Transportation Impact Analysis

HISTORIC TOWN CENTER MASTER PLAN, GENERAL PLAN AMENDMENT, AND ORDINANCE CHANGE PROJECT

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Executive Summary

This section provides a brief executive summary of the key findings of the transportation impact analysis. This study provides an evaluation of the potential transportation-related impacts of the Project, No Project and Reduced Height Alternatives for the Historic Town Center Master Plan (HTCMP) Repeal, General Plan Amendment, and Ordinance Change Project. Implementation of the HTCMP and the Form Based Code (FBC) introduced land use inconsistencies between the Master Plan, the City of San Juan Capistrano General Plan, and the FBC. To remedy the inconsistencies, this Project proposes the repeal of the HTCMP and FBC as well as several revisions to the Zoning Code and General Plan Land Use Element.

The roadway network, transit, non-motorized, and parking impacts were evaluated for the 2040 horizon year. The scope of the analysis is based on coordination with City of San Juan Capistrano staff and follows the administrative policy for *Preparation of and Use of Traffic Studies*, revised April 7, 1998 and Caltrans *Guide for the Preparation of Traffic Impact Studies* (TIS).

The Reduced Height Alternative transportation impacts would be the same or less than the Project due to lower density and resulting less traffic generation. The study provides a detailed analysis of the No Project and Project Alternatives to identify significant impacts and mitigation measures. Transportation impacts of the Project are identified through a comparison to No Project Alternative (currently approved condition).

Roadway Network
The weekday AM and PM peak hour traffic volumes are slightly lower with the Project Alternative when compared to the No Project Alternative. The lower Project Alternative forecasts are due to the elimination of residential growth in the HTC.

Intersections within the roadway network were evaluated based on Intersection Capacity Utilization (ICU) and *Highway Capacity Manual* (HCM). During the weekday AM and PM peak hours, under both the No Project and Project alternatives, all study intersections meet the City's LOS standard and there are no significant LOS intersection impacts. A comparison of the Alternatives shows that intersection operations are similar, and no additional impacts are identified for the Project Alternative.

Roadway segments within the study area were also evaluated for the No Project and Project Alternatives. All roadway segments meet the LOS standard except for two segments: Ortega Highway between Rancho Viejo Road and I-5 NB Ramp and Del Obispo Street between Camino Capistrano and Paseo Adelanto. These segments would operate at LOS F in 2040 under both the No Project and Project Alternatives. Both Ortega Highway and Del Obispo Street segments are approximately 800-feet long with the major intersections along the segment. The roadway segment analysis is based on through lane capacity and does not consider turn lanes or intersection operations. Operations along both the Ortega Highway and Del Obispo Street segments are mainly controlled by the intersections given the short length. There is additional capacity along both these segments with the turn lanes that are provided at the major intersections at Rancho Viejo Road and I-5 NB Ramp along Ortega Highway and at Camino Capistrano and Paseo Adelanto along Del Obispo Street. The intersection operations show that Ortega Highway/Rancho Viejo Road, Ortega Highway/I-5 Northbound Ramp, Camino Capistrano/Del Obispo Street, and Paseo Adelanto/Del Obispo Street all meet the City's LOS standard during the weekday AM and PM peak hours for both the No Project and Project Alternatives. The No Project and Project Alternatives would not have a significant roadway LOS impact.

Vehicle Miles Traveled
The City has not yet adopted a City-specific Vehicle Miles Traveled (VMT) threshold. The City is utilizing the Governor's Office of Planning and Research (OPR) guidance of a threshold of 15 percent below existing regional VMT. A VMT analysis was conducted for both the No Project and Project Alternatives. The VMT for the No Project and Project are the same and both Alternatives would meet the OPR VMT threshold of 15 percent below the region VMT per capita resulting in no significant VMT impact.

Transit
Transit service and connections with the No Project and Project would be similar with no major changes by OCTA, Metrolink, and Amtrak. Connections would be provided to promote use of the transit system and reduce reliance on auto with both Alternatives. The No Project and Project Alternatives would not have a significant transit impact.

Non-Motorized
The No Project Alternative includes improvements such as widened sidewalks, additional crosswalks, pedestrian lighting, and sidewalk bulb-outs along Ortega Highway, Del Obispo Street, and Camino Capistrano as documented in the HTCMP. In addition, new pedestrian and bicycle connectors are proposed to the San Juan Capistrano HTC from the north (El Horno Street underpass) and west (new bridge over Trabuco Creek and enhanced Verdugo Street).

The Project would rely on long-range planning proposed by the General Plan and OCTA. The OCTA 2018 Long-Range Transportation Plan proposes an additional Class 3 Bike Route along Camino Capistrano from Del Obispo Street to La Zanja Street within the study area. Additional connections and improvements with the Project would be related to required frontage improvements and connections with development within the HTC. The No Project and Project Alternatives would not have a significant non-motorized impact.

Parking
The No Project and Project Alternatives include the Park Once Program, which includes shared parking and "in-lieu" payments. The Project Alternative would update the FBC parking standards to be consistent with the Park Once Program. The No Project and Project Alternatives would not have a significant parking impact.

Mitigation
The Project Alternative generally results in less traffic to and from the HTC and traffic operations that are similar to or slightly better than the No Project Alternative; therefore, on this comparative basis no mitigation would be required and transportation impacts are not significant. The City would require a site-specific transportation analysis as parcels within the HTC develop to confirm that impacts remain less than significant and tailor mitigation measures to the development.

Frontage improvements would also be required with the Project and the goals and policies of the City's General Plan would be considered when evaluating development proposals. The City would also manage parking based on the Park Once Program and updated FBC standards under the Project.

Chapter 1. Introduction

This study provides an evaluation of the potential transportation-related impacts of the No Project and Project Alternatives for the Historic Town Center Master Plan (HTCMP) Repeal, General Plan Amendment, and Ordinance Change Project.

1.1 Project Location and Site Characteristics

The project focuses on the City's Historic Town Center (HTC), which is approximately 150 acres and within downtown San Juan Capistrano. Figure 1 shows the site is generally bounded by Acjachema Street to the north, I-5 to the east, E La Palma Avenue and existing retail to the south and Paseo Adelanto to the west. Local access to the Historic Town Center is provided via Ortega Highway (SR-74), Del Obispo Street and Camino Capistrano. Regional access to the site is provided via the I-5, a major highway that connects Los Angeles, Orange, and San Diego Counties and Ortega Highway (SR-74) connecting to eastern Riverside County. In addition, Amtrak and Metrolink provide passenger rail service to San Diego, Los Angeles and points north.

1.2 Background

The City of San Juan Capistrano Redevelopment Agency initiated an update to the City's 1995 HTCMP in 2009 and resulted in the 2012 HTCMP. The 2012 HTCMP affirmed many of the goals and policies of the 1995 HTCMP, such as creation of pedestrian-friendly, vibrant downtown and retention of the downtown's historic character. The updated HTCMP also significantly expanded the project area to encompass 150 acres of the City's downtown area. To implement the goals and policies of the 2012 HTCMP, a Historic Town Center Form Based Ordinance was adopted with the 2012 HTCMP; however, amendments to the General Plan that were necessary to implement the 2012 HTCMP were not changed. This has resulted in inconsistencies between the adopted 2012 HTCMP, the City's General Plan, and the FBC.

