** Total VMT per service population for trips taken by both workers and visitors.
- **Mixed-Use:** Total VMT per service population.
- **Other:** Total VMT per service population for trips taken by both workers and visitors.

Lassen County

The County of Lassen does not have established VMT thresholds or standards; as such, use of OPR's guidance is provided in this analysis. OPR recommends a 15% reduction from baseline VMT per capita or per employee for residential and work projects, respectively (OPR 2018). As the project involves sourcing feedstock for manufacturing of wood pellets into wood byproducts sourced from Sustainable Forest Management Projects such as hazardous fuel reduction projects, construction of shaded fuel breaks, and salvage harvests; the project primarily functions as an employment project for the purposes of VMT. Therefore, home-based work (HBW) VMT per employee metric was used in the assessment of VMT impacts, capturing the VMT from workers traveling to and from the wood pellet processing facility.

Additionally, due to the lack of a regional travel demand model for the County of Lassen, two resources were used to analyze VMT for the proposed project:

1. California Statewide Travel Demand Model (CSTDM)
2. U.S. Census Bureau OnTheMap application¹⁰

The CSTDM is a statewide model; therefore, it contains larger traffic analysis zones (TAZs) compared to regional models and provides a high-level VMT analysis. The CSTDM has a base year of 2020, with a forecast year of 2040. Based on data provided in the CSTDM for Lassen County, 15% below the County average home-based work VMT per employee is 14.13.

Due to the size of TAZs included in the statewide model, census information from the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) dataset was also reviewed to provide more granular data of Lassen County's employment characteristics. This data is available through the

⁸ The OPR Guidelines do not provide a category for all employment generating land uses, referring to use of the VMT per employee metric for "office" projects. However, pursuant to CEQA Guidelines, § 15064.7(c), *when adopting or using thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.* Several agencies have adopted their own thresholds of significance utilizing this metric for not only purely office projects, but also for industrial or similar employment generating uses as well. Under the Tuolumne County VMT Thresholds Resolution and Staff Report on August 4, 2020 (County of Tuolumne 2020), the County of Tuolumne adopted the VMT per employee metric for both office and industrial employment projects. Additionally, the City of Stockton TIA Guidelines, adopted on May 2, 2023 (City of Stockton 2023), also indicate that in general, work-related land uses may be treated like the office land use. As the automobile trips associated with the proposed project are generated by employees (e.g., trips originating from a residence with the primary destination being a place of employment), the VMT per employee metric utilized in this analysis is consistent with the intent of the OPR guidance and as adopted by both the City of Stockton and County of Tuolumne

⁹ A home-based-work trip is any trip where the home is either the origin or destination of the trip, and the non-home end (origin or destination) is a workplace

¹⁰ The OnTheMap application is a web-based mapping and reporting application provided by the U.S. Census Bureau, which enables access to the Longitudinal Employer-Household Dynamics (LEHD) Origin-Destination Employment Statistics (LODES) dataset. OnTheMap can be access at <https://onthemap.ces.census.gov/>.

OnTheMap application, which provides 24 census block groups within Lassen County, as opposed to the six (6) TAZs included in the CSTDM for Lassen County.

For all 24 census blocks groups, the Distance/Direction Analysis was performed in the tool to obtain the Work-to-Home metric, which identifies the target census block as the “work” location and identifies the corresponding “home” locations. The distances between each origin and destination pair were tabulated to obtain total trip lengths. It must be noted that due to the raw nature of the reported census data, the data identified many “home” locations as much further outside of Lassen County areas than would be realistic for day-to-day travel (e.g., southern California). Further refinement of this dataset would be necessary to determine if reported work locations within Lassen County were addresses of where people physically worked, or rather only where an employer’s address was located, for example. As such, a total trip length of 200 miles (100 miles in one direction) was used to truncate trips and provide a realistic estimate of VMT within the County.

Figure 15 identifies the locations of “home” locations serving the census block group the project is located in (1-401), those within the 100-mile radius of each respective “work” location, and those located more than 100-miles from a “work” location.

The difference in CSTDM VMT estimates and those determined from OnTheMap census data is shown in Table 11. As noted, “home” locations up to 100 miles from the from the target census block groups were captured in the dataset, and result in much higher VMT estimates than estimated from the CSTDM. This analysis does not attempt to compare the two datasets, but to provide a comparison of the VMT within the proposed wood pellet processing facility’s TAZ or census block group to each respective dataset. Both datasets are representative of a 2020 base year (based on most recent data available at the time of this analysis).

Table 11. Lassen County VMT Threshold Summary

| | CSTDM ¹ | OnTheMap ² |
|----------------------------------|--------------------|-----------------------|
| | VMT per Employee | |
| Regional Average (Lassen County) | 16.63 | 67.46 |
| 15% below Lassen County | 14.13 | 57.34 |

Source: Appendix G

Notes:

VMT = vehicle miles traveled; SJCOG = San Joaquin Council of Governments; RTDM = Regional Travel Demand Model; CSTDM = California State Transportation Demand Model.

¹ CSTDM TAZ excel spreadsheet, updated version provided via email communication August 18, 2023 (Caltrans 2023)

² U.S. Census Bureau OnTheMap application (U.S. Census Bureau 2020).

8.2 VMT Analysis

8.3 Project Screening

The following screening criteria were analyzed per the OPR Technical Advisory. Any one of the following criteria would need to be satisfied in order to screen-out of significant VMT impacts:

- **Screening Threshold for Small Projects:** As noted in Table 3.14-1, the proposed project would employ 60 workers per day at the Lassen Facility, generating approximately 120 daily trips. Therefore, the project

would not meet the criteria for projects generating less than 110 daily trips and cannot be screened-out from further VMT analysis under this criterion.

- **Map-Based Screening for Residential and Office Projects:** As noted above, no regional model exists within the County, nor does a VMT screening map exist. Using the CSTDM and the OnTheMap application, the location of the project TAZ (or census block) was compared with the average of all TAZs (or census blocks) within Lassen County. The VMT within the existing TAZ or census block groups where the Lassen facility is located does not fall below the County averages; therefore, the project cannot be screened-out from further VMT analysis under this criterion. Further discussion and analysis are provided below and shown in Table 3.14-4.
- **Presumption of Less Than Significant Impact Near Transit Stations:** The project is not located near a transit station; therefore, it cannot be screened-out from further VMT analysis under this criterion.
- **Presumption of Less Than Significant Impact for Affordable Residential Development:** The project is not a housing project; therefore, it cannot be screened-out from further VMT analysis under this criterion.
- **Presumption of Less Than Significant Impact for Local Serving Retail:** The project is not a retail land use; therefore, it cannot be screened-out from further VMT analysis under this criterion.

As the project cannot be screened-out under any of these criteria, further VMT analysis is provided below.

8.4 Project Analysis

As no regional model exists within the County, project VMT has been estimated by reviewing the VMT within the existing TAZ or census block group where the Lassen facility is located, using either the CSTDM or OnTheMap application as noted above.

Although the specific VMT of the proposed project is not included in this analysis, it is assumed that the facility would generate similar travel characteristics as the census block group or TAZ where the project is located. Table 12 provides a summary of this, along with a comparison to the estimated County thresholds.

Table 12. Lassen County VMT Thresholds and Project Site Analysis

| | CSTDM ¹ | OnTheMap ² |
|--|--------------------|-----------------------|
| | VMT per Employee | |
| Regional Average (Lassen County) | 16.63 | 67.46 |
| 15% below Lassen County | 14.13 | 57.34 |
| TAZ 122 (Project Site TAZ) | 28.19 | - |
| 1-401 (Project Site Census Block) | - | 70.83 |
| % Project Site Location Above County Average | 69.52% | 5.00% |
| % Project Site Location Above 15% County Average | 99.51% | 23.53% |

Source: Appendix G

Notes:

VMT = vehicle miles traveled; CSTDM = California State Transportation Demand Model.

¹ CSTDM TAZ excel spreadsheet, updated version provided via email communication August 18, 2023 (Caltrans 2023)

² U.S. Census Bureau OnTheMap application (U.S. Census Bureau 2020).

There is a wide range of VMT per employee values and percentage increases between County averages and project site location estimates depending on the methodology used. However, as noted above, this analysis does not attempt to compare the two datasets, but to provide a comparison of the VMT within the proposed wood pellet processing facility's TAZ or census block group to each respective dataset. As the project would be located within a high-generating VMT area (e.g., above the average VMT per employee across the County), it is likely that the project would have a similarly high VMT. Although both the TAZ and census block group encompass large areas of the County, the rural characteristics, along with employment and housing opportunities across each respective area are similar to that of the project's surroundings.

The project is located far from major population centers, and nearby housing is limited. As indicated in the DEIR Section 3.12, Population and Housing), "commuting to work is a common characteristic of the existing workforce" in the region, and the proposed Project workforce is expected to remain consistent with that pattern. Employee vanpools or carpooling opportunities would be dependent on the location of the workforce. The California Air Pollution Control Officers Association (CAPCOA) Handbook for Analyzing Greenhouse Gas Emission Reductions, Assessing Climate Vulnerabilities, and Advancing Health and Equity (CAPCOA 2021) transportation measures to reduce GHG emissions were reviewed for feasibility of reducing project related VMT. Due to the rural nature of the proposed Lassen Facility, the following measures were considered based on both the locational context and applicability to the project:

T11 – Provide Employee-Sponsored Vanpool

Per the CAPCOA Handbook, Measure T-11 would:

implement an employer-sponsored vanpool service. Vanpooling is a flexible form of public transportation that provides groups of 5 to 15 people with a cost-effective and convenient rideshare option for commuting. The mode shift from long-distance, single-occupied vehicles to shared vehicles reduces overall commute VMT, thereby reducing GHG emissions.

Based on default values provided in the CAPCOA Handbook for Measure T-11, the percent reduction of GHG emissions from an employee-sponsored vanpool service could range from 3.4% to 20.4%, with a similar range in VMT reductions. Due to the remote nature of the Lassen Facility and spread of nearby population centers, the extent of implementation of a vanpool service is unknown at this time; however, CAPCOA Measure T-11 is considered a feasible mitigation measure for the proposed project when applicable (i.e., when 5 or more employees with similar work hours live close enough to one another for van pooling to be practicable).

T13 – Provide Electric Vehicle Charging Infrastructure

Measure T-13 would:

install onsite electric vehicle chargers in an amount beyond what is required by the 2019 California Green Building Standards (CALGreen) at buildings with designated parking areas (e.g., commercial, educational, retail, multi-family). This will enable drivers of PHEVs to drive a larger share of miles in electric mode (eVMT), as opposed to gasoline-powered mode, thereby displacing GHG emissions from gasoline consumption with a lesser amount

of indirect emissions from electricity. Most PHEVs owners charge their vehicles at home overnight. When making trips during the day, the vehicle will switch to gasoline mode if/when it reaches its maximum all-electric range.

This measure could reduce GHG emissions up to 11.0%, with the range of VMT reductions related solely to a reduction of electric vehicle VMT (eVMT), but not overall VMT. Although provision of electric vehicle (EV) charging on-site would allow for employees to charge EVs, thereby reducing eVMT and help meet the goals of SB 743 regarding GHG reduction, quantification of this measure would require some level of certainty that employees own an EV or have the capacity to use one for their daily commute. Although it would not be feasible for the project to provide EVs to their employees, nor would it be assumed that all or a subset of employees own an EV, installing EV charging at a workplace under CAPCOA Measure T-13 would enable drivers to have the option of workplace charging, providing an incentive for employees to utilize EV vehicles. As such CAPCOA Measure T-13 is considered a feasible mitigation measure for the proposed project.

T17 – Provide Pedestrian Network Improvement

Measure T-17 would:

increase the sidewalk coverage to improve pedestrian access. Providing sidewalks and an enhanced pedestrian network encourages people to walk instead of drive. This mode shift results in a reduction in VMT and GHG emissions.

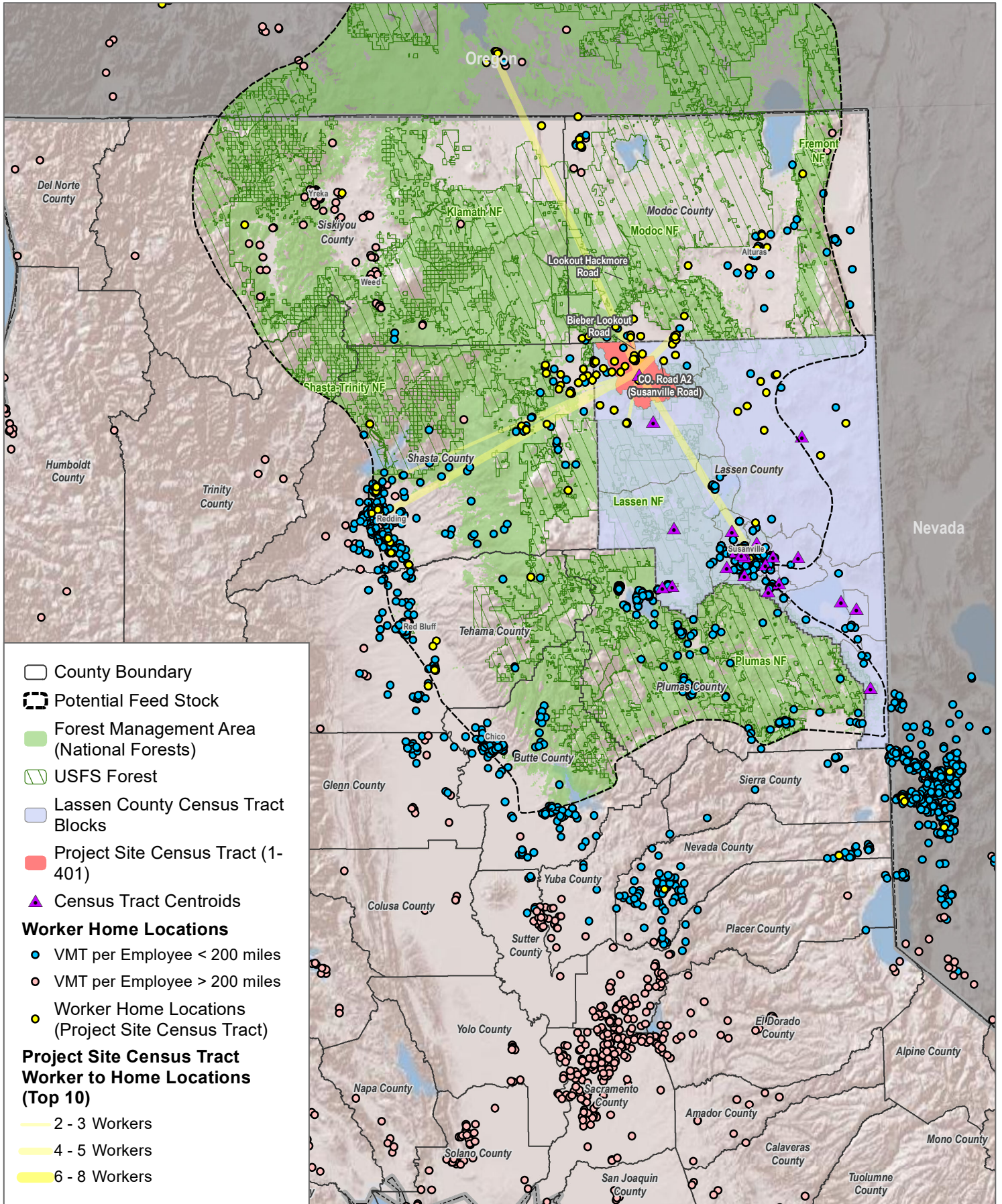
This measure could reduce GHG emissions and VMT up to 6.4%. However, due to the low population within Nubieber and the distance to next adjacent communities (e.g., Bieber or McArthur), it is unlikely that a significant number of employees (if any) would both live within walking distance and work at the Lassen Facility. As such, improvements to the transportation network encouraging people to walk instead of drive in this specific community would not be likely to result in notable VMT reductions. CAPCOA Measure T-17 would not be considered a feasible mitigation measure to reduce VMT impacts.

The following mitigation measure **MM-TRF-2** would reduce VMT impacts for the Lassen Facility:

MM-TRF-3 Provide Electric Vehicle Charging Infrastructure and Employee Sponsored Vanpool for the Lassen Facility. The project would be required to provide, or cause to be provided, vanpooling services consistent with CAPCOA Measure T-11 for workers traveling to the Lassen Facility when applicable (i.e., when 5 or more employees with similar work hours live close enough to one another for van pooling to be practicable). A Transportation Manager shall be designated to coordinate vanpooling for at the Lassen Facility and provide a report detailing recorded annual vanpool usage to the County.

Additionally, the project would be required to install EV charging at the Lassen Facility consistent with CAPCOA Measure T-13. Per Table A5.106.5.3.2 of the 2019 California Green Building Standards, 10 percent of total parking spaces are required to be EV charging spaces to meet Tier 2 standards. The project proponent would be required to exceed the 10 percent EV charging space requirement, consistent with CAPCOA Measure T-13.

Although the implementation of CAPCOA Measures T-11 and T-13 under **MM-TRF-3** would reduce VMT impacts, reductions would not substantially reduce VMT, and implementation may not be feasible in all instances. No additional feasible mitigation measures are available for reduction of VMT impacts, due to the rural nature of the project location, and the need for a workforce from a wide geographic area. Therefore, impacts would continue to be significant and unavoidable.



SOURCE: Bing Maps 2022; US Census Bureau 2020

FIGURE 15
VMT Analysis

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9 Summary

Based on the results of the LOS, site access, and VMT analysis presented in this TIS, the following summarizes the key findings of the analysis:

- Operation of the Lassen Facility would generate approximately 669 daily trips, 77 AM peak hour trips and 49 PM peak hour trips. After trip generation estimates were adjusted utilizing PCE factors, the project would generate the equivalent of approximately 1,767 daily trips, 143 AM peak hour trips, and 115 PM peak hour trips (Table 2).
- The four study area intersections currently and are forecast to operate at LOS E or better under all analysis scenarios, which meets the County's traffic impact thresholds (Table 3 and Table 9).
- All study area roadway segments and representative haul routes would be forecast to operate at LOS E or better under all analysis scenarios, which meets the County's traffic impact thresholds (Tables 4-5 and Tables 7-8).
- Although Babcock Road does not require upgrades to meet the applicable standard, Mitigation Measure **MM-TRF-1** will maintain the compliant condition of Babcock for the life of the Project and avoid degradation of the road due to Project-related traffic, as described in Chapter 7.1.1.
- Although the limited queuing, unmet warrants for left-turn/deceleration lanes, and lack of collision history at the project access intersections indicate that traffic operations in this area would not require additional control. However, as the project would increase southbound left- and northbound right-turning movement trips **MM-TRF-2** is provided to inform the public of the expected increase in intersection traffic, as described in Chapter 7.1.5.
- The proposed project did not meet any of the OPR screening criteria. Therefore, the Lassen Site Facility could not be initially screened out of VMT impacts under CEQA, and VMT impacts were found to be potentially significant. Although the implementation of CAPCOA Measures T-11 and T-13 under **MM-TRF-3** (as described in Chapter 8.4) would reduce VMT impacts, reductions would not substantially reduce VMT, and implementation may not be feasible in all instances. No additional feasible mitigation measures are available for reduction of VMT impacts, due to the rural nature of the project location, and the need for a workforce from a wide geographic area. Therefore, impacts to VMT at the Lassen Facility would continue to be significant and unavoidable.

10 References

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Appendix A

Census Data and Raw Traffic Counts

Home Destination Report - Where Workers Live Who are Employed in the Selection Area - by Places (Cities, CDPs, etc.)

Total All Jobs

| 2020 | |
|----------------|------------|
| Count | Share |
| Total All Jobs | 130 100.0% |

Jobs Counts by Places (Cities, CDPs, etc.) Where Workers Live - All Jobs

| 2020 | | | | |
|--------------------------|----------|-----|---|-----|
| Count | Share | | | |
| Bieber CDP, CA | 8 6.2% | 21% | E | |
| Redding city, CA | 5 3.8% | 13% | W | |
| Susanville city, CA | 5 3.8% | 13% | E | (S) |
| Adin CDP, CA | 4 3.1% | 11% | E | |
| Klamath Falls city, OR | 4 3.1% | 11% | E | (N) |
| Burney CDP, CA | 3 2.3% | 8% | W | |
| Shasta Lake city, CA | 3 2.3% | 8% | W | |
| Fall River Mills CDP, CA | 2 1.5% | 5% | W | |
| Little Valley CDP, CA | 2 1.5% | 5% | W | (S) |
| Lookout CDP, CA | 2 1.5% | 5% | E | |
| All Other Locations | 92 70.8% | | | |

38 100.0% (Total Top 10)

| EMPLOYEE DISTRIBUTION | |
|-----------------------|-----------|
| East | 61% 60% |
| West | 39% 40% |
| | 100% 100% |

Distance/Direction Report - Work Census Block to Home Census Block

Job Counts in Home Blocks by Distance Only

| 2020 | |
|-----------------------|------------|
| Count | Share |
| Total All Jobs | 130 100.0% |
| Less than 10 miles | 29 22.3% |
| 10 to 24 miles | 31 23.8% |
| 25 to 50 miles | 16 12.3% |
| Greater than 50 miles | 54 41.5% |

Job Counts in Home Blocks to the North of Work Blocks by Distance

| 2020 | |
|-----------------------|-----------|
| Count | Share |
| Total All Jobs | 13 100.0% |
| Less than 10 miles | 6 46.2% |
| 10 to 24 miles | 0 0.0% |
| 25 to 50 miles | 0 0.0% |
| Greater than 50 miles | 7 53.8% |

Job Counts in Home Blocks to the Northeast of Work Blocks by Distance

| 2020 | |
|-----------------------|-----------|
| Count | Share |
| Total All Jobs | 12 100.0% |
| Less than 10 miles | 1 8.3% |
| 10 to 24 miles | 5 41.7% |
| 25 to 50 miles | 5 41.7% |
| Greater than 50 miles | 1 8.3% |

Job Counts in Home Blocks to the East of Work Blocks by Distance

| 2020 | |
|-----------------------|-----------|
| Count | Share |
| Total All Jobs | 10 100.0% |
| Less than 10 miles | 3 30.0% |
| 10 to 24 miles | 3 30.0% |
| 25 to 50 miles | 3 30.0% |
| Greater than 50 miles | 1 10.0% |

Job Counts in Home Blocks to the Southeast of Work Blocks by Distance

| 2020 | |
|-----------------------|-----------|
| Count | Share |
| Total All Jobs | 17 100.0% |
| Less than 10 miles | 0 0.0% |
| 10 to 24 miles | 1 5.9% |
| 25 to 50 miles | 3 17.6% |
| Greater than 50 miles | 13 76.5% |

Job Counts in Home Blocks to the South of Work Blocks by Distance

| 2020 | |
|-----------------------|----------|
| Count | Share |
| Total All Jobs | 9 100.0% |
| Less than 10 miles | 4 44.4% |
| 10 to 24 miles | 2 22.2% |
| 25 to 50 miles | 0 0.0% |
| Greater than 50 miles | 3 33.3% |

Job Counts in Home Blocks to the Southwest of Work Blocks by Distance

| 2020 | |
|-----------------------|-----------|
| Count | Share |
| Total All Jobs | 33 100.0% |
| Less than 10 miles | 5 15.2% |
| 10 to 24 miles | 5 15.2% |
| 25 to 50 miles | 5 15.2% |
| Greater than 50 miles | 18 54.5% |

Job Counts in Home Blocks to the West of Work Blocks by Distance

| 2020 | |
|-----------------------|-----------|
| Count | Share |
| Total All Jobs | 24 100.0% |
| Less than 10 miles | 8 33.3% |
| 10 to 24 miles | 13 54.2% |
| 25 to 50 miles | 0 0.0% |
| Greater than 50 miles | 3 12.5% |

Job Counts in Home Blocks to the Northwest of Work Blocks by Distance

| 2020 | |
|-----------------------|-----------|
| Count | Share |
| Total All Jobs | 12 100.0% |
| Less than 10 miles | 2 16.7% |
| 10 to 24 miles | 2 16.7% |
| 25 to 50 miles | 0 0.0% |
| Greater than 50 miles | 8 66.7% |

CLASSIFICATION

Lassen State Hwy/SR 299 Bet. Roosevelt Ave & Adams Ave

Day: Tuesday
Date: 8/29/2023

City: Nubieber
Project #: CA23_100022_001

Table with columns for Time, Northbound lanes (#1-#13), Total, Southbound lanes (#1-#13), Total, and TOTALES lanes (#1-#13), Total. Rows represent 15-minute intervals from 0:00 to 11:45.

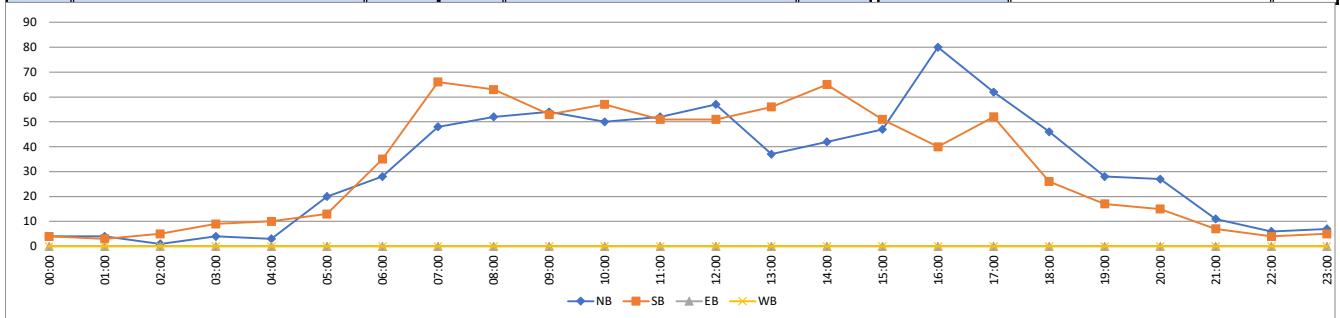
VOLUME

Lassen State Hwy/SR 299 Bet. Roosevelt Ave & Adams Ave

Day: Tuesday
Date: 8/29/2023

City: Nubieber
Project #: CA23_100022_001

| DAILY TOTALS | | | | | | NB | SB | EB | WB | Total | DAILY TOTALS | | | | | | |
|---------------------|------------|------------|-----------|-----------|------------|----------------|------------|------------|-----------|-----------|------------------|------------------|----------------|-------|----|----|-------|
| | | | | | | 770 | 758 | 0 | 0 | 1,528 | | | | | | | |
| 15-Minutes Interval | | | | | | | | | | | Hourly Intervals | | | | | | |
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL |
| 0:00 | 2 | 2 | | | 4 | 12:00 | 11 | 7 | | | 18 | 00:00 | 01:00 | 4 | 4 | | 8 |
| 0:15 | 1 | 2 | | | 3 | 12:15 | 16 | 16 | | | 32 | 01:00 | 02:00 | 4 | 3 | | 7 |
| 0:30 | 0 | 0 | | | 0 | 12:30 | 20 | 17 | | | 37 | 02:00 | 03:00 | 1 | 5 | | 6 |
| 0:45 | 1 | 0 | | | 1 | 12:45 | 10 | 11 | | | 21 | 03:00 | 04:00 | 4 | 9 | | 13 |
| 1:00 | 1 | 1 | | | 2 | 13:00 | 12 | 19 | | | 31 | 04:00 | 05:00 | 3 | 10 | | 13 |
| 1:15 | 1 | 0 | | | 1 | 13:15 | 5 | 9 | | | 14 | 05:00 | 06:00 | 20 | 13 | | 33 |
| 1:30 | 1 | 0 | | | 1 | 13:30 | 9 | 12 | | | 21 | 06:00 | 07:00 | 28 | 35 | | 63 |
| 1:45 | 1 | 2 | | | 3 | 13:45 | 11 | 16 | | | 27 | 07:00 | 08:00 | 48 | 66 | | 114 |
| 2:00 | 1 | 1 | | | 2 | 14:00 | 9 | 15 | | | 24 | 08:00 | 09:00 | 52 | 63 | | 115 |
| 2:15 | 0 | 0 | | | 0 | 14:15 | 10 | 16 | | | 26 | 09:00 | 10:00 | 54 | 53 | | 107 |
| 2:30 | 0 | 1 | | | 1 | 14:30 | 6 | 17 | | | 23 | 10:00 | 11:00 | 50 | 57 | | 107 |
| 2:45 | 0 | 3 | | | 3 | 14:45 | 17 | 17 | | | 34 | 11:00 | 12:00 | 52 | 51 | | 103 |
| 3:00 | 1 | 4 | | | 5 | 15:00 | 12 | 16 | | | 28 | 12:00 | 13:00 | 57 | 51 | | 108 |
| 3:15 | 1 | 0 | | | 1 | 15:15 | 5 | 6 | | | 11 | 13:00 | 14:00 | 37 | 56 | | 93 |
| 3:30 | 2 | 2 | | | 4 | 15:30 | 18 | 16 | | | 34 | 14:00 | 15:00 | 42 | 65 | | 107 |
| 3:45 | 0 | 3 | | | 3 | 15:45 | 12 | 13 | | | 25 | 15:00 | 16:00 | 47 | 51 | | 98 |
| 4:00 | 1 | 1 | | | 2 | 16:00 | 17 | 12 | | | 29 | 16:00 | 17:00 | 80 | 40 | | 120 |
| 4:15 | 0 | 2 | | | 2 | 16:15 | 17 | 12 | | | 29 | 17:00 | 18:00 | 62 | 52 | | 114 |
| 4:30 | 0 | 4 | | | 4 | 16:30 | 24 | 8 | | | 32 | 18:00 | 19:00 | 46 | 26 | | 72 |
| 4:45 | 2 | 3 | | | 5 | 16:45 | 22 | 8 | | | 30 | 19:00 | 20:00 | 28 | 17 | | 45 |
| 5:00 | 3 | 5 | | | 8 | 17:00 | 17 | 17 | | | 34 | 20:00 | 21:00 | 27 | 15 | | 42 |
| 5:15 | 7 | 2 | | | 9 | 17:15 | 14 | 10 | | | 24 | 21:00 | 22:00 | 11 | 7 | | 18 |
| 5:30 | 5 | 4 | | | 9 | 17:30 | 15 | 14 | | | 29 | 22:00 | 23:00 | 6 | 4 | | 10 |
| 5:45 | 5 | 2 | | | 7 | 17:45 | 16 | 11 | | | 27 | 23:00 | 00:00 | 7 | 5 | | 12 |
| 6:00 | 6 | 3 | | | 9 | 18:00 | 14 | 6 | | | 20 | STATISTICS | | | | | |
| 6:15 | 6 | 9 | | | 15 | 18:15 | 5 | 10 | | | 15 | | NB | SB | EB | WB | TOTAL |
| 6:30 | 12 | 12 | | | 24 | 18:30 | 12 | 6 | | | 18 | Peak Period | 00:00 to 12:00 | | | | |
| 6:45 | 4 | 11 | | | 15 | 18:45 | 15 | 4 | | | 19 | Volume | 320 | 369 | | | 689 |
| 7:00 | 13 | 15 | | | 28 | 19:00 | 8 | 3 | | | 11 | Peak Hour | 9:15 | 7:30 | | | 7:30 |
| 7:15 | 8 | 16 | | | 24 | 19:15 | 8 | 3 | | | 11 | Peak Volume | 59 | 69 | | | 123 |
| 7:30 | 11 | 19 | | | 30 | 19:30 | 4 | 3 | | | 7 | Peak Hour Factor | 0.819 | 0.821 | | | 0.961 |
| 7:45 | 16 | 16 | | | 32 | 19:45 | 8 | 8 | | | 16 | Peak Period | 12:00 to 00:00 | | | | |
| 8:00 | 17 | 13 | | | 30 | 20:00 | 5 | 7 | | | 12 | Volume | 450 | 389 | | | 839 |
| 8:15 | 10 | 21 | | | 31 | 20:15 | 11 | 4 | | | 15 | Peak Hour | 16:00 | 14:15 | | | 16:15 |
| 8:30 | 13 | 16 | | | 29 | 20:30 | 3 | 0 | | | 3 | Peak Volume | 80 | 66 | | | 125 |
| 8:45 | 12 | 13 | | | 25 | 20:45 | 8 | 4 | | | 12 | Peak Hour Factor | 0.833 | 0.971 | | | 0.919 |
| 9:00 | 13 | 15 | | | 28 | 21:00 | 4 | 5 | | | 9 | Peak Period | 07:00 to 09:00 | | | | |
| 9:15 | 12 | 13 | | | 25 | 21:15 | 4 | 1 | | | 5 | Volume | 100 | 129 | | | 229 |
| 9:30 | 15 | 11 | | | 26 | 21:30 | 2 | 0 | | | 2 | Peak Hour | 7:45 | 7:30 | | | 7:30 |
| 9:45 | 14 | 14 | | | 28 | 21:45 | 1 | 1 | | | 2 | Peak Volume | 56 | 69 | | | 123 |
| 10:00 | 18 | 13 | | | 31 | 22:00 | 2 | 2 | | | 4 | Peak Hour Factor | 0.824 | 0.821 | | | 0.961 |
| 10:15 | 7 | 17 | | | 24 | 22:15 | 1 | 1 | | | 2 | Peak Period | 16:00 to 18:00 | | | | |
| 10:30 | 12 | 16 | | | 28 | 22:30 | 2 | 1 | | | 3 | Volume | 142 | 92 | | | 234 |
| 10:45 | 13 | 11 | | | 24 | 22:45 | 1 | 0 | | | 1 | Peak Hour | 16:00 | 17:00 | | | 16:15 |
| 11:00 | 6 | 13 | | | 19 | 23:00 | 1 | 0 | | | 1 | Peak Volume | 80 | 52 | | | 125 |
| 11:15 | 12 | 12 | | | 24 | 23:15 | 1 | 1 | | | 2 | Peak Hour Factor | 0.833 | 0.765 | | | 0.919 |
| 11:30 | 19 | 16 | | | 35 | 23:30 | 2 | 2 | | | 4 | | | | | | |
| 11:45 | 15 | 10 | | | 25 | 23:45 | 3 | 2 | | | 5 | | | | | | |
| TOTALS | 320 | 369 | 0 | 0 | 689 | TOTALS | 450 | 389 | 0 | 0 | 839 | | | | | | |
| SPLIT % | 46% | 54% | 0% | 0% | 45% | SPLIT % | 54% | 46% | 0% | 0% | 55% | | | | | | |



CLASSIFICATION
Washington Ave E/O 4th St

Day: Tuesday
Date: 8/29/2023

City: Nubieber
Project #: CA23_100022_002

HOURLY BREAKDOWN table with columns for Time, EASTBOUND (1-13), Total, WESTBOUND (1-13), Total, and TOTALS (1-13), Total. Rows include time intervals from 0:00 to 23:00 and a Totals summary row.