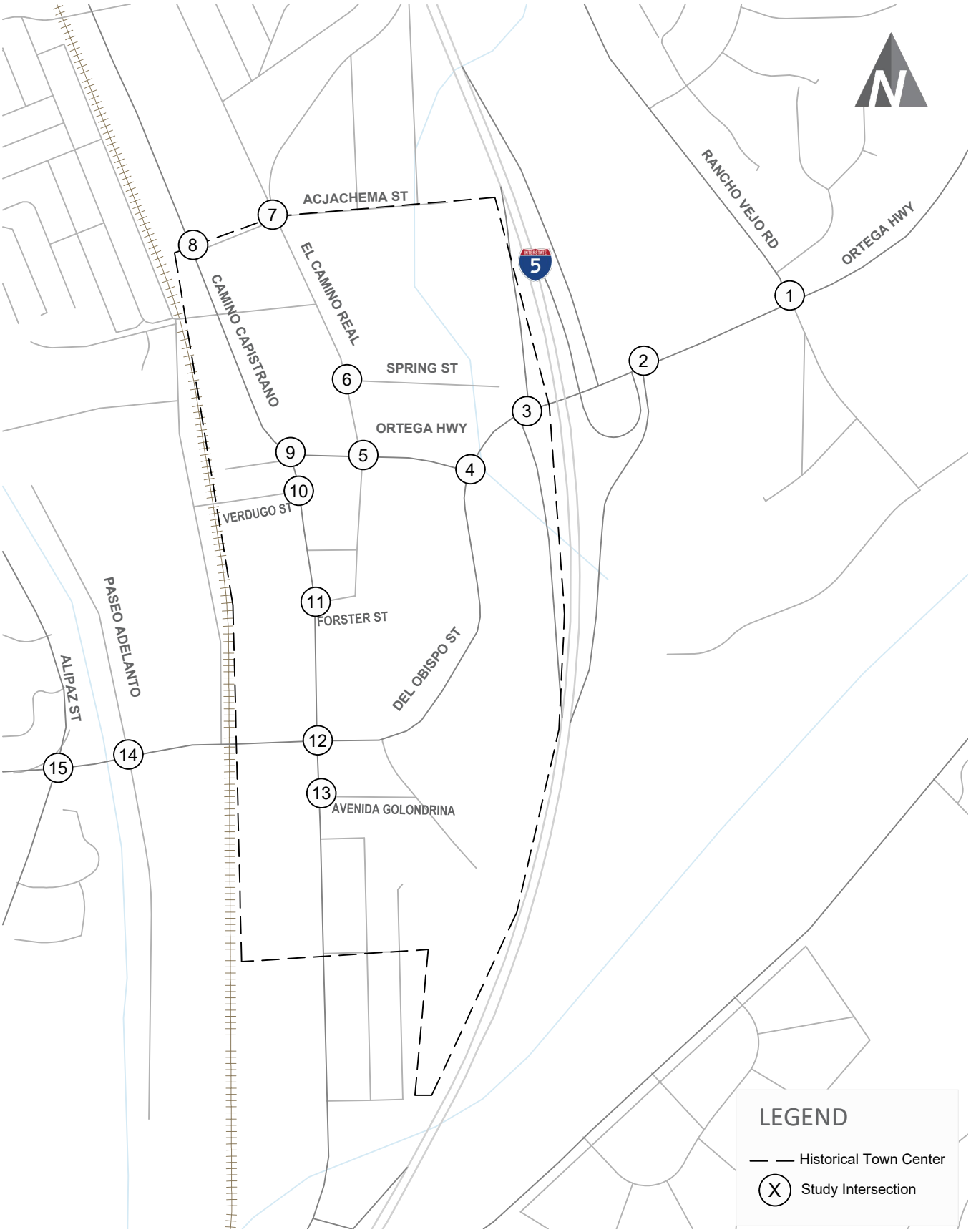
This study provides an evaluation of the proposal to reconcile discrepancies between the 2012 HTCMP, General Plan and FBC.

Overview of Plans

The following reflects the City's vision, policies, and goals to understand how the HTCMP and current plans are related. There are four main documents reviewed: (1) *San Juan Capistrano General Plan*, amended 2002 (2) *Historic Town Center Form-Based Code* (3) *Historic Town Center Master Plan*, 2010 and (4) *San Juan Capistrano Design Guidelines*, 2003. The following provides an overview of these documents and discrepancies between these documents and the existing HTCMP.

General Plan

The City of San Juan Capistrano General Plan was adopted in 1999 and amended in 2002. The General Plan consists of multiple elements that cover land use, community design, growth management, circulation etc. The community design element has goals and policies related to HTCMP design criteria. In addition, the land use element does not include housing in the HTC area, which conflicts with the HTCMP that includes and encourages residential development. The land use element in the General Plan also has a floor area ratio (FAR) limit of 0.50 while the HTCMP identifies 0.95 to 1.5 FAR, which means the General Plan contemplates planning for a less dense HTC than the HTCMP.



Project Vicinity

Historic Town Center Master Plan, General Plan Amendment, and Ordinance Change Project

FIGURE 1

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The transportation-related General Plan policies are outlined in the Circulation Element including improvements to the roadway system and establishment of service level standards. Generally, these goals and policies are consistent with the HTCMP. Transportation goals in the General Plan include:

- Provide a system of roadways that meets the needs of the community
- Promote an advanced public transportation network
- Provide an extensive public bicycle, pedestrian, and equestrian trails network
- Minimize the conflict between the automobile, commercial vehicles, pedestrians, horses, and bicycles
- Achieve the development of regional transportation facilities

Form-Based Code

The San Juan Capistrano Municipal Code (Municipal Code) provides a set of integrated zoning standards for the HTCMP including the FBC. The Municipal Code was adopted to protect and promote the public health, safety, comfort, convenience and general welfare of the community and implement the San Juan Capistrano General Plan and HTCMP. FBC within the Municipal Code provides standards for the HTC blocks and streets to maintain a walkable community. There are inconsistencies between the Municipal Code requirements for HCT development, the General Plan and the HTCMP including setbacks, building separation, development patterns, etc.

The Park Once Program adopted in the 2012 FBC establishes shared parking as well as more detailed parking requirements and identified the payment of an “in lieu” fee. This Park Once Program is consistent with the HTCMP, which promotes shared parking.

Historic Town Center Master Plan

The HTCMP was updated in 2010 and builds on previous Historic Center Master Plan. The underlying goals, relevant to transportation, include to:

- Develop interconnected street network to encourage a pedestrian-supportive block structure
- Rebalance transportation modes and parking arrangements to emphasize comfortable and safe pedestrian, bicycle, transit and equestrian access and circulation, while enabling convenient automobile access at speeds that complement these modes
- Implement a shared parking system to manage an adequate pool of on-street and off-street parking as a critical element of community infrastructure

The City’s land use code incorporated the Park Once Program in 2011, which simplified parking requirements for retail/commercial uses and allows for shared parking. This is consistent with the HTCMP goal.

Design Guidelines

The San Juan Capistrano Design Guidelines were adopted in 2003 and contains the guidelines for residential, commercial, business, and industrial developments including Downtown Commercial design directions. The guidelines enhance pedestrian experience by promoting visual appeal of buildings facing pedestrian streets and plazas. Additionally, parking infrastructure guidelines are introduced in these design guidelines.

1.3 Description of Project and Alternatives

The Project and two Alternatives are being considered as part of the Environmental Impact Report (EIR) including:

1. **No Project: Retain Current HTCMP and FBC Conditions** – This alternative assumes the 2012 HTCMP is maintained including revitalization of the 150-acre Historic Town Center. The development program is assumed to include a total of up to 1,478,882 square-feet of retail, commercial, civic, hotel and other land uses. Also includes 359 residential units and 390,668 square-feet of parking. The circulation network consists of improvements to existing roads to maintain capacities, accommodate multiple modes and improve operations, extensions of local roads (Yorba Street, Forster Street, and Avenida Los Amigos). The Ortega Highway/I-5 interchange project and related realignment of Ortega Highway and Del Obispo Street was included in the 2010 evaluation but is now complete. The No Project Alternative is consistent with the *Historic Town Center Master Plan – Traffic Study*, City of San Juan Capistrano, October 11, 2010.
2. **Project: Repeal HTCMP, General Plan Amendment and Ordinance Change –** The Project would meet the following objectives:
    - Repeal the HTCMP and the FBC
    - Initiate a General Plan Amendment and a Zoning text amendment to address the various inconsistencies identified by the Planning Commission ad-hoc committee, including removal of residential land uses, permitting minor alteration of nonconforming uses, and eliminating Freeway Edge Overlay and Railroad Overlay
    - Preserve and enhance the role of the Project area as the civic and commercial heart of the City
    - Codify height and setback requirements for new buildings in the Town Center and Town Center Edge Districts adjacent to any historic buildings
    - Provide increased floor area ratio (FAR) in the Project area, especially for areas that provide public gathering spaces
    - Encourage hotel uses in the Project area, including allowing three story hotels; which would encourage economic generators in the Project area
    - Encourage an expanded mix of retail, commercial, and civic uses to create a lively mixed-use environment
    - Readopt and affirm the Park Once Program parking standards

    With these objectives, the land use and circulation network for the Project would be consistent with the current 2040 Orange County Transportation Analysis Model. The No Project HTC street connections for Forster Street, Yorba Street, and Avenida Los Amigos from Camino Capistrano to portions of Del Obispo and El Camino Real would not be included. Improvements to existing roads would maintain capacities, accommodate multiple modes and improve operations. With the Project, development of the HTC would follow the goals and policies in the City of San Juan Capistrano's General Plan Circulation Element.
3. **Reduced Height Alternative** – This alternative is consistent with the Project's objectives except it has lower height limits resulting in a lower density of land use. The mix of uses is anticipated to be the same as the Project but with lower densities there will be less commercial square-footage resulting in trip and parking generation that is less than the Project and No Project Alternatives. The LOS, VMT and parking impacts of the Reduced Height Alternative would be less than the Project because

overall traffic and parking generated would be less with the Reduced Height Alternative. The transit and non-motorized impacts of the Reduced Height Alternative would be the same as the Project because the transit and non-motorized systems would be the same.