CLASSIFICATION DEFINITIONS table showing vehicle icons for categories #1 Motorcycles, #2 Passenger Cars, #3 2-Axle, 4-Tire Single Unit, #4 Buses, #5 2-Axle, 6-Tire Single Units, #6 3-Axle Single Units, #7 >=4-Axle Single Units, #8 <=4-Axle Single Trailers, #9 5-Axle Single Trailers, #10 >=6-Axle Single Trailers, #11 <=5-Axle Multi-Trailers, #12 6-Axle Multi-Trailers, and #13 >=7-Axle Multi-Trailers.

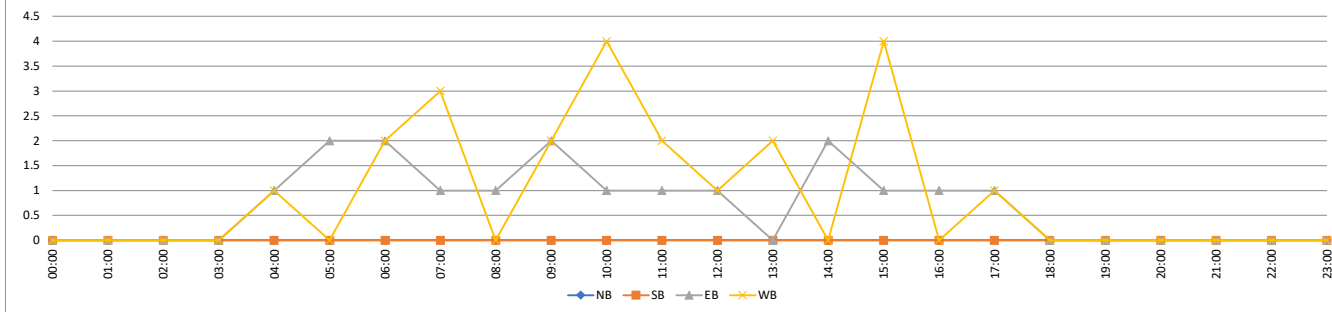
STATISTICS table with columns for time intervals (e.g., 00:00-12:00, 12:00-24:00), percentage values, and peak volume counts. It provides a detailed breakdown of traffic statistics across various time periods.

VOLUME Washington Ave E/O 4th St

Day: Tuesday
Date: 8/29/2023

City: Nubieber
Project #: CA23_100022_002

| DAILY TOTALS | | | | | NB | SB | EB | WB | Total | DAILY TOTALS | | | | | | | | |
|---------------------|-----------|-----------|------------|------------|------------|----------------|-----------|-----------|------------|--------------|------------------|------------------|----------------|----|-------|-------|-------|---|
| | | | | | 0 | 0 | 17 | 22 | 39 | | | | | | | | | |
| 15-Minutes Interval | | | | | | | | | | | Hourly Intervals | | | | | | | |
| TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL | TIME | NB | SB | EB | WB | TOTAL | |
| 0:00 | | | 0 | 0 | 0 | 12:00 | | | 0 | 0 | 0 | 00:00 | 01:00 | | | 0 | 0 | 0 |
| 0:15 | | | 0 | 0 | 0 | 12:15 | | | 0 | 0 | 0 | 01:00 | 02:00 | | | 0 | 0 | 0 |
| 0:30 | | | 0 | 0 | 0 | 12:30 | | | 1 | 1 | 2 | 02:00 | 03:00 | | | 0 | 0 | 0 |
| 0:45 | | | 0 | 0 | 0 | 12:45 | | | 0 | 0 | 0 | 03:00 | 04:00 | | | 0 | 0 | 0 |
| 1:00 | | | 0 | 0 | 0 | 13:00 | | | 0 | 1 | 1 | 04:00 | 05:00 | | | 1 | 1 | 2 |
| 1:15 | | | 0 | 0 | 0 | 13:15 | | | 0 | 1 | 1 | 05:00 | 06:00 | | | 2 | 0 | 2 |
| 1:30 | | | 0 | 0 | 0 | 13:30 | | | 0 | 0 | 0 | 06:00 | 07:00 | | | 2 | 2 | 4 |
| 1:45 | | | 0 | 0 | 0 | 13:45 | | | 0 | 0 | 0 | 07:00 | 08:00 | | | 1 | 3 | 4 |
| 2:00 | | | 0 | 0 | 0 | 14:00 | | | 0 | 0 | 0 | 08:00 | 09:00 | | | 1 | 0 | 1 |
| 2:15 | | | 0 | 0 | 0 | 14:15 | | | 0 | 0 | 0 | 09:00 | 10:00 | | | 2 | 2 | 4 |
| 2:30 | | | 0 | 0 | 0 | 14:30 | | | 2 | 0 | 2 | 10:00 | 11:00 | | | 1 | 4 | 5 |
| 2:45 | | | 0 | 0 | 0 | 14:45 | | | 0 | 0 | 0 | 11:00 | 12:00 | | | 1 | 2 | 3 |
| 3:00 | | | 0 | 0 | 0 | 15:00 | | | 0 | 3 | 3 | 12:00 | 13:00 | | | 1 | 1 | 2 |
| 3:15 | | | 0 | 0 | 0 | 15:15 | | | 1 | 0 | 1 | 13:00 | 14:00 | | | 0 | 2 | 2 |
| 3:30 | | | 0 | 0 | 0 | 15:30 | | | 0 | 0 | 0 | 14:00 | 15:00 | | | 2 | 0 | 2 |
| 3:45 | | | 0 | 0 | 0 | 15:45 | | | 0 | 1 | 1 | 15:00 | 16:00 | | | 1 | 4 | 5 |
| 4:00 | | | 1 | 0 | 1 | 16:00 | | | 1 | 0 | 1 | 16:00 | 17:00 | | | 1 | 0 | 1 |
| 4:15 | | | 0 | 0 | 0 | 16:15 | | | 0 | 0 | 0 | 17:00 | 18:00 | | | 1 | 1 | 2 |
| 4:30 | | | 0 | 0 | 0 | 16:30 | | | 0 | 0 | 0 | 18:00 | 19:00 | | | 0 | 0 | 0 |
| 4:45 | | | 0 | 1 | 1 | 16:45 | | | 0 | 0 | 0 | 19:00 | 20:00 | | | 0 | 0 | 0 |
| 5:00 | | | 0 | 0 | 0 | 17:00 | | | 0 | 0 | 0 | 20:00 | 21:00 | | | 0 | 0 | 0 |
| 5:15 | | | 0 | 0 | 0 | 17:15 | | | 1 | 1 | 2 | 21:00 | 22:00 | | | 0 | 0 | 0 |
| 5:30 | | | 2 | 0 | 2 | 17:30 | | | 0 | 0 | 0 | 22:00 | 23:00 | | | 0 | 0 | 0 |
| 5:45 | | | 0 | 0 | 0 | 17:45 | | | 0 | 0 | 0 | 23:00 | 00:00 | | | 0 | 0 | 0 |
| 6:00 | | | 1 | 2 | 3 | 18:00 | | | 0 | 0 | 0 | STATISTICS | | | | | | |
| 6:15 | | | 0 | 0 | 0 | 18:15 | | | 0 | 0 | 0 | | NB | SB | EB | WB | TOTAL | |
| 6:30 | | | 0 | 0 | 0 | 18:30 | | | 0 | 0 | 0 | Peak Period | 00:00 to 12:00 | | | | | |
| 6:45 | | | 1 | 0 | 1 | 18:45 | | | 0 | 0 | 0 | Volume | | | 11 | 14 | 25 | |
| 7:00 | | | 1 | 0 | 1 | 19:00 | | | 0 | 0 | 0 | Peak Hour | | | 5:15 | 9:30 | 9:30 | |
| 7:15 | | | 0 | 2 | 2 | 19:15 | | | 0 | 0 | 0 | Peak Volume | | | 3 | 4 | 7 | |
| 7:30 | | | 0 | 0 | 0 | 19:30 | | | 0 | 0 | 0 | Peak Hour Factor | | | 0.375 | 0.500 | 0.583 | |
| 7:45 | | | 0 | 1 | 1 | 19:45 | | | 0 | 0 | 0 | Peak Period | 12:00 to 00:00 | | | | | |
| 8:00 | | | 0 | 0 | 0 | 20:00 | | | 0 | 0 | 0 | Volume | | | 6 | 8 | 14 | |
| 8:15 | | | 0 | 0 | 0 | 20:15 | | | 0 | 0 | 0 | Peak Hour | | | 14:30 | 15:00 | 14:30 | |
| 8:30 | | | 1 | 0 | 1 | 20:30 | | | 0 | 0 | 0 | Peak Volume | | | 3 | 4 | 6 | |
| 8:45 | | | 0 | 0 | 0 | 20:45 | | | 0 | 0 | 0 | Peak Hour Factor | | | 0.375 | 0.333 | 0.500 | |
| 9:00 | | | 0 | 1 | 1 | 21:00 | | | 0 | 0 | 0 | Peak Period | 07:00 to 09:00 | | | | | |
| 9:15 | | | 0 | 0 | 0 | 21:15 | | | 0 | 0 | 0 | Volume | | | 2 | 3 | 5 | |
| 9:30 | | | 2 | 1 | 3 | 21:30 | | | 0 | 0 | 0 | Peak Hour | | | 7:00 | 7:00 | 7:00 | |
| 9:45 | | | 0 | 0 | 0 | 21:45 | | | 0 | 0 | 0 | Peak Volume | | | 1 | 3 | 4 | |
| 10:00 | | | 0 | 2 | 2 | 22:00 | | | 0 | 0 | 0 | Peak Hour Factor | | | 0.250 | 0.375 | 0.500 | |
| 10:15 | | | 1 | 1 | 2 | 22:15 | | | 0 | 0 | 0 | Peak Period | 16:00 to 18:00 | | | | | |
| 10:30 | | | 0 | 1 | 1 | 22:30 | | | 0 | 0 | 0 | Volume | | | 2 | 1 | 3 | |
| 10:45 | | | 0 | 0 | 0 | 22:45 | | | 0 | 0 | 0 | Peak Hour | | | 16:00 | 16:30 | 16:30 | |
| 11:00 | | | 0 | 0 | 0 | 23:00 | | | 0 | 0 | 0 | Peak Volume | | | 1 | 1 | 2 | |
| 11:15 | | | 1 | 0 | 1 | 23:15 | | | 0 | 0 | 0 | Peak Hour Factor | | | 0.250 | 0.250 | 0.250 | |
| 11:30 | | | 0 | 2 | 2 | 23:30 | | | 0 | 0 | 0 | | | | | | | |
| 11:45 | | | 0 | 0 | 0 | 23:45 | | | 0 | 0 | 0 | | | | | | | |
| TOTALS | 0 | 0 | 11 | 14 | 25 | TOTALS | 0 | 0 | 6 | 8 | 14 | | | | | | | |
| SPLIT % | 0% | 0% | 44% | 56% | 64% | SPLIT % | 0% | 0% | 43% | 57% | 36% | | | | | | | |



National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Jefferson Ave/4th St
City: Nubieber
Control: 2-Way Stop (EB/WB)

Project ID: 23-100021-001
Date: 8/29/2023

Data - Total

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Jefferson Ave/4th St | | | | Jefferson Ave/4th St | | | | | |
|-------------------------|-------------------------|--------|-------|-------|-------------------------|---------|-------|-------|----------------------|-------|-------|-------|----------------------|-------|---------|-------|----------------|----|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 12 | 1 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | |
| | 7:00 AM | 0 | 9 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 27 |
| | 7:15 AM | 0 | 13 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 7:30 AM | 0 | 14 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 31 |
| | 7:45 AM | 0 | 16 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| | 8:00 AM | 0 | 10 | 1 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 8:15 AM | 0 | 14 | 1 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:30 AM | 0 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | |
| 8:45 AM | | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES : | 0 | 99 | 3 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 0 | TOTAL 233 | |
| APPROACH %'s : | 0.00% | 97.06% | 2.94% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 66.67% | 0.00% | 33.33% | 0.00% | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 53 | 1 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | TOTAL 124 | |
| PEAK HR FACTOR : | 0.000 | 0.828 | 0.250 | 0.000 | 0.000 | 0.821 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | TOTAL 0.969 | |
| | 0.844 | | | | 0.821 | | | | | | | | 0.250 | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 17 | 0 | 0 | 1 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | |
| | 4:00 PM | 0 | 16 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| | 4:15 PM | 0 | 24 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| | 4:30 PM | 0 | 23 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| | 4:45 PM | 0 | 16 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 |
| | 5:00 PM | 0 | 13 | 1 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 25 |
| | 5:15 PM | 0 | 14 | 0 | 0 | 0 | 14 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 5:30 PM | 0 | 17 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | |
| 5:45 PM | | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES : | 0 | 140 | 1 | 0 | 1 | 94 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | TOTAL 238 | |
| APPROACH %'s : | 0.00% | 99.29% | 0.71% | 0.00% | 1.04% | 97.92% | 0.00% | 1.04% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 79 | 0 | 0 | 0 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | TOTAL 125 | |
| PEAK HR FACTOR : | 0.000 | 0.823 | 0.000 | 0.000 | 0.000 | 0.605 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | TOTAL 0.893 | |
| | 0.823 | | | | 0.605 | | | | | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Jefferson Ave/4th St
City: Nubieber
Control: 2-Way Stop (EB/WB)

Project ID: 23-100021-001
Date: 8/29/2023

Data - Cars

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Jefferson Ave/4th St | | | | Jefferson Ave/4th St | | | | | |
|-------------------------|----------------------------|---------|-------|-------|-------------------------|---------|-------|-------|----------------------|-------|-------|-------|----------------------|-------|---------|-------|--------------|----|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 8 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 | |
| | 7:00 AM | 0 | 8 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| | 7:15 AM | 0 | 11 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| | 7:30 AM | 0 | 13 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 27 |
| | 7:45 AM | 0 | 15 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 8:00 AM | 0 | 8 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| | 8:15 AM | 0 | 9 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:30 AM | 0 | 8 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | |
| 8:45 AM | | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 80 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 189 | |
| | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 47 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 106 | |
| PEAK HR FACTOR : | 0.000 | 0.783 | 0.000 | 0.000 | 0.000 | 0.763 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.883 | |
| | 0.783 | | | | 0.763 | | | | | | | | 0.250 | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 16 | 0 | 0 | 1 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | |
| | 4:00 PM | 0 | 15 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 4:15 PM | 0 | 24 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| | 4:30 PM | 0 | 20 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| | 4:45 PM | 0 | 15 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| | 5:00 PM | 0 | 11 | 1 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 22 |
| | 5:15 PM | 0 | 12 | 0 | 0 | 0 | 13 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 5:30 PM | 0 | 16 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | |
| 5:45 PM | | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 129 | 1 | 0 | 1 | 86 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 219 | |
| | 0.00% | 99.23% | 0.77% | 0.00% | 1.14% | 97.73% | 0.00% | 1.14% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 74 | 0 | 0 | 0 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 115 | |
| PEAK HR FACTOR : | 0.000 | 0.771 | 0.000 | 0.000 | 0.000 | 0.641 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.898 | |
| | 0.771 | | | | 0.641 | | | | | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Jefferson Ave/4th St
City: Nubieber
Control: 2-Way Stop (EB/WB)

Project ID: 23-100021-001
Date: 8/29/2023

Data - 2axle

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Jefferson Ave/4th St | | | | Jefferson Ave/4th St | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|----------------------|-------|-------|-------|----------------------|-------|-------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:30 AM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:45 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 7 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 3 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| PEAK HR FACTOR : | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.333 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.350 |
| | 0.375 | | | | 0.333 | | | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 4 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| PEAK HR FACTOR : | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.250 | | | | 0.500 | | | | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Jefferson Ave/4th St
City: Nubieber
Control: 2-Way Stop (EB/WB)

Project ID: 23-100021-001
Date: 8/29/2023

Data - 3axle

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Jefferson Ave/4th St | | | | Jefferson Ave/4th St | | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|----------------------|-------|-------|-------|----------------------|-------|-------|-------|-------|---|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | |
| | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | |
| | | | | | | 0.250 | | | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| PEAK HR FACTOR : | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | |
| | | 0.250 | | | | 0.250 | | | | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Jefferson Ave/4th St
City: Nubieber
Control: 2-Way Stop (EB/WB)

Project ID: 23-100021-001
Date: 8/29/2023

Data - 4axle

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Jefferson Ave/4th St | | | | Jefferson Ave/4th St | | | | | |
|-------------------------|-------------------------|---------|--------|-------|-------------------------|---------|-------|-------|----------------------|-------|-------|-------|----------------------|-------|-------|-------|--------------|---|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | |
| | 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 4 |
| | 7:15 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 7:30 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 8:00 AM | 0 | 0 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 8:15 AM | 0 | 2 | 1 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| 8:45 AM | | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 10 | 3 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 26 | |
| | 0.00% | 76.92% | 23.08% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 100.00% | 0.00% | 0.00% | 0.00% | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 3 | 1 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | |
| PEAK HR FACTOR : | 0.000 | 0.375 | 0.250 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.833 | |
| | | | | 0.500 | | | | 0.750 | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | | |
| | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| | 5:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | |
| | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | |
| | | | | 0.500 | | | | | | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Jefferson Ave/4th St
City: Nubieber
Control: 2-Way Stop (EB/WB)

Project ID: 23-100021-001
Date: 8/29/2023

Data - Total Trucks

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Jefferson Ave/4th St | | | | Jefferson Ave/4th St | | | | |
|-------------------------|-------------------------|---------|--------|-------|-------------------------|---------|-------|-------|----------------------|-------|-------|-------|----------------------|-------|-------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| | 0 | 4 | 1 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| | 7:00 AM | | | | | | | | | | | | | | | | 5 |
| | 7:15 AM | | | | | | | | | | | | | | | | 2 |
| | 7:30 AM | | | | | | | | | | | | | | | | 4 |
| | 7:45 AM | | | | | | | | | | | | | | | | 3 |
| | 8:00 AM | | | | | | | | | | | | | | | | 9 |
| | 8:15 AM | | | | | | | | | | | | | | | | 9 |
| 8:30 AM | | | | | | | | | | | | | | | | 5 | |
| 8:45 AM | | | | | | | | | | | | | | | | | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 19 | 3 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 44 |
| | 0.00% | 86.36% | 13.64% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 100.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 6 | 1 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| PEAK HR FACTOR : | 0.000 | 0.750 | 0.250 | 0.000 | 0.000 | 0.458 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | | | 0.583 | | | | 0.458 | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | TOTAL |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 4:00 PM | | | | | | | | | | | | | | | | 1 |
| | 4:15 PM | | | | | | | | | | | | | | | | 2 |
| | 4:30 PM | | | | | | | | | | | | | | | | 1 |
| | 4:45 PM | | | | | | | | | | | | | | | | 3 |
| | 5:00 PM | | | | | | | | | | | | | | | | 4 |
| | 5:15 PM | | | | | | | | | | | | | | | | 3 |
| 5:30 PM | | | | | | | | | | | | | | | | 3 | |
| 5:45 PM | | | | | | | | | | | | | | | | 1 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 11 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| PEAK HR FACTOR : | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 |
| | | | | 0.417 | | | | 0.417 | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Jefferson Ave/4th St
City: Nubieber
Control: 2-Way Stop (EB/WB)

Project ID: 23-100021-001
Date: 8/29/2023

Data - Bikes

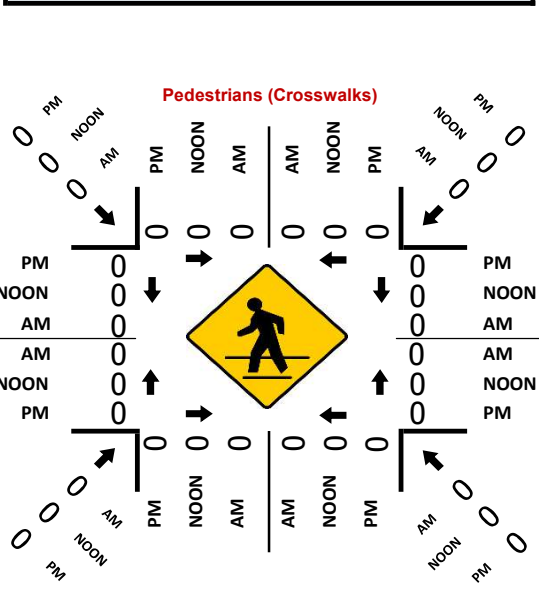
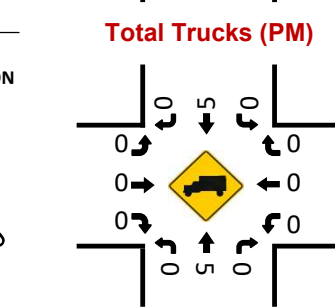
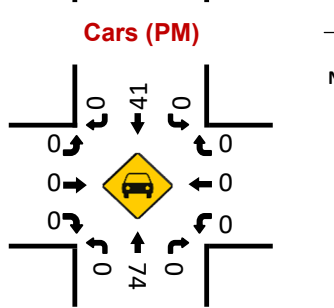
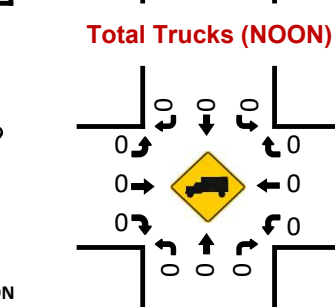
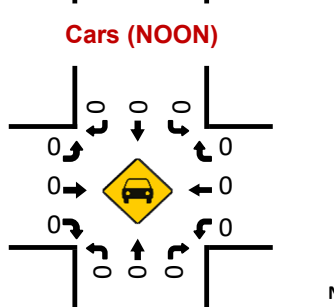
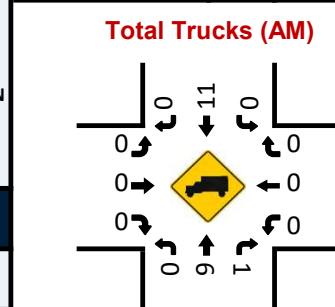
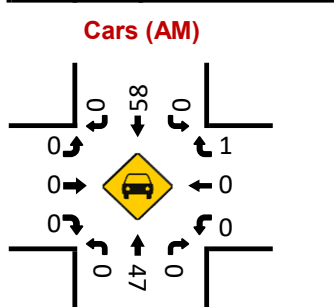
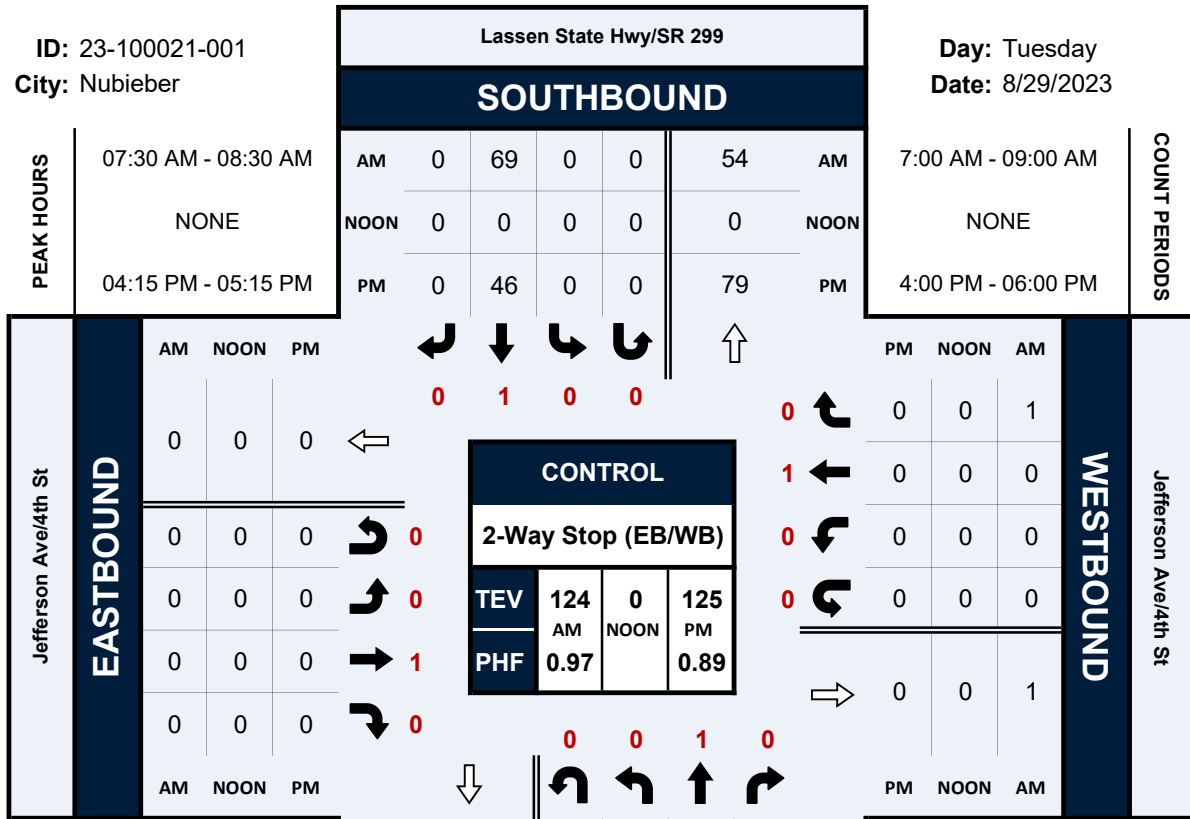
| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Jefferson Ave/4th St | | | | Jefferson Ave/4th St | | | | | |
|-------------------------|-------------------------|-------|-------|-------|-------------------------|-------|-------|-------|----------------------|-------|-------|-------|----------------------|-------|-------|-------|--------------|---|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | |

Lassen State Hwy/SR 299 & Jefferson Ave/4th St

Peak Hour Turning Movement Count

ID: 23-100021-001
City: Nubieber

Day: Tuesday
Date: 8/29/2023



National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Roosevelt Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-002
Date: 8/29/2023

Data - Total

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Roosevelt Ave | | | | Roosevelt Ave | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|---------------|-------|-------|-------|---------------|-------|--------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 28 |
| 7:15 AM | 0 | 9 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:30 AM | 0 | 13 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 7:45 AM | 0 | 14 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:00 AM | 0 | 17 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:15 AM | 0 | 10 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:30 AM | 0 | 14 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:45 AM | 0 | 11 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| TOTAL VOLUMES : | 0 | 101 | 0 | 0 | 0 | 128 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 229 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 54 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| PEAK HR FACTOR : | 0.000 | 0.794 | 0.000 | 0.000 | 0.000 | 0.821 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.961 |
| | 0.794 | | | | 0.821 | | | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 17 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 32 |
| 4:15 PM | 0 | 15 | 1 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 4:30 PM | 0 | 24 | 0 | 0 | 0 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 4:45 PM | 0 | 22 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 5:00 PM | 0 | 15 | 1 | 0 | 1 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 36 |
| 5:15 PM | 0 | 14 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 5:30 PM | 0 | 15 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 30 |
| 5:45 PM | 0 | 17 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| TOTAL VOLUMES : | 0 | 139 | 3 | 0 | 1 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 241 |
| APPROACH %'s : | 0.00% | 97.89% | 2.11% | 0.00% | 1.05% | 98.95% | 0.00% | 0.00% | | | | | 50.00% | 0.00% | 50.00% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 76 | 3 | 0 | 1 | 45 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 127 |
| PEAK HR FACTOR : | 0.000 | 0.792 | 0.750 | 0.000 | 0.250 | 0.662 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.882 |
| | 0.823 | | | | 0.639 | | | | | | | | 0.250 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Roosevelt Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-002
Date: 8/29/2023

Data - Cars

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Roosevelt Ave | | | | Roosevelt Ave | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|---------------|-------|-------|-------|---------------|-------|--------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 9 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:15 AM | 0 | 8 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:30 AM | 0 | 11 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:45 AM | 0 | 14 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 8:00 AM | 0 | 15 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:15 AM | 0 | 8 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 AM | 0 | 9 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 8:45 AM | 0 | 8 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18 |
| TOTAL VOLUMES : | 0 | 82 | 0 | 0 | 0 | 108 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 190 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 0 | 48 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| PEAK HR FACTOR : | 0.000 | 0.800 | 0.000 | 0.000 | 0.000 | 0.763 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.883 |
| | 0.800 | | | | 0.763 | | | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 16 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 30 |
| 4:15 PM | 0 | 14 | 1 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 4:30 PM | 0 | 24 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 4:45 PM | 0 | 19 | 1 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 5:00 PM | 0 | 14 | 1 | 0 | 1 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 32 |
| 5:15 PM | 0 | 12 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 5:30 PM | 0 | 13 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 5:45 PM | 0 | 16 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| TOTAL VOLUMES : | 0 | 128 | 3 | 0 | 1 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 0 | 222 |
| APPROACH %'s : | 0.00% | 97.71% | 2.29% | 0.00% | 1.14% | 98.86% | 0.00% | 0.00% | | | | | 33.33% | 0.00% | 66.67% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 0 | 71 | 3 | 0 | 1 | 40 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 117 |
| PEAK HR FACTOR : | 0.000 | 0.740 | 0.750 | 0.000 | 0.250 | 0.714 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.250 | 0.000 | 0.914 |
| | 0.771 | | | | 0.683 | | | | | | | | 0.250 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Roosevelt Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-002
Date: 8/29/2023

Data - 3axle

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Roosevelt Ave | | | | Roosevelt Ave | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|---------------|-------|-------|-------|---------------|-------|-------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.250 |
| | | | | | | 0.250 | | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| APPROACH %'s : | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.250 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | | 0.250 | | | | 0.250 | | | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Roosevelt Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-002
Date: 8/29/2023

Data - 4axle

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Roosevelt Ave | | | | Roosevelt Ave | | | | TOTAL |
|-------------------------|----------------------------|---------|-------|-------|-------------------------|---------|-------|-------|---------------|-------|-------|-------|---------------|-------|-------|-------|-------|
| | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| AM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 7:15 AM | 0 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | 0 | 10 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| PEAK HR FACTOR : | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| | 0.375 | | | | 0.750 | | | | | | | | | | | | |
| PM | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |
| | 0.500 | | | | | | | | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Roosevelt Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-002
Date: 8/29/2023

Data - Total Trucks

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Roosevelt Ave | | | | Roosevelt Ave | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|---------------|-------|-------|-------|---------------|-------|-------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 7:15 AM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 AM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 AM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : | 0 | 19 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| PEAK HR FACTOR : | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.458 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.531 |
| | | | | 0.750 | | | | 0.458 | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 3 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | 0 | 11 | 0 | 0 | 0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 19 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | 100.00% | 0.00% | 0.00% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| PEAK HR FACTOR : | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 |
| | | | | 0.417 | | | | 0.417 | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Roosevelt Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-002
Date: 8/29/2023