Since the Reduced Height Alternative transportation impacts would be the same or less than the Project, this study provides a detailed analysis of the No Project and Project Alternatives to identify significant impacts and mitigation measures. This report includes an evaluation of the long-term impacts associated with the two alternatives for the 2040 horizon, which represents the timeframe of potential build-out on the HTC and is consistent with the OCTAM and buildout of the City's General Plan.

1.4 Study Approach and Area

The scope of the transportation analysis is based on coordination with City of San Juan Capistrano staff. It follows the administrative policy for *Preparation of and Use of Traffic Studies*, revised April 7, 1998 and is consistent with the Caltrans *Guide for the Preparation of Traffic Impact Studies* (TIS). The following transportation elements are evaluated in this report:

- Roadway Network
- Transit
- Non-Motorized
- Parking

The transportation analysis evaluates existing conditions and a planning horizon year of 2040 for the alternatives identified and described above. This is consistent with the Caltrans TIS guidelines where for a general plan amendment only existing and General Plan Build-out analysis is required. Transportation impacts are identified by comparing the 2040 No Project Alternative conditions, assuming maintaining the HTCMP, to the Project Alternative, repeal of the HTCMP and General Plan Amendment and Ordinance Change.

The evaluation of the roadway network considers traffic volumes, operations and safety for the existing conditions as well as the future No Project and Project Alternatives.

The analysis focuses on average daily conditions along the study roadway segments and average weekday peak hour conditions during the AM peak period (7:00 to 9:00 a.m.) and the PM peak period (4:00 to 6:00 p.m.) at the study intersections. These periods represent the highest cumulative total traffic for the adjacent street system. The study roadways (see Figure 1) include:

1. Ortega Highway Between Rancho Vejo Rd and I-5 NB Ramp*
2. Ortega Highway Between I-5 NB Ramp and I-5 SB Ramp*
3. Ortega Highway Between I-5 SB Ramp and Del Obispo Street*
4. Ortega Highway Del Obispo Street and El Camino Real
5. Ortega Highway El Camino Real and Camino Capistrano
6. El Camino Real Between Ortega Highway and Spring Street
7. El Camino Real Between Spring Street and Acjachema Street
8. Acjachema Street Between El Camino Real and Camino Capistrano
9. Camino Capistrano Between Acjachema Street and Ortega Highway

10. Camino Capistrano Between Ortega Highway and Forster Street
11. Camino Capistrano Between Forster Street and Del Obispo Street
12. Camino Capistrano Between Del Obispo Street and Avenida Golondrina
13. Del Obispo Street Between Plaza Dr and Camino Capistrano*
14. Del Obispo Street Between Ortega Highway and Plaza Drive*
15. Del Obispo Street Between Camino Capistrano and Paseo Adelanto*
16. Del Obispo Street Between Paseo Adelanto and Alipaz Street*

The study intersections (see Figure 1) include:

1. Rancho Viejo Road/Ortega Highway*
2. I-5 Northbound Ramp/Ortega Highway*
3. I-5 Southbound Ramp/Ortega Highway*
4. Del Obispo Street/Ortega Highway*
5. El Camino Real/Ortega Highway
6. El Camino Real/Spring Street
7. El Camino Real/Acjachema Street
8. Camino Capistrano/Acjachema Street
9. Camino Capistrano/Ortega Highway
10. Camino Capistrano/Verdugo Street
11. Camino Capistrano/Forster Street
12. Camino Capistrano/Del Obispo Street*
13. Camino Capistrano/Avenida Golondrina
14. Paseo Adelanto/Del Obispo Street*
15. Alipaz Street/Del Obispo Street*

The City has designated “hot spot” roadway segments and intersections. This designation applies to roadways experiencing high volumes during the peak hours as well as intersections with high volumes and closely spaced intersections. Hot spots experience unique congestion due to specific spatial features such as school presence, closely spaced intersections or any other space limitations (e.g. right-of-way). The hot spot roadways and intersections in the study area are indicated by the asterisks.

Freeway segment and ramp junction analysis is not provided since the Project would not increase traffic volumes at these locations compared to the No Project Alternative; therefore, there no significant impacts would occur at the freeway segments and ramp junctions. As development occurs within the HTC, site specific transportation impact analysis would be required to confirm that impacts remain less than significant.

1.5 Methodology

The operational characteristics of a roadway and intersection are determined by calculating level of service (LOS). Per the City’s Administrative Policy No. 310, intersections are evaluated using both the Intersection Capacity Utilization (ICU) and *Highway Capacity Manual* (HCM) methodologies and roadway segments are evaluated using the *Guidance for Administration of the Orange County Master Plan of Arterial Highways* (MPAH).

Orange County Transportation Authority also monitors ICU to measure LOS at the Congestion Management Program Highway System (CMPHS) intersections. Two of the study intersections are a part of CMPHS intersections: I-5 Northbound Ramp/Ortega Highway and I-5 Southbound Ramp/Ortega Highway.

Starting July 1, 2020, public agencies will be required to evaluate the transportation impacts of land use projects using Vehicle Miles Travelled. Accordingly, an assessment of VMT was also conducted consistent with CEQA Guideline section 15064.3.

Intersection – ICU Method

The analysis was conducted using the Synchro software program. The ICU methodology is for signalized intersections and it compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The ICU calculations assume a lane capacity of 1,700 vehicles per hour (vph) and a clearance interval (or loss time) of 0.05. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. The relationship between LOS and the ICU value (i.e., v/c ratio) is shown in Table 1.

Table 1. Level of Service Criteria for ICU Method

Level of Service	Volume-to-Capacity
A	≤0.60
B	>0.60 and ≤0.70
C	>0.70 and ≤0.80
D	>0.80 and ≤0.90
E	>0.90 and ≤1.00
F	>1.00

Source: Intersection Capacity Utilization, 2003.

Intersection – HCM Method

The HCM analysis was conducted using the Synchro software program. For “hot spot” intersections, the peak 15-minute traffic volumes were multiplied by four to represent the peak-hour volumes at the hot spot intersections. This method for hot spot intersections evaluates the impacts of the No Project and Proposed Action on the signal operations.

The operational characteristics of an intersection are determined by calculating the intersection’s LOS. The intersection as a whole and its individual turning movements can be described alphabetically with a range of levels of service (A through F), with LOS A indicating free-flow traffic and LOS F indicating extreme congestion and long vehicle delays.

Signalized intersections. At signalized intersections, LOS was calculated using the *Highway Capacity Manual* (HCM), 6th Edition and HCM 2000 methodology. HCM 2000 was utilized where the intersection configuration is not supported in HCM 6th Edition. LOS at signalized intersections is measured based on the average vehicle delay of all the movements. Table 2 shows the relationship between vehicle delay and LOS for signalized intersections.

Table 2. Level of Service Criteria for Signalized Intersections using HCM Methodology

Level of Service	Average Control Delay	General Description (Signalized Intersections)
A	0.0 – 10.0 seconds	Free Flow
B	10.1 – 20.0 seconds	Stable Flow (slight delays)
C	20.1 – 35.0 seconds	Stable flow (acceptable delays)
D	35.1 to 55.0 seconds	Approaching unstable flow (tolerable delay, occasionally wait through more than one signal cycle before proceeding)
E	55.1 to 80.0 seconds	Unstable flow (intolerable delay)
F	80.1 seconds or greater	Forced flow (jammed)

Source: *Highway Capacity Manual*, Transportation Research Board, 6th Edition.

Unsignalized intersections. LOS at unsignalized intersections is classified by two intersection types: all-way stop-controlled and two-way stop-controlled. LOS for unsignalized intersections was also calculated using the HCM methodology. All-way, stop-controlled intersection LOS is expressed in terms of the average vehicle delay of all the movements, much like that of a signalized intersection. Two-way, stop-controlled intersection LOS is defined in terms of the average vehicle delay of an individual movement(s). This is because the performance of a two-way, stop-controlled intersection is more closely reflected in terms of its individual movements, rather than its performance overall. For this reason, LOS for a two-way, stop-controlled intersection is defined in terms of its individual movements. Total average vehicle delay (i.e., average delay of all movements) for a two-way, stop-controlled intersection should be viewed with discretion. Table 3 shows the relationship between vehicle delay and LOS for unsignalized intersections (both all-way and two-way, stop-controlled).

Table 3. Level of Service Criteria for Unsignalized Intersections

Level of Service	Two-Way and All-Way Stop Average Control Delay (sec/veh)
A	0 - 10
B	>10 - 15
C	>15 - 25
D	>25 - 35
E	>35 - 50
F	>50

Source: *Highway Capacity Manual*, Transportation Research Board, 6th Edition.

Roadway

Orange County defines daily capacities for arterial links in *Guidance for Administration of the Orange County Master Plan of Arterial Highways* (MPAH). Table 4 summarizes the roadway capacity values.

Table 4. Arterial Highways MPAH Capacity Values

	Type of Arterial	LOS A	LOS B	LOS C	LOS D	LOS E
8	Lane Divided	45,000	52,500	60,000	67,500	75,000
6	Lane Divided	33,900	39,400	45,000	50,600	56,300
4	Lane Divided	22,500	26,300	30,000	33,800	37,500
3	Lane Divided	9,000	12,000	15,000	20,000	22,000
4	Lane Undivided	15,000	17,500	20,000	22,500	25,500
2	Lane Undivided	7,500	8,800	10,000	11,300	12,500

Source: *Guidance for Administration of the Orange County Master Plan of Arterial Highways* (MPAH)

Vehicle Miles Traveled

The City has not yet adopted a City-specific VMT threshold. The City is utilizing the Governor's Office of Planning and Research (OPR) guidance of a threshold of 15 percent below existing regional VMT (or 85 percent of the region VMT per capita). The regional VMT in the case of San Juan Capistrano is Orange County as represented in the OCTAM. Vehicle Miles Traveled (VMT) for the analysis was determined from the baseline (2012) Orange County Transportation Analysis Model (OCTAM), which represents the existing conditions. Per capita or persons was also determined for the region using OCTAM. The calculation of the VMT threshold based on the OCTAM is shown in Table 5.

Table 5. Calculation of Vehicle Miles Traveled Per Capita Threshold

Region VMT[1]	395,307,262
Region Capita[1]	16,869,388
Region VMT per Capita[2]	23.4
VMT Threshold (85% of Region)[3]	**19.9**

Notes: VMT = Vehicles Miles Traveled
1. Based on Orange County Transportation Analysis Model (OCTAM) baseline (2012) model.
2. Calculated by dividing Region VMT by Region Capita.
3. The VMT threshold is 85 percent of the regional VMT per Capita.

This analysis uses the OCTAM to determine the VMT for the Historic Town Center area under No Project and Project Alternatives. Per capita for the Alternatives was calculated using estimated trip generation and the regional average vehicle trips per person from the baseline OCTAM. The overall VMT per capita for the Alternatives was determined by dividing the baseline VMT by the total persons (capita). VMT impacts of the Alternatives are identified by comparing VMT per capita for the Alternatives and the region. VMT impacts are considered significant if the Alternatives are above the VMT per capita threshold.

1.6 LOS Thresholds

The City has a LOS D threshold for roadways and intersections that are not hot spots. Certain areas in the City are considered “Traffic Operations Hot Spots” where a lower LOS E threshold is acceptable. Orange County Transportation Authority also has a LOS E threshold for the CMPHS intersections: I-5 Northbound Ramp/Ortega Highway and I-5 Southbound Ramp/Ortega Highway.

Based on the City’s Administration Policy No. 310, a significant project impact occurs at a non-hot spot intersection or roadway segment when the v/c ratio increases by 0.01 or greater for locations operating at LOS is E or F. A significant project impact also occurs at a non-hot spot intersection when the project’s increase in delay is 1.0 second or greater for intersections operating at LOS E or F. A significant project impact occurs at a hot spot intersection or roadway segment when the v/c ratio increases by 0.01 or greater for locations operating at LOS F. A project significant impact also occurs at a hot spot intersection when the project’s increase in delay is 1.0 second or greater for locations operating at LOS F.

1.7 Report Organization

This report is organized into the following sections:

- **Chapter 1 Introduction** – This section outlines project background, description of alternatives, and overall approach and scope to the transportation analysis completed for the project.
- **Chapter 2 Existing Conditions** – This section documents the existing transportation conditions focusing on the transportation elements noted in Section Study Approach and Area 1.4.
- **Chapter 3 Alternatives Evaluation** – The impacts of the No Project and Project Alternatives on the transportation elements identified are described in this chapter. Transportation impacts are identified through a comparison of the No Project and Project conditions.
- **Chapter 4 Mitigation** – This section describes the potential transportation mitigation measures to mitigate Alternative-related impacts.

Chapter 2. Existing Conditions

This section provides an overview of the existing transportation system within the defined study area. The existing transportation system including roadway network, transit, non-motorized and parking are described.

2.1 Roadway Network

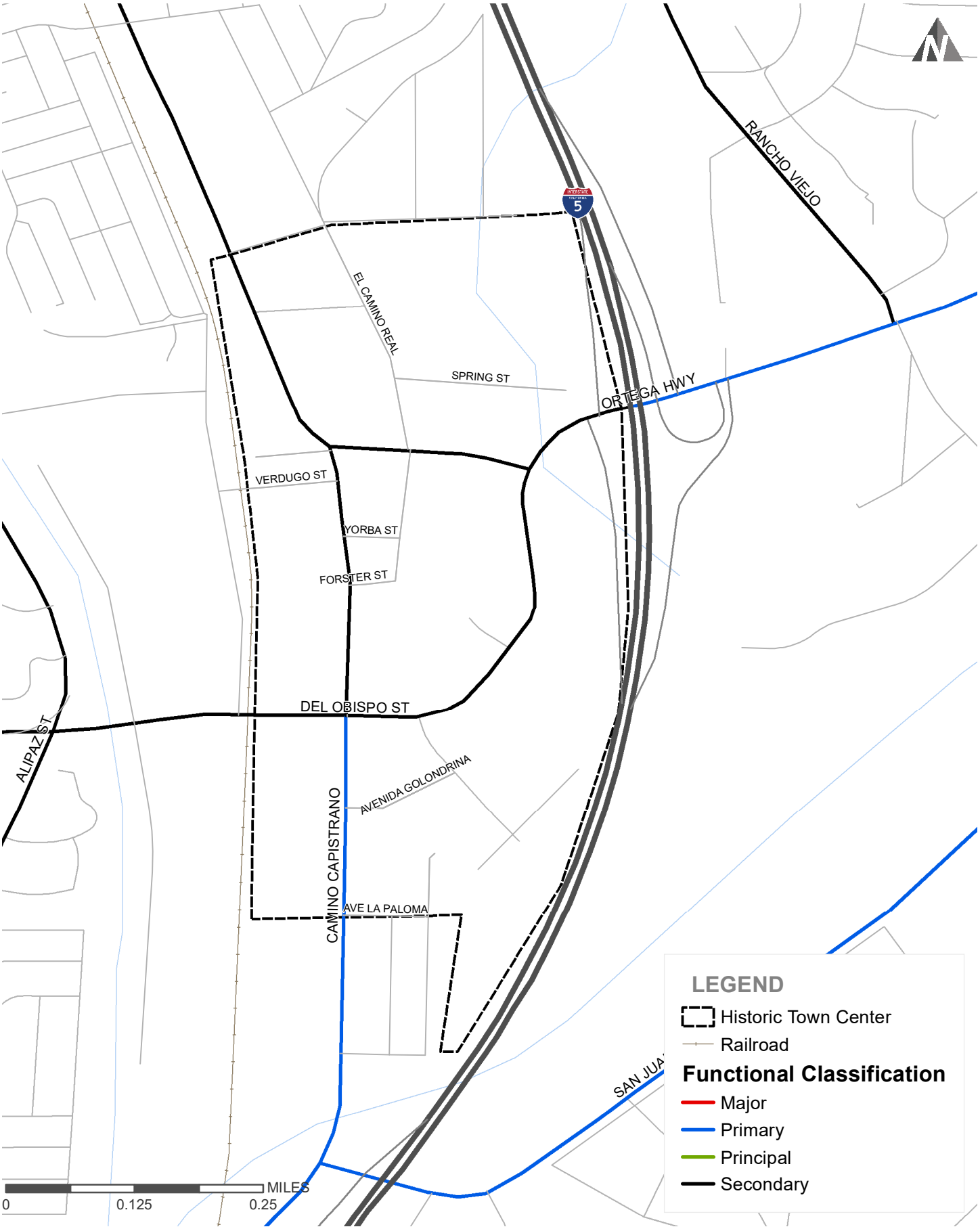
Figure 2 shows the existing transportation system serving the City and study area. Characteristics of the existing roadway network in Historic Town Center and serving as primary access to this area are shown in Table 6. The roadway network provides mobility and access for a range of travel modes and users.