Data - Bikes

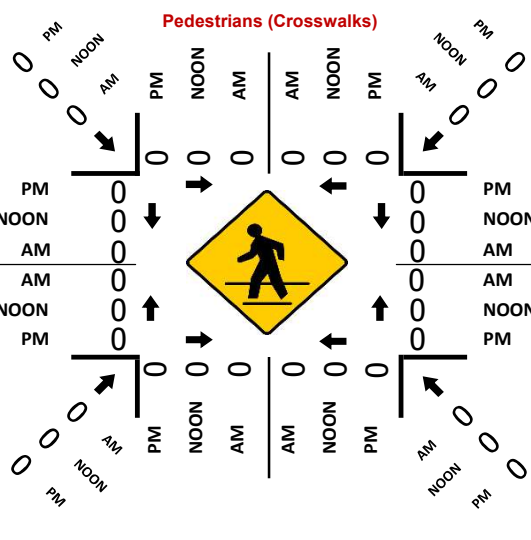
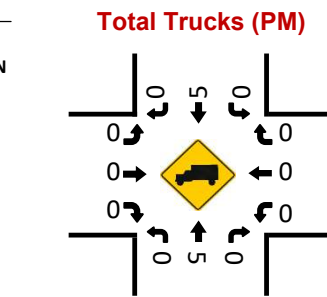
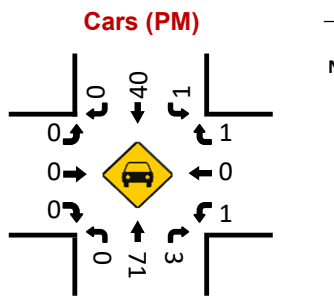
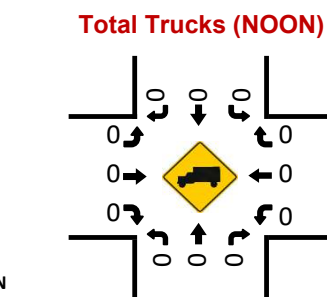
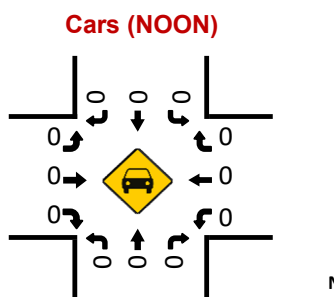
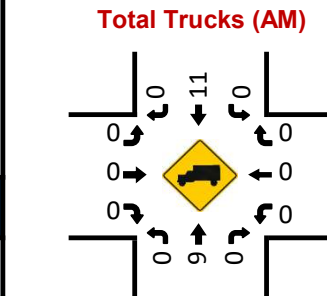
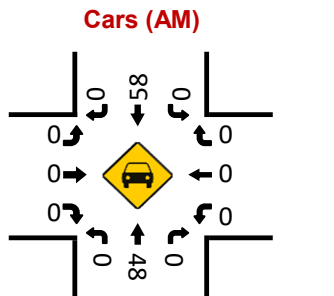
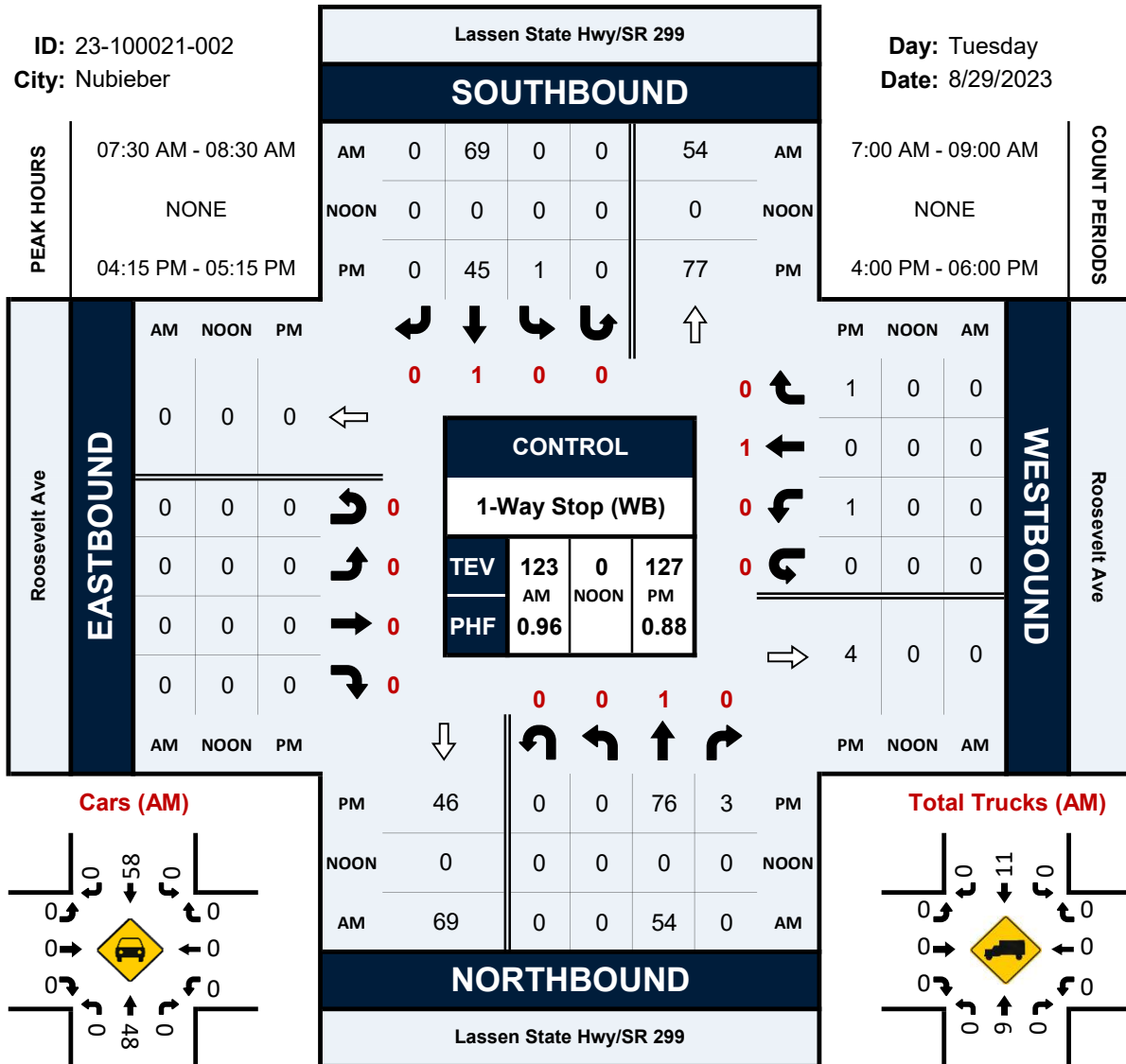
| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Roosevelt Ave | | | | Roosevelt Ave | | | | | |
|-------------------------|-------------------------|-------|-------|-------|-------------------------|-------|-------|-------|---------------|-------|-------|-------|---------------|-------|-------|-------|--------------|---|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| | 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| TOTAL VOLUMES : | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL | |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL | |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 | |

Lassen State Hwy/SR 299 & Roosevelt Ave

Peak Hour Turning Movement Count

ID: 23-100021-002
City: Nubieber

Day: Tuesday
Date: 8/29/2023



National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Adams Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-003
Date: 8/29/2023

Data - Total

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Adams Ave | | | | Adams Ave | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|-----------|-------|-------|-------|-----------|-------|---------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 28 |
| 7:15 AM | 0 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| 7:30 AM | 0 | 11 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 7:45 AM | 0 | 16 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 |
| 8:00 AM | 0 | 17 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 8:15 AM | 0 | 10 | 0 | 0 | 0 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 |
| 8:30 AM | 0 | 13 | 0 | 0 | 0 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:45 AM | 0 | 12 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 |
| TOTAL VOLUMES : | 0 | 101 | 0 | 0 | 0 | 129 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 230 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 54 | 0 | 0 | 0 | 69 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 |
| PEAK HR FACTOR : | 0.000 | 0.794 | 0.000 | 0.000 | 0.000 | 0.821 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.961 |
| | 0.794 | | | | 0.821 | | | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 29 |
| 4:15 PM | 0 | 16 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 4:30 PM | 0 | 17 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 |
| 4:45 PM | 0 | 24 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 31 |
| 5:00 PM | 0 | 21 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 34 |
| 5:15 PM | 0 | 17 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 5:30 PM | 0 | 14 | 0 | 0 | 1 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 29 |
| 5:45 PM | 0 | 15 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 5:45 PM | 0 | 16 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| TOTAL VOLUMES : | 0 | 140 | 0 | 0 | 4 | 94 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 242 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 4.08% | 95.92% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 79 | 0 | 0 | 2 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 129 |
| PEAK HR FACTOR : | 0.000 | 0.823 | 0.000 | 0.000 | 0.500 | 0.676 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.949 |
| | 0.823 | | | | 0.706 | | | | | | | | 0.500 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Adams Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-003
Date: 8/29/2023

Data - Cars

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Adams Ave | | | | Adams Ave | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|-----------|-------|-------|-------|-----------|-------|---------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 22 |
| 7:15 AM | 0 | 8 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 7:30 AM | 0 | 9 | 0 | 0 | 0 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 7:45 AM | 0 | 16 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 29 |
| 8:00 AM | 0 | 15 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 8:15 AM | 0 | 8 | 0 | 0 | 0 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 |
| 8:30 AM | 0 | 8 | 0 | 0 | 0 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| 8:45 AM | 0 | 9 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| TOTAL VOLUMES : | 0 | 82 | 0 | 0 | 0 | 109 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 191 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 48 | 0 | 0 | 0 | 58 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 106 |
| PEAK HR FACTOR : | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.763 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.914 |
| | 0.750 | | | | 0.763 | | | | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 15 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 4:15 PM | 0 | 16 | 0 | 0 | 0 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 4:30 PM | 0 | 24 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 33 |
| 4:45 PM | 0 | 18 | 0 | 0 | 1 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 28 |
| 5:00 PM | 0 | 16 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 30 |
| 5:15 PM | 0 | 12 | 0 | 0 | 0 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 23 |
| 5:30 PM | 0 | 13 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| 5:45 PM | 0 | 15 | 0 | 0 | 1 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 |
| TOTAL VOLUMES : | 0 | 129 | 0 | 0 | 3 | 87 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 223 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 3.33% | 96.67% | 0.00% | 0.00% | | | | | 0.00% | 0.00% | 100.00% | 0.00% | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 74 | 0 | 0 | 2 | 41 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 119 |
| PEAK HR FACTOR : | 0.000 | 0.771 | 0.000 | 0.000 | 0.500 | 0.732 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 | 0.000 | 0.902 |
| | 0.771 | | | | 0.768 | | | | | | | | 0.500 | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Adams Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-003
Date: 8/29/2023

Data - 4axle

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Adams Ave | | | | Adams Ave | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|-----------|-------|-------|-------|-----------|-------|-------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| 7:15 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:00 AM | 0 | 1 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 8:30 AM | 0 | 2 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | 0 | 10 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 21 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 3 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| PEAK HR FACTOR : | 0.000 | 0.375 | 0.000 | 0.000 | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.750 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 5:15 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| PEAK HR FACTOR : | 0.000 | 0.500 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.500 |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Adams Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-003
Date: 8/29/2023

Data - Total Trucks

| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Adams Ave | | | | Adams Ave | | | | |
|-------------------------|-------------------------|---------|-------|-------|-------------------------|---------|-------|-------|-----------|-------|-------|-------|-----------|-------|-------|-------|-------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 6 |
| 7:15 AM | 0 | 4 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 7:30 AM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 8:00 AM | 0 | 2 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 8:15 AM | 0 | 2 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:30 AM | 0 | 5 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 8:45 AM | 0 | 3 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| TOTAL VOLUMES : | 0 | 19 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 39 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 0.00% | 100.00% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 6 | 0 | 0 | 0 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| PEAK HR FACTOR : | 0.000 | 0.750 | 0.000 | 0.000 | 0.000 | 0.458 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.531 |
| | | | | 0.750 | | | | 0.458 | | | | | | | | | |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 2 |
| 4:15 PM | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4:45 PM | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 5:00 PM | 0 | 1 | 0 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:15 PM | 0 | 2 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 5:30 PM | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5:45 PM | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| TOTAL VOLUMES : | 0 | 11 | 0 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| APPROACH %'s : | 0.00% | 100.00% | 0.00% | 0.00% | 12.50% | 87.50% | 0.00% | 0.00% | | | | | | | | | |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 5 | 0 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| PEAK HR FACTOR : | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.417 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.625 |
| | | | | 0.417 | | | | 0.417 | | | | | | | | | |

National Data & Surveying Services Intersection Turning Movement Count

Location: Lassen State Hwy/SR 299 & Adams Ave
City: Nubieber
Control: 1-Way Stop (WB)

Project ID: 23-100021-003
Date: 8/29/2023

Data - Bikes

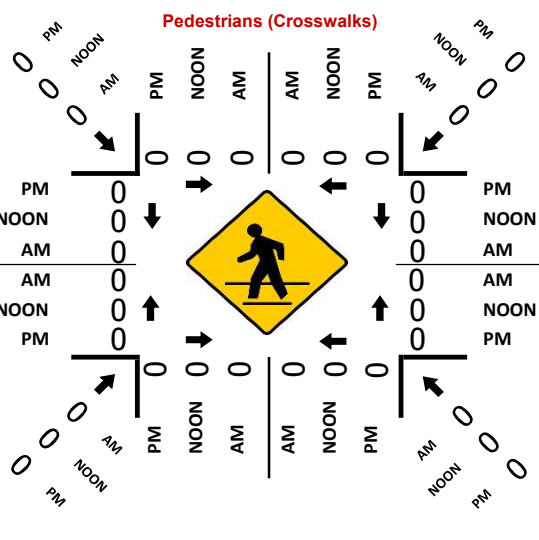
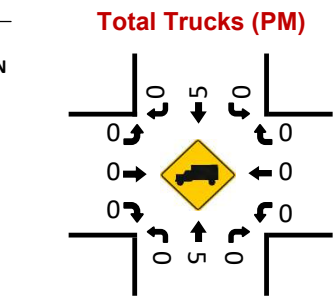
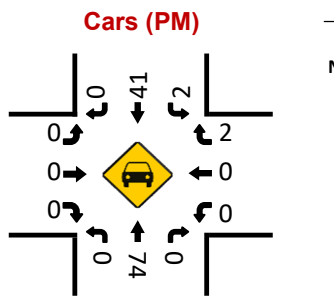
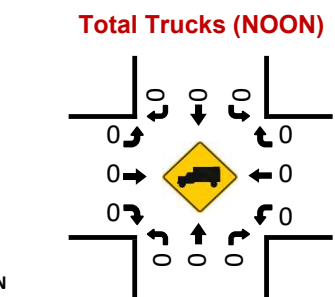
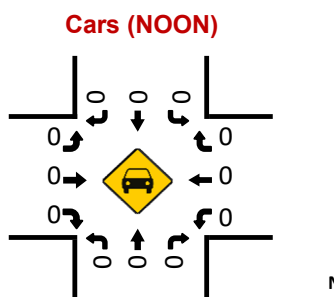
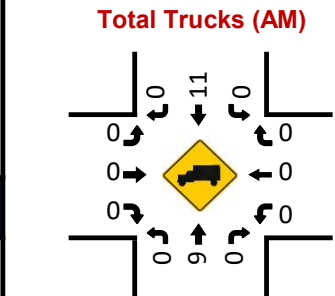
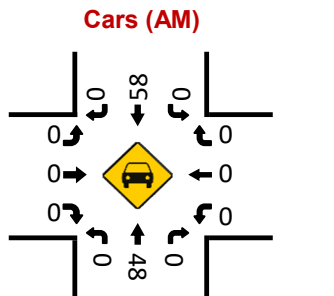
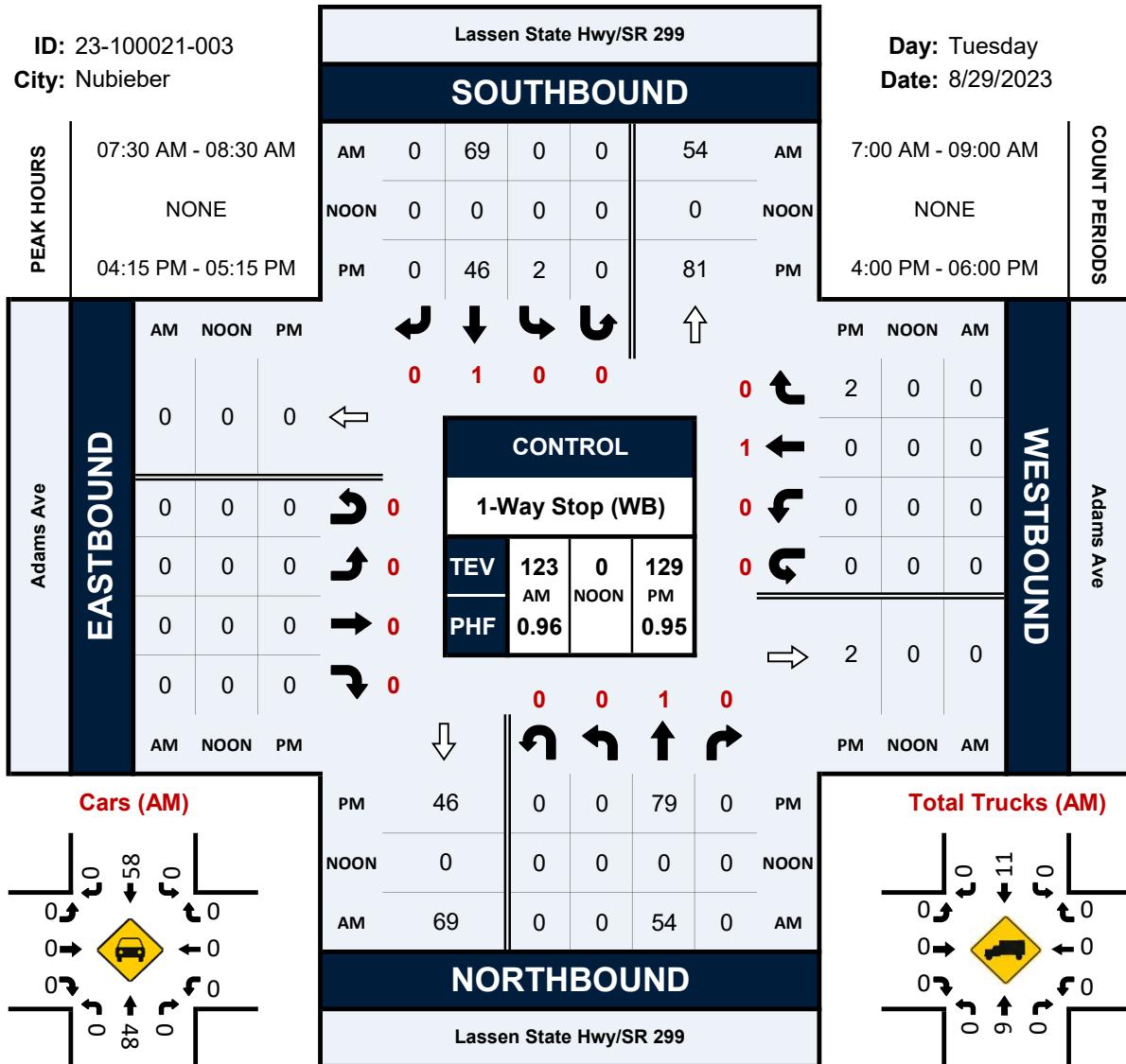
| NS/EW Streets: | Lassen State Hwy/SR 299 | | | | Lassen State Hwy/SR 299 | | | | Adams Ave | | | | Adams Ave | | | | |
|-------------------------|-------------------------|-------|-------|-------|-------------------------|-------|-------|-------|-----------|-------|-------|-------|-----------|-------|-------|-------|--------------|
| AM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:30 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR : | 07:30 AM - 08:30 AM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 |
| PM | NORTHBOUND | | | | SOUTHBOUND | | | | EASTBOUND | | | | WESTBOUND | | | | |
| | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | |
| | NL | NT | NR | NU | SL | ST | SR | SU | EL | ET | ER | EU | WL | WT | WR | WU | TOTAL |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:00 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| TOTAL VOLUMES : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| APPROACH %'s : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR : | 04:15 PM - 05:15 PM | | | | | | | | | | | | | | | | TOTAL |
| PEAK HR VOL : | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| PEAK HR FACTOR : | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0 |

Lassen State Hwy/SR 299 & Adams Ave

Peak Hour Turning Movement Count

ID: 23-100021-003
City: Nubieber

Day: Tuesday
Date: 8/29/2023



Appendix B

LOS Worksheets

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | ↕ | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 84 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 0 | 0 | 84 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 70 | 0 | 0 | 91 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|------|--------|---|------|---|---|
| Conflicting Flow All | 161 | 161 | 91 | 161 | 161 | 70 | 91 | 0 | 0 | 70 | 0 | 0 |
| Stage 1 | 91 | 91 | - | 70 | 70 | - | - | - | - | - | - | - |
| Stage 2 | 70 | 70 | - | 91 | 91 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 809 | 735 | 972 | 809 | 735 | 998 | 1517 | - | - | 1544 | - | - |
| Stage 1 | 921 | 823 | - | 945 | 841 | - | - | - | - | - | - | - |
| Stage 2 | 945 | 841 | - | 921 | 823 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 809 | 735 | 972 | 809 | 735 | 998 | 1517 | - | - | 1544 | - | - |
| Mov Cap-2 Maneuver | 809 | 735 | - | 809 | 735 | - | - | - | - | - | - | - |
| Stage 1 | 921 | 823 | - | 945 | 841 | - | - | - | - | - | - | - |
| Stage 2 | 945 | 841 | - | 921 | 823 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1517 | - | - | - | - | - | - | 1544 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 61 | 3 | 0 | 84 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 61 | 3 | 0 | 84 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 63 | 3 | 0 | 87 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|------|------|--------|---|------|---|---|
| Conflicting Flow All | 152 | 153 | 87 | 152 | 152 | 65 | 87 | 0 | 0 | 66 | 0 | 0 |
| Stage 1 | 87 | 87 | - | 65 | 65 | - | - | - | - | - | - | - |
| Stage 2 | 65 | 66 | - | 87 | 87 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 820 | 742 | 977 | 820 | 743 | 1005 | 1522 | - | - | 1549 | - | - |
| Stage 1 | 926 | 827 | - | 951 | 845 | - | - | - | - | - | - | - |
| Stage 2 | 951 | 844 | - | 926 | 827 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 819 | 742 | 977 | 820 | 743 | 1005 | 1522 | - | - | 1549 | - | - |
| Mov Cap-2 Maneuver | 819 | 742 | - | 820 | 743 | - | - | - | - | - | - | - |
| Stage 1 | 926 | 827 | - | 951 | 845 | - | - | - | - | - | - | - |
| Stage 2 | 950 | 844 | - | 926 | 827 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|-----|--|----|--|----|--|
| HCM Control Delay, s | 0 | | 8.6 | | 0 | | 0 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR | |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|------|-----|---|
| Capacity (veh/h) | 1522 | - | - | - | - | - | - | 1005 | 1549 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | 0.001 | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 8.6 | 0 | - | - | - |
| HCM Lane LOS | A | - | - | A | A | A | A | A | - | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | 0 | 0 | - | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↶ | ↷ | ↶ | | | ↷ |
| Traffic Vol, veh/h | 0 | 0 | 62 | 0 | 0 | 84 |
| Future Vol, veh/h | 0 | 0 | 62 | 0 | 0 | 84 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 65 | 0 | 0 | 88 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 153 | 65 | 0 | 0 | 65 | 0 |
| Stage 1 | 65 | - | - | - | - | - |
| Stage 2 | 88 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 843 | 1005 | - | - | 1550 | - |
| Stage 1 | 963 | - | - | - | - | - |
| Stage 2 | 940 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 843 | 1005 | - | - | 1550 | - |
| Mov Cap-2 Maneuver | 843 | - | - | - | - | - |
| Stage 1 | 963 | - | - | - | - | - |
| Stage 2 | 940 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|------|-----|
| Capacity (veh/h) | - | - | - | 1550 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↶ | ↷ | ↶ | | | ↷ |
| Traffic Vol, veh/h | 0 | 0 | 62 | 0 | 0 | 84 |
| Future Vol, veh/h | 0 | 0 | 62 | 0 | 0 | 84 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 65 | 0 | 0 | 88 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 153 | 65 | 0 | 0 | 65 | 0 |
| Stage 1 | 65 | - | - | - | - | - |
| Stage 2 | 88 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 843 | 1005 | - | - | 1550 | - |
| Stage 1 | 963 | - | - | - | - | - |
| Stage 2 | 940 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | |
| Mov Cap-1 Maneuver | 843 | 1005 | - | - | 1550 | - |
| Mov Cap-2 Maneuver | 843 | - | - | - | - | - |
| Stage 1 | 963 | - | - | - | - | - |
| Stage 2 | 940 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|------|-----|
| Capacity (veh/h) | - | - | - | 1550 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 49 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 49 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 55 | 0 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|-----|--------|------|--------|---|------|---|---|
| Conflicting Flow All | 151 | 151 | 55 | 151 | 151 | 96 | 55 | 0 | 0 | 96 | 0 | 0 |
| Stage 1 | 55 | 55 | - | 96 | 96 | - | - | - | - | - | - | - |
| Stage 2 | 96 | 96 | - | 55 | 55 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 821 | 744 | 1018 | 821 | 744 | 966 | 1563 | - | - | 1510 | - | - |
| Stage 1 | 962 | 853 | - | 916 | 819 | - | - | - | - | - | - | - |
| Stage 2 | 916 | 819 | - | 962 | 853 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 821 | 744 | 1018 | 821 | 744 | 966 | 1563 | - | - | 1510 | - | - |
| Mov Cap-2 Maneuver | 821 | 744 | - | 821 | 744 | - | - | - | - | - | - | - |
| Stage 1 | 962 | 853 | - | 916 | 819 | - | - | - | - | - | - | - |
| Stage 2 | 916 | 819 | - | 962 | 853 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1563 | - | - | - | - | - | - | 1510 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 49 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 0 | 0 | 49 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 96 | 0 | 0 | 55 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|------|--------|---|------|---|---|
| Conflicting Flow All | 151 | 151 | 55 | 151 | 151 | 96 | 55 | 0 | 0 | 96 | 0 | 0 |
| Stage 1 | 55 | 55 | - | 96 | 96 | - | - | - | - | - | - | - |
| Stage 2 | 96 | 96 | - | 55 | 55 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 821 | 744 | 1018 | 821 | 744 | 966 | 1563 | - | - | 1510 | - | - |
| Stage 1 | 962 | 853 | - | 916 | 819 | - | - | - | - | - | - | - |
| Stage 2 | 916 | 819 | - | 962 | 853 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 821 | 744 | 1018 | 821 | 744 | 966 | 1563 | - | - | 1510 | - | - |
| Mov Cap-2 Maneuver | 821 | 744 | - | 821 | 744 | - | - | - | - | - | - | - |
| Stage 1 | 962 | 853 | - | 916 | 819 | - | - | - | - | - | - | - |
| Stage 2 | 916 | 819 | - | 962 | 853 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1563 | - | - | - | - | - | - | 1510 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 82 | 3 | 1 | 48 |
| Future Vol, veh/h | 1 | 1 | 82 | 3 | 1 | 48 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 1 | 93 | 3 | 1 | 55 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 152 | 95 | 0 | 0 | 96 |
| Stage 1 | 95 | - | - | - | - |
| Stage 2 | 57 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 844 | 967 | - | - | 1510 |
| Stage 1 | 934 | - | - | - | - |
| Stage 2 | 971 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 843 | 967 | - | - | 1510 |
| Mov Cap-2 Maneuver | 843 | - | - | - | - |
| Stage 1 | 934 | - | - | - | - |
| Stage 2 | 970 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 9 | 0 | 0.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | - | 843 | 967 | 1510 | - |
| HCM Lane V/C Ratio | - | - | 0.001 | 0.001 | 0.001 | - |
| HCM Control Delay (s) | - | - | 9.3 | 8.7 | 7.4 | 0 |
| HCM Lane LOS | - | - | A | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 85 | 0 | 2 | 49 |
| Future Vol, veh/h | 0 | 2 | 85 | 0 | 2 | 49 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 2 | 89 | 0 | 2 | 52 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 145 | 89 | 0 | 0 | 89 |
| Stage 1 | 89 | - | - | - | - |
| Stage 2 | 56 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 852 | 975 | - | - | 1519 |
| Stage 1 | 940 | - | - | - | - |
| Stage 2 | 972 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 851 | 975 | - | - | 1519 |
| Mov Cap-2 Maneuver | 851 | - | - | - | - |
| Stage 1 | 940 | - | - | - | - |
| Stage 2 | 971 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.7 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1WBLn2 | SBL | SBT |
|-----------------------|-----|---------------|-------|-------|
| Capacity (veh/h) | - | - | 975 | 1519 |
| HCM Lane V/C Ratio | - | - | 0.002 | 0.001 |
| HCM Control Delay (s) | - | - | 0 | 8.7 |
| HCM Lane LOS | - | - | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.5 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | ↕ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 75 | 26 | 26 | 90 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 75 | 26 | 26 | 90 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 26 | 0 | 26 | 0 | 82 | 28 | 28 | 98 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|------|--------|---|------|---|---|
| Conflicting Flow All | 263 | 264 | 98 | 250 | 250 | 96 | 98 | 0 | 0 | 110 | 0 | 0 |
| Stage 1 | 154 | 154 | - | 96 | 96 | - | - | - | - | - | - | - |
| Stage 2 | 109 | 110 | - | 154 | 154 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 694 | 645 | 963 | 708 | 656 | 966 | 1508 | - | - | 1493 | - | - |
| Stage 1 | 853 | 774 | - | 916 | 819 | - | - | - | - | - | - | - |
| Stage 2 | 901 | 808 | - | 853 | 774 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 665 | 632 | 963 | 697 | 643 | 966 | 1508 | - | - | 1493 | - | - |
| Mov Cap-2 Maneuver | 665 | 632 | - | 697 | 643 | - | - | - | - | - | - | - |
| Stage 1 | 853 | 759 | - | 916 | 819 | - | - | - | - | - | - | - |
| Stage 2 | 877 | 808 | - | 836 | 759 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|-----|--|----|--|-----|--|
| HCM Control Delay, s | 0 | | 9.6 | | 0 | | 1.7 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1508 | - | - | - | - | 697 | 966 | 1493 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | 0.037 | 0.027 | 0.019 | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 10.4 | 8.8 | 7.5 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | 0.1 | 0.1 | 0.1 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕↗ | | | ↕↗ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 85 | 14 | 17 | 110 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 85 | 14 | 17 | 110 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 88 | 14 | 18 | 113 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|------|--------|---|------|---|---|
| Conflicting Flow All | 250 | 251 | 113 | 244 | 244 | 95 | 113 | 0 | 0 | 102 | 0 | 0 |
| Stage 1 | 149 | 149 | - | 95 | 95 | - | - | - | - | - | - | - |
| Stage 2 | 101 | 102 | - | 149 | 149 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 708 | 656 | 945 | 714 | 661 | 967 | 1489 | - | - | 1503 | - | - |
| Stage 1 | 858 | 778 | - | 917 | 820 | - | - | - | - | - | - | - |
| Stage 2 | 910 | 815 | - | 858 | 778 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 692 | 647 | 945 | 707 | 652 | 967 | 1489 | - | - | 1503 | - | - |
| Mov Cap-2 Maneuver | 692 | 647 | - | 707 | 652 | - | - | - | - | - | - | - |
| Stage 1 | 858 | 768 | - | 917 | 820 | - | - | - | - | - | - | - |
| Stage 2 | 899 | 815 | - | 847 | 768 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|-----|--|----|--|----|--|
| HCM Control Delay, s | 0 | | 9.3 | | 0 | | 1 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1489 | - | - | - | - | 707 | 967 | 1503 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | 0.009 | 0.012 | 0.012 | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 10.1 | 8.8 | 7.4 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 96 | 0 | 0 | 127 |
| Future Vol, veh/h | 0 | 0 | 96 | 0 | 0 | 127 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 100 | 0 | 0 | 132 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 232 | 100 | 0 | 0 | 100 | 0 |
| Stage 1 | 100 | - | - | - | - | - |
| Stage 2 | 132 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 761 | 961 | - | - | 1505 | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 899 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 761 | 961 | - | - | 1505 | - |
| Mov Cap-2 Maneuver | 761 | - | - | - | - | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 899 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|------|-----|
| Capacity (veh/h) | - | - | - | 1505 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | 0 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 96 | 0 | 0 | 127 |
| Future Vol, veh/h | 0 | 0 | 96 | 0 | 0 | 127 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 100 | 0 | 0 | 132 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 232 | 100 | 0 | 0 | 100 | 0 |
| Stage 1 | 100 | - | - | - | - | - |
| Stage 2 | 132 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 761 | 961 | - | - | 1505 | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 899 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 761 | 961 | - | - | 1505 | - |
| Mov Cap-2 Maneuver | 761 | - | - | - | - | - |
| Stage 1 | 929 | - | - | - | - | - |
| Stage 2 | 899 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|------|-----|
| Capacity (veh/h) | - | - | - | 1505 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.8 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 25 | 0 | 26 | 0 | 91 | 24 | 24 | 49 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 25 | 0 | 26 | 0 | 91 | 24 | 24 | 49 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 28 | 0 | 29 | 0 | 102 | 27 | 27 | 55 | 0 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | | Major2 | | | |
|----------------------|--------|-----|--------|-----|-----|--------|------|---|--------|------|---|---|
| Conflicting Flow All | 239 | 238 | 55 | 225 | 225 | 116 | 55 | 0 | 0 | 129 | 0 | 0 |
| Stage 1 | 109 | 109 | - | 116 | 116 | - | - | - | - | - | - | - |
| Stage 2 | 130 | 129 | - | 109 | 109 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 719 | 666 | 1018 | 735 | 678 | 942 | 1563 | - | - | 1469 | - | - |
| Stage 1 | 901 | 809 | - | 894 | 803 | - | - | - | - | - | - | - |
| Stage 2 | 878 | 793 | - | 901 | 809 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 687 | 653 | 1018 | 725 | 665 | 942 | 1563 | - | - | 1469 | - | - |
| Mov Cap-2 Maneuver | 687 | 653 | - | 725 | 665 | - | - | - | - | - | - | - |
| Stage 1 | 901 | 794 | - | 894 | 803 | - | - | - | - | - | - | - |
| Stage 2 | 851 | 793 | - | 884 | 794 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | | NB | | | SB | | |
|----------------------|----|--|-----|--|--|----|--|--|-----|--|--|
| HCM Control Delay, s | 0 | | 9.5 | | | 0 | | | 2.5 | | |
| HCM LOS | A | | A | | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1563 | - | - | - | - | 725 | 942 | 1469 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | 0.039 | 0.031 | 0.018 | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 10.2 | 8.9 | 7.5 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | 0.1 | 0.1 | 0.1 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 6 | 10 | 73 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 111 | 6 | 10 | 73 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 125 | 7 | 11 | 82 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|------|--------|---|------|---|---|
| Conflicting Flow All | 233 | 236 | 82 | 233 | 233 | 129 | 82 | 0 | 0 | 132 | 0 | 0 |
| Stage 1 | 104 | 104 | - | 129 | 129 | - | - | - | - | - | - | - |
| Stage 2 | 129 | 132 | - | 104 | 104 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 726 | 668 | 983 | 726 | 671 | 926 | 1528 | - | - | 1466 | - | - |
| Stage 1 | 907 | 813 | - | 880 | 793 | - | - | - | - | - | - | - |
| Stage 2 | 880 | 791 | - | 907 | 813 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 722 | 663 | 983 | 722 | 666 | 926 | 1528 | - | - | 1466 | - | - |
| Mov Cap-2 Maneuver | 722 | 663 | - | 722 | 666 | - | - | - | - | - | - | - |
| Stage 1 | 907 | 806 | - | 880 | 793 | - | - | - | - | - | - | - |
| Stage 2 | 880 | 791 | - | 900 | 806 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | |
|----------------------|----|--|----|--|----|--|-----|--|
| HCM Control Delay, s | 0 | | 0 | | 0 | | 0.9 | |
| HCM LOS | A | | A | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1528 | - | - | - | - | - | - | 1466 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | 0.008 | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 0 | 7.5 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 108 | 3 | 1 | 82 |
| Future Vol, veh/h | 1 | 1 | 108 | 3 | 1 | 82 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 1 | 123 | 3 | 1 | 93 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 220 | 125 | 0 | 0 | 126 |
| Stage 1 | 125 | - | - | - | - |
| Stage 2 | 95 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 773 | 931 | - | - | 1473 |
| Stage 1 | 906 | - | - | - | - |
| Stage 2 | 934 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 772 | 931 | - | - | 1473 |
| Mov Cap-2 Maneuver | 772 | - | - | - | - |
| Stage 1 | 906 | - | - | - | - |
| Stage 2 | 933 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.3 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | 772 | 931 | 1473 |
| HCM Lane V/C Ratio | - | - | 0.001 | 0.001 | 0.001 |
| HCM Control Delay (s) | - | - | 9.7 | 8.9 | 7.4 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 111 | 0 | 2 | 83 |
| Future Vol, veh/h | 0 | 2 | 111 | 0 | 2 | 83 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 2 | 117 | 0 | 2 | 87 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 208 | 117 | 0 | 0 | 117 | 0 |
| Stage 1 | 117 | - | - | - | - | - |
| Stage 2 | 91 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 785 | 941 | - | - | 1484 | - |
| Stage 1 | 913 | - | - | - | - | - |
| Stage 2 | 938 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 784 | 941 | - | - | 1484 | - |
| Mov Cap-2 Maneuver | 784 | - | - | - | - | - |
| Stage 1 | 913 | - | - | - | - | - |
| Stage 2 | 937 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.8 | 0 | 0.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | - | 941 | 1484 |
| HCM Lane V/C Ratio | - | - | - | 0.002 | 0.001 |
| HCM Control Delay (s) | - | - | 0 | 8.8 | 7.4 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 87 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 0 | 0 | 87 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 73 | 0 | 0 | 95 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|------|--------|---|------|---|---|
| Conflicting Flow All | 168 | 168 | 95 | 168 | 168 | 73 | 95 | 0 | 0 | 73 | 0 | 0 |
| Stage 1 | 95 | 95 | - | 73 | 73 | - | - | - | - | - | - | - |
| Stage 2 | 73 | 73 | - | 95 | 95 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 800 | 728 | 967 | 800 | 728 | 995 | 1512 | - | - | 1540 | - | - |
| Stage 1 | 917 | 820 | - | 942 | 838 | - | - | - | - | - | - | - |
| Stage 2 | 942 | 838 | - | 917 | 820 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 800 | 728 | 967 | 800 | 728 | 995 | 1512 | - | - | 1540 | - | - |
| Mov Cap-2 Maneuver | 800 | 728 | - | 800 | 728 | - | - | - | - | - | - | - |
| Stage 1 | 917 | 820 | - | 942 | 838 | - | - | - | - | - | - | - |
| Stage 2 | 942 | 838 | - | 917 | 820 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1512 | - | - | - | - | - | - | 1540 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | ↕ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 63 | 3 | 0 | 87 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 63 | 3 | 0 | 87 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 65 | 3 | 0 | 90 | 0 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | | Major2 | | | |
|----------------------|--------|-----|--------|-----|-----|--------|------|---|--------|------|---|---|
| Conflicting Flow All | 157 | 158 | 90 | 157 | 157 | 67 | 90 | 0 | 0 | 68 | 0 | 0 |
| Stage 1 | 90 | 90 | - | 67 | 67 | - | - | - | - | - | - | - |
| Stage 2 | 67 | 68 | - | 90 | 90 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 814 | 738 | 973 | 814 | 739 | 1002 | 1518 | - | - | 1546 | - | - |
| Stage 1 | 922 | 824 | - | 948 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 948 | 842 | - | 922 | 824 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 813 | 738 | 973 | 814 | 739 | 1002 | 1518 | - | - | 1546 | - | - |
| Mov Cap-2 Maneuver | 813 | 738 | - | 814 | 739 | - | - | - | - | - | - | - |
| Stage 1 | 922 | 824 | - | 948 | 843 | - | - | - | - | - | - | - |
| Stage 2 | 947 | 842 | - | 922 | 824 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|----|----|
| HCM Control Delay, s | 0 | 8.6 | 0 | 0 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR | |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|------|-----|---|
| Capacity (veh/h) | 1518 | - | - | - | - | - | - | 1002 | 1546 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | 0.001 | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 8.6 | 0 | - | - | |
| HCM Lane LOS | A | - | - | A | A | A | A | A | - | - | |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | 0 | 0 | - | - | |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 65 | 0 | 0 | 87 |
| Future Vol, veh/h | 0 | 0 | 65 | 0 | 0 | 87 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 68 | 0 | 0 | 91 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 159 | 68 | 0 | 0 | 68 |
| Stage 1 | 68 | - | - | - | - |
| Stage 2 | 91 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 837 | 1001 | - | - | 1546 |
| Stage 1 | 960 | - | - | - | - |
| Stage 2 | 938 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 837 | 1001 | - | - | 1546 |
| Mov Cap-2 Maneuver | 837 | - | - | - | - |
| Stage 1 | 960 | - | - | - | - |
| Stage 2 | 938 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|------|-----|
| Capacity (veh/h) | - | - | - | 1546 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 65 | 0 | 0 | 87 |
| Future Vol, veh/h | 0 | 0 | 65 | 0 | 0 | 87 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 68 | 0 | 0 | 91 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 159 | 68 | 0 | 0 | 68 |
| Stage 1 | 68 | - | - | - | - |
| Stage 2 | 91 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 837 | 1001 | - | - | 1546 |
| Stage 1 | 960 | - | - | - | - |
| Stage 2 | 938 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 837 | 1001 | - | - | 1546 |
| Mov Cap-2 Maneuver | 837 | - | - | - | - |
| Stage 1 | 960 | - | - | - | - |
| Stage 2 | 938 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|------|-----|
| Capacity (veh/h) | - | - | - | 1546 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↕ | | ↕ | ↕ | | ↕ | | | ↕ | ↕ |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 51 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 51 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 57 | 0 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|-----|--------|------|--------|---|------|---|---|
| Conflicting Flow All | 156 | 156 | 57 | 156 | 156 | 99 | 57 | 0 | 0 | 99 | 0 | 0 |
| Stage 1 | 57 | 57 | - | 99 | 99 | - | - | - | - | - | - | - |
| Stage 2 | 99 | 99 | - | 57 | 57 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 815 | 740 | 1015 | 815 | 740 | 962 | 1560 | - | - | 1507 | - | - |
| Stage 1 | 960 | 851 | - | 912 | 817 | - | - | - | - | - | - | - |
| Stage 2 | 912 | 817 | - | 960 | 851 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 815 | 740 | 1015 | 815 | 740 | 962 | 1560 | - | - | 1507 | - | - |
| Mov Cap-2 Maneuver | 815 | 740 | - | 815 | 740 | - | - | - | - | - | - | - |
| Stage 1 | 960 | 851 | - | 912 | 817 | - | - | - | - | - | - | - |
| Stage 2 | 912 | 817 | - | 960 | 851 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1560 | - | - | - | - | - | - | 1507 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | 0 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 51 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 0 | 0 | 51 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 99 | 0 | 0 | 57 | 0 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|-----|--------|------|--------|---|------|---|---|
| Conflicting Flow All | 156 | 156 | 57 | 156 | 156 | 99 | 57 | 0 | 0 | 99 | 0 | 0 |
| Stage 1 | 57 | 57 | - | 99 | 99 | - | - | - | - | - | - | - |
| Stage 2 | 99 | 99 | - | 57 | 57 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 815 | 740 | 1015 | 815 | 740 | 962 | 1560 | - | - | 1507 | - | - |
| Stage 1 | 960 | 851 | - | 912 | 817 | - | - | - | - | - | - | - |
| Stage 2 | 912 | 817 | - | 960 | 851 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 815 | 740 | 1015 | 815 | 740 | 962 | 1560 | - | - | 1507 | - | - |
| Mov Cap-2 Maneuver | 815 | 740 | - | 815 | 740 | - | - | - | - | - | - | - |
| Stage 1 | 960 | 851 | - | 912 | 817 | - | - | - | - | - | - | - |
| Stage 2 | 912 | 817 | - | 960 | 851 | - | - | - | - | - | - | - |

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

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|------|-----|-----|
| Capacity (veh/h) | 1560 | - | - | - | - | - | - | 1507 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | - | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 0 | 0 | - | - |
| HCM Lane LOS | A | - | - | A | A | A | A | A | - | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 85 | 3 | 1 | 50 |
| Future Vol, veh/h | 1 | 1 | 85 | 3 | 1 | 50 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 1 | 97 | 3 | 1 | 57 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 158 | 99 | 0 | 0 | 100 |
| Stage 1 | 99 | - | - | - | - |
| Stage 2 | 59 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 838 | 962 | - | - | 1505 |
| Stage 1 | 930 | - | - | - | - |
| Stage 2 | 969 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 837 | 962 | - | - | 1505 |
| Mov Cap-2 Maneuver | 837 | - | - | - | - |
| Stage 1 | 930 | - | - | - | - |
| Stage 2 | 968 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|-----|
| HCM Control Delay, s | 9 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | 837 | 962 | 1505 |
| HCM Lane V/C Ratio | - | - | 0.001 | 0.001 | 0.001 |
| HCM Control Delay (s) | - | - | 9.3 | 8.7 | 7.4 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | 0 |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 88 | 0 | 2 | 51 |
| Future Vol, veh/h | 0 | 2 | 88 | 0 | 2 | 51 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 2 | 93 | 0 | 2 | 54 |

| Major/Minor | Minor1 | Major1 | Major2 | | |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 151 | 93 | 0 | 0 | 93 |
| Stage 1 | 93 | - | - | - | - |
| Stage 2 | 58 | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 |
| Pot Cap-1 Maneuver | 846 | 970 | - | - | 1514 |
| Stage 1 | 936 | - | - | - | - |
| Stage 2 | 970 | - | - | - | - |
| Platoon blocked, % | | | - | - | - |
| Mov Cap-1 Maneuver | 845 | 970 | - | - | 1514 |
| Mov Cap-2 Maneuver | 845 | - | - | - | - |
| Stage 1 | 936 | - | - | - | - |
| Stage 2 | 969 | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.7 | 0 | 0.3 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | - | 970 | 1514 |
| HCM Lane V/C Ratio | - | - | - | 0.002 | 0.001 |
| HCM Control Delay (s) | - | - | 0 | 8.7 | 7.4 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | 0 |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 78 | 26 | 26 | 93 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 24 | 0 | 24 | 0 | 78 | 26 | 26 | 93 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 26 | 0 | 26 | 0 | 85 | 28 | 28 | 101 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|------|--------|---|------|---|---|
| Conflicting Flow All | 269 | 270 | 101 | 256 | 256 | 99 | 101 | 0 | 0 | 113 | 0 | 0 |
| Stage 1 | 157 | 157 | - | 99 | 99 | - | - | - | - | - | - | - |
| Stage 2 | 112 | 113 | - | 157 | 157 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 688 | 640 | 960 | 701 | 651 | 962 | 1504 | - | - | 1489 | - | - |
| Stage 1 | 850 | 772 | - | 912 | 817 | - | - | - | - | - | - | - |
| Stage 2 | 898 | 806 | - | 850 | 772 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 659 | 627 | 960 | 690 | 638 | 962 | 1504 | - | - | 1489 | - | - |
| Mov Cap-2 Maneuver | 659 | 627 | - | 690 | 638 | - | - | - | - | - | - | - |
| Stage 1 | 850 | 757 | - | 912 | 817 | - | - | - | - | - | - | - |
| Stage 2 | 874 | 806 | - | 833 | 757 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|-----|----|-----|
| HCM Control Delay, s | 0 | 9.6 | 0 | 1.6 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1504 | - | - | - | - | 690 | 962 | 1489 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | 0.038 | 0.027 | 0.019 | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 10.4 | 8.8 | 7.5 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | 0.1 | 0.1 | 0.1 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.2 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 87 | 14 | 17 | 113 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 87 | 14 | 17 | 113 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 | 97 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 6 | 0 | 11 | 0 | 90 | 14 | 18 | 116 | 0 |

| Major/Minor | Minor2 | | Minor1 | | Major1 | | Major2 | | | | | |
|----------------------|--------|-----|--------|-----|--------|-----|--------|---|---|------|---|---|
| Conflicting Flow All | 255 | 256 | 116 | 249 | 249 | 97 | 116 | 0 | 0 | 104 | 0 | 0 |
| Stage 1 | 152 | 152 | - | 97 | 97 | - | - | - | - | - | - | - |
| Stage 2 | 103 | 104 | - | 152 | 152 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 702 | 651 | 942 | 709 | 657 | 965 | 1485 | - | - | 1500 | - | - |
| Stage 1 | 855 | 775 | - | 914 | 819 | - | - | - | - | - | - | - |
| Stage 2 | 908 | 813 | - | 855 | 775 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 687 | 643 | 942 | 702 | 648 | 965 | 1485 | - | - | 1500 | - | - |
| Mov Cap-2 Maneuver | 687 | 643 | - | 702 | 648 | - | - | - | - | - | - | - |
| Stage 1 | 855 | 765 | - | 914 | 819 | - | - | - | - | - | - | - |
| Stage 2 | 897 | 813 | - | 844 | 765 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | NB | | SB | | | |
|----------------------|----|--|-----|--|----|--|----|--|--|--|
| HCM Control Delay, s | 0 | | 9.3 | | 0 | | 1 | | | |
| HCM LOS | A | | A | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1485 | - | - | - | - | 702 | 965 | 1500 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | 0.009 | 0.012 | 0.012 | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 10.2 | 8.8 | 7.4 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | 0 | 0 | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 0 | 98 | 0 | 0 | 130 |
| Future Vol, veh/h | 0 | 0 | 98 | 0 | 0 | 130 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 102 | 0 | 0 | 135 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 237 | 102 | 0 | 0 | 102 | 0 |
| Stage 1 | 102 | - | - | - | - | - |
| Stage 2 | 135 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 756 | 959 | - | - | 1503 | - |
| Stage 1 | 927 | - | - | - | - | - |
| Stage 2 | 896 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 756 | 959 | - | - | 1503 | - |
| Mov Cap-2 Maneuver | 756 | - | - | - | - | - |
| Stage 1 | 927 | - | - | - | - | - |
| Stage 2 | 896 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|------|-----|
| Capacity (veh/h) | - | - | - | 1503 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | ↖ | ↗ | ↖ | | | ↗ |
| Traffic Vol, veh/h | 0 | 0 | 98 | 0 | 0 | 130 |
| Future Vol, veh/h | 0 | 0 | 98 | 0 | 0 | 130 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 102 | 0 | 0 | 135 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 237 | 102 | 0 | 0 | 102 | 0 |
| Stage 1 | 102 | - | - | - | - | - |
| Stage 2 | 135 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 756 | 959 | - | - | 1503 | - |
| Stage 1 | 927 | - | - | - | - | - |
| Stage 2 | 896 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 756 | 959 | - | - | 1503 | - |
| Mov Cap-2 Maneuver | 756 | - | - | - | - | - |
| Stage 1 | 927 | - | - | - | - | - |
| Stage 2 | 896 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|----|----|----|
| HCM Control Delay, s | 0 | 0 | 0 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|------|-----|
| Capacity (veh/h) | - | - | - | 1503 | - |
| HCM Lane V/C Ratio | - | - | - | - | - |
| HCM Control Delay (s) | - | - | 0 | 0 | - |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 2.7 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕ | | | ↕ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 25 | 0 | 26 | 0 | 94 | 24 | 24 | 51 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 25 | 0 | 26 | 0 | 94 | 24 | 24 | 51 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 28 | 0 | 29 | 0 | 106 | 27 | 27 | 57 | 0 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|-----|--------|------|--------|---|------|---|---|
| Conflicting Flow All | 245 | 244 | 57 | 231 | 231 | 120 | 57 | 0 | 0 | 133 | 0 | 0 |
| Stage 1 | 111 | 111 | - | 120 | 120 | - | - | - | - | - | - | - |
| Stage 2 | 134 | 133 | - | 111 | 111 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 713 | 661 | 1015 | 728 | 672 | 937 | 1560 | - | - | 1464 | - | - |
| Stage 1 | 899 | 807 | - | 889 | 800 | - | - | - | - | - | - | - |
| Stage 2 | 874 | 790 | - | 899 | 807 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 681 | 648 | 1015 | 718 | 659 | 937 | 1560 | - | - | 1464 | - | - |
| Mov Cap-2 Maneuver | 681 | 648 | - | 718 | 659 | - | - | - | - | - | - | - |
| Stage 1 | 899 | 792 | - | 889 | 800 | - | - | - | - | - | - | - |
| Stage 2 | 847 | 790 | - | 882 | 792 | - | - | - | - | - | - | - |

| Approach | EB | | WB | | | NB | | SB | | |
|----------------------|----|--|-----|--|--|----|--|-----|--|--|
| HCM Control Delay, s | 0 | | 9.6 | | | 0 | | 2.4 | | |
| HCM LOS | A | | A | | | | | | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1560 | - | - | - | - | 718 | 937 | 1464 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | 0.039 | 0.031 | 0.018 | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 10.2 | 9 | 7.5 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | B | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | 0.1 | 0.1 | 0.1 | - | - |

| Intersection | | | | | | | | | | | | |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.4 | | | | | | | | | | | |
| Movement | EBL | EBT | EBR | WBL | WBT | WBR | NBL | NBT | NBR | SBL | SBT | SBR |
| Lane Configurations | | ↕ | ↗ | | ↕ | ↗ | | ↕↗ | | | ↕↗ | |
| Traffic Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 6 | 10 | 75 | 0 |
| Future Vol, veh/h | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 6 | 10 | 75 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized | - | - | None | - | - | None | - | - | None | - | - | None |
| Storage Length | - | - | 25 | - | - | 25 | - | - | - | - | - | - |
| Veh in Median Storage, # | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Grade, % | - | 0 | - | - | 0 | - | - | 0 | - | - | 0 | - |
| Peak Hour Factor | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 | 89 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 128 | 7 | 11 | 84 | 0 |

| Major/Minor | Minor2 | | Minor1 | | | Major1 | | Major2 | | | | |
|----------------------|--------|-----|--------|-----|-----|--------|------|--------|---|------|---|---|
| Conflicting Flow All | 238 | 241 | 84 | 238 | 238 | 132 | 84 | 0 | 0 | 135 | 0 | 0 |
| Stage 1 | 106 | 106 | - | 132 | 132 | - | - | - | - | - | - | - |
| Stage 2 | 132 | 135 | - | 106 | 106 | - | - | - | - | - | - | - |
| Critical Hdwy | 7.1 | 6.5 | 6.2 | 7.1 | 6.5 | 6.2 | 4.1 | - | - | 4.1 | - | - |
| Critical Hdwy Stg 1 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Critical Hdwy Stg 2 | 6.1 | 5.5 | - | 6.1 | 5.5 | - | - | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 4 | 3.3 | 3.5 | 4 | 3.3 | 2.2 | - | - | 2.2 | - | - |
| Pot Cap-1 Maneuver | 721 | 664 | 981 | 721 | 666 | 923 | 1526 | - | - | 1462 | - | - |
| Stage 1 | 905 | 811 | - | 876 | 791 | - | - | - | - | - | - | - |
| Stage 2 | 876 | 789 | - | 905 | 811 | - | - | - | - | - | - | - |
| Platoon blocked, % | | | | | | | | - | - | - | - | - |
| Mov Cap-1 Maneuver | 717 | 659 | 981 | 717 | 661 | 923 | 1526 | - | - | 1462 | - | - |
| Mov Cap-2 Maneuver | 717 | 659 | - | 717 | 661 | - | - | - | - | - | - | - |
| Stage 1 | 905 | 805 | - | 876 | 791 | - | - | - | - | - | - | - |
| Stage 2 | 876 | 789 | - | 898 | 805 | - | - | - | - | - | - | - |

| Approach | EB | WB | NB | SB |
|----------------------|----|----|----|-----|
| HCM Control Delay, s | 0 | 0 | 0 | 0.9 |
| HCM LOS | A | A | | |

| Minor Lane/Major Mvmt | NBL | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | WBLn2 | SBL | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h) | 1526 | - | - | - | - | - | - | 1462 | - | - |
| HCM Lane V/C Ratio | - | - | - | - | - | - | - | 0.008 | - | - |
| HCM Control Delay (s) | 0 | - | - | 0 | 0 | 0 | 0 | 7.5 | 0 | - |
| HCM Lane LOS | A | - | - | A | A | A | A | A | A | - |
| HCM 95th %tile Q(veh) | 0 | - | - | - | - | - | - | 0 | - | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.1 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 1 | 111 | 3 | 1 | 84 |
| Future Vol, veh/h | 1 | 1 | 111 | 3 | 1 | 84 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 1 | 1 | 126 | 3 | 1 | 95 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 225 | 128 | 0 | 0 | 129 | 0 |
| Stage 1 | 128 | - | - | - | - | - |
| Stage 2 | 97 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 768 | 927 | - | - | 1469 | - |
| Stage 1 | 903 | - | - | - | - | - |
| Stage 2 | 932 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | - | - |
| Mov Cap-1 Maneuver | 767 | 927 | - | - | 1469 | - |
| Mov Cap-2 Maneuver | 767 | - | - | - | - | - |
| Stage 1 | 903 | - | - | - | - | - |
| Stage 2 | 931 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 9.3 | 0 | 0.1 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|-----|-------|-------|-------|-----|
| Capacity (veh/h) | - | - | 767 | 927 | 1469 | - |
| HCM Lane V/C Ratio | - | - | 0.001 | 0.001 | 0.001 | - |
| HCM Control Delay (s) | - | - | 9.7 | 8.9 | 7.5 | 0 |
| HCM Lane LOS | - | - | A | A | A | A |
| HCM 95th %tile Q(veh) | - | - | 0 | 0 | 0 | - |

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.2 | | | | | |
| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 0 | 2 | 114 | 0 | 2 | 85 |
| Future Vol, veh/h | 0 | 2 | 114 | 0 | 2 | 85 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | 25 | - | - | - | - |
| Veh in Median Storage, # | 0 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 0 | 0 | 0 | 0 | 0 | 0 |
| Mvmt Flow | 0 | 2 | 120 | 0 | 2 | 89 |

| Major/Minor | Minor1 | Major1 | Major2 | | | |
|----------------------|--------|--------|--------|---|------|---|
| Conflicting Flow All | 213 | 120 | 0 | 0 | 120 | 0 |
| Stage 1 | 120 | - | - | - | - | - |
| Stage 2 | 93 | - | - | - | - | - |
| Critical Hdwy | 6.4 | 6.2 | - | - | 4.1 | - |
| Critical Hdwy Stg 1 | 5.4 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.4 | - | - | - | - | - |
| Follow-up Hdwy | 3.5 | 3.3 | - | - | 2.2 | - |
| Pot Cap-1 Maneuver | 780 | 937 | - | - | 1480 | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 936 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 779 | 937 | - | - | 1480 | - |
| Mov Cap-2 Maneuver | 779 | - | - | - | - | - |
| Stage 1 | 910 | - | - | - | - | - |
| Stage 2 | 935 | - | - | - | - | - |

| Approach | WB | NB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 8.9 | 0 | 0.2 |
| HCM LOS | A | | |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | WBLn2 | SBL | SBT |
|-----------------------|-----|----------|-------|-------|-------|
| Capacity (veh/h) | - | - | - | 937 | 1480 |
| HCM Lane V/C Ratio | - | - | - | 0.002 | 0.001 |
| HCM Control Delay (s) | - | - | 0 | 8.9 | 7.4 |
| HCM Lane LOS | - | - | A | A | A |
| HCM 95th %tile Q(veh) | - | - | - | 0 | 0 |

Appendix C

Haul Routes and Levels of Service

Lassen Facility Haul Routes and Levels of Service

| Haul Route | Postmile | Latitude | Longitude | Lanes at Postmile | FHWA FCR ¹ | Type ² | LOS "D" Capacity at Postmile ² | Data Year ³ | Back ADT | Ahead ADT | ADT (2021) | ADT (2023) | V/C (E) | LOS (E) | ADT (Project Logging/Haul Trucks) | ADT (E+P) | V/C (E+P) | LOS (E+P) | E+P LOS D or better? | ADT (OY) | V/C (OY) | LOS (OY) | ADT (OY+P) | V/C (OY+P) | LOS (OY+P) | OY+P LOS D or better? |
|----------------------------------|----------|-----------|-------------|-------------------|-----------------------|-------------------|---|------------------------|----------|-----------|------------|------------|---------|---------|-----------------------------------|-----------|-----------|-----------|----------------------|----------|----------|----------|------------|------------|------------|-----------------------|
| I-5 | 42.508 | 41.667699 | -122.610438 | 4 | 1 | 201 | 74400 | 2021 | 19200 | 19500 | 19500 | 20288 | 0.262 | A | 547 | 20835 | 0.280 | A | Yes | 21108 | 0.284 | A | 21655 | 0.291 | A | Yes |
| I-5 | 24.082 | 40.705866 | -122.337276 | 4 | 1 | 201 | 74400 | 2021 | 24700 | 23300 | 24700 | 25998 | 0.332 | A | 547 | 26245 | 0.353 | A | Yes | 26736 | 0.359 | A | 27283 | 0.367 | A | Yes |
| I-5 | 36.371 | 40.293056 | -122.178851 | 5 | 3 | 201 | 74400 | 2021 | 43000 | 42000 | 43000 | 44737 | 0.578 | A | 547 | 45294 | 0.609 | B | Yes | 46544 | 0.626 | B | 47051 | 0.633 | B | Yes |
| SR-36 | 58.18 | 40.311071 | -122.01745 | 2 | 4 | 5 | 13260 | 2021 | 1550 | 1350 | 1550 | 1613 | 0.117 | A | 547 | 2160 | 0.163 | A | Yes | 1678 | 0.127 | A | 2225 | 0.168 | A | Yes |
| SR-44 | 49.353 | 40.544651 | -121.577743 | 2 | 3 | 4 | 19550 | 2021 | 1450 | 1450 | 1450 | 1509 | 0.074 | A | 547 | 2056 | 0.105 | A | Yes | 1570 | 0.080 | A | 2117 | 0.108 | A | Yes |
| SR-44 | 1.239 | 40.579725 | -122.338699 | 4 | 3 | 201 | 74400 | 2021 | 35000 | 33500 | 35000 | 36414 | 0.470 | A | 547 | 36961 | 0.497 | A | Yes | 37885 | 0.509 | A | 38432 | 0.517 | A | Yes |
| SR-89 | 58.777 | 41.145654 | -121.647077 | 3 | 4 | 4 | 19550 | 2021 | 1350 | 1350 | 1350 | 1405 | 0.069 | A | 547 | 1952 | 0.100 | A | Yes | 1462 | 0.075 | A | 2009 | 0.103 | A | Yes |
| SR-89 | 7.08 | 39.763055 | -120.614489 | 2 | 4 | 5 | 13260 | 2021 | 3000 | 0 | 3000 | 3121 | 0.226 | A | 547 | 3668 | 0.277 | A | Yes | 3247 | 0.245 | A | 3794 | 0.286 | A | Yes |
| SR-97 | 20.19 | 41.633909 | -122.192579 | 4 | 3 | 4 | 19550 | 2021 | 13400 | 14000 | 14000 | 14566 | 0.716 | C | 547 | 15113 | 0.773 | C | Yes | 15154 | 0.775 | C | 15701 | 0.803 | D | Yes |
| SR-139 | 17.35 | 41.539982 | -121.153109 | 2 | 4 | 4 | 19550 | 2021 | 1100 | 1350 | 1350 | 1405 | 0.069 | A | 547 | 1952 | 0.100 | A | Yes | 1462 | 0.075 | A | 2009 | 0.103 | A | Yes |
| SR-139 | 2.34 | 40.444521 | -120.626667 | 2 | 4 | 5 | 13260 | 2021 | 910 | 590 | 910 | 947 | 0.069 | A | 547 | 1494 | 0.113 | A | Yes | 985 | 0.074 | A | 1532 | 0.116 | A | Yes |
| SR-139 | 61.46 | 41.113429 | -120.921414 | 2 | 4 | 5 | 13260 | 2021 | 600 | 230 | 600 | 624 | 0.045 | A | 547 | 1171 | 0.088 | A | Yes | 649 | 0.049 | A | 1196 | 0.090 | A | Yes |
| SR-299 | 76.181 | 40.892773 | -121.69031 | 2 | 4 | 4 | 19550 | 2021 | 1500 | 1650 | 1650 | 1717 | 0.084 | A | 547 | 2264 | 0.116 | A | Yes | 1786 | 0.091 | A | 2333 | 0.119 | A | Yes |
| SR-299 | 24.822 | 40.612361 | -122.36308 | 2 | 4 | 201 | 74400 | 2021 | 1500 | 1650 | 1650 | 1717 | 0.022 | A | 547 | 2264 | 0.030 | A | Yes | 1786 | 0.024 | A | 2333 | 0.031 | A | Yes |
| SR-299 | 10.407 | 41.084389 | -121.195471 | 2 | 4 | 4 | 19550 | 2021 | 1500 | 1650 | 1650 | 1717 | 0.084 | A | 547 | 2264 | 0.116 | A | Yes | 1786 | 0.091 | A | 2333 | 0.119 | A | Yes |
| SR-299 | 15.101 | 41.133476 | -121.129917 | 2 | 4 | 4 | 19550 | 2021 | 1750 | 1100 | 1750 | 1821 | 0.090 | A | 547 | 2368 | 0.121 | A | Yes | 1895 | 0.097 | A | 2442 | 0.125 | A | Yes |
| US-395 | 20.975 | 41.47926 | -120.542398 | 4 | 3 | 209 | 27000 | 2021 | 1200 | 1750 | 1750 | 1821 | 0.065 | A | 547 | 2368 | 0.088 | A | Yes | 1895 | 0.070 | A | 2442 | 0.090 | A | Yes |
| US-395 | 108.455 | 40.290103 | -120.366713 | 2 | 3 | 211 | 16100 | 2021 | 890 | 880 | 890 | 926 | 0.055 | A | 547 | 1473 | 0.091 | A | Yes | 963 | 0.069 | A | 1510 | 0.094 | A | Yes |
| Bieber Lookout Road | | 41.140977 | -121.133829 | 2 | 4 | 8 | 11008 | 2021 | | 325 | 325 | 338 | 0.030 | A | 547 | 885 | 0.080 | A | Yes | 352 | 0.032 | A | 899 | 0.082 | A | Yes |
| County Road A2 (Susanville Road) | | 41.132015 | -121.113526 | 2 | 4 | 8 | 11008 | 2021 | 325 | | 325 | 338 | 0.030 | A | 547 | 885 | 0.080 | A | Yes | 352 | 0.032 | A | 899 | 0.082 | A | Yes |

¹ Federal Highway Administration Functional Classification System for Caltrans roadways.

² Type number and capacity based on the LOS Look Up Table provided as Appendix Table 2 of the Tuolumne County General Plan and RTP Update Traffic Study (September 2015).

³ Average daily traffic (ADT), including back and ahead ADT, provided by Caltrans Traffic Census Program for the most recent available year (2021).