Table 6. Study Area Existing Street System Summary

Roadway	Arterial Classification	Posted Speed Limit[1]	Number of Travel Lanes	Parking	Sidewalks	Bicycle Facilities
		North-South				
I-5	Freeway	65 mph	5 to 7	No	No	No
Rancho Viejo Rd	Secondary Arterial	30 to 45 mph[2]	2 to 4	No	Yes[3]	Yes[3]
Camino Capistrano	Primary/Secondary Arterial[4]	25 to 35 mph	3 to 5	Portions	Yes	Portions
Alipaz St	Secondary Arterial	30 to 40 mph[5]	2 to 4	Portions	Portions	No
Paseo Adelanto	Local Street	25 to 30 mph	2	Portions	Yes[6]	Yes[6]
Plaza Dr	Local Street	25 mph	2	No	Portions	No
El Camino Real	Local Street	25 mph	2	Portions	Yes	No
		East-West				
Ortega Highway (SR 72)	Primary/Secondary Arterial[7]	25 to 40 mph	4 to 6	Portions	Portions	No
Del Obispo St	Secondary Arterial	35 mph	4	Portions	Yes	Portions
Avenida Golondrina	Local Street	25 mph	2	No	Yes	No
Foster St	Local Street	25 mph	2	No	No	No
Spring St	Local Street	25 mph	2	Portions	No	No
Verdugo St	Local Street	25 mph	2	No	Yes	No
Acjachema St	Local Street	25 mph	2	Yes	No	No

1. Based on Vision Zero speed limits effective November 2016.
2. The posted speed limit is 45 mph north of Ortega Highway and 30 mph south of Ortega Highway.
3. Caballo Trail is provided on the east side of Rancho Viejo Rd.
4. Camino Capistrano is a primary arterial highway south of Del Obispo Street and a secondary arterial highway north of Del Obispo Street.
5. Alipaz Street has a posted speed limit of 30 mph north of Del Obispo St and 40 mph south of Del Obispo St.
6. Trabuco Creek Trail is provided on the west side of Paseo Adelanto.
7. Ortega Highway is considered a secondary arterial between Camino Capistrano and I-5 southbound off/on ramp and primary arterial east of I-5 according to the Orange County Master Plan of Arterial Highways (MPAH) classification.

The local streets provide access from the arterials to retail/commercial and residential uses. Ortega Highway is one of the main regional connectors to the City and runs from San Juan Capistrano to Perris in Riverside County.



Roadway Functional Classification

Historic Town Center Master Plan, General Plan Amendment, and Ordinance Change Project

FIGURE 2

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All highways in California allow legal trucks with the overall maximum length of no more than 65-feet. In the site vicinity, I-5 and Ortega Highway west of Rancho Viejo Road are considered part of National Network (STAA) freight system allowing trucks larger than 65-feet, both single and double interstate “STAA” truck tractor-semitrailers. Ortega Highway east of Rancho Viejo Road is considered 65-foot California KPRA Advisory that allows California legal trucks only to travel via this roadway; however, travel is not advised for the tuck’s length of posted value (KPRA advisories range from 30 to 38 ft).

The following sections describe the existing traffic volumes and operations for the HTCMP.

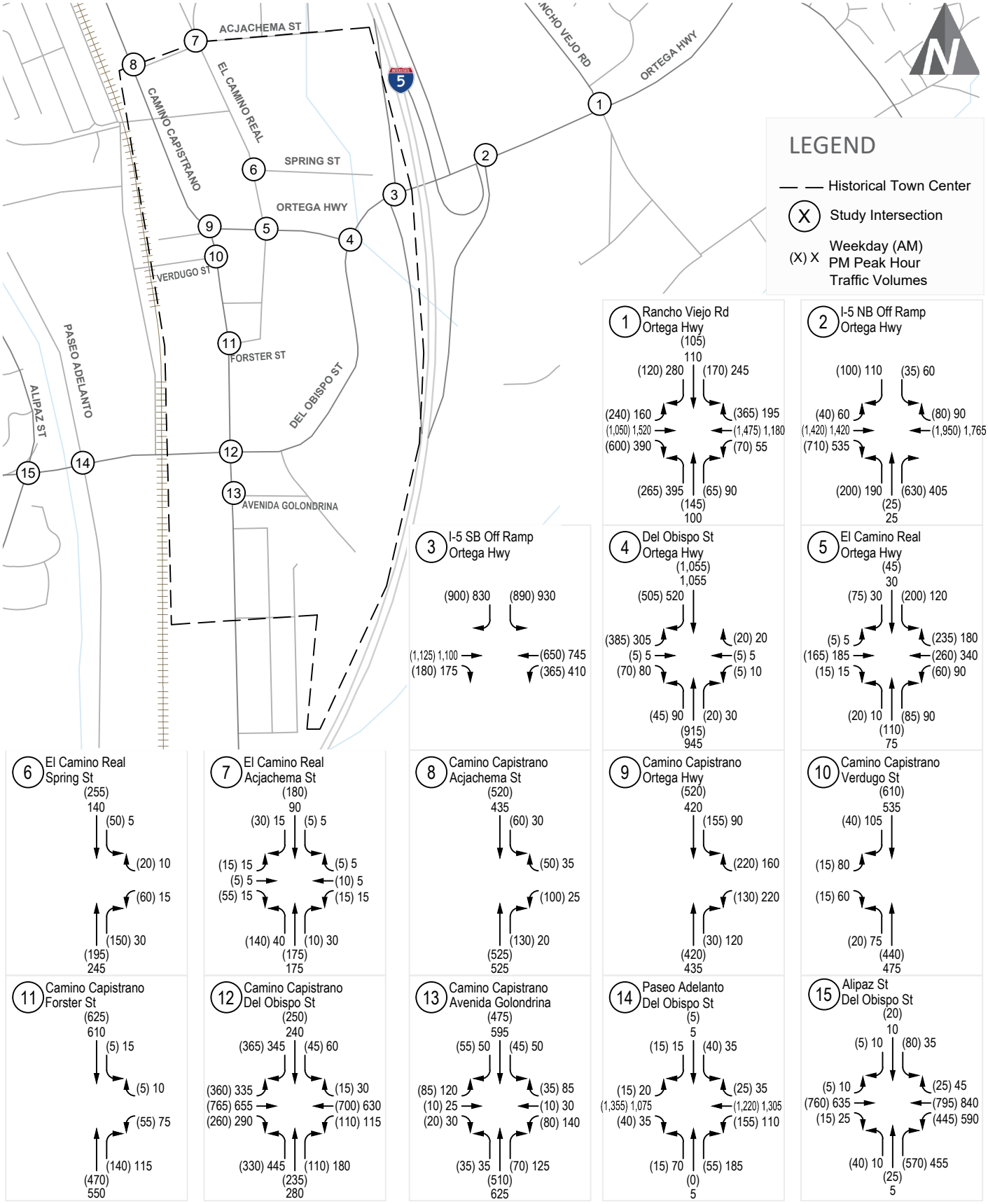
Traffic Volumes

Vehicular traffic counts were collected at the study intersections and roadways in September 2018 or November 2017. Appendix A provides detailed traffic count data. Data collected in November 2017 was grown by 2 percent per year to account for growth that may have occurred between 2017 and 2018. This growth rate is consistent with other studies conducted for development in San Juan Capistrano and is considered conservative since it is higher than growth in traffic that has historically been seen by the City. As described previously, the analysis focuses on an average daily condition along the study roadway segments and an average weekday AM (7:00 to 9:00 AM) peak period and the PM (4:00 to 6:00 PM) peak period at the study intersections. Data was collected for three consecutive days (Tuesday through Thursday, when school was in session), consistent with the City’s Administrative Policy 310 for both intersections and roadways.

The average three (3) day existing weekday AM and PM peak hour intersection turning movements for the study intersections are shown on Figure 3. The highest peak hour traffic volumes in the study area are found along the Ortega Highway and I-5 corridor during both the weekday AM and PM peak hours. The lowest traffic volumes in the study area are along the El Camino Real corridor during the weekday peak hours.

The HTCMP traffic study showed 2010 conditions. A comparison between 2010 and 2018 conditions shows that traffic volumes have increased by 2 to 15 percent except for the El Camino Real intersections with Ortega Highway and Spring Street and the Camino Capistrano/Ortega Highway intersection where traffic volumes have decreased between 2010 and 2018. The decrease in traffic volumes is related to the completion of the Ortega Highway/I-5 Interchange project, which included realignment of the Del Obispo/Ortega Highway intersection and shifted traffic volumes to Del Obispo. The 2018 weekday PM peak hour traffic volumes in the study area are approximately 1 to 15 percent higher than 2010 volumes except for at the El Camino Real intersections with Spring Street and Acjachema Street. The decrease is traffic volumes is also related to the realignment of the Del Obispo/Ortega Highway intersection.

Daily traffic volumes for the study roadways are also based on a three-day average. Table 9 provides a summary of the daily traffic volumes. Similar to the peak hours, the highest daily traffic volumes in the study area are found along the Ortega Highway and Del Obispo. The lowest traffic volumes are along the El Camino Real corridor. A comparison between 2010 and 2018 daily traffic volumes shows that daily traffic has generally decreased within the study area.



Existing Weekday Peak Hour Traffic Volumes

FIGURE 3

Historic Town Center Master Plan, General Plan Amendment, and Ordinance Change Project

transpogroup

Traffic Operations

The operational characteristics of a roadway and intersection are determined by calculating the intersection LOS. As described previously, within the study area, there are intersection and roadway LOS standards. The following describes the study intersection and roadway existing traffic operations. Appendix B provides the detailed intersection LOS worksheets.