Appendix Table 2 – Tuolumne County – LOS Look up Table

| FHWA FC# | Roadway Type | Type # | Area Type | Maximum Two-way Average Daily Traffic (ADT) Volume-carrying Capacity for each LOS Designation | | | | |
|----------|---|--------|-------------|---|---------|---------|---------|---------|
| | | | | LOS "A" | LOS "B" | LOS "C" | LOS "D" | LOS "E" |
| 4 | Rural Arterial (4-lane) Divided | 1 | ROLLING | 6,240 | 12,480 | 18,720 | 26,520 | 31,200 |
| 4 | Rural Arterial (4-lane) Undivided | 2 | | 4,820 | 9,640 | 14,460 | 20,485 | 24,100 |
| 4 | Rural Minor Arterial (4-lane) | 3 | | 6,080 | 12,160 | 18,240 | 25,840 | 30,400 |
| 4 | Rural Minor Arterial (with left-turn Lane) | 4 | | 4,600 | 9,200 | 13,800 | 19,550 | 23,000 |
| 4 | Rural Minor Arterial (2-lane) | 5 | | 3,120 | 6,240 | 9,360 | 13,260 | 15,600 |
| 5 | Major Collector (34 ft. - 36 ft.) | 6 | | 3,420 | 6,840 | 10,260 | 14,535 | 17,100 |
| 5 | Major/Minor Collector (23 ft.- 32 ft.) | 7 | | 2,900 | 5,800 | 8,700 | 12,325 | 14,500 |
| 5 | Major/Minor Collector (20 ft.- 23 ft.) | 8 | | 2,590 | 5,180 | 7,770 | 11,008 | 12,950 |
| 5 | Major/Minor Collector (18 ft.- 20 ft.) | 9 | | 2,300 | 4,600 | 6,900 | 9,775 | 11,500 |
| 5 | Major/Minor Collector (Less than 18 ft.) | 10 | | 1,920 | 3,840 | 5,760 | 8,160 | 9,600 |
| 6 | Local Road | 11 | | 1,920 | 3,840 | 5,760 | 8,160 | 9,600 |
| 4 | Rural Minor Arterial (with Climbing Lane) | 12 | | 2,900 | 7,400 | 13,800 | 19,700 | 28,800 |
| 4 | Rural Arterial (4-lane) Divided | 101 | MOUNTANEOUS | 5,810 | 11,610 | 17,410 | 24,670 | 29,020 |
| 4 | Rural Arterial (4-lane) Undivided | 102 | | 4,490 | 8,970 | 13,450 | 19,060 | 22,420 |
| 4 | Rural Minor Arterial (4-lane) | 103 | | 5,660 | 11,310 | 16,970 | 24,040 | 28,280 |
| 4 | Rural Minor Arterial (with left-turn Lane) | 104 | | 4,280 | 8,560 | 12,840 | 18,190 | 21,390 |
| 4 | Rural Minor Arterial (2-lane) | 105 | | 2,910 | 5,810 | 8,710 | 12,340 | 14,510 |
| 5 | Major Collector (34 ft. - 36 ft.) | 106 | | 3,190 | 6,370 | 9,550 | 13,520 | 15,910 |
| 5 | Major/Minor Collector (23 ft.- 32 ft.) | 107 | | 2,700 | 5,400 | 8,100 | 11,470 | 13,490 |
| 5 | Major/Minor Collector (20 ft.- 23 ft.) | 108 | | 2,410 | 4,820 | 7,230 | 10,240 | 12,050 |
| 5 | Major/Minor Collector (18 ft.- 20 ft.) | 109 | | 2,140 | 4,280 | 6,420 | 9,100 | 10,700 |
| 5 | Major/Minor Collector (Less than 18 ft.) | 110 | | 1,790 | 3,580 | 5,360 | 7,590 | 8,930 |
| 6 | Local Road | 111 | | 1,790 | 3,580 | 5,360 | 7,590 | 8,930 |
| 4 | Rural Minor Arterial (with Climbing Lane) | 112 | | 2,700 | 6,890 | 12,840 | 18,330 | 26,790 |
| 2 | 4-Lane Freeway | 201 | URBAN | 28,000 | 43,200 | 61,600 | 74,400 | 80,000 |
| 2 | 3-Lane Freeway | 202 | | 10,100 | 20,200 | 30,300 | 42,925 | 50,500 |
| 2 | 2-Lane Freeway + Auxiliary Lanes | 203 | | 8,392 | 16,784 | 25,176 | 35,666 | 41,960 |
| 2 | 2-Lane Freeway | 204 | | 6,680 | 13,360 | 20,040 | 28,390 | 33,400 |
| 2 | 4-Lane Expressway | 205 | | 24,000 | 28,000 | 32,000 | 36,000 | 40,000 |
| 2 | 2-Lane Expressway | 206 | | 5,700 | 11,300 | 17,000 | 24,100 | 28,400 |
| 3 | 6-Lane Divided Arterial (with left-turn lane) | 207 | | 32,000 | 38,000 | 43,000 | 49,000 | 54,000 |
| 3 | 4-Lane Divided Arterial (with left-turn lane) | 208 | | 22,000 | 25,000 | 29,000 | 32,500 | 36,000 |
| 3 | 4-Lane Undivided Arterial (no left-turn lane) | 209 | | 18,000 | 21,000 | 24,000 | 27,000 | 30,000 |
| 4 | 2-Lane Principal/Minor Arterial (with left-turn lane) | 210 | | 2,900 | 7,700 | 14,300 | 20,100 | 31,300 |
| 4 | 2-Lane Principal/Minor Arterial (no left-turn lane) | 211 | | 2,900 | 7,200 | 11,900 | 16,100 | 24,200 |
| 5 | 2-Lane Major/Minor Collector (with left-turn lane) | 212 | | 3,400 | 6,900 | 11,600 | 15,800 | 29,400 |
| 5 | 2-Lane Major/Minor Collector (no left-turn lane) | 213 | | 2,700 | 5,600 | 9,200 | 12,800 | 23,500 |
| 6 | 2-Lane Local Street | 214 | | 2,300 | 4,900 | 8,400 | 11,400 | 21,200 |

Notes:

1. Values shown corresponding to LOS A through E are roadway ADT traffic volumes
2. Collector width is measured from the edge of pavement to the edge of pavement
3. Roadways with continuous grade steeper than 6% or above 4,000 ft. elevation should use mountainous train LOS thresholds
4. Site Specific LOS maybe necessary
5. Peak Hour LOS threshold is assumed to be 10% of the daily traffic volume unless site specific analysis shows a different peak hour to daily traffic ratio
6. Examples LOS A (0.20 of capacity), LOS B (0.21 to 0.40 of capacity), LOS C (0.41 to 0.60 of capacity), LOS D (0.61 to 0.85 of capacity), LOS E (0.86 to 0.92 of capacity)

All volumes thresholds are approximate and assumes average roadway characteristics. Actual threshold volume for each Level of Service listed above may vary depending on variety of factors including (but not limited to) roadway curvature and grade, intersection or interchange spacing, driveway spacing, percentage of trucks, RVs, and other heavy vehicles, travel lane widths, speed limits, signal timing characteristics, on-street parking, volume of cross traffic and pedestrians, etc.

Appendix D

SimTraffic Queuing Worksheet

Queuing and Blocking Report

Existing

AM Peak Hour

Intersection: 1: SR-299 & Babcock Road

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 2: SR-299 & 4th Street

Movement

WB

Directions Served R
Maximum Queue (ft) 29
Average Queue (ft) 1
95th Queue (ft) 12
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft) 25
Storage Blk Time (%) 0
Queuing Penalty (veh) 0

Intersection: 3: SR-299 & Roosevelt Avenue

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: SR-299 & Adams Street

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: SR-299 & Babcock Road

| Movement |
|-----------------------|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

Intersection: 2: SR-299 & 4th Street

| Movement |
|-----------------------|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

Intersection: 3: SR-299 & Roosevelt Avenue

| Movement | WB | WB |
|-----------------------|-----|----|
| Directions Served | L | R |
| Maximum Queue (ft) | 11 | 35 |
| Average Queue (ft) | 1 | 2 |
| 95th Queue (ft) | 7 | 15 |
| Link Distance (ft) | 564 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 25 |
| Storage Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |

Queuing and Blocking Report

Existing

PM Peak Hour

Intersection: 4: SR-299 & Adams Street

| Movement | WB |
|-----------------------|----|
| Directions Served | R |
| Maximum Queue (ft) | 36 |
| Average Queue (ft) | 3 |
| 95th Queue (ft) | 19 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 25 |
| Storage Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |

Network Summary

Network wide Queuing Penalty: 0

Queuing and Blocking Report
Existing plus Project

AM Peak Hour

Intersection: 1: SR-299 & Babcock Road

| Movement | WB | WB | SB |
|-----------------------|-----|----|-----|
| Directions Served | LT | R | LTR |
| Maximum Queue (ft) | 40 | 37 | 17 |
| Average Queue (ft) | 14 | 20 | 1 |
| 95th Queue (ft) | 41 | 50 | 8 |
| Link Distance (ft) | 282 | | 418 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 25 | |
| Storage Blk Time (%) | 2 | 2 | |
| Queuing Penalty (veh) | 0 | 0 | |

Intersection: 2: SR-299 & 4th Street

| Movement | WB | WB | SB |
|-----------------------|-----|----|-----|
| Directions Served | LT | R | LTR |
| Maximum Queue (ft) | 35 | 37 | 23 |
| Average Queue (ft) | 5 | 12 | 2 |
| 95th Queue (ft) | 25 | 41 | 12 |
| Link Distance (ft) | 343 | | 116 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 25 | |
| Storage Blk Time (%) | 1 | 1 | |
| Queuing Penalty (veh) | 0 | 0 | |

Intersection: 3: SR-299 & Roosevelt Avenue

| Movement |
|-----------------------|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

Intersection: 4: SR-299 & Adams Street

Movement

- Directions Served
- Maximum Queue (ft)
- Average Queue (ft)
- 95th Queue (ft)
- Link Distance (ft)
- Upstream Blk Time (%)
- Queuing Penalty (veh)
- Storage Bay Dist (ft)
- Storage Blk Time (%)
- Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 1

Queuing and Blocking Report
Existing plus Project

PM Peak Hour

Intersection: 1: SR-299 & Babcock Road

| Movement | WB | WB | SB |
|-----------------------|-----|----|-----|
| Directions Served | LT | R | LTR |
| Maximum Queue (ft) | 40 | 40 | 19 |
| Average Queue (ft) | 16 | 23 | 1 |
| 95th Queue (ft) | 42 | 52 | 8 |
| Link Distance (ft) | 282 | | 418 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 25 | |
| Storage Blk Time (%) | 2 | 2 | |
| Queuing Penalty (veh) | 1 | 1 | |

Intersection: 2: SR-299 & 4th Street

| Movement | SB |
|-----------------------|-----|
| Directions Served | LTR |
| Maximum Queue (ft) | 17 |
| Average Queue (ft) | 1 |
| 95th Queue (ft) | 6 |
| Link Distance (ft) | 116 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 3: SR-299 & Roosevelt Avenue

| Movement | WB | WB | SB |
|-----------------------|-----|----|-----|
| Directions Served | L | R | LT |
| Maximum Queue (ft) | 6 | 36 | 5 |
| Average Queue (ft) | 0 | 2 | 0 |
| 95th Queue (ft) | 4 | 16 | 4 |
| Link Distance (ft) | 564 | | 557 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 25 | |
| Storage Blk Time (%) | 0 | 0 | |
| Queuing Penalty (veh) | 0 | 0 | |

Intersection: 4: SR-299 & Adams Street

| Movement | WB |
|-----------------------|----|
| Directions Served | R |
| Maximum Queue (ft) | 29 |
| Average Queue (ft) | 3 |
| 95th Queue (ft) | 19 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 25 |
| Storage Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: SR-299 & Babcock Road

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 2: SR-299 & 4th Street

| Movement | WB |
|-----------------------|----|
| Directions Served | R |
| Maximum Queue (ft) | 22 |
| Average Queue (ft) | 1 |
| 95th Queue (ft) | 13 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 25 |
| Storage Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |

Intersection: 3: SR-299 & Roosevelt Avenue

Movement

Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

Intersection: 4: SR-299 & Adams Street

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: SR-299 & Babcock Road

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 2: SR-299 & 4th Street

Movement

Directions Served
 Maximum Queue (ft)
 Average Queue (ft)
 95th Queue (ft)
 Link Distance (ft)
 Upstream Blk Time (%)
 Queuing Penalty (veh)
 Storage Bay Dist (ft)
 Storage Blk Time (%)
 Queuing Penalty (veh)

Intersection: 3: SR-299 & Roosevelt Avenue

| Movement | WB | WB |
|-----------------------|-----|----|
| Directions Served | L | R |
| Maximum Queue (ft) | 11 | 27 |
| Average Queue (ft) | 1 | 2 |
| 95th Queue (ft) | 7 | 14 |
| Link Distance (ft) | 564 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | | 25 |
| Storage Blk Time (%) | 0 | 0 |
| Queuing Penalty (veh) | 0 | 0 |

Intersection: 4: SR-299 & Adams Street

| Movement | WB |
|-----------------------|----|
| Directions Served | R |
| Maximum Queue (ft) | 29 |
| Average Queue (ft) | 2 |
| 95th Queue (ft) | 17 |
| Link Distance (ft) | |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | 25 |
| Storage Blk Time (%) | 0 |
| Queuing Penalty (veh) | 0 |

Network Summary

Network wide Queuing Penalty: 0

Intersection: 1: SR-299 & Babcock Road

| Movement | WB | WB | SB |
|-----------------------|-----|----|-----|
| Directions Served | LT | R | LTR |
| Maximum Queue (ft) | 36 | 37 | 19 |
| Average Queue (ft) | 15 | 19 | 1 |
| 95th Queue (ft) | 40 | 49 | 8 |
| Link Distance (ft) | 282 | | 418 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 25 | |
| Storage Blk Time (%) | 2 | 2 | |
| Queuing Penalty (veh) | 0 | 0 | |

Intersection: 2: SR-299 & 4th Street

| Movement | WB | WB | SB |
|-----------------------|-----|----|-----|
| Directions Served | LT | R | LTR |
| Maximum Queue (ft) | 35 | 38 | 22 |
| Average Queue (ft) | 5 | 11 | 1 |
| 95th Queue (ft) | 24 | 39 | 11 |
| Link Distance (ft) | 343 | | 116 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 25 | |
| Storage Blk Time (%) | 0 | 1 | |
| Queuing Penalty (veh) | 0 | 0 | |

Intersection: 3: SR-299 & Roosevelt Avenue

| Movement |
|-----------------------|
| Directions Served |
| Maximum Queue (ft) |
| Average Queue (ft) |
| 95th Queue (ft) |
| Link Distance (ft) |
| Upstream Blk Time (%) |
| Queuing Penalty (veh) |
| Storage Bay Dist (ft) |
| Storage Blk Time (%) |
| Queuing Penalty (veh) |

Intersection: 4: SR-299 & Adams Street

Movement

Directions Served

Maximum Queue (ft)

Average Queue (ft)

95th Queue (ft)

Link Distance (ft)

Upstream Blk Time (%)

Queuing Penalty (veh)

Storage Bay Dist (ft)

Storage Blk Time (%)

Queuing Penalty (veh)

Network Summary

Network wide Queuing Penalty: 1

Intersection: 1: SR-299 & Babcock Road

| Movement | WB | WB | SB |
|-----------------------|-----|----|-----|
| Directions Served | LT | R | LTR |
| Maximum Queue (ft) | 40 | 38 | 19 |
| Average Queue (ft) | 16 | 21 | 2 |
| 95th Queue (ft) | 41 | 50 | 10 |
| Link Distance (ft) | 282 | | 418 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 25 | |
| Storage Blk Time (%) | 2 | 2 | |
| Queuing Penalty (veh) | 1 | 1 | |

Intersection: 2: SR-299 & 4th Street

| Movement | SB |
|-----------------------|-----|
| Directions Served | LTR |
| Maximum Queue (ft) | 17 |
| Average Queue (ft) | 1 |
| 95th Queue (ft) | 8 |
| Link Distance (ft) | 116 |
| Upstream Blk Time (%) | |
| Queuing Penalty (veh) | |
| Storage Bay Dist (ft) | |
| Storage Blk Time (%) | |
| Queuing Penalty (veh) | |

Intersection: 3: SR-299 & Roosevelt Avenue

| Movement | WB | WB | SB |
|-----------------------|-----|----|-----|
| Directions Served | L | R | LT |
| Maximum Queue (ft) | 5 | 28 | 5 |
| Average Queue (ft) | 0 | 2 | 0 |
| 95th Queue (ft) | 4 | 16 | 4 |
| Link Distance (ft) | 564 | | 557 |
| Upstream Blk Time (%) | | | |
| Queuing Penalty (veh) | | | |
| Storage Bay Dist (ft) | | 25 | |
| Storage Blk Time (%) | 0 | 0 | |
| Queuing Penalty (veh) | 0 | 0 | |

Intersection: 4: SR-299 & Adams Street

| Movement | WB | SB |
|-----------------------|------|----|
| Directions Served | R | LT |
| Maximum Queue (ft) | 36 | 10 |
| Average Queue (ft) | 3 | 0 |
| 95th Queue (ft) | 20 | 5 |
| Link Distance (ft) | 2064 | |
| Upstream Blk Time (%) | | |
| Queuing Penalty (veh) | | |
| Storage Bay Dist (ft) | 25 | |
| Storage Blk Time (%) | 0 | |
| Queuing Penalty (veh) | 0 | |

Network Summary

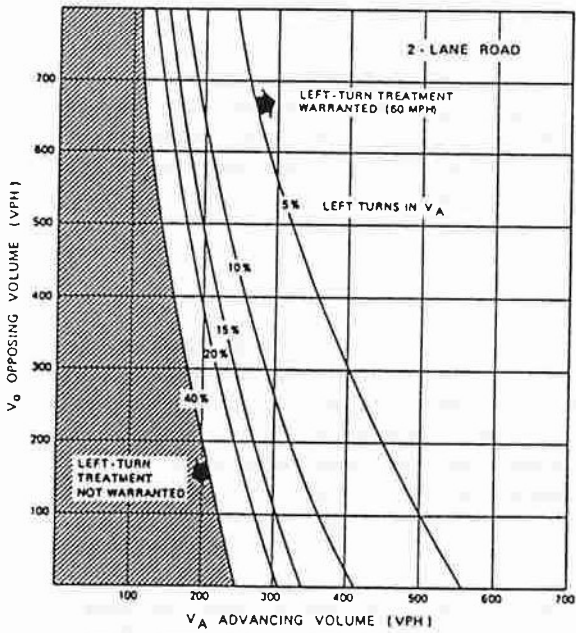
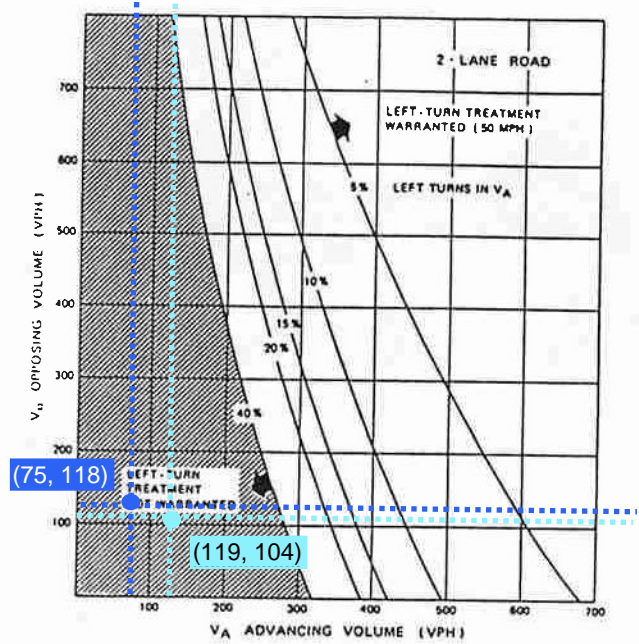
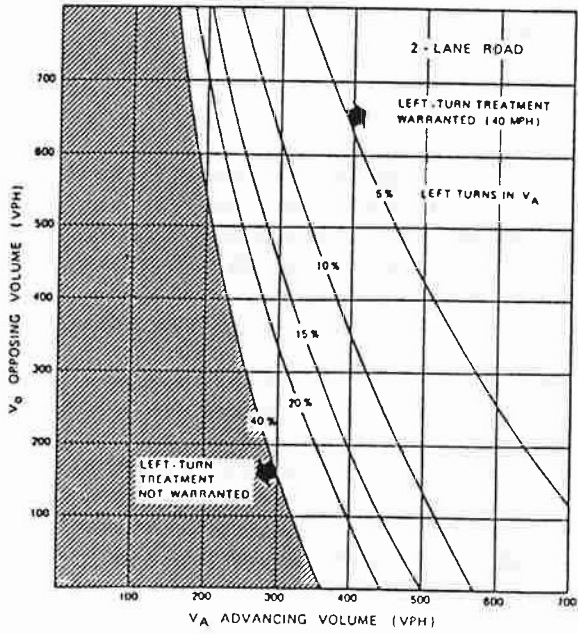
Network wide Queuing Penalty: 1

Appendix E

Deceleration Lane Warrants

LEGEND

- AM Peak Hour
- PM Peak Hour
- (X, Y) (Advancing Volume VPH, Opposing Volume VPH)



NOTE : WHEN $V_O < 400$ VPH (dashed line), A LEFT-TURN LANE IS NOT NORMALLY WARRANTED UNLESS THE ADVANCING VOLUME (V_A) IN THE SAME DIRECTION AS THE LEFT-TURNING TRAFFIC EXCEEDS 400 VPH ($V_A > 400$ VPH).

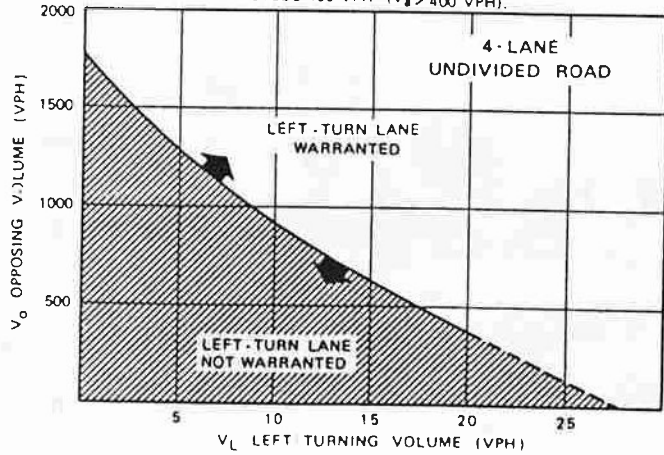
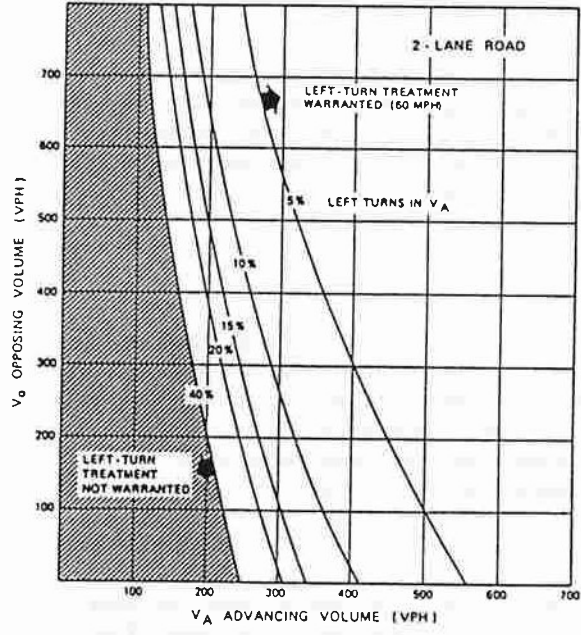
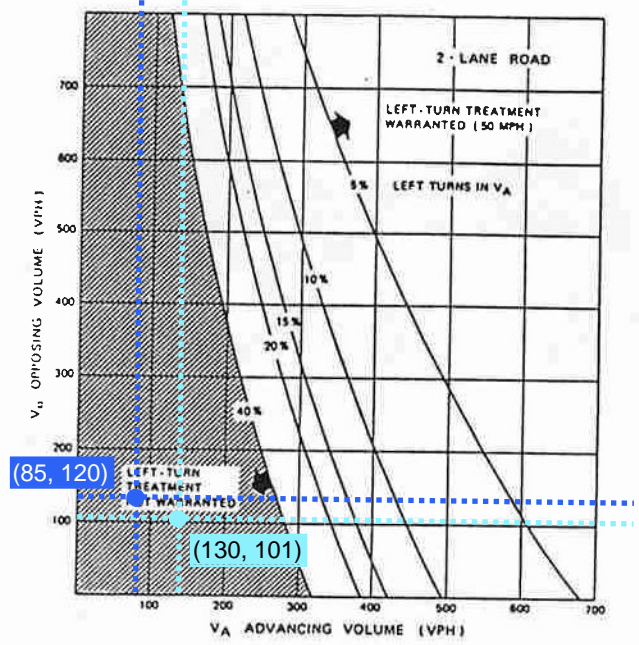
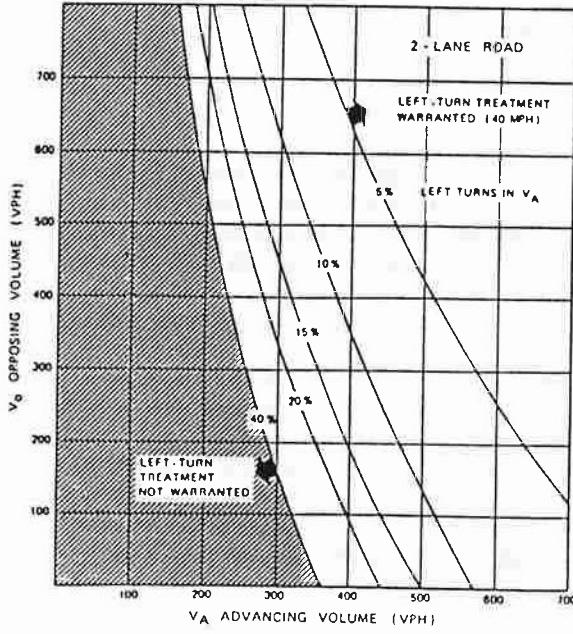


Figure 4-12. Volume warrants for left-turn lanes at unsignalized intersections. (Source: Ref. 4-7)

LEGEND

- AM Peak Hour
- PM Peak Hour
- (X, Y) (Advancing Volume VPH, Opposing Volume VPH)



NOTE : WHEN $V_O < 400$ VPH (dashed line), A LEFT-TURN LANE IS NOT NORMALLY WARRANTED UNLESS THE ADVANCING VOLUME (V_A) IN THE SAME DIRECTION AS THE LEFT-TURNING TRAFFIC EXCEEDS 400 VPH ($V_A > 400$ VPH).

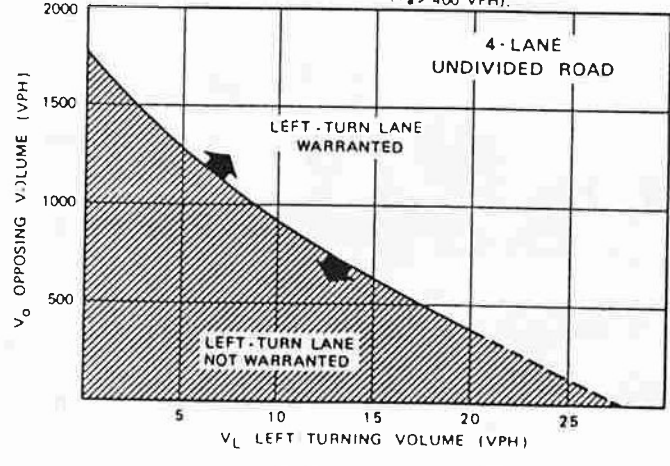


Figure 4-12. Volume warrants for left-turn lanes at unsignalized intersections. (Source: Ref. 4-7)

Appendix F

Collision Analysis Data

SWITRS GIS Map: Lassen, 299 01/01/2019 - 03/31/2024

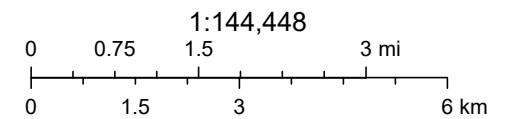


7/25/2024

SWITRS

 Crashes (Selected)

 Crashes



Earthstar Geographics, California State Parks, Esri, TomTom, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS,

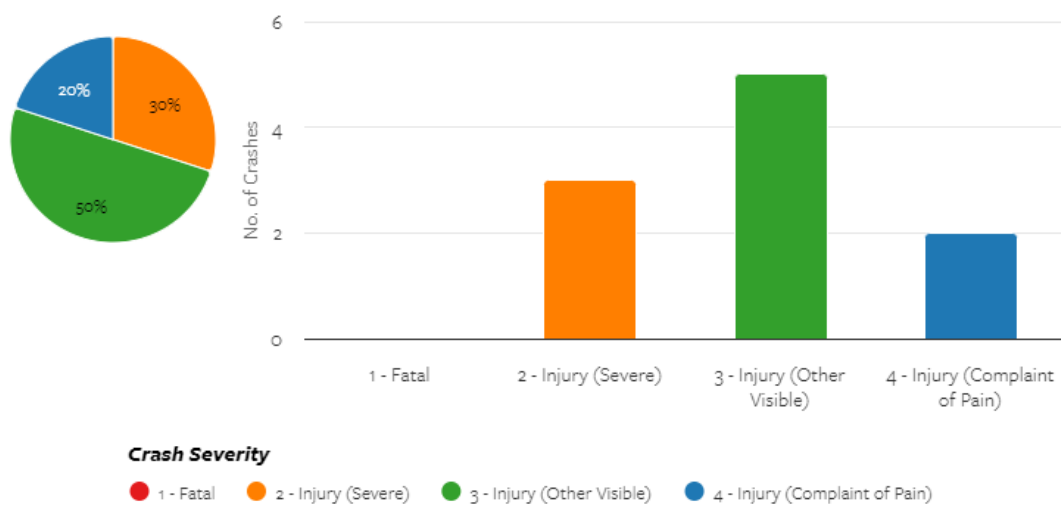
TIMS (<https://tims.berkeley.edu>), SafeTREC, UC Berkeley
Copyright © 2024 UC Regents; all rights reserved.



Show Zero

Number of Crashes by Crash Severity

10 Crashes



| Crash Severity | Count | % |
|--------------------------------|-------|--------|
| 2 - Injury (Severe) | 3 | 20.00% |
| 3 - Injury (Other Visible) | 5 | 33.33% |
| 4 - Injury (Complaint of Pain) | 2 | 13.33% |

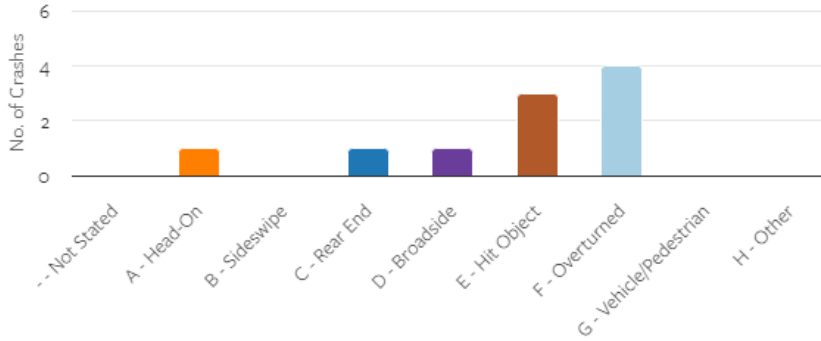
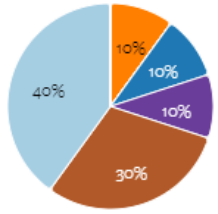


Show Zero



Number of Crashes by Type of Crash

10 Crashes



| Type of Crash | Count | % |
|----------------|-------|--------|
| A - Head-On | 1 | 10.00% |
| C - Rear End | 1 | 10.00% |
| D - Broadside | 1 | 10.00% |
| E - Hit Object | 3 | 30.00% |
| F - Overturned | 4 | 40.00% |
| H - Other | 0 | 0.00% |

Type of Crash

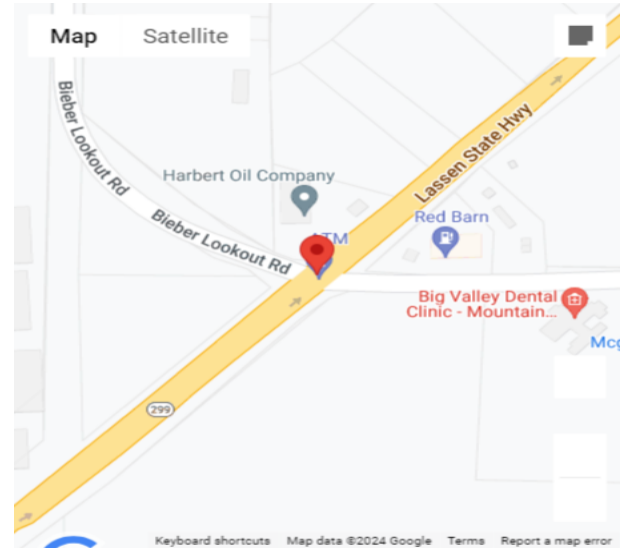
- -- Not Stated
- A - Head-On
- B - Sideswipe
- C - Rear End
- D - Broadside
- E - Hit Object
- F - Overturned
- G - Vehicle/Pedestrian
- H - Other

Crash Details for: Case ID 91033317

Crash Information

| | | | |
|--------------------------------|---|---------------|----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 07/10/2019 01:49 | | |
| Location (Intersection) | Sr-299 W/b & Lassen County Road 91 (lookout Bieber Rd) | | |
| Dist. & Dir. from Intersection | At Intersection | | |
| State Highway Info | Route Number 299 Side of Hwy W Postmile N/A Location Type - | | |
| Geocoded Location | 41.1320724, -121.1317368 | | |
| Type of Crash | D - Broadside | | |
| Motor Vehicle Involved With | C - Other Motor Vehicle | | |
| Crash Severity | 3 - Injury (Other Visible) | | |
| PCF Violation Category | 09 - Automobile Right of Way | | |
| Weather | A - Clear | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | No |

Map View



Street View



Parties: 2

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|---------------------------------|----------|-----------------|------------------------------|
| 1 | 1 - Driver (including Hit and Run) | A - Passenger Car/Station Wagon | Yes | South | B - Proceeding Straight |
| 2 | 1 - Driver (including Hit and Run) | A - Passenger Car/Station Wagon | No | West | B - Proceeding Straight |

Victims: 5

| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|---------------|---------------|------------|----------------------------|
| 1 | 2 - Passenger | F - Female | 62 | 7 - Possible Injury |
| 1 | 2 - Passenger | M - Male | 21 | 7 - Possible Injury |
| 2 | 2 - Passenger | F - Female | 75 | 6 - Suspected Minor Injury |

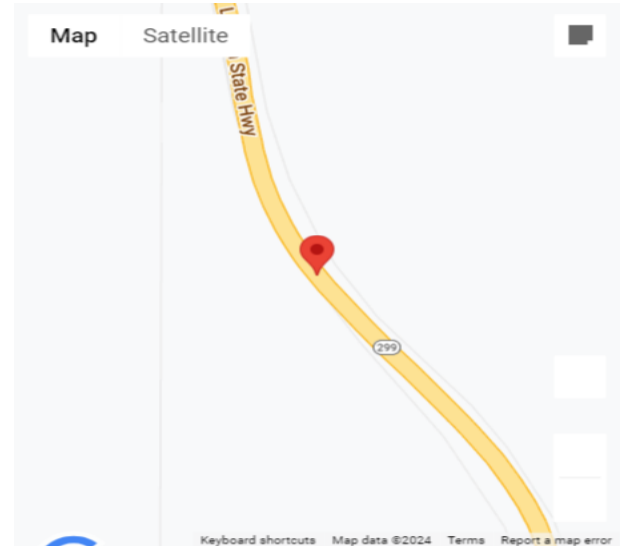
| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|---------------------|--------------------|----------------------|-------------------|--------------------------------|
| 2 | 1 - Driver | F - Female | 55 | 7 - Possible Injury |
| 2 | 2 - Passenger | F - Female | 16 | 7 - Possible Injury |