Intersections

As described previously, per the City's Administrative Policy No. 310, intersection operations are evaluated using both the ICU and HCM methodologies. Table 7 and Table 8 summarizes the results of the existing weekday peak hour intersection LOS analysis using the ICU and HCM methods, respectively.

Table 7. Existing Weekday Peak Hour Intersection Operations – ICU LOS Summary

Study Intersection	Traffic Control	Peak Hour	ICU[2,3]	LOS[3,4]
1. Rancho Viejo Rd/Ortega Highway[1]	Signal	AM	0.652	B
		PM	0.799	C
2. I-5 NB Ramp/Ortega Highway[1]	Signal	AM	0.782	C
		PM	0.685	B
3. I-5 SB Ramp/Ortega Highway[1]	Signal	AM	0.643	B
		PM	0.648	B
4. Del Obispo Street/Ortega Highway[1]	Signal	AM	0.508	A
		PM	0.511	A
5. El Camino Real/Ortega Highway	Signal	AM	0.487	A
		PM	0.433	A
6. El Camino Real/Spring Street	All-Way Stop	AM	N/A	N/A
		PM	N/A	N/A
7. El Camino Real/Acjachema Street	All-Way Stop	AM	N/A	N/A
		PM	N/A	N/A
8. Camino Capistrano/Acjachema Street	Signal	AM	0.564	A
		PM	0.429	A
9. Camino Capistrano/Ortega Highway	Signal	AM	0.507	A
		PM	0.480	A
10. Camino Capistrano/Verdugo Street	Signal	AM	0.442	A
		PM	0.509	A
11. Camino Capistrano/Forster Street	Side-Street Stop	AM	N/A	N/A
		PM	N/A	N/A
12. Camino Capistrano/Del Obispo Street[1]	Signal	AM	0.602	B
		PM	0.606	B
13. Camino Capistrano/Avenida Golondrina	Signal	AM	0.395	A
		PM	0.545	A
14. Paseo Adelanto/Del Obispo Street[1]	Signal	AM	0.530	A
		PM	0.534	A
15. Alipaz Street/Del Obispo Street[1]	Signal	AM	0.484	A
		PM	0.436	A

Notes:
1. Intersection is considered a "Hot Spot" location (LOS E is acceptable).
2. ICU = Intersection Control Utilization
3. N/A = not applicable, the ICU method only applies to signalized intersections.
4. LOS =Level of service based on ICU method.

Table 8. Existing Weekday Peak Hour Intersection Operations – HCM LOS Summary

Study Intersection	Traffic Control	Peak Hour	LOS	Delay[4]	WM[5]
1. Rancho Viejo Rd/Ortega Highway[1,2]	Signal	AM	C	34.1	-
		PM	E	60.7	-
2. I-5 NB Ramp/Ortega Highway[1,2]	Signal	AM	D	45.7	-
		PM	D	36.8	-
3. I-5 SB Ramp/Ortega Highway[1,2]	Signal	AM	D	35.5	-
		PM	D	41.1	-
4. Del Obispo Street/Ortega Highway[1,2]	Signal	AM	B	15.4	-
		PM	B	15.6	-
5. El Camino Real/Ortega Highway[2]	Signal	AM	A	7.5	-
		PM	A	6.1	-
6. El Camino Real/Spring Street[2]	All-Way Stop	AM	B	11.6	-
		PM	A	9.2	-
7. El Camino Real/Acjachema Street[2]	All-Way Stop	AM	B	10.8	-
		PM	A	8.9	-
8. Camino Capistrano/Acjachema Street[2]	Signal	AM	A	8.5	-
		PM	A	6.2	-
9. Camino Capistrano/Ortega Highway[3]	Signal	AM	B	16.8	-
		PM	B	19.5	-
10. Camino Capistrano/Verdugo Street[3]	Signal	AM	B	13.9	-
		PM	C	26.4	-
11. Camino Capistrano/Forster Street[2]	Side-Street Stop	AM	C	17.7	WB
		PM	C	20.0	WB
12. Camino Capistrano/Del Obispo Street[1,2]	Signal	AM	C	32.6	-
		PM	D	45.4	-
13. Camino Capistrano/Avenida Golondrina[2]	Signal	AM	A	8.8	-
		PM	B	11.6	-
14. Paseo Adelanto/Del Obispo Street[1,2]	Signal	AM	A	6.9	-
		PM	B	18.8	-
15. Alipaz Street/Del Obispo Street[1,2]	Signal	AM	C	32.8	-
		PM	C	28.7	-

Source: *Highway Capacity Manual*, 6th Edition and Transpo Group, 2018
1. Intersection is considered a "Hot Spot" location (LOS E is acceptable).
2. Level of service (LOS), based on *Highway Capacity Manual 6th Edition* methodology
3. Level of service (LOS), based on *Highway Capacity Manual 2000* methodology to allow cluster intersection analysis.
4. Average delay in seconds per vehicle.
5. Worst movement (WM) reported for side-street stop-controlled intersection where WB = westbound.

As shown in Table 7, based on the ICU method the signalized study intersections operate at LOS C or better during the weekday peak hours meeting the City of San Juan Capistrano's LOS D (0.9) standard for non-hot spot intersections and LOS E standard for identified hot spot locations. As shown in Table 8, study intersections also meet the City's LOS standards, based on the HCM method.

Roadway

Traffic operations for the roadway segments were determined using the average daily traffic (ADT) capacities outlined by OCTA. Table 9 provides a summary of the study roadway segment ADT, volume-to-capacity (v/c) ratios, and LOS.

Table 9. Existing Daily Roadway Operations Summary

Study Roadway Segment	Number of Lanes	LOS E Capacity	ADT[2]	V/C[3]	LOS[4]
Ortega Highway Between Rancho Vejo Rd/I-5 NB Ramp[1]	6 Lanes Divided	56,300	49,576	0.88	D
Ortega Highway Between I-5 NB Ramp/I-5 SB Ramp[1]	8 Lanes Divided	75,000	40,775	0.54	A
Ortega Highway Between I-5 SB Ramp/Del Obispo St[1]	6 Lanes Divided	56,300	36,849	0.65	B
Ortega Highway Del Obispo St/El Camino Real	4 Lanes Undivided	25,000	11,701	0.47	A
Ortega Highway El Camino Real/Camino Capistrano	4 Lanes Undivided	25,000	7,085	0.28	A
El Camino Real Between Ortega Highway/Spring St	2 Lanes Undivided	12,500	5,576	0.45	A
El Camino Real Between Spring St/Acjachema St	2 Lanes Undivided	12,500	4,885	0.39	A
Acjachema St Between El Camino Real/Camino Capistrano	2 Lanes Undivided	12,500	1,795	0.14	A
Camino Capistrano Between Acjachema St/Ortega Highway	2 Lanes Divided	22,000	13,315	0.61	C
Camino Capistrano Between Ortega Highway/Forster St	2 Lanes Divided	22,000	12,852	0.58	C
Camino Capistrano Between Forster St/Del Obispo St	2 Lanes Divided	22,000	15,067	0.68	D
Camino Capistrano Between Del Obispo St/Avenida Golondrina	4 Lanes Divided	37,500	18,448	0.49	A
Del Obispo St Between Plaza Dr/ Camino Capistrano [1]	4 Lanes Divided	37,500	23,855	0.64	B
Del Obispo St Between Ortega Highway/Plaza Dr[1]	4 Lanes Divided	37,500	27,913	0.74	C
Del Obispo St Between Camino Capistrano/Paseo Adelanto[1]	4 Lanes Divided	37,500	33,343	0.89	D
Del Obispo St Between Paseo Adelanto/Alipaz St[1]	4 Lanes Divided	37,500	31,436	0.84	D

Notes:
1. Roadway is considered a "Hot Spot" location (LOS E is acceptable).
2. Average daily traffic (ADT) based on three-day average.
3. V/C = volume-to-capacity ratio
4. LOS = level of service based on the roadway capacity from the *Guidance for Administration of the Orange County Master Plan of Arterial Highways* (MPAH)

As shown in Table 9, for existing conditions all the study roadway segments currently meet the LOS standard set by OCTA.

2.2 Transit

Figure 4 illustrate the transit services near the HTC. Transit bus service in the study area is operated by Orange County Transportation Authority with one regional bus route. The San Juan Capistrano train station is also located within the HTC where rail service is provided by Metrolink and Amtrak.

Route 91 provides local service between Laguna Hills and San Clemente, with stops along Del Obispo Street and Camino Capistrano. The route operates approximately every 30 minutes on weekdays with service provided between approximately 5 a.m. and 10 p.m. The route also operates between approximately 7 a.m. and 7:45 p.m. on Saturday and 7:30 a.m. and 8:05 p.m. on Sunday. During weekend, Route 91 provides service approximately every 30 minutes on Saturday and every 45 minutes on Sunday.

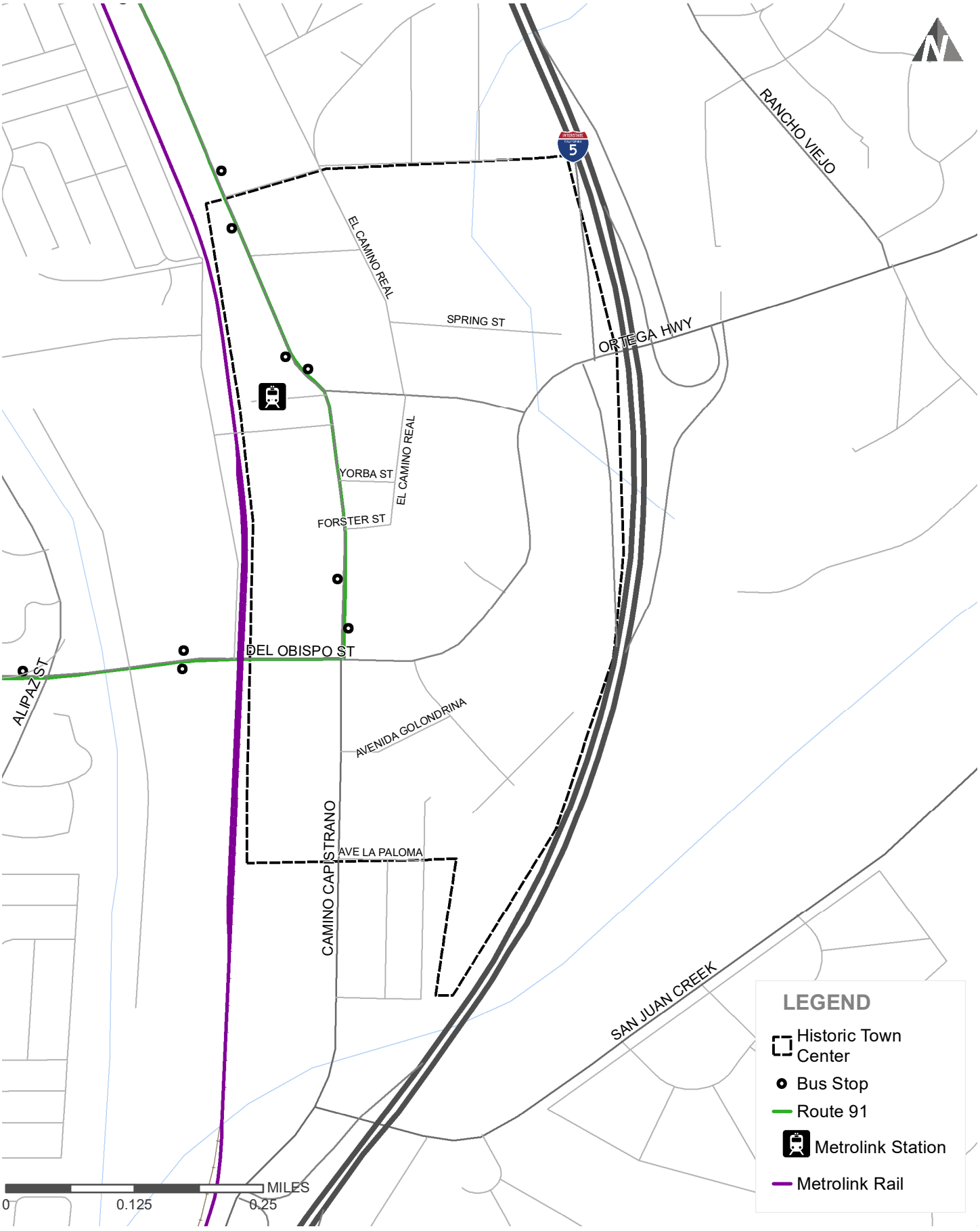
Metrolink provides commuter rail service within San Juan Capistrano. The system connects Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties in Southern California. Two lines operate through San Juan Capistrano, Inland Empire – Orange County Line and Orange County Line. These lines connect San Juan Capistrano with Oceanside, Riverside, San Bernardino, and Los Angeles. The service areas, operating hours, and trips for San Juan Capistrano station, are summarized in Table 10 for weekday and weekend service.

Amtrak operates the Pacific Surfliner passenger train service, serving communities between San Luis Obispo, Santa Barbara, Los Angeles, San Juan Capistrano, and San Diego. Amtrak operates 18 trains in the southbound direction and 19 trains northbound. Most trains only serve the route segment from Los Angeles and San Diego, with some trains running to and from San Luis Obispo. Table 10 summarizes the Amtrak Pacific Surfliner service area, operating hours and number of trips. The passenger train service has approximately 40-minute headways during the AM peak hour and 70-minute headways during the PM peak hour. Amtrak provides a connecting bus service, Thruway, with the service starting and ending at San Juan Capistrano station.

Table 10. San Juan Capistrano Existing Rail Service

Routes	Area Served	Approximate Operating Hours	Trips	
			Northbound	Southbound
OCTA: Inland Empire/ Orange County Line	Oceanside (San Diego County) - Riverside – San Bernardino	**Weekday:** Northbound:8.11 a.m.; 4.57 p.m. Southbound:6.26 a.m.; 2.09 p.m. **Weekend:** Northbound:3.29 p.m.; 5.00 p.m. Southbound:9.03 a.m.; 11.00 p.m.	**Weekday/ Weekend:** 2	**Weekday/ Weekend:** 2
OCTA: Orange County Line	Oceanside (San Diego County) – Los Angeles	**Weekday:** Northbound:5.10 a.m.- 3.57 p.m. Southbound:9.20 a.m.- 10.58 p.m. **Weekend:** Northbound:8.50 a.m.- 6.11 p.m. Southbound:10.00 a.m.- 6.01 p.m.	**Weekday:** 6 **Weekend:** 4	**Weekday:** 6 **Weekend:** 4
Amtrak: Pacific Surfliner	San Luis Obispo – Los Angeles – San Diego	**Weekday:** Northbound: 5.25 a.m.- 11.15 p.m. Southbound: 4.40 a.m.- 11.36 p.m. **Weekend:** Northbound: 6.09 a.m.- 11.15 p.m. Southbound: 4.40 a.m.- 11.36 p.m.	**Weekday/ Weekend:** 13	**Weekday/ Weekend:** 13

Source: Amtrak, Metrolink



Existing Transit

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FIGURE 4

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As shown in the Table 10, the OCTA service focuses on the commute periods for the Oceanside, Riverside and San Bernardino service. The service is mostly for commuting but has a few midday trains. The Amtrak service is more frequent than the OCTA and supplements the Los Angeles service as well as provides longer trips.

Table 11 shows the annual boardings at the San Juan Capistrano Station. Ridership has increased between 2015 and 2016 but decreased between 2016 and 2017. As shown in the table, there are approximately 230,000 boardings per year.