Crash Details for: Case ID 91045575

Crash Information

| | | | |
|--------------------------------|--|---------------|----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 07/28/2019 17:48 | | |
| Location (Intersection) | Sr-299 & Old Highway Road | | |
| Dist. & Dir. from Intersection | 4225.00 ft East | | |
| State Highway Info | Route Number 299 Side of Hwy N/A Postmile N/A Location Type - | | |
| Geocoded Location | 41.0845757, -121.2660828 | | |
| Type of Crash | F - Overturned | | |
| Motor Vehicle Involved With | C - Other Motor Vehicle | | |
| Crash Severity | 2 - Injury (Severe) | | |
| PCF Violation Category | 08 - Improper Turning | | |
| Weather | A - Clear | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | No |

Map View



Street View



Parties: 1

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|---------------------------------|----------|-----------------|------------------------------|
| 1 | 1 - Driver (including Hit and Run) | A - Passenger Car/Station Wagon | Yes | East | C - Ran Off Road |

Victims: 1

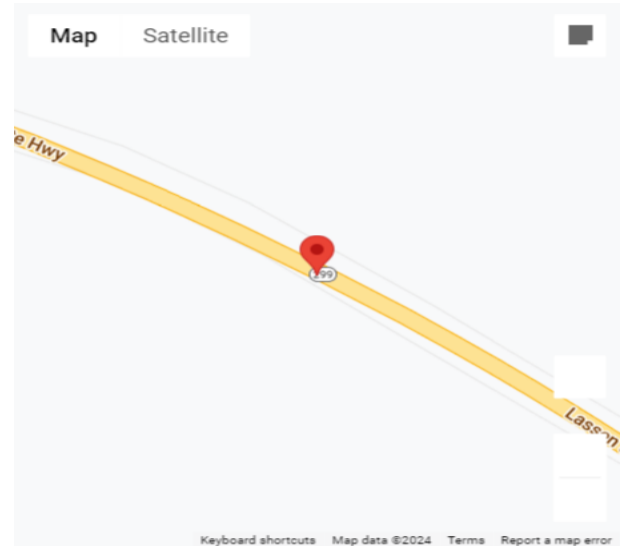
| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|---------------|---------------|------------|------------------------------|
| 1 | 2 - Passenger | F - Female | 37 | 5 - Suspected Serious Injury |

Crash Details for: Case ID 91132704

Crash Information

| | | | |
|--------------------------------|--|---------------|-----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 11/26/2019 15:05 | | |
| Location (Intersection) | Sr-299 & Muck Valley Rd | | |
| Dist. & Dir. from Intersection | 5808.00 ft West | | |
| State Highway Info | Route Number 299 Side of Hwy N/A Postmile N/A Location Type - | | |
| Geocoded Location | 41.0643387, -121.2245636 | | |
| Type of Crash | A - Head-On | | |
| Motor Vehicle Involved With | C - Other Motor Vehicle | | |
| Crash Severity | 2 - Injury (Severe) | | |
| PCF Violation Category | 08 - Improper Turning | | |
| Weather | B - Cloudy | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | Yes |

Map View



Street View



Parties: 2

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|----------------------------|----------|-----------------|--------------------------------|
| 1 | 1 - Driver (including Hit and Run) | D - Pickup or Panel Truck | Yes | West | N - Crossed Into Opposing Lane |
| 2 | 1 - Driver (including Hit and Run) | F - Truck or Truck Tractor | No | East | B - Proceeding Straight |

Victims: 4

| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|---------------|---------------|------------|------------------------------|
| 1 | 1 - Driver | M - Male | 25 | 5 - Suspected Serious Injury |
| 1 | 2 - Passenger | M - Male | 23 | 6 - Suspected Minor Injury |
| 1 | 2 - Passenger | M - Male | 32 | 6 - Suspected Minor Injury |

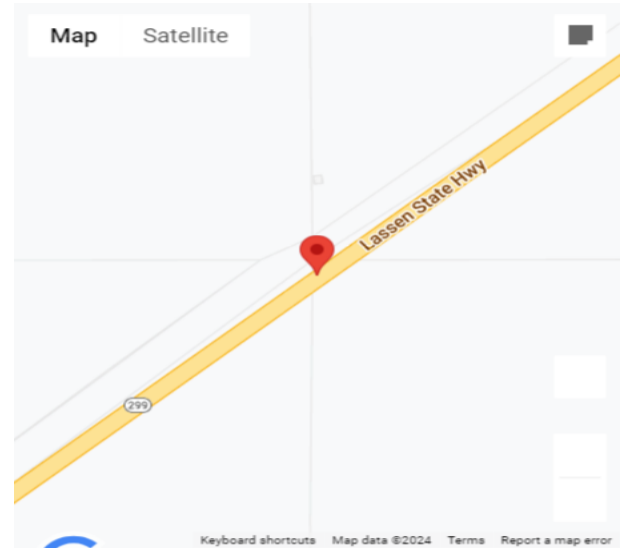
| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|---------------------|--------------------|----------------------|-------------------|--------------------------------|
| 2 | 1 - Driver | M - Male | 28 | 7 - Possible Injury |

Crash Details for: Case ID 91141454

Crash Information

| | | | |
|--------------------------------|--|---------------|----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 12/09/2019 07:23 | | |
| Location (Intersection) | Sr-299 & Derrick Rd | | |
| Dist. & Dir. from Intersection | 4224.00 ft West | | |
| State Highway Info | Route Number 299 Side of Hwy N/A Postmile N/A Location Type - | | |
| Geocoded Location | 41.1101799, -121.1623764 | | |
| Type of Crash | E - Hit Object | | |
| Motor Vehicle Involved With | I - Fixed Object | | |
| Crash Severity | 3 - Injury (Other Visible) | | |
| PCF Violation Category | 08 - Improper Turning | | |
| Weather | B - Cloudy | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | No |

Map View



Street View



Parties: 1

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|--|----------|-----------------|------------------------------|
| 1 | 1 - Driver (including Hit and Run) | E - Pickup or Panel Truck with Trailer | Yes | East | C - Ran Off Road |

Victims: 1

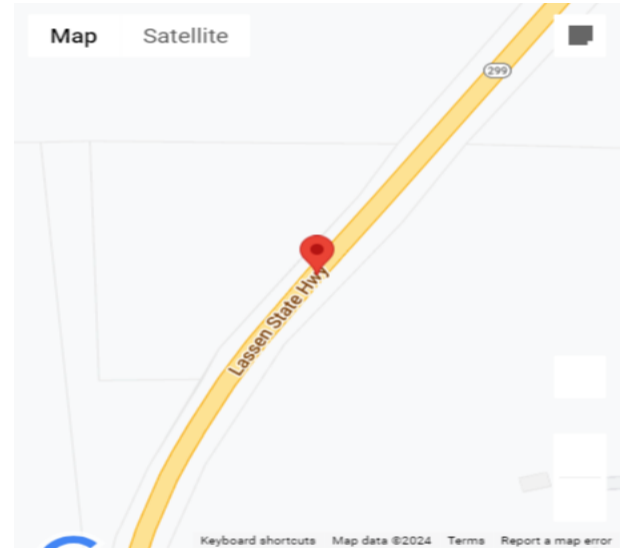
| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|-------------|---------------|------------|----------------------------|
| 1 | 1 - Driver | M - Male | 26 | 6 - Suspected Minor Injury |

Crash Details for: Case ID 91375365

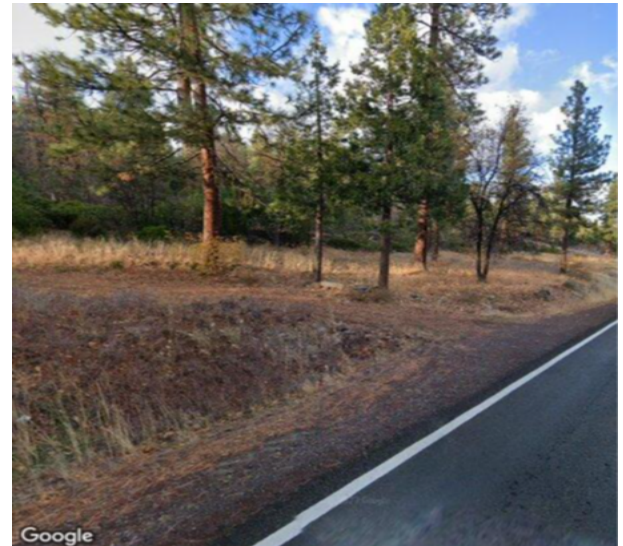
Crash Information

| | | | |
|--------------------------------|--|---------------|----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 12/15/2020 11:15 | | |
| Location (Intersection) | Sr-299 & Big Valley Mountain Summit | | |
| Dist. & Dir. from Intersection | 3168.00 ft West | | |
| State Highway Info | Route Number 299 Side of Hwy N/A Postmile N/A Location Type - | | |
| Geocoded Location | 41.0729561, -121.2034531 | | |
| Type of Crash | F - Overturned | | |
| Motor Vehicle Involved With | A - Non-Collision | | |
| Crash Severity | 4 - Injury (Complaint of Pain) | | |
| PCF Violation Category | 08 - Improper Turning | | |
| Weather | A - Clear | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | No |

Map View



Street View



Parties: 1

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|---------------------------|----------|-----------------|------------------------------|
| 1 | 1 - Driver (including Hit and Run) | D - Pickup or Panel Truck | Yes | East | B - Proceeding Straight |

Victims: 1

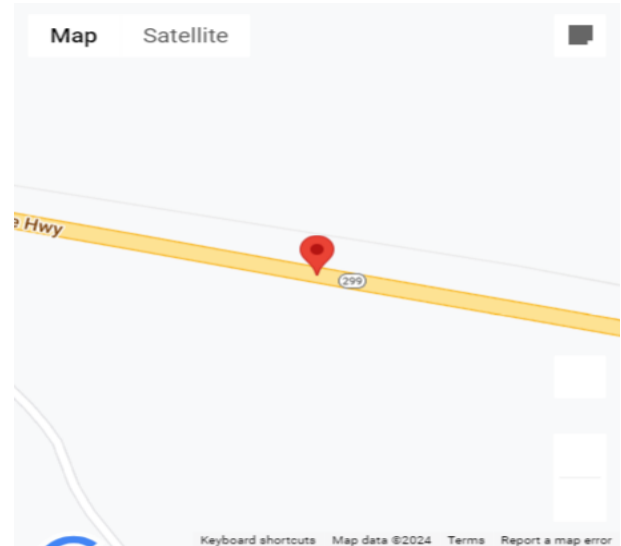
| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|-------------|---------------|------------|-------------------------|
| 1 | 1 - Driver | M - Male | 59 | 7 - Possible Injury |

Crash Details for: Case ID 91401155

Crash Information

| | | | |
|--------------------------------|--|---------------|----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 02/01/2021 17:55 | | |
| Location (Intersection) | Sr-299 & Old Highway Rd | | |
| Dist. & Dir. from Intersection | 13200.00 ft East | | |
| State Highway Info | Route Number 299 Side of Hwy N/A Postmile N/A Location Type - | | |
| Geocoded Location | 41.0692902, -121.2480316 | | |
| Type of Crash | E - Hit Object | | |
| Motor Vehicle Involved With | I - Fixed Object | | |
| Crash Severity | 3 - Injury (Other Visible) | | |
| PCF Violation Category | 08 - Improper Turning | | |
| Weather | C - Raining | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | No |

Map View



Street View



Parties: 1

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|---------------------------------|----------|-----------------|------------------------------|
| 1 | 1 - Driver (including Hit and Run) | A - Passenger Car/Station Wagon | Yes | East | B - Proceeding Straight |

Victims: 4

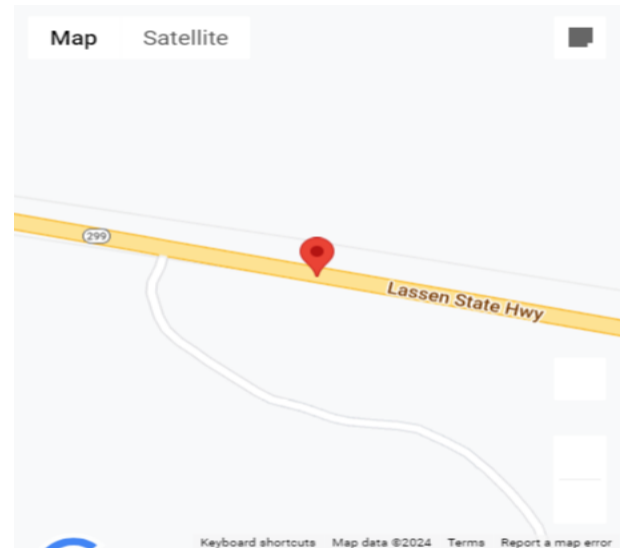
| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|---------------|---------------|------------|----------------------------|
| 1 | 1 - Driver | M - Male | 17 | 6 - Suspected Minor Injury |
| 1 | 2 - Passenger | M - Male | 18 | 6 - Suspected Minor Injury |
| 1 | 2 - Passenger | M - Male | 18 | 6 - Suspected Minor Injury |
| 1 | 2 - Passenger | M - Male | 18 | 6 - Suspected Minor Injury |

Crash Details for: Case ID 91650507

Crash Information

| | | | |
|--------------------------------|---|---------------|----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 12/09/2021 06:45 | | |
| Location (Intersection) | Sr-299 E/b (Lassen State Highway) & Bear Springs Rd | | |
| Dist. & Dir. from Intersection | 5280.00 ft East | | |
| State Highway Info | Route Number 299 Side of Hwy E Postmile N/A Location Type - | | |
| Geocoded Location | 41.0699081, -121.2519073 | | |
| Type of Crash | F - Overtaken | | |
| Motor Vehicle Involved With | A - Non-Collision | | |
| Crash Severity | 2 - Injury (Severe) | | |
| PCF Violation Category | 03 - Unsafe Speed | | |
| Weather | A - Clear | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | No |

Map View



Street View



Parties: 1

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|--|----------|-----------------|------------------------------|
| 1 | 1 - Driver (including Hit and Run) | E - Pickup or Panel Truck with Trailer | Yes | East | B - Proceeding Straight |

Victims: 3

| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|---------------|---------------|------------|------------------------------|
| 1 | 1 - Driver | M - Male | 58 | 5 - Suspected Serious Injury |
| 1 | 2 - Passenger | F - Female | 47 | 5 - Suspected Serious Injury |
| 1 | 2 - Passenger | F - Female | 54 | 5 - Suspected Serious Injury |

Crash Details for: Case ID 92143355

Crash Information

| | | | |
|--------------------------------|--|---------------|----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 08/13/2023 10:17 | | |
| Location (Intersection) | Sr-299 & 4 Corners Rd | | |
| Dist. & Dir. from Intersection | 500.00 ft West | | |
| State Highway Info | Route Number 299 Side of Hwy N/A Postmile N/A Location Type - | | |
| Geocoded Location | 41.1206932, -121.1461868 | | |
| Type of Crash | C - Rear End | | |
| Motor Vehicle Involved With | C - Other Motor Vehicle | | |
| Crash Severity | 3 - Injury (Other Visible) | | |
| PCF Violation Category | 03 - Unsafe Speed | | |
| Weather | A - Clear | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | No |

Map View



Street View



Parties: 2

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|---------------------------------|----------|-----------------|------------------------------|
| 1 | 1 - Driver (including Hit and Run) | A - Passenger Car/Station Wagon | Yes | West | B - Proceeding Straight |
| 2 | 1 - Driver (including Hit and Run) | A - Passenger Car/Station Wagon | No | West | E - Making Left Turn |

Victims: 2

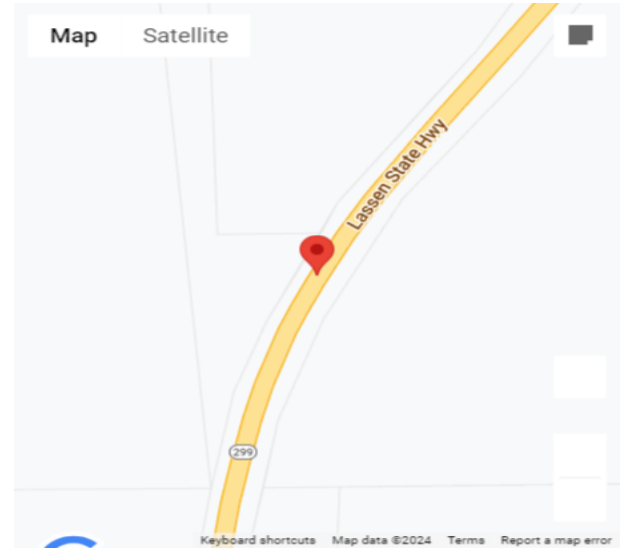
| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|-------------|---------------|------------|----------------------------|
| 1 | 1 - Driver | F - Female | 57 | 6 - Suspected Minor Injury |
| 2 | 1 - Driver | F - Female | 48 | 6 - Suspected Minor Injury |

Crash Details for: Case ID 92249175

Crash Information

| | | | |
|--------------------------------|--|---------------|----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 11/26/2023 17:05 | | |
| Location (Intersection) | Rt 299 & Old Cemetary Rd | | |
| Dist. & Dir. from Intersection | 5280.00 ft West | | |
| State Highway Info | Route Number 299 Side of Hwy N/A Postmile N/A Location Type - | | |
| Geocoded Location | 41.0718727, -121.2044067 | | |
| Type of Crash | F - Overturned | | |
| Motor Vehicle Involved With | A - Non-Collision | | |
| Crash Severity | 3 - Injury (Other Visible) | | |
| PCF Violation Category | 08 - Improper Turning | | |
| Weather | A - Clear | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | No |

Map View



Street View



Parties: 1

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|---------------------------------|----------|-----------------|------------------------------|
| 1 | 1 - Driver (including Hit and Run) | A - Passenger Car/Station Wagon | Yes | East | M - Other Unsafe Turning |

Victims: 1

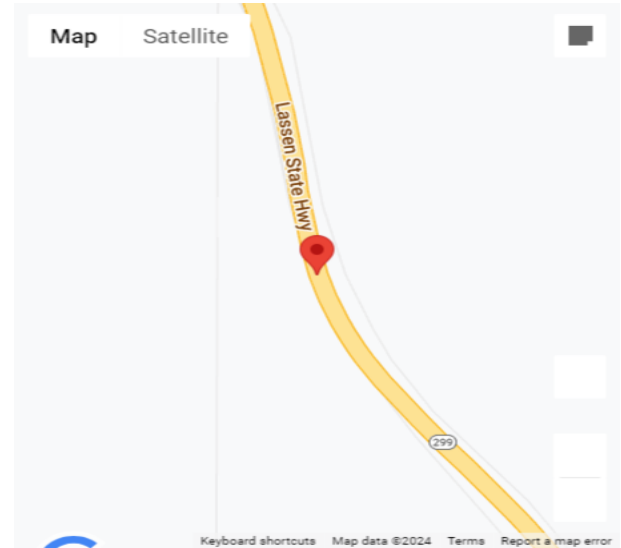
| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|-------------|---------------|------------|----------------------------|
| 1 | 1 - Driver | F - Female | 44 | 6 - Suspected Minor Injury |

Crash Details for: Case ID 92260837

Crash Information

| | | | |
|--------------------------------|--|---------------|-----|
| County | Lassen | | |
| City | Unincorporated | | |
| Date & Time (M/D/Y) | 12/04/2023 19:50 | | |
| Location (Intersection) | State Route 299 & Old Highway Road | | |
| Dist. & Dir. from Intersection | 4541.00 ft East | | |
| State Highway Info | Route Number 299 Side of Hwy N/A Postmile N/A Location Type - | | |
| Geocoded Location | 41.0852776, -121.2665329 | | |
| Type of Crash | E - Hit Object | | |
| Motor Vehicle Involved With | I - Fixed Object | | |
| Crash Severity | 4 - Injury (Complaint of Pain) | | |
| PCF Violation Category | 18 - Other Than Driver (or Pedestrian) | | |
| Weather | A - Clear | | |
| Alcohol Involved | No | | |
| Pedestrian Crash | No | Bicycle Crash | No |
| Motorcycle Crash | No | Truck Crash | Yes |

Map View



Street View



Parties: 1

| Party Number | Party Type | Statewide Vehicle Type | At Fault | Party Direction | Movement Preceding Collision |
|--------------|------------------------------------|---|----------|-----------------|------------------------------|
| 1 | 1 - Driver (including Hit and Run) | G - Truck or Truck Tractor with Trailer | No | East | B - Proceeding Straight |

Victims: 1

| Party Number | Victim Role | Victim Gender | Victim Age | Victim Degree of Injury |
|--------------|-------------|---------------|------------|-------------------------|
| 1 | 1 - Driver | M - Male | 46 | 7 - Possible Injury |

Appendix G

Census and CSTDM VMT Raw Data

| County | TAZ | HBW-VMT | WBO-VMT | OBO-VMT | HBWTripLen | Emps | TOT_VMTperEmp | AvgCounty_VMTperEmp | Low_VMT | Low_VMT_Check |
|--------|-----|---------|---------|---------|------------|-------|---------------|---------------------|---------|---------------|
| Lassen | 122 | 2,332 | 976 | 9,969 | 20.29 | 471 | 28.19 | 16.63 | 14.13 | No |
| Lassen | 123 | 1,839 | 598 | 5,238 | 16.75 | 349 | 21.99 | 16.63 | 14.13 | No |
| Lassen | 124 | 20,539 | 4,570 | 20,305 | 9.50 | 5,645 | 8.04 | 16.63 | 14.13 | Yes |
| Lassen | 125 | 10,408 | 1,172 | 12,303 | 6.09 | 2,404 | 9.93 | 16.63 | 14.13 | Yes |
| Lassen | 126 | 3,266 | 925 | 3,796 | 8.54 | 828 | 9.65 | 16.63 | 14.13 | Yes |
| Lassen | 127 | 3,161 | 1,235 | 10,785 | 9.70 | 691 | 21.97 | 16.63 | 14.13 | No |

Table with columns: OBJECT_ID, A, B, C, D, E, F, G, H, I, J, K, L, M, N, O, P, Q, R, S, T, U, V. Rows 1-120 containing data for various object IDs and coordinates.

Table with columns A through V, containing a grid of data points such as IDs, coordinates, and status indicators.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | |
|------|------|----|-----------------|---|---|---|---|---|---|---|---|--------------------------|------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|---|-------|
| 1561 | 2080 | 8 | 06007000001050 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | Tract 403.04, Lassen, CA | work | 700033.9215 | 44755669.481 | 123043.1737 | 76.45567357 | 152.9113471 | 152.9113471 | 152.9113471 | 61.86656881 | Y | BELOW |
| 1569 | 2081 | 9 | 060070013001015 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | Tract 403.04, Lassen, CA | work | 700033.9215 | 44755669.481 | 125200.5866 | 77.7962311 | 155.5924622 | 155.5924622 | 155.5924622 | 61.86656881 | Y | BELOW |
| 1574 | 2095 | 14 | 060070028003019 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 2 | Tract 403.04, Lassen, CA | work | 700033.9215 | 44755669.481 | 127678.3492 | 79.33584526 | 158.6718905 | 158.6718905 | 158.6718905 | 61.86656881 | Y | BELOW |
| 1699 | 2113 | 14 | 060350400304104 | 1 | 0 | 1 | 0 | 0 | 0 | 1 | 2 | Tract 403.04, Lassen, CA | work | 700033.9215 | 44755669.481 | 1616.536941 | 1.004383041 | 1.01815219 | 1.01815219 | 1.01815219 | 61.86656881 | Y | BELOW |

Table with columns A through V. Each row contains a unique identifier (e.g., 1681) and a series of numerical values. The table is organized into a grid with 26 columns and approximately 1000 rows.

Table with columns A through V. Each row contains a unique ID (e.g., P101) and 26 data points. The data points include numerical values and categorical labels such as '1', '0', '1', '0', '1', '0', '1', '0', '1', '0', '1', '0', '1', '0', '1', '0', '1', '0', '1', '0', '1', '0', '1', '0', '1', '0'. The final column (V) contains a status or category label like 'HIGH', 'LOW', 'BELOW', 'MEDIUM', 'GOOD', 'BAD', etc.

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V |
|------|------|----|------------------|---|-----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| F221 | 3072 | 18 | 060350403031025 | | 1 | | 0 | | | | | | | | | | | | | | |
| F222 | 3073 | 19 | 060350403031042 | | 1 | | 0 | | | | | | | | | | | | | | |
| F223 | 3074 | 20 | 060350403031047 | | 1 | | 0 | | | | | | | | | | | | | | |
| F224 | 3075 | 21 | 060350403031051 | | 1 | | 0 | | | | | | | | | | | | | | |
| F225 | 3076 | 22 | 060350403032000 | 3 | | | 3 | | | | | | | | | | | | | | |
| F226 | 3077 | 23 | 060350403032004 | | 1 | | 0 | | | | | | | | | | | | | | |
| F227 | 3078 | 24 | 060350403032010 | | 1 | | 0 | | | | | | | | | | | | | | |
| F228 | 3079 | 25 | 060350403032016 | | 1 | | 0 | | | | | | | | | | | | | | |
| F229 | 3080 | 26 | 060350403032034 | | 1 | | 0 | | | | | | | | | | | | | | |
| F230 | 3081 | 27 | 060350403032027 | | 1 | | 0 | | | | | | | | | | | | | | |
| F231 | 3082 | 28 | 060350403032035 | | 1 | | 0 | | | | | | | | | | | | | | |
| F232 | 3083 | 29 | 060350403041007 | | 1 | | 0 | | | | | | | | | | | | | | |
| F233 | 3084 | 30 | 060350403041017 | | 1 | | 0 | | | | | | | | | | | | | | |
| F234 | 3085 | 31 | 060350403041018 | | 1 | | 0 | | | | | | | | | | | | | | |
| F235 | 3086 | 32 | 060350403041022 | | 1 | | 0 | | | | | | | | | | | | | | |
| F236 | 3087 | 33 | 060350403041034 | | 1 | | 0 | | | | | | | | | | | | | | |
| F237 | 3088 | 34 | 060350403042013 | 2 | | | 2 | | | | | | | | | | | | | | |
| F238 | 3089 | 35 | 060350403042029 | | 1 | | 0 | | | | | | | | | | | | | | |
| F239 | 3090 | 36 | 060350403050305 | | 1 | | 0 | | | | | | | | | | | | | | |
| F240 | 3091 | 37 | 060350403051025 | 4 | | | 4 | | | | | | | | | | | | | | |
| F241 | 3092 | 38 | 060350403051026 | | 1 | | 0 | | | | | | | | | | | | | | |
| F242 | 3093 | 39 | 060350403051028 | | 1 | | 0 | | | | | | | | | | | | | | |
| F243 | 3094 | 40 | 060350403051030 | | 1 | | 0 | | | | | | | | | | | | | | |
| F244 | 3095 | 41 | 060350403051035 | | 1 | | 0 | | | | | | | | | | | | | | |
| F245 | 3096 | 42 | 060350403051037 | | 1 | | 0 | | | | | | | | | | | | | | |
| F246 | 3097 | 43 | 060350403051038 | | 1 | | 0 | | | | | | | | | | | | | | |
| F247 | 3098 | 44 | 060350403051041 | | 1 | | 0 | | | | | | | | | | | | | | |
| F248 | 3099 | 45 | 060350403051042 | | 1 | | 0 | | | | | | | | | | | | | | |
| F249 | 3100 | 46 | 060350403051045 | | 1 | | 0 | | | | | | | | | | | | | | |
| F250 | 3101 | 47 | 060350403051051 | | 1 | | 0 | | | | | | | | | | | | | | |
| F251 | 3102 | 48 | 060350403052008 | | 1 | | 0 | | | | | | | | | | | | | | |
| F252 | 3103 | 49 | 060350403052003 | | 1 | | 0 | | | | | | | | | | | | | | |
| F253 | 3104 | 50 | 060350403052006 | 2 | | | 2 | | | | | | | | | | | | | | |
| F254 | 3105 | 51 | 060350403052026 | | 1 | | 0 | | | | | | | | | | | | | | |
| F255 | 3106 | 52 | 060350403052029 | | 1 | | 0 | | | | | | | | | | | | | | |
| F256 | 3107 | 53 | 060350403053005 | 2 | | | 2 | | | | | | | | | | | | | | |
| F257 | 3108 | 54 | 060350403053013 | | 1 | | 0 | | | | | | | | | | | | | | |
| F258 | 3109 | 55 | 060350403053017 | | 1 | | 0 | | | | | | | | | | | | | | |
| F259 | 3110 | 56 | 060350403053022 | | 1 | | 0 | | | | | | | | | | | | | | |
| F260 | 3111 | 57 | 060350406001056 | | 1 | | 0 | | | | | | | | | | | | | | |
| F261 | 3112 | 58 | 060350406001109 | | 1 | | 0 | | | | | | | | | | | | | | |
| F262 | 3113 | 59 | 060350406001200 | | 1 | | 0 | | | | | | | | | | | | | | |
| F263 | 3114 | 60 | 0604900000303135 | | 1 | | 0 | | | | | | | | | | | | | | |
| F264 | 3115 | 61 | 060570008021007 | | 1 | | 0 | | | | | | | | | | | | | | |
| F265 | 3116 | 62 | 060570012051019 | | 1 | | 0 | | | | | | | | | | | | | | |
| F266 | 3117 | 63 | 060570013020094 | | 1 | | 0 | | | | | | | | | | | | | | |
| F267 | 3118 | 64 | 060630001002001 | | 1 | | 0 | | | | | | | | | | | | | | |
| F268 | 3119 | 65 | 060630001004021 | | 1 | | 0 | | | | | | | | | | | | | | |
| F269 | 3120 | 66 | 060630001006028 | | 1 | | 0 | | | | | | | | | | | | | | |
| F270 | 3121 | 67 | 060630001006201 | | 1 | | 0 | | | | | | | | | | | | | | |
| F271 | 3122 | 68 | 060630002002072 | | 1 | | 0 | | | | | | | | | | | | | | |
| F272 | 3123 | 69 | 060630002002005 | | 1 | | 0 | | | | | | | | | | | | | | |
| F273 | 3124 | 70 | 060890122001002 | | 1 | | 0 | | | | | | | | | | | | | | |
| F274 | 3127 | 74 | 060890123031006 | | 1 | | 0 | | | | | | | | | | | | | | |
| F275 | 3129 | 75 | 060890126030006 | | 1 | | 0 | | | | | | | | | | | | | | |
| F276 | 3130 | 76 | 060890126030022 | | 1 | | 0 | | | | | | | | | | | | | | |
| F277 | 3132 | 82 | 32013003071008 | | 1 | | 0 | | | | | | | | | | | | | | |
| F278 | 3133 | 0 | 060070002012003 | | 1 | | 0 | | | | | | | | | | | | | | |
| F279 | 3139 | 0 | 060070002013001 | | 1 | | 0 | | | | | | | | | | | | | | |
| F280 | 3140 | 0 | 06007000403000 | | 1 | | 0 | | | | | | | | | | | | | | |
| F281 | 3141 | 0 | 060070009042010 | | 1 | | 0 | | | | | | | | | | | | | | |
| F282 | 3142 | 0 | 060070009043001 | | 1 | | 0 | | | | | | | | | | | | | | |
| F283 | 3143 | 0 | 060070010301039 | | 1 | | 0 | | | | | | | | | | | | | | |
| F284 | 3144 | 6 | 060070015001028 | | 1 | | 0 | | | | | | | | | | | | | | |
| F285 | 3145 | 7 | 060070022001018 | | 1 | | 0 | | | | | | | | | | | | | | |
| F286 | 3146 | 8 | 060070026012000 | 2 | | | 2 | | | | | | | | | | | | | | |
| F287 | 3147 | 9 | 060070030013001 | | 1 | | 0 | | | | | | | | | | | | | | |
| F288 | 3148 | 10 | 060070026023003 | | 1 | | 0 | | | | | | | | | | | | | | |
| F289 | 3149 | 11 | 060070027005024 | | 1 | | 0 | | | | | | | | | | | | | | |
| F290 | 3150 | 12 | 060070031004001 | | 1 | | 0 | | | | | | | | | | | | | | |
| F291 | 3151 | 13 | 060070035014000 | | 1 | | 0 | | | | | | | | | | | | | | |
| F292 | 3155 | 17 | 060210110210109 | | 1 | | 0 | | | | | | | | | | | | | | |
| F293 | 3156 | 18 | 060210110210311 | | 1 | | 0 | | | | | | | | | | | | | | |
| F294 | 3157 | 19 | 060210102001012 | | 1 | | 0 | | | | | | | | | | | | | | |
| F295 | 3158 | 44 | 060350403021016 | | 1 | | 0 | | | | | | | | | | | | | | |
| F296 | 3159 | 30 | 060350403021003 | | 1 | | 0 | | | | | | | | | | | | | | |
| F297 | 3160 | 31 | 060350403021019 | | 1 | | 0 | | | | | | | | | | | | | | |
| F298 | 3169 | 32 | 060350403021026 | | 1 | | 0 | | | | | | | | | | | | | | |
| F299 | 3171 | 33 | 060350403021039 | | 1 | | 0 | | | | | | | | | | | | | | |
| F300 | 3172 | 34 | 060350403021042 | | 1 | | 0 | | | | | | | | | | | | | | |
| F301 | 3173 | 35 | 060350403021045 | | 1 | | 0 | | | | | | | | | | | | | | |
| F302 | 3174 | 36 | 060350403022007 | | 1 | | 0 | | | | | | | | | | | | | | |
| F303 | 3175 | 37 | 060350403022015 | | 1 | | 0 | | | | | | | | | | | | | | |
| F304 | 3176 | 38 | 060350403022023 | | 1 | | 0 | | | | | | | | | | | | | | |
| F305 | 3177 | 39 | 060350403022026 | | 1 | | 0 | | | | | | | | | | | | | | |
| F306 | 3178 | 40 | 060350403022034 | | 1 | | 0 | | | | | | | | | | | | | | |
| F307 | 3179 | 41 | 06035040302340 | | 1 | | 0 | | | | | | | | | | | | | | |
| F308 | 3180 | 42 | 060350403023475 | | 1 | | 0 | | | | | | | | | | | | | | |
| F309 | 3181 | 43 | 060350403023502 | | 1 | | 0 | | | | | | | | | | | | | | |
| F310 | 3182 | 44 | 060350403023505 | | 1 | | 0 | | | | | | | | | | | | | | |
| F311 | 3183 | 45 | 060350403023000 | | 1 | | 0 | | | | | | | | | | | | | | |
| F312 | 3184 | 46 | 060350403021003 | | 1 | | 0 | | | | | | | | | | | | | | |
| F313 | 3185 | 47 | 060350403021004 | | 1 | | 0 | | | | | | | | | | | | | | |
| F314 | 3186 | 48 | 060350403021005 | | 1 | | 0 | | | | | | | | | | | | | | |
| F315 | 3187 | 49 | 060350403021024 | 2 | | | 2 | | | | | | | | | | | | | | |
| F316 | 3188 | 50 | 060350403021030 | | 1 | | 0 | | | | | | | | | | | | | | |
| F317 | 3189 | 51 | 060350403021031 | | 1 | | 0 | | | | | | | | | | | | | | |
| F318 | 3190 | 52 | 060350403021032 | | 1 | | 0 | | | | | | | | | | | | | | |
| F319 | 3191 | 53 | 060350403021039 | | 1</ | | | | | | | | | | | | | | | | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V |
|------|------|-----|-----------------|---|---|---|---|---|---|---|----------------------------|------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|-------------|---|-----|
| F201 | 3211 | 73 | 06035040302016 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1285.29756 | 0.796648662 | 1.597297274 | 1.597297274 | 1.597297274 | 54.63560095 | Y | LOW |
| F202 | 3212 | 74 | 06035040302019 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 628.3816066 | 0.390459199 | 0.780918397 | 0.780918397 | 0.780918397 | 54.63560095 | Y | LOW |
| F203 | 3213 | 75 | 06035040302021 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 705.4271829 | 0.436332219 | 0.876666428 | 0.876666428 | 0.876666428 | 54.63560095 | Y | LOW |
| F204 | 3214 | 84 | 06035040302029 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 686.3732084 | 0.423812977 | 1.684451908 | 1.684451908 | 1.684451908 | 54.63560095 | Y | LOW |
| F205 | 3215 | 77 | 06035040302032 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 672.4085068 | 0.417816314 | 0.835632628 | 0.835632628 | 0.835632628 | 54.63560095 | Y | LOW |
| F206 | 3216 | 78 | 06035040302033 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1008.7296803 | 0.626840371 | 1.253680743 | 1.253680743 | 1.253680743 | 54.63560095 | Y | LOW |
| F207 | 3217 | 79 | 06035040302034 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 884.5837781 | 0.549562643 | 1.099312486 | 1.099312486 | 1.099312486 | 54.63560095 | Y | LOW |
| F208 | 3218 | 80 | 06035040302037 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 2259.183437 | 1.403746969 | 2.80758909 | 2.80758909 | 2.80758909 | 54.63560095 | Y | LOW |
| F209 | 3219 | 81 | 06035040302038 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 3754.466817 | 2.332932321 | 4.665846642 | 4.665846642 | 4.665846642 | 54.63560095 | Y | LOW |
| F210 | 3220 | 82 | 06035040302045 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 3287.508467 | 2.042768133 | 4.085536265 | 4.085536265 | 4.085536265 | 54.63560095 | Y | LOW |
| F211 | 3221 | 83 | 060350403031000 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 10642.52002 | 6.152971792 | 13.22594358 | 13.22594358 | 13.22594358 | 54.63560095 | Y | LOW |
| F212 | 3224 | 84 | 060350403031009 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 8943.389159 | 5.557167674 | 11.11433154 | 11.11433154 | 11.11433154 | 54.63560095 | Y | LOW |
| F213 | 3223 | 85 | 060350403031015 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 7954.67856 | 4.942817339 | 9.885634678 | 9.885634678 | 9.885634678 | 54.63560095 | Y | LOW |
| F214 | 3224 | 86 | 060350403031016 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 7249.809753 | 4.504834126 | 9.00968253 | 9.00968253 | 9.00968253 | 54.63560095 | Y | LOW |
| F215 | 3225 | 87 | 060350403031017 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 3277.704455 | 2.038395256 | 4.07679052 | 4.07679052 | 4.07679052 | 54.63560095 | Y | LOW |
| F216 | 3226 | 88 | 060350403031019 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1618.962735 | 1.005660481 | 2.011212963 | 2.011212963 | 2.011212963 | 54.63560095 | Y | LOW |
| F217 | 3227 | 89 | 060350403031022 | 5 | 5 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 2268.08682 | 1.281865447 | 4.09327228 | 2.181865447 | 2.181865447 | 54.63560095 | Y | LOW |
| F218 | 3228 | 90 | 060350403031025 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 151.923543 | 0.940089442 | 1.880178884 | 1.880178884 | 1.880178884 | 54.63560095 | Y | LOW |
| F219 | 3229 | 91 | 060350403031026 | 6 | 6 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1694.595762 | 1.053199922 | 2.106399906 | 2.106399906 | 2.106399906 | 54.63560095 | Y | LOW |
| F220 | 3230 | 92 | 060350403031027 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1931.807119 | 1.2004262 | 2.400856390 | 4.801712798 | 2.400856390 | 54.63560095 | Y | LOW |
| F221 | 3231 | 93 | 060350403031028 | 5 | 5 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1777.115432 | 1.104251079 | 2.208502159 | 11.04251079 | 2.208502159 | 54.63560095 | Y | LOW |
| F222 | 3232 | 94 | 060350403031031 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 4182.902244 | 2.599079463 | 5.198158927 | 10.39631785 | 5.198158927 | 54.63560095 | Y | LOW |
| F223 | 3233 | 95 | 060350403031034 | 5 | 5 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 6794.350868 | 4.215810541 | 8.431221062 | 42.15810541 | 8.431221062 | 54.63560095 | Y | LOW |
| F224 | 3234 | 96 | 060350403031039 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 2554.584476 | 1.587349147 | 3.174698294 | 12.69879317 | 3.174698294 | 54.63560095 | Y | LOW |
| F225 | 3235 | 97 | 060350403031042 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1427.793802 | 0.801921242 | 1.734382485 | 3.523125854 | 1.734382485 | 54.63560095 | Y | LOW |
| F226 | 3236 | 98 | 060350403031044 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 2417.058841 | 1.501994467 | 3.00378893 | 3.00378893 | 3.00378893 | 54.63560095 | Y | LOW |
| F227 | 3237 | 114 | 060350403031044 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1521.21254 | 0.872201981 | 2.400534611 | 2.400534611 | 2.400534611 | 54.63560095 | Y | LOW |
| F228 | 3238 | 100 | 060350403031051 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1160.58587 | 0.687237563 | 13.74547153 | 13.74547153 | 13.74547153 | 54.63560095 | Y | LOW |
| F229 | 3240 | 101 | 060350403032000 | 9 | 9 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 812.310415 | 1.126120282 | 2.252240565 | 2.252240565 | 2.252240565 | 54.63560095 | Y | LOW |
| F230 | 3242 | 102 | 060350403032001 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1562.95383 | 0.971176745 | 1.942353491 | 3.884769892 | 1.942353491 | 54.63560095 | Y | LOW |
| F231 | 3243 | 104 | 060350403032002 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1648.618147 | 1.024487037 | 2.048991417 | 1.05648969 | 1.05648969 | 54.63560095 | Y | LOW |
| F232 | 3244 | 106 | 060350403032003 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1563.060204 | 0.971242885 | 1.942485769 | 1.942485769 | 1.942485769 | 54.63560095 | Y | LOW |
| F233 | 3245 | 105 | 060350403032004 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1368.504502 | 0.850351388 | 1.700702776 | 6.802811102 | 1.700702776 | 54.63560095 | Y | LOW |
| F234 | 3246 | 106 | 060350403032005 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1271.831587 | 0.756277346 | 1.513454662 | 4.543064075 | 1.513454662 | 54.63560095 | Y | LOW |
| F235 | 3247 | 107 | 060350403032006 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1131.878424 | 0.707331653 | 1.408633306 | 1.408633306 | 1.408633306 | 54.63560095 | Y | LOW |
| F236 | 3248 | 108 | 060350403032009 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1078.617758 | 0.670251009 | 1.340502017 | 4.021506052 | 1.340502017 | 54.63560095 | Y | LOW |
| F237 | 3249 | 109 | 060350403032010 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1022.784181 | 0.635502026 | 1.271060412 | 1.271060412 | 1.271060412 | 54.63560095 | Y | LOW |
| F238 | 3248 | 110 | 060350403032012 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1256.079377 | 0.78043448 | 1.560986959 | 1.560986959 | 1.560986959 | 54.63560095 | Y | LOW |
| F239 | 3249 | 111 | 060350403032016 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1256.079377 | 0.78043448 | 1.560986959 | 1.560986959 | 1.560986959 | 54.63560095 | Y | LOW |
| F240 | 3250 | 112 | 060350403032016 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1424.392418 | 0.885078615 | 1.77015723 | 1.77015723 | 1.77015723 | 54.63560095 | Y | LOW |
| F241 | 3251 | 113 | 060350403032017 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1469.885321 | 0.913160253 | 1.826320505 | 3.705262021 | 1.826320505 | 54.63560095 | Y | LOW |
| F242 | 3252 | 114 | 060350403032020 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1521.21254 | 0.872201981 | 2.400534611 | 2.400534611 | 2.400534611 | 54.63560095 | Y | LOW |
| F243 | 3253 | 115 | 060350403032020 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 131.625175 | 0.864717943 | 1.729435886 | 1.729435886 | 1.729435886 | 54.63560095 | Y | LOW |
| F244 | 3254 | 116 | 060350403032023 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1251.287246 | 0.77751578 | 1.555031561 | 1.555031561 | 1.555031561 | 54.63560095 | Y | LOW |
| F245 | 3255 | 117 | 060350403032028 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1060.284179 | 0.658831862 | 1.317663363 | 1.317663363 | 1.317663363 | 54.63560095 | Y | LOW |
| F246 | 3256 | 118 | 060350403032030 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1413.899358 | 0.872201981 | 1.744403951 | 1.744403951 | 1.744403951 | 54.63560095 | Y | LOW |
| F247 | 3257 | 119 | 060350403033002 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1151.025498 | 0.715215963 | 1.430431727 | 1.430431727 | 1.430431727 | 54.63560095 | Y | LOW |
| F248 | 3258 | 120 | 060350403033004 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 069885.8427 | 4476391.409 | 1065.913743 | 0.662329739 | 1.324659479 | | | | | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V |
|------|------|-----|-----------------|----|----|---|---|---|---|---|----------------------------|------|-------------|-------------|-------------|--------------|-------------|-------------|-------------|-------------|---|-----|
| P921 | 3331 | 193 | 060350403051028 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2463.49762 | 1.530750258 | 3.061500516 | 6.123001033 | 3.061500516 | 54.63560095 | Y | LOW |
| P922 | 3332 | 194 | 060350403051028 | 3 | 2 | 0 | 0 | 1 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 4422.805612 | 2.748210827 | 5.496421653 | 16.48926496 | 5.496421653 | 54.63560095 | Y | LOW |
| P923 | 3333 | 195 | 060350403051030 | 5 | 5 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2098.793607 | 1.304131317 | 2.602626255 | 13.0413317 | 2.602626255 | 54.63560095 | Y | LOW |
| P924 | 3334 | 196 | 060350403051034 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 8467.678441 | 5.26133474 | 12.04538894 | 21.04538894 | 17.04269447 | 54.63560095 | Y | LOW |
| P925 | 3335 | 197 | 060350403051035 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2149.478823 | 1.338627538 | 2.671255077 | 10.6852031 | 2.671255077 | 54.63560095 | Y | LOW |
| P926 | 3336 | 198 | 060350403051036 | 6 | 6 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2282.158495 | 1.418071069 | 2.836142139 | 17.01685283 | 2.836142139 | 54.63560095 | Y | LOW |
| P927 | 3337 | 199 | 060350403051037 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2307.491567 | 1.43381235 | 2.867624899 | 2.867624899 | 2.867624899 | 54.63560095 | Y | LOW |
| P928 | 3338 | 200 | 060350403051038 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2896.159093 | 1.745334651 | 3.69106879 | 13.96427894 | 3.69106879 | 54.63560095 | Y | LOW |
| P929 | 3339 | 201 | 060350403051039 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2109.689887 | 1.310901293 | 2.621802586 | 7.865407758 | 2.621802586 | 54.63560095 | Y | LOW |
| P930 | 3340 | 202 | 060350403051040 | 6 | 6 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2085.816212 | 1.2960698328 | 2.592138656 | 15.55283193 | 2.592138656 | 54.63560095 | Y | LOW |
| P931 | 3341 | 203 | 060350403051041 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2055.276998 | 1.283306261 | 2.566612522 | 10.2664509 | 2.566612522 | 54.63560095 | Y | LOW |
| P932 | 3342 | 204 | 060350403051042 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 4489.278119 | 2.19221103 | 4.272564006 | 17.21042206 | 4.272564006 | 54.63560095 | Y | LOW |
| P933 | 3343 | 205 | 060350403051043 | 6 | 6 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2285.247471 | 1.419990475 | 2.83998095 | 11.9390857 | 2.83998095 | 54.63560095 | Y | LOW |
| P934 | 3344 | 206 | 060350403051044 | 6 | 6 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2200.867167 | 1.367558854 | 2.735117709 | 16.41070625 | 2.735117709 | 54.63560095 | Y | LOW |
| P935 | 3345 | 207 | 060350403051045 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2126.618693 | 1.148353899 | 2.526973703 | 23.6670315 | 2.526973703 | 54.63560095 | Y | LOW |
| P936 | 3346 | 208 | 060350403051046 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2011.884008 | 1.250128272 | 2.500259744 | 2.500259744 | 2.500259744 | 54.63560095 | Y | LOW |
| P937 | 3347 | 209 | 060350403051047 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 1956.772385 | 1.215886012 | 2.431770023 | 9.727080093 | 2.431770023 | 54.63560095 | Y | LOW |
| P938 | 3348 | 210 | 060350403051048 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 1992.101515 | 1.23783757 | 2.47567614 | 4.95150279 | 2.47567614 | 54.63560095 | Y | LOW |
| P939 | 3349 | 211 | 060350403051049 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 1959.17808 | 1.217378803 | 2.434575205 | 2.434575205 | 2.434575205 | 54.63560095 | Y | LOW |
| P940 | 3350 | 212 | 060350403051050 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 2004.72211 | 1.245670671 | 2.491359341 | 9.965437365 | 2.491359341 | 54.63560095 | Y | LOW |
| P941 | 3351 | 213 | 060350403051051 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 1935.556553 | 1.202702072 | 2.405404145 | 4.81080289 | 2.405404145 | 54.63560095 | Y | LOW |
| P942 | 3352 | 214 | 060350403051052 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 1877.320844 | 1.16651599 | 2.33031981 | 4.686603962 | 2.33031981 | 54.63560095 | Y | LOW |
| P943 | 3353 | 215 | 060350403052000 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 1005.059398 | 0.624516509 | 1.249093017 | 2.498066033 | 1.249093017 | 54.63560095 | Y | LOW |
| P944 | 3354 | 216 | 060350403052001 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 985.7837549 | 0.61253915 | 1.225078299 | 2.450156998 | 1.225078299 | 54.63560095 | Y | LOW |
| P945 | 3355 | 217 | 060350403052002 | 7 | 7 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 990.8216502 | 0.615869956 | 1.23139121 | 8.619373844 | 1.23139121 | 54.63560095 | Y | LOW |
| P946 | 3356 | 218 | 060350403052004 | 7 | 7 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 1007.330407 | 0.629927051 | 1.251855303 | 6.76298712 | 1.251855303 | 54.63560095 | Y | LOW |
| P947 | 3357 | 219 | 060350403052005 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 767.9389255 | 0.478163289 | 0.966325178 | 0.966325178 | 0.966325178 | 54.63560095 | Y | LOW |
| P948 | 3358 | 220 | 060350403052006 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 827.9432594 | 0.514461369 | 1.028922738 | 4.115690951 | 1.028922738 | 54.63560095 | Y | LOW |
| P949 | 3359 | 221 | 060350403052007 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 722.2410488 | 0.448780897 | 0.897561794 | 1.795123588 | 0.897561794 | 54.63560095 | Y | LOW |
| P950 | 3360 | 222 | 060350403052009 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 632.3258754 | 0.33291006 | 0.785820119 | 0.785820119 | 0.785820119 | 54.63560095 | Y | LOW |
| P951 | 3361 | 223 | 060350403052010 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 759.7842448 | 0.466517481 | 1.086069959 | 1.086069959 | 1.086069959 | 54.63560095 | Y | LOW |
| P952 | 3362 | 224 | 060350403052011 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 683.6018835 | 0.424771573 | 0.849543146 | 0.849543146 | 0.849543146 | 54.63560095 | Y | LOW |
| P953 | 3363 | 225 | 060350403052014 | 8 | 8 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 847.2480918 | 0.526456885 | 1.052913731 | 8.423308847 | 1.052913731 | 54.63560095 | Y | LOW |
| P954 | 3364 | 226 | 060350403052015 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 704.0706993 | 0.491176942 | 0.982353883 | 0.982353883 | 0.982353883 | 54.63560095 | Y | LOW |
| P955 | 3365 | 227 | 060350403052018 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 788.9632448 | 0.508717594 | 1.059870351 | 0.945401942 | 1.059870351 | 54.63560095 | Y | LOW |
| P956 | 3366 | 228 | 060350403052020 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 653.581291 | 0.406117595 | 0.812235191 | 1.624470382 | 0.812235191 | 54.63560095 | Y | LOW |
| P957 | 3367 | 229 | 060350403052022 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 655.275621 | 0.407170425 | 0.81434085 | 1.628881701 | 0.81434085 | 54.63560095 | Y | LOW |
| P958 | 3368 | 230 | 060350403052025 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 786.9310692 | 0.49025754 | 0.98051508 | 1.36103016 | 0.98051508 | 54.63560095 | Y | LOW |
| P959 | 3369 | 231 | 060350403052027 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 429.411035 | 0.26891794 | 0.516770582 | 0.516770582 | 0.516770582 | 54.63560095 | Y | LOW |
| P960 | 3370 | 232 | 060350403052027 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 547.5796205 | 0.340251036 | 0.680502072 | 1.38104415 | 0.680502072 | 54.63560095 | Y | LOW |
| P961 | 3371 | 233 | 060350403052028 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 587.9124713 | 0.365312781 | 0.730625562 | 0.730625562 | 0.730625562 | 54.63560095 | Y | LOW |
| P962 | 3372 | 234 | 060350403052028 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 557.151366 | 0.34622893 | 0.6785306 | 0.6785306 | 0.6785306 | 54.63560095 | Y | LOW |
| P963 | 3373 | 235 | 060350403052031 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 640.8722006 | 0.398226254 | 0.796565308 | 1.593130617 | 0.796565308 | 54.63560095 | Y | LOW |
| P964 | 3374 | 236 | 060350403052032 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 737.282149 | 0.458127027 | 0.916254053 | 0.916254053 | 0.916254053 | 54.63560095 | Y | LOW |
| P965 | 3375 | 237 | 060350403052033 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 435.008993 | 0.270297699 | 0.540595399 | 1.621786196 | 0.540595399 | 54.63560095 | Y | LOW |
| P966 | 3376 | 238 | 060350403052034 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 449.9301774 | 0.324915947 | 0.659540074 | 1.179864087 | 0.659540074 | 54.63560095 | Y | LOW |
| P967 | 3377 | 239 | 060350403053001 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 173.284078 | 0.106458016 | 0.245832066 | 2.129176033 | 0.245832066 | 54.63560095 | Y | LOW |
| P968 | 3378 | 240 | 060350403053002 | 16 | 16 | 0 | 0 | 0 | 0 | 1 | (Tract 403.04, Lassen, CA) | work | 098685.8427 | 4476391.409 | 1596.319041 | 0.991909131 | | | | | | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | |
|------|------|-----|------------------|---|---|---|---|---|---|---|---|--------------------------|------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|-----|
| F241 | 3490 | 352 | 061030007021008 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 136701.4588 | 84.32119882 | 168.6423736 | 674.5694946 | 168.6423736 | 54.63560095 | Y | LOW |
| F242 | 3491 | 353 | 061030007021011 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 135702.8737 | 84.322066 | 168.644132 | 168.644132 | 168.644132 | 54.63560095 | Y | LOW |
| F243 | 3492 | 354 | 061030007022005 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 136890.5685 | 85.06006717 | 170.1201343 | 170.1201343 | 170.1201343 | 54.63560095 | Y | LOW |
| F244 | 3493 | 354 | 061030007022006 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 138959.8958 | 85.06006717 | 170.1201343 | 170.1201343 | 170.1201343 | 54.63560095 | Y | LOW |
| F245 | 3500 | 362 | 320119601062029 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 150259.9965 | 93.36746526 | 186.7349035 | 186.7349035 | 186.7349035 | 54.63560095 | Y | LOW |
| F246 | 3501 | 363 | 320119603051013 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 157654.9896 | 97.96251235 | 195.9250247 | 195.9250247 | 195.9250247 | 54.63560095 | Y | LOW |
| F247 | 3503 | 365 | 320310009003008 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 125768.2992 | 78.14899226 | 159.2979845 | 159.2979845 | 159.2979845 | 54.63560095 | Y | LOW |
| F248 | 3504 | 366 | 320310011030306 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 126360.1749 | 77.28960121 | 154.5338025 | 154.5338025 | 154.5338025 | 54.63560095 | Y | LOW |
| F249 | 3505 | 367 | 320310017031000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 122127.7173 | 75.91451858 | 151.8290372 | 151.8290372 | 151.8290372 | 54.63560095 | Y | LOW |
| F250 | 3506 | 368 | 320310018021010 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 123054.8401 | 76.46292278 | 152.9258456 | 152.9258456 | 152.9258456 | 54.63560095 | Y | LOW |
| F251 | 3507 | 369 | 320310019011001 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 123247.553 | 76.58273146 | 153.1654629 | 153.1654629 | 153.1654629 | 54.63560095 | Y | LOW |
| F252 | 3508 | 370 | 320310021030304 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 129439.3616 | 77.12943111 | 172.8290023 | 172.8290023 | 172.8290023 | 54.63560095 | Y | LOW |
| F253 | 3509 | 371 | 320310021040308 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 130132.5711 | 80.86083182 | 161.7216636 | 161.7216636 | 161.7216636 | 54.63560095 | Y | LOW |
| F254 | 3510 | 372 | 320310023021033 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 118574.7703 | 73.628205 | 147.3641 | 147.3641 | 147.3641 | 54.63560095 | Y | LOW |
| F255 | 3511 | 373 | 320310023022003 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 115470.472 | 71.15702327 | 143.5304264 | 143.5304264 | 143.5304264 | 54.63560095 | Y | LOW |
| F256 | 3512 | 374 | 320310023022043 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 115644.5022 | 71.8583967 | 143.7167934 | 143.7167934 | 143.7167934 | 54.63560095 | Y | LOW |
| F257 | 3513 | 375 | 320310023023015 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 115778.5371 | 71.94162646 | 143.8832529 | 143.8832529 | 143.8832529 | 54.63560095 | Y | LOW |
| F258 | 3514 | 376 | 320310025003001 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 118522.8639 | 73.64676446 | 147.2935289 | 147.2935289 | 147.2935289 | 54.63560095 | Y | LOW |
| F259 | 3515 | 377 | 320310026120216 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 108786.3392 | 67.59897773 | 135.1937555 | 135.1937555 | 135.1937555 | 54.63560095 | Y | LOW |
| F260 | 3516 | 378 | 320310026121000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 109070.4421 | 62.74027992 | 125.4805598 | 125.4805598 | 125.4805598 | 54.63560095 | Y | LOW |
| F261 | 3517 | 379 | 320310026121006 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 101231.2299 | 62.90232634 | 125.8046527 | 125.8046527 | 125.8046527 | 54.63560095 | Y | LOW |
| F262 | 3518 | 380 | 320310026122023 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 101434.7915 | 63.02881399 | 126.057628 | 126.057628 | 126.057628 | 54.63560095 | Y | LOW |
| F263 | 3519 | 381 | 320310026122029 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 102615.036 | 63.76232237 | 127.5244447 | 127.5244447 | 127.5244447 | 54.63560095 | Y | LOW |
| F264 | 3520 | 382 | 320310026123006 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 10762.3558 | 62.61098078 | 125.2219616 | 125.2219616 | 125.2219616 | 54.63560095 | Y | LOW |
| F265 | 3521 | 383 | 320310026123013 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 101819.2233 | 63.2676894 | 126.5337888 | 126.5337888 | 126.5337888 | 54.63560095 | Y | LOW |
| F266 | 3522 | 384 | 320310026131001 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 97475.70231 | 60.5687439 | 121.1374878 | 121.1374878 | 121.1374878 | 54.63560095 | Y | LOW |
| F267 | 3523 | 385 | 320310026131011 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 97475.70231 | 60.5687439 | 121.1374878 | 121.1374878 | 121.1374878 | 54.63560095 | Y | LOW |
| F268 | 3524 | 386 | 320310026132002 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 99411.53112 | 61.77161515 | 123.5432303 | 123.5432303 | 123.5432303 | 54.63560095 | Y | LOW |
| F269 | 3525 | 387 | 320310026134000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 100411.2626 | 62.39282102 | 124.785642 | 124.785642 | 124.785642 | 54.63560095 | Y | LOW |
| F270 | 3526 | 388 | 320310027061001 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 117447.0132 | 72.97837202 | 145.967474 | 145.967474 | 145.967474 | 54.63560095 | Y | LOW |
| F271 | 3527 | 389 | 320310028012006 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 122736.677 | 72.12097748 | 152.2195528 | 152.2195528 | 152.2195528 | 54.63560095 | Y | LOW |
| F272 | 3528 | 390 | 320310028023002 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 122613.8689 | 76.18891529 | 152.3778306 | 152.3778306 | 152.3778306 | 54.63560095 | Y | LOW |
| F273 | 3529 | 391 | 320310029013000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 122470.3387 | 76.10532187 | 152.2106437 | 152.2106437 | 152.2106437 | 54.63560095 | Y | LOW |
| F274 | 3530 | 392 | 320310029022003 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 123465.871 | 76.71832015 | 153.4386623 | 153.4386623 | 153.4386623 | 54.63560095 | Y | LOW |
| F275 | 3531 | 393 | 320310030022000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 123295.978 | 78.92285965 | 154.8450731 | 154.8450731 | 154.8450731 | 54.63560095 | Y | LOW |
| F276 | 3532 | 394 | 320310030021000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 125210.9324 | 77.80265974 | 155.6053195 | 155.6053195 | 155.6053195 | 54.63560095 | Y | LOW |
| F277 | 3533 | 395 | 320310031051014 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 123933.5116 | 77.00905029 | 154.0718106 | 154.0718106 | 154.0718106 | 54.63560095 | Y | LOW |
| F278 | 3534 | 396 | 3203100331012000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 145165.6102 | 89.95027002 | 177.918414 | 177.918414 | 177.918414 | 54.63560095 | Y | LOW |
| F279 | 3535 | 397 | 320310035010000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 119670.1527 | 84.54513601 | 198.107411 | 198.107411 | 198.107411 | 54.63560095 | Y | LOW |
| F280 | 3536 | 398 | 320310035013050 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 119670.2032 | 84.54513601 | 148.7196033 | 148.7196033 | 148.7196033 | 54.63560095 | Y | LOW |
| F281 | 3537 | 399 | 320310036081003 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 122326.4977 | 76.01305062 | 152.0270712 | 152.0270712 | 152.0270712 | 54.63560095 | Y | LOW |
| F282 | 3538 | 400 | 320310037051000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 117429.1158 | 71.54711581 | 148.0794531 | 148.0794531 | 148.0794531 | 54.63560095 | Y | LOW |
| F283 | 3539 | 401 | 320310035410116 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 119616.7991 | 74.32661781 | 148.6532356 | 148.6532356 | 148.6532356 | 54.63560095 | Y | LOW |
| F284 | 3540 | 402 | 320310035711001 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 121586.4521 | 75.55050651 | 151.101013 | 151.101013 | 151.101013 | 54.63560095 | Y | LOW |
| F285 | 3541 | 403 | 320310035211004 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 121955.3582 | 75.79797469 | 151.5594984 | 151.5594984 | 151.5594984 | 54.63560095 | Y | LOW |
| F286 | 3542 | 404 | 320310036003000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.04, Lassen, CA | work | 698685.8427 | 4476391.409 | 119743.4217 | 74.40517043 | 149.8103408 | 149.8103408 | 149.8103408 | 54.63560095 | Y | LOW |
| F287 | 3550 | 3 | 060070001041005 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | Tract 403.03, Lassen, CA | work | 704767.2544 | 4481003.138 | 131279.7536 | 81. | | | | | | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | |
|------|------|-----|-----------------|----|----|---|---|---|---|---|---|----------------------------|------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|------|
| P721 | 3642 | 95 | 060350403031042 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6323.196804 | 3.929062102 | 7.858124205 | 23.57437261 | 7.858124205 | 76.88997117 | Y | HIGH |
| P729 | 3643 | 96 | 060350403031046 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6366.793919 | 3.956152161 | 7.912304322 | 15.82460864 | 7.912304322 | 76.88997117 | Y | HIGH |
| P735 | 3644 | 97 | 060350403031047 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6366.193179 | 3.955778878 | 7.911557756 | 15.82311551 | 7.911557756 | 76.88997117 | Y | HIGH |
| P736 | 3645 | 98 | 060350403031051 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 7821.073135 | 4.883378795 | 4.861044715 | 7.92208895 | 10.44441778 | 76.88997117 | Y | HIGH |
| P739 | 3646 | 99 | 060350403032000 | 15 | 15 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6107.956223 | 7.95317478 | 7.590634956 | 113.8895243 | 7.590634956 | 76.88997117 | Y | HIGH |
| P741 | 3647 | 100 | 060350403032001 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6276.443072 | 3.900010608 | 7.800021216 | 7.800021216 | 7.800021216 | 76.88997117 | Y | HIGH |
| P742 | 3648 | 101 | 060350403032002 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6095.517672 | 3.787484222 | 7.574928445 | 30.29971378 | 7.574928445 | 76.88997117 | Y | HIGH |
| P743 | 3649 | 102 | 060350403032003 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6149.357119 | 3.832368422 | 7.641713665 | 7.641713665 | 7.641713665 | 76.88997117 | Y | HIGH |
| P745 | 3650 | 103 | 060350403032004 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6283.801404 | 3.904458601 | 7.808917201 | 23.4267516 | 7.808917201 | 76.88997117 | Y | HIGH |
| P747 | 3651 | 104 | 060350403032005 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6480.436808 | 4.026766754 | 8.053533508 | 8.053533508 | 8.053533508 | 76.88997117 | Y | HIGH |
| P748 | 3652 | 105 | 060350403032006 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6505.817947 | 4.042537902 | 8.085075804 | 8.085075804 | 8.085075804 | 76.88997117 | Y | HIGH |
| P749 | 3653 | 106 | 060350403032007 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6488.168721 | 4.030472625 | 8.092045855 | 8.092045855 | 8.092045855 | 76.88997117 | Y | HIGH |
| P750 | 3654 | 107 | 060350403032008 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6516.280545 | 4.040930975 | 8.09807815 | 8.09807815 | 8.09807815 | 76.88997117 | Y | HIGH |
| P751 | 3655 | 108 | 060350403032009 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6604.310959 | 4.103738774 | 8.207477549 | 16.4149551 | 8.207477549 | 76.88997117 | Y | HIGH |
| P752 | 3656 | 109 | 060350403032010 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6654.354529 | 4.115844103 | 8.318852063 | 16.63776413 | 8.318852063 | 76.88997117 | Y | HIGH |
| P753 | 3657 | 110 | 060350403032013 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6431.05247 | 3.996105527 | 7.922211055 | 15.98442211 | 7.922211055 | 76.88997117 | Y | HIGH |
| P754 | 3658 | 111 | 060350403032014 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6406.889093 | 3.981066209 | 7.962132418 | 7.962132418 | 7.962132418 | 76.88997117 | Y | HIGH |
| P755 | 3659 | 112 | 060350403032017 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6327.965915 | 3.932054598 | 7.864050995 | 7.864050995 | 7.864050995 | 76.88997117 | Y | HIGH |
| P756 | 3660 | 113 | 060350403032018 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6300.520208 | 3.914977710 | 7.822954153 | 7.822954153 | 7.822954153 | 76.88997117 | Y | HIGH |
| P757 | 3661 | 114 | 060350403032019 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6474.301588 | 4.022654455 | 8.045508991 | 8.045508991 | 8.045508991 | 76.88997117 | Y | HIGH |
| P758 | 3662 | 115 | 060350403032020 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6499.658306 | 4.038707672 | 8.077415345 | 16.15483069 | 8.077415345 | 76.88997117 | Y | HIGH |
| P759 | 3663 | 116 | 060350403032022 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6548.839372 | 4.069268687 | 8.138533774 | 8.138533774 | 8.138533774 | 76.88997117 | Y | HIGH |
| P760 | 3664 | 117 | 060350403032023 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6573.340263 | 4.084805114 | 8.169610229 | 8.169610229 | 8.169610229 | 76.88997117 | Y | HIGH |
| P761 | 3665 | 118 | 060350403032024 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6448.963152 | 4.007209882 | 8.014419764 | 8.014419764 | 8.014419764 | 76.88997117 | Y | HIGH |
| P762 | 3666 | 119 | 060350403033000 | 4 | 4 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6199.771116 | 3.852368772 | 7.704737544 | 30.81895018 | 7.704737544 | 76.88997117 | Y | HIGH |
| P763 | 3667 | 120 | 060350403033002 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6464.930901 | 4.017131558 | 8.034263115 | 8.034263115 | 8.034263115 | 76.88997117 | Y | HIGH |
| P764 | 3668 | 121 | 060350403033003 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6409.802717 | 4.01153096 | 8.142860372 | 8.142860372 | 8.142860372 | 76.88997117 | Y | HIGH |
| P765 | 3669 | 122 | 060350403033009 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6511.045545 | 4.045788189 | 8.091572377 | 8.091572377 | 8.091572377 | 76.88997117 | Y | HIGH |
| P766 | 3670 | 123 | 060350403033011 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6847.445522 | 4.031211778 | 8.062243556 | 8.062243556 | 8.062243556 | 76.88997117 | Y | HIGH |
| P767 | 3671 | 124 | 060350403033015 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6750.629645 | 4.194781491 | 8.389562982 | 8.389562982 | 8.389562982 | 76.88997117 | Y | HIGH |
| P768 | 3672 | 125 | 060350403033016 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6890.435462 | 4.281468693 | 8.692633205 | 8.692633205 | 8.692633205 | 76.88997117 | Y | HIGH |
| P769 | 3673 | 126 | 060350403033021 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6794.571384 | 4.221961415 | 8.443922631 | 25.31788849 | 8.443922631 | 76.88997117 | Y | HIGH |
| P770 | 3674 | 127 | 060350403033024 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6624.654245 | 4.116380892 | 8.232761785 | 8.232761785 | 8.232761785 | 76.88997117 | Y | HIGH |
| P771 | 3675 | 128 | 060350403033027 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6708.517799 | 4.168490064 | 8.336980127 | 8.336980127 | 8.336980127 | 76.88997117 | Y | HIGH |
| P772 | 3676 | 129 | 060350403033031 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6818.704527 | 4.301168533 | 8.402233707 | 8.402233707 | 8.402233707 | 76.88997117 | Y | HIGH |
| P773 | 3677 | 130 | 060350403033039 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6883.804115 | 4.277408201 | 8.554816403 | 8.554816403 | 8.554816403 | 76.88997117 | Y | HIGH |
| P774 | 3678 | 131 | 060350403033040 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6801.279338 | 4.300694282 | 8.601388565 | 25.80416569 | 8.601388565 | 76.88997117 | Y | HIGH |
| P775 | 3679 | 132 | 060350403033041 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6994.352805 | 4.346100143 | 8.682202087 | 17.38440057 | 8.682202087 | 76.88997117 | Y | HIGH |
| P776 | 3680 | 133 | 060350403034043 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 6841.392676 | 4.251469531 | 8.509576709 | 8.509576709 | 8.509576709 | 76.88997117 | Y | HIGH |
| P777 | 3681 | 134 | 060350403041001 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 7164.076544 | 4.451561848 | 8.903123695 | 26.70837109 | 8.903123695 | 76.88997117 | Y | HIGH |
| P778 | 3682 | 135 | 060350403041002 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 7199.853603 | 4.473792737 | 8.947585473 | 8.947585473 | 8.947585473 | 76.88997117 | Y | HIGH |
| P779 | 3683 | 136 | 060350403041003 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 7608.715442 | 4.728469969 | 9.163387878 | 9.163387878 | 9.163387878 | 76.88997117 | Y | HIGH |
| P780 | 3684 | 137 | 060350403041004 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 7842.7812 | 4.873252014 | 9.746580355 | 19.49316167 | 9.746580355 | 76.88997117 | Y | HIGH |
| P781 | 3685 | 138 | 060350403041011 | 3 | 3 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 7771.582831 | 4.829049692 | 9.658099384 | 28.97429815 | 9.658099384 | 76.88997117 | Y | HIGH |
| P782 | 3686 | 139 | 060350403041012 | 2 | 2 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 7698.900945 | 4.783897149 | 9.13554486 | 9.50774298 | 9.50774298 | 76.88997117 | Y | HIGH |
| P783 | 3687 | 140 | 060350403041015 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 7639.270552 | 4.753944211 | 9.307698434 | 9.307698434 | 9.307698434 | 76.88997117 | Y | HIGH |
| P784 | 3688 | 141 | 060350403041015 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract | | | | | | | | | | | |

Table with columns A through V, containing numerical and alphanumeric data. The table appears to be a data dump or a list of identifiers with associated values across 26 columns.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V |
|------|------|-----|------------------|---|---|---|---|---|---|---|----------------------------|------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|------|
| R001 | 3905 | 448 | 320310015031005 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 121242.4777 | 76.3907110 | 150.6735404 | 150.6735404 | 150.6735404 | 76.89897117 | Y | HIGH |
| R002 | 3906 | 449 | 320310019013033 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 124013.2022 | 77.0584286 | 154.1168457 | 154.1168457 | 154.1168457 | 76.89897117 | Y | HIGH |
| R003 | 3907 | 450 | 320310021031009 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 131315.8083 | 81.5906613 | 163.1921263 | 163.1921263 | 163.1921263 | 76.89897117 | Y | HIGH |
| R004 | 3999 | 451 | 320310021041016 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 130687.9817 | 83.2853698 | 162.5710136 | 162.5710136 | 162.5710136 | 76.89897117 | Y | HIGH |
| R005 | 3999 | 452 | 320310022102000 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 135608.3286 | 84.2633184 | 168.5266368 | 168.5266368 | 168.5266368 | 76.89897117 | Y | HIGH |
| R006 | 4000 | 453 | 320310022102002 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 135965.3631 | 84.48516976 | 168.9703395 | 168.9703395 | 168.9703395 | 76.89897117 | Y | HIGH |
| R007 | 4001 | 454 | 320310022103034 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 138854.6606 | 86.28050044 | 172.5610009 | 172.5610009 | 172.5610009 | 76.89897117 | Y | HIGH |
| R008 | 4002 | 455 | 320310022103102 | 1 | 0 | 0 | 0 | 0 | 1 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 137375.7391 | 83.8628641 | 170.7241218 | 170.7241218 | 170.7241218 | 76.89897117 | Y | HIGH |
| R009 | 4003 | 456 | 320310023021033 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 119497.6053 | 74.25254043 | 148.5051081 | 148.5051081 | 148.5051081 | 76.89897117 | Y | HIGH |
| R010 | 4004 | 457 | 320310023031001 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 116893.3764 | 72.63435716 | 145.2687143 | 145.2687143 | 145.2687143 | 76.89897117 | Y | HIGH |
| R011 | 4005 | 458 | 320310023032003 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 116125.956 | 72.15750306 | 144.3150062 | 144.3150062 | 144.3150062 | 76.89897117 | Y | HIGH |
| R012 | 4006 | 459 | 320310024040100 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 120444.1067 | 74.30444501 | 148.6089801 | 148.6089801 | 148.6089801 | 76.89897117 | Y | HIGH |
| R013 | 4007 | 460 | 320310024073009 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 119392.8175 | 74.1874414 | 148.3748835 | 148.3748835 | 148.3748835 | 76.89897117 | Y | HIGH |
| R014 | 4008 | 461 | 320310024112000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 120739.9806 | 75.02453215 | 150.0409643 | 150.0409643 | 150.0409643 | 76.89897117 | Y | HIGH |
| R015 | 4010 | 462 | 320310024122020 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 117017.8219 | 72.7168421 | 145.8233684 | 145.8233684 | 145.8233684 | 76.89897117 | Y | HIGH |
| R016 | 4010 | 463 | 320310026181036 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 111713.1302 | 69.41549343 | 138.8309869 | 138.8309869 | 138.8309869 | 76.89897117 | Y | HIGH |
| R017 | 4011 | 464 | 320310026185033 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 113548.383 | 70.55586948 | 141.111739 | 141.111739 | 141.111739 | 76.89897117 | Y | HIGH |
| R018 | 4012 | 465 | 320310026223001 | 2 | 0 | 0 | 0 | 0 | 2 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 118140.0087 | 73.40898052 | 146.817961 | 146.817961 | 146.817961 | 76.89897117 | Y | HIGH |
| R019 | 4013 | 466 | 320310026223002 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 117754.1108 | 73.16919411 | 146.3383862 | 146.3383862 | 146.3383862 | 76.89897117 | Y | HIGH |
| R020 | 4014 | 467 | 320310027032000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 119523.6567 | 74.02874723 | 148.5374945 | 148.5374945 | 148.5374945 | 76.89897117 | Y | HIGH |
| R021 | 4015 | 468 | 320310027043021 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 120193.0936 | 74.6847115 | 149.369423 | 149.369423 | 149.369423 | 76.89897117 | Y | HIGH |
| R022 | 4016 | 469 | 320310027052019 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 116752.6253 | 72.54889831 | 145.0937966 | 145.0937966 | 145.0937966 | 76.89897117 | Y | HIGH |
| R023 | 4017 | 470 | 320310027071004 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 118773.2725 | 73.86230338 | 147.6124008 | 147.6124008 | 147.6124008 | 76.89897117 | Y | HIGH |
| R024 | 4018 | 471 | 320310028013000 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 121981.4225 | 75.9593031 | 151.5918606 | 151.5918606 | 151.5918606 | 76.89897117 | Y | HIGH |
| R025 | 4019 | 472 | 320310029012011 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 123355.9278 | 76.65001045 | 153.3002009 | 153.3002009 | 153.3002009 | 76.89897117 | Y | HIGH |
| R026 | 4020 | 473 | 320310030012006 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 124235.9271 | 77.19881904 | 154.3936361 | 154.3936361 | 154.3936361 | 76.89897117 | Y | HIGH |
| R027 | 4021 | 474 | 320310030013033 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 121448.8667 | 72.14402677 | 154.2755747 | 154.2755747 | 154.2755747 | 76.89897117 | Y | HIGH |
| R028 | 4022 | 475 | 320310031091002 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 126061.5885 | 78.33123422 | 156.6624684 | 156.6624684 | 156.6624684 | 76.89897117 | Y | HIGH |
| R029 | 4023 | 476 | 320310031091009 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 126108.4953 | 78.36038081 | 156.7207616 | 156.7207616 | 156.7207616 | 76.89897117 | Y | HIGH |
| R030 | 4024 | 477 | 320310031101003 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 125918.8319 | 78.24252919 | 156.4850584 | 156.4850584 | 156.4850584 | 76.89897117 | Y | HIGH |
| R031 | 4025 | 478 | 320310031111011 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 126817.4547 | 78.67815403 | 157.3523081 | 157.3523081 | 157.3523081 | 76.89897117 | Y | HIGH |
| R032 | 4026 | 479 | 3203100311121016 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 124350.8117 | 77.26820419 | 154.5364084 | 154.5364084 | 154.5364084 | 76.89897117 | Y | HIGH |
| R033 | 4027 | 480 | 320310033051003 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 142225.8088 | 80.61798551 | 179.235971 | 179.235971 | 179.235971 | 76.89897117 | Y | HIGH |
| R034 | 4028 | 481 | 320310035012044 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 187769.6724 | 81.37278164 | 122.7455633 | 122.7455633 | 122.7455633 | 76.89897117 | Y | HIGH |
| R035 | 4031 | 482 | 320310035020005 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 129185.9719 | 76.94718879 | 73.14571091 | 73.14571091 | 73.14571091 | 76.89897117 | Y | HIGH |
| R036 | 4030 | 483 | 320310035121004 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 122347.041 | 76.02311567 | 152.0462313 | 152.0462313 | 152.0462313 | 76.89897117 | Y | HIGH |
| R037 | 4031 | 484 | 320310035121011 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 122654.0042 | 76.21385428 | 152.4277086 | 152.4277086 | 152.4277086 | 76.89897117 | Y | HIGH |
| R038 | 4032 | 485 | 320310035121015 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 123279.716 | 76.60259238 | 153.2051848 | 153.2051848 | 153.2051848 | 76.89897117 | Y | HIGH |
| R039 | 4033 | 486 | 320310035121025 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 122903.1311 | 75.6451211 | 161.8144143 | 161.8144143 | 161.8144143 | 76.89897117 | Y | HIGH |
| R040 | 4034 | 487 | 320310035142006 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 117491.9353 | 73.00626535 | 146.0125707 | 146.0125707 | 146.0125707 | 76.89897117 | Y | HIGH |
| R041 | 4035 | 488 | 320310035173018 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.03, Lassen, CA) | work | 704767.2544 | 4481003.138 | 121763.3858 | 75.6004825 | 151.3208965 | 151.3208965 | 151.3208965 | 76.89897117 | Y | HIGH |
| R042 | 4036 | 1 | 0600700010006026 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 402.02, Lassen, CA) | work | 708202.7523 | 4472348.011 | 126785.9242 | 76.7267551 | 157.525351 | 157.525351 | 157.525351 | 53.39200543 | Y | LOW |
| R043 | 4062 | 2 | 0600700010006026 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 402.02, Lassen, CA) | work | 708202.7523 | 4472348.011 | 130849.9312 | 81.30657981 | 162.6131596 | 162.6131596 | 162.6131596 | 53.39200543 | Y | LOW |
| R044 | 4061 | 4 | 060070013001005 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.02, Lassen, CA) | work | 707248.011 | 123934.6458 | 80.40293517 | 80.8046103 | 160.8046103 | 160.8046103 | 160.8046103 | 53.39200543 | Y | LOW |
| R045 | 4062 | 5 | 060070013001005 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.02, Lassen, CA) | work | 708202.7523 | 4472348.011 | 128513.9622 | 77.85649966 | 161.7129993 | 161.7129993 | 161.7129993 | 53.39200543 | Y | LOW |
| R046 | 4066 | 8 | 060210102001016 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.02, Lassen, CA) | work | 708202.7523 | 4472348.011 | 158866.3301 | 98.71520631 | 197.4304126 | 197.4304126 | 197.4304126 | 53.39200543 | Y | LOW |
| R047 | 9 | 9 | 060210105020274 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.02, Lassen, CA) | work | 708202.7523 | 4472348.011 | 154707.7087 | 96.1315236 | 192.2623047 | 192.2623047 | 192.2623047 | 53.39200543 | Y | LOW |
| R048 | 10 | 10 | 060350403020031 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | (Tract 403.02, Lassen, CA) | work | 708202.7523 | 4472348.011 | 160055.5287 | 25.04475678 | 50.08951355 | 50.08951355 | 50.08951355 | 53.39200543 | Y | LOW |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | | | |
|------|------|-----|-------------------|---|---|---|---|---|---|---|---|--------------------------|------|-------------|-------------|--------------------------|-------------|-------------|-------------|--------------|---------------|--------------|--------------|---------------|-----|
| 8121 | 4140 | 82 | 060350403051037 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10832.58101 | 6.731070506 | 13.48214101 | 13.46214101 | 13.46214101 | 55.39200543 Y | LOW | | | |
| 8122 | 4141 | 83 | 060350403051038 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10672.44935 | 6.631569059 | 13.26313812 | 13.26313812 | 13.26313812 | 55.39200543 Y | LOW | | | |
| 8123 | 4142 | 84 | 060350403051039 | | | | | | | 2 | 2 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10730.32225 | 6.867529762 | 13.33505962 | 26.67011905 | 13.33505962 | 55.39200543 Y | LOW | | | |
| 8124 | 4143 | 85 | 060350403051041 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11054.40152 | 6.868890728 | 13.47380745 | 13.47380745 | 13.47380745 | 55.39200543 Y | LOW | | | |
| 8125 | 4144 | 86 | 060350403051043 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11577.82274 | 7.194019127 | 14.38803825 | 28.77605151 | 14.38803825 | 55.39200543 Y | LOW | | | |
| 8126 | 4145 | 87 | 060350403051044 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11530.11 | 7.164496003 | 14.32899201 | 14.32899201 | 14.32899201 | 55.39200543 Y | LOW | | | |
| 8127 | 4146 | 88 | 060350403051047 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11481.62482 | 7.134368937 | 14.26873727 | 14.26873727 | 14.26873727 | 55.39200543 Y | LOW | | | |
| 8128 | 4147 | 89 | 060350403051048 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11385.76391 | 7.062267888 | 14.12473538 | 14.12473538 | 14.12473538 | 55.39200543 Y | LOW | | | |
| 8129 | 4148 | 90 | 060350403051048 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11330.94861 | 7.034528818 | 14.06905764 | 14.06905764 | 14.06905764 | 55.39200543 Y | LOW | | | |
| 8130 | 4149 | 91 | 060350403052000 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10388.39624 | 6.455066199 | 12.9101324 | 12.9101324 | 12.9101324 | 55.39200543 Y | LOW | | | |
| 8131 | 4150 | 92 | 060350403052001 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10508.13117 | 6.529466221 | 13.05893244 | 13.05893244 | 13.05893244 | 55.39200543 Y | LOW | | | |
| 8132 | 4151 | 93 | 060350403052002 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10756.40128 | 6.986512328 | 13.15542055 | 13.15542055 | 13.15542055 | 55.39200543 Y | LOW | | | |
| 8133 | 4152 | 94 | 060350403052004 | | | | | | | 2 | 2 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10877.40104 | 6.758920449 | 13.51768489 | 27.03568181 | 13.51768489 | 55.39200543 Y | LOW | | | |
| 8134 | 4153 | 95 | 060350403052005 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10735.81527 | 6.669575896 | 13.33915179 | 13.33915179 | 13.33915179 | 55.39200543 Y | LOW | | | |
| 8135 | 4154 | 96 | 060350403052006 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10873.70388 | 6.737380593 | 13.47472116 | 13.47472116 | 13.47472116 | 55.39200543 Y | LOW | | | |
| 8136 | 4155 | 97 | 060350403052008 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10759.82561 | 6.685882284 | 13.37127457 | 13.37127457 | 13.37127457 | 55.39200543 Y | LOW | | | |
| 8137 | 4156 | 98 | 060350403052014 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10471.80924 | 6.506896763 | 13.0179353 | 13.0179353 | 13.0179353 | 55.39200543 Y | LOW | | | |
| 8138 | 4157 | 99 | 060350403052019 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10370.57998 | 6.443995664 | 12.88799133 | 12.88799133 | 12.88799133 | 55.39200543 Y | LOW | | | |
| 8139 | 4158 | 100 | 060350403053000 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10888.26999 | 6.76574123 | 13.53134925 | 13.53134925 | 13.53134925 | 55.39200543 Y | LOW | | | |
| 8140 | 4159 | 101 | 060350403053002 | | | | | | | 2 | 2 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11294.28151 | 7.017958612 | 14.03591722 | 28.07183445 | 14.03591722 | 55.39200543 Y | LOW | | | |
| 8141 | 4160 | 102 | 060350403053010 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11117.75527 | 6.908270016 | 13.81654003 | 27.63380007 | 13.81654003 | 55.39200543 Y | LOW | | | |
| 8142 | 4161 | 103 | 060350403053013 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11205.12616 | 6.962559909 | 13.92511982 | 13.92511982 | 13.92511982 | 55.39200543 Y | LOW | | | |
| 8143 | 4162 | 104 | 060350403053018 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 10930.89486 | 6.793033778 | 13.58407156 | 13.58407156 | 13.58407156 | 55.39200543 Y | LOW | | | |
| 8144 | 4163 | 105 | 060350403053020 | | | | | | | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11093.1532 | 6.928929265 | 13.78596593 | 13.78596593 | 13.78596593 | 55.39200543 Y | LOW | | | |
| 8145 | 4164 | 107 | 060490001001020 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 127574.1211 | 79.27108078 | 158.5421616 | 158.5421616 | 55.39200543 Y | LOW |
| 8146 | 4165 | 108 | 060490003002021 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 138705.2094 | 86.18763554 | 172.3752711 | 172.3752711 | 55.39200543 Y | LOW |
| 8147 | 4166 | 109 | 060490004121286 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 11732.14928 | 14.658032874 | 14.658032874 | 14.658032874 | 55.39200543 Y | LOW |
| 8148 | 4169 | 110 | 06057007001714029 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 134697.0612 | 83.89708155 | 167.3941631 | 167.3941631 | 55.39200543 Y | LOW |
| 8149 | 4168 | 111 | 060570080011012 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 130183.5484 | 80.89250777 | 161.7850155 | 161.7850155 | 55.39200543 Y | LOW |
| 8150 | 4170 | 112 | 060570090012046 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 125554.8169 | 78.0163402 | 156.0328004 | 156.0328004 | 55.39200543 Y | LOW |
| 8151 | 4171 | 113 | 060570100012062 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 87750.02988 | 44.19804117 | 84.09801289 | 84.09801289 | 55.39200543 Y | LOW |
| 8152 | 4172 | 115 | 0606300030001018 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 39.53164423 | 79.06312885 | 79.06312885 | 79.06312885 | 55.39200543 Y | LOW |
| 8153 | 4173 | 116 | 0606300030002001 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 39.2527158 | 79.85054317 | 79.85054317 | 79.85054317 | 55.39200543 Y | LOW |
| 8154 | 4174 | 117 | 0606300030002083 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 64.503.79202 | 40.0808777 | 80.16179554 | 80.16179554 | 55.39200543 Y | LOW |
| 8155 | 4175 | 118 | 0606300030003006 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 63.4918047 | 39.4518047 | 78.9031352 | 78.9031352 | 55.39200543 Y | LOW |
| 8156 | 4177 | 119 | 060630005012042 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 58.281.72415 | 36.21467443 | 72.42934886 | 72.42934886 | 55.39200543 Y | LOW |
| 8157 | 4178 | 120 | 060630005022018 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 57.057.8726 | 35.4537806 | 70.90756119 | 70.90756119 | 55.39200543 Y | LOW |
| 8158 | 4182 | 134 | 060890105002000 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 157788.0211 | 99.05138822 | 196.1027764 | 196.1027764 | 55.39200543 Y | LOW |
| 8159 | 4183 | 135 | 060890105020022 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 151234.0129 | 93.1313702 | 187.4811352 | 187.4811352 | 55.39200543 Y | LOW |
| 8160 | 4194 | 136 | 060890114031005 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 150172.4041 | 93.3130377 | 186.6260754 | 186.6260754 | 55.39200543 Y | LOW |
| 8161 | 4195 | 137 | 060890121022009 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 146114.4677 | 90.79154668 | 181.5830934 | 181.5830934 | 55.39200543 Y | LOW |
| 8162 | 4196 | 138 | 060890122003006 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 145989.8782 | 91.2208999 | 181.5830934 | 181.5830934 | 55.39200543 Y | LOW |
| 8163 | 4200 | 142 | 061030004002057 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 147704.686 | 91.77966494 | 183.593299 | 183.593299 | 55.39200543 Y | LOW |
| 8164 | 4201 | 143 | 061030009002017 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 136541.0722 | 84.8428967 | 169.6857993 | 169.6857993 | 55.39200543 Y | LOW |
| 8165 | 4202 | 144 | 061030010004010 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 146160.6291 | 88.0404062 | 181.6404062 | 181.6404062 | 55.39200543 Y | LOW |
| 8166 | 4211 | 145 | 061030010010104 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 146236.298 | 90.86366 | 181.72732 | 181.72732 | 55.39200543 Y | LOW |
| 8167 | 4213 | 155 | 320310004002200 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 114603.1068 | 71.21124609 | 142.4224922 | 142.4224922 | 55.39200543 Y | LOW |
| 8168 | 4214 | 156 | 320310015031005 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 112138.8344 | 69.68001444 | 139.3600289 | 139.3600289 | 55.39200543 Y | LOW |
| 8169 | 4215 | 157 | 320310019011001 | | | | | | | 1 | 0 | 0 | 0 | 1 | 1 | Tract 403.02, Lassen, CA | work | 708202.7523 | 4272348.011 | 114268.2847 | 71.00381817 | 142.0 | | | |

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | | | | |
|------|------|----|------------------|---|---|---|---|---|---|---|---|---|---|---|-------------------------|------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---|------|
| 8241 | 4304 | 13 | 060350401002019 | | 2 | | 2 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 8420.103133 | 5.232022526 | 10.46404505 | 20.9289011 | 10.46404505 | 70.82856559 | Y | HIGH |
| 8242 | 4305 | 14 | 060350401002021 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 11270.23624 | 7.003017534 | 14.00603507 | 14.00603507 | 14.00603507 | 70.82856559 | Y | HIGH |
| 8243 | 4306 | 15 | 060350401002157 | | 1 | | 1 | | 0 | | 1 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 19865.72442 | 12.34401955 | 24.6880391 | 24.6880391 | 24.6880391 | 70.82856559 | Y | HIGH |
| 8244 | 4307 | 16 | 060350401002158 | | 1 | | 1 | | 0 | | 1 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 17330.98422 | 10.78993898 | 21.53379792 | 21.53379792 | 21.53379792 | 70.82856559 | Y | HIGH |
| 8245 | 4308 | 17 | 060350401002166 | | 2 | | 2 | | 0 | | 1 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 10.30293032 | 20.60586065 | 41.21171213 | 20.60586065 | 41.21171213 | 70.82856559 | Y | HIGH |
| 8246 | 4309 | 18 | 060350401002168 | | 1 | | 1 | | 0 | | 1 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 18236.21348 | 11.33148588 | 22.66297176 | 22.66297176 | 22.66297176 | 70.82856559 | Y | HIGH |
| 8247 | 4310 | 19 | 060350401002171 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 18146.81144 | 11.27593389 | 22.35186777 | 22.35186777 | 22.35186777 | 70.82856559 | Y | HIGH |
| 8248 | 4311 | 20 | 060350401002172 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 17821.33899 | 10.94964391 | 21.89096782 | 21.89096782 | 21.89096782 | 70.82856559 | Y | HIGH |
| 8249 | 4312 | 21 | 060350401002189 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 10692.15468 | 6.64381141 | 13.28726882 | 13.28726882 | 13.28726882 | 70.82856559 | Y | HIGH |
| 8250 | 4313 | 22 | 060350401002201 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 19783.99141 | 12.29323288 | 24.58646576 | 24.58646576 | 24.58646576 | 70.82856559 | Y | HIGH |
| 8251 | 4314 | 23 | 060350401002209 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 14224.91329 | 8.838973301 | 17.6779486 | 17.6779486 | 17.6779486 | 70.82856559 | Y | HIGH |
| 8252 | 4315 | 24 | 060350401002232 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 20121.82922 | 12.50321431 | 25.00462982 | 25.00462982 | 25.00462982 | 70.82856559 | Y | HIGH |
| 8253 | 4316 | 25 | 060350401003162 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 54267.75767 | 33.20750509 | 67.44101019 | 67.44101019 | 67.44101019 | 70.82856559 | Y | HIGH |
| 8254 | 4317 | 26 | 060350401003209 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 83954.55272 | 52.16707018 | 104.3341404 | 104.3341404 | 104.3341404 | 70.82856559 | Y | HIGH |
| 8255 | 4318 | 27 | 060350401003216 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 78595.45356 | 48.87983855 | 97.7536771 | 97.7536771 | 97.7536771 | 70.82856559 | Y | HIGH |
| 8256 | 4319 | 28 | 060350401003247 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 54322.85814 | 33.57443003 | 67.50948606 | 67.50948606 | 67.50948606 | 70.82856559 | Y | HIGH |
| 8257 | 4320 | 29 | 060350401003378 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 75262.83338 | 46.76627275 | 93.53254549 | 93.53254549 | 93.53254549 | 70.82856559 | Y | HIGH |
| 8258 | 4321 | 30 | 060350401003387 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 48086.56625 | 29.87968127 | 59.75936254 | 59.75936254 | 59.75936254 | 70.82856559 | Y | HIGH |
| 8259 | 4322 | 31 | 060350401003401 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 44593.34091 | 27.70909131 | 55.41816263 | 55.41816263 | 55.41816263 | 70.82856559 | Y | HIGH |
| 8260 | 4323 | 32 | 060350403031032 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 85710.21235 | 53.25798921 | 106.5159784 | 106.5159784 | 106.5159784 | 70.82856559 | Y | HIGH |
| 8261 | 4324 | 33 | 060350403032000 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 83283.91 | 51.75035108 | 103.5007022 | 103.5007022 | 103.5007022 | 70.82856559 | Y | HIGH |
| 8262 | 4325 | 34 | 060350403033003 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 82117.02859 | 51.02528278 | 102.0505656 | 102.0505656 | 102.0505656 | 70.82856559 | Y | HIGH |
| 8263 | 4326 | 35 | 060350403051025 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 80356.50567 | 49.93134153 | 99.8628367 | 99.8628367 | 99.8628367 | 70.82856559 | Y | HIGH |
| 8264 | 4327 | 36 | 060350403052005 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 81871.12376 | 50.87248423 | 101.7449685 | 101.7449685 | 101.7449685 | 70.82856559 | Y | HIGH |
| 8265 | 4330 | 39 | 0604900001001016 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 68704.46086 | 42.69107886 | 85.38215773 | 85.38215773 | 85.38215773 | 70.82856559 | Y | HIGH |
| 8266 | 4331 | 40 | 0604900002001007 | | 2 | | 2 | | 0 | | 0 | | 2 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 105913.7783 | 65.81193428 | 131.6238686 | 263.247371 | 131.6238686 | 70.82856559 | Y | HIGH |
| 8267 | 4332 | 41 | 0604900002001009 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 96863.40491 | 60.25041628 | 120.5008325 | 120.5008325 | 120.5008325 | 70.82856559 | Y | HIGH |
| 8268 | 4333 | 42 | 0604900002001205 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 94558.91216 | 58.75630002 | 117.51266 | 117.51266 | 117.51266 | 70.82856559 | Y | HIGH |
| 8269 | 4334 | 43 | 0604900002001208 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 94362.81338 | 58.63453532 | 117.2687106 | 117.2687106 | 117.2687106 | 70.82856559 | Y | HIGH |
| 8270 | 4335 | 44 | 0604900002002119 | | 1 | | 1 | | 0 | | 1 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 29492.50788 | 18.32584033 | 36.6518867 | 36.6518867 | 36.6518867 | 70.82856559 | Y | HIGH |
| 8271 | 4336 | 45 | 0604900002002148 | | 2 | | 2 | | 0 | | 0 | | 2 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 22160.19084 | 27.5397383 | 55.0789532 | 27.5397383 | 55.0789532 | 70.82856559 | Y | HIGH |
| 8272 | 4337 | 46 | 0604900002002215 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 26588.92221 | 16.47192154 | 32.94384307 | 32.94384307 | 32.94384307 | 70.82856559 | Y | HIGH |
| 8273 | 4338 | 47 | 0604900002002220 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 24791.58458 | 15.40481474 | 30.80962948 | 30.80962948 | 30.80962948 | 70.82856559 | Y | HIGH |
| 8274 | 4339 | 48 | 0604900002002249 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 21115.16369 | 13.12038705 | 26.2407741 | 26.2407741 | 26.2407741 | 70.82856559 | Y | HIGH |
| 8275 | 4340 | 49 | 0604900002002273 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 16348.84229 | 10.91953738 | 20.03907476 | 20.03907476 | 20.03907476 | 70.82856559 | Y | HIGH |
| 8276 | 4341 | 50 | 0604900002002278 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 15268.98085 | 9.487728414 | 18.97545683 | 18.97545683 | 18.97545683 | 70.82856559 | Y | HIGH |
| 8277 | 4342 | 51 | 0604900002002284 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 21609.8497 | 13.42777145 | 26.8555429 | 26.8555429 | 26.8555429 | 70.82856559 | Y | HIGH |
| 8278 | 4343 | 52 | 0604900002002290 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 20607.2822 | 12.80480333 | 25.6090667 | 25.6090667 | 25.6090667 | 70.82856559 | Y | HIGH |
| 8279 | 4344 | 53 | 0604900002002300 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 20197.98449 | 20.65205116 | 25.04510336 | 25.04510336 | 25.04510336 | 70.82856559 | Y | HIGH |
| 8280 | 4345 | 54 | 0604900002002328 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 15049.23311 | 9.351183161 | 18.70236632 | 18.70236632 | 18.70236632 | 70.82856559 | Y | HIGH |
| 8281 | 4346 | 55 | 0604900002002336 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 20654.9504 | 12.83442306 | 25.6688411 | 25.6688411 | 25.6688411 | 70.82856559 | Y | HIGH |
| 8282 | 4347 | 56 | 0604900003001387 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 47663.10436 | 29.61855359 | 59.23310718 | 59.23310718 | 59.23310718 | 70.82856559 | Y | HIGH |
| 8283 | 4348 | 57 | 0604900003002084 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 103053.2820 | 64.03450041 | 128.0690008 | 128.0690008 | 128.0690008 | 70.82856559 | Y | HIGH |
| 8284 | 4349 | 58 | 0604900003002231 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 73831.59209 | 45.87693843 | 91.75387685 | 91.75387685 | 91.75387685 | 70.82856559 | Y | HIGH |
| 8285 | 4350 | 59 | 0604900003003031 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 7136.92221 | 44.5132304 | 89.0264608 | 89.0264608 | 89.0264608 | 70.82856559 | Y | HIGH |
| 8286 | 4351 | 60 | 0604900003003123 | | 1 | | 1 | | 0 | | 0 | | 1 | 1 | (Tract 401, Lassen, CA) | work | 658051.9579 | 4547858.021 | 60683.3352 | | | | | | | |