Table 11. 2015 – 2017 San Juan Capistrano Station Annual Rail Boardings

Year	Boardings
2017	229,153
2016	229,408
2015	226,596

Source: Amtrak Fact Sheet for State of California, 2018

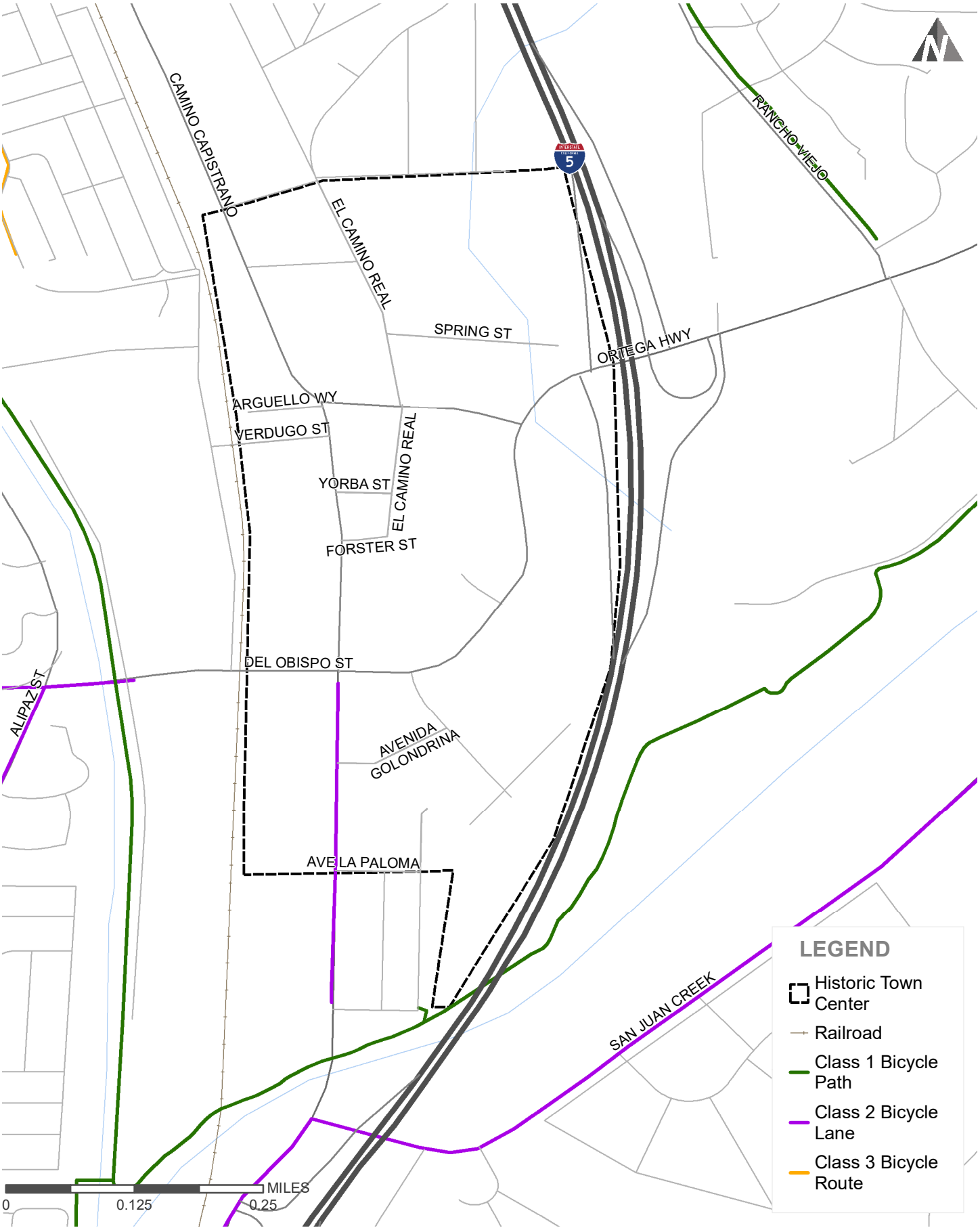
OCTA also provides mobility services for the San Juan Capistrano residents that are 60 years and older for free. This service provides on-demand door-to-door transportation via bus or a shuttle to and from San Juan Capistrano Community/Senior Center. The service is also provided for medical and grocery trips within the city.

2.3 Non-Motorized

Sidewalks and off-street trails are the primary pedestrian facility within the HTC. Sidewalks within the study area are typically provided on both sides of the street with some segments of Alipaz Street, Plaza Drive, and Ortega Highway with sidewalks on one side. Sidewalks are not provided along Forster Street, Spring Street, and portions of Acjachema Street.

The City has an extensive network of on- and off-street bicycle infrastructure; however, there are no bicycle facilities within the HTC. Figure 5 shows bicycle facilities in the study area. Cyclists share the streets with vehicles in the HTC. Within the study area, bicycle lanes are provided along both sides of Camino Capistrano between Avenida Padre and Avenida Golondrina/Del Obispo Street and from La Zanja to the north and along Del Obispo Street between Alipaz Street and Stonehill Drive. In addition, sharrows (or designated shared vehicle/bicycle facilities) are provided along Camino Capistrano between Del Obispo Street and Foster Street.

The Robert McCollum Memorial Bicycle Trail is a paved trail along Camino Capistrano located north of La Zanja street. Trabuco Creek Trail is another off-street paved trail located along Tabuco Creek and Paseo Adelanto and about one-mile length. Caballo Trail is a paved multi-use pathway along Rancho Viejo Road.



Existing Bicycle Facilities

Historic Town Center Master Plan, General Plan Amendment, and Ordinance Change Project

FIGURE 5

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2.4 Parking

A parking inventory was conducted in September 2018 within the HTC to understand the current parking supply. There was some construction in the study area including the block south of El Camino Real between Ortego Highway and Spring Street and a portion of the block between I-5 and Del Obispo Street; therefore, the supply identified is less than previously observed in the HTCMP 2010 traffic study. There are approximately 2,790 off-street parking spaces and 170 on-street parking spaces in the HTC for a total of 2,960 parking spaces.

As noted, the City has an adopted shared parking program including payment of an “in lieu” fee for parking called the Park Once Program. Parking within the HTCMP is regulated by the City of San Juan Capistrano’s Code Section 9-3.535 – Parking and includes the Park Once Program. The program establishes parking requirements for certain retail, commercial, entertainment, and food uses allowing shared parking agreements or locating near City parking facility to satisfy requirements. The 2012 FBC adopted the Park Once Program but also established more detailed parking requirements and identified the payment of an in-lieu fee that would be used toward construction of a downtown parking garage.

Chapter 3. Project and Alternatives Evaluation

This section describes the future transportation conditions for the 2040 horizon year considering the No Project (with the HCTMP) and Project (repeal of the HTCMP). The No Project Alternative is the metric by which impacts of the Project are measured against because the No Project Alternative represents the existing planned land use.

A comparison of existing to existing plus project conditions to identify potential transportation impacts is reasonable for development that would be constructed and occupied in the near-term. The Project would be built over 20-years; therefore, the existing plus project scenario is unrealistic and does not account for the No Project Alternative, the existing planned land use that would also be completed over 20-years. The analysis provided in this study identifies potential Project impacts and mitigations that would be needed considering the No Project Alternative is already planned. The 2040 horizon year for the analysis considers completion of the Project over 20-years and is consistent with the General Plan, which would be amended with the Project.

3.1 Roadway Network

Both Alternatives would provide a circulation network to maintain capacities of existing roads, accommodate multiple modes and improve operations. As noted previously, the Ortega Highway/I-5 interchange project and related realignment of Ortega Highway and Del Obispo Street are complete. The City's current 7-Year Capital Improvement Program (CIP) 2016-2023 also includes:

- Construct of a new left turn at the intersection of Ortega Highway and Del Obispo. The left turn would be from westbound Ortega Highway into the Del Taco driveway.

The No Project Alternative also provides extensions of local roads (Yorba Street, Forster Street, and Avenida Los Amigos from Camino Capistrano to portions of Del Obispo and El Camino Real). These extensions are not assumed as part of the Project Alterative. The Project incorporates the goals and policies of the City's General Plan including measures to increase safety, encouraging developing Complete Streets facilities, and increasing regional connectivity.

Traffic Forecast

Year 2040 traffic forecasts for the No Project and Project Alternatives are described below.

Project Alternative

The future 2040 traffic volumes for the Project are based the future 2040 volumes presented in *The Farm Specific Plan Traffic Impact Analysis* (Farm TIA) (LSA, February 2018)[1]. The traffic forecasts from the Farm TIA reflect the Project's objectives within the HTC including consistency with the City's General Plan Circulation Element and Growth Management Element (December 1999). The traffic forecast volumes in the Farm TIA were prepared using the Orange County Transportation Analysis Model (OCTAM), the long-range traffic modeling tool used for sub-regional traffic planning in the area. The OCTAM is a travel demand model that provides more specific land use and network information for Orange County and is derived from the Southern California Association of Governments (SCAG) Regional Model.

Consistent with traffic analysis best practices, the forecast volumes from the OCTAM tool were post-processed for use in traffic operations analyses. This analysis assumed the same

[1] These forecasts include development of projects such as the River Street Marketplace Project. A site-specific transportation study has also been conducted for the River Street Marketplace Project.

post-processing methods used in the Farm TIA. This involved the difference method, which adds the difference between the future model volumes and existing model volumes (in other words, the model growth in trips) to the existing count volumes. Another adjustment was to convert the model's multi-hour peak periods (3 hours in AM peak, and 4 hours in PM peak) into single peak one-hour volume using a 38 percent factor for the AM peak and a 28 percent factor for the PM peak. As with all post-processing methods, minor adjustments may be applied to improve the balance of traffic flows between intersections accounting for the location of driveways or no driveways.

Volumes for 2040 Project were taken directly from the Farm TIA if study intersections or study street segments were the same. For those areas where the study locations were not the same, OCTAM model forecasts were used and post-processed as described above. Some study locations were not represented in the OCTAM model given they were smaller local city street connections. For these locations, a growth rate was developed at a nearby location with post-processed volumes and applied to the existing volumes for the non-model study location.

No Project Alternative

The main difference between the two alternatives is the No Project Alternative includes residential land uses and internal connections such as extensions of Yorba Street and Forster Street between Del Obispo and El Camino Real, and Avenida los Amigos north into the adjacent commercial area. The Project forecasts were used as a basis of the No Project Alternative forecasts.

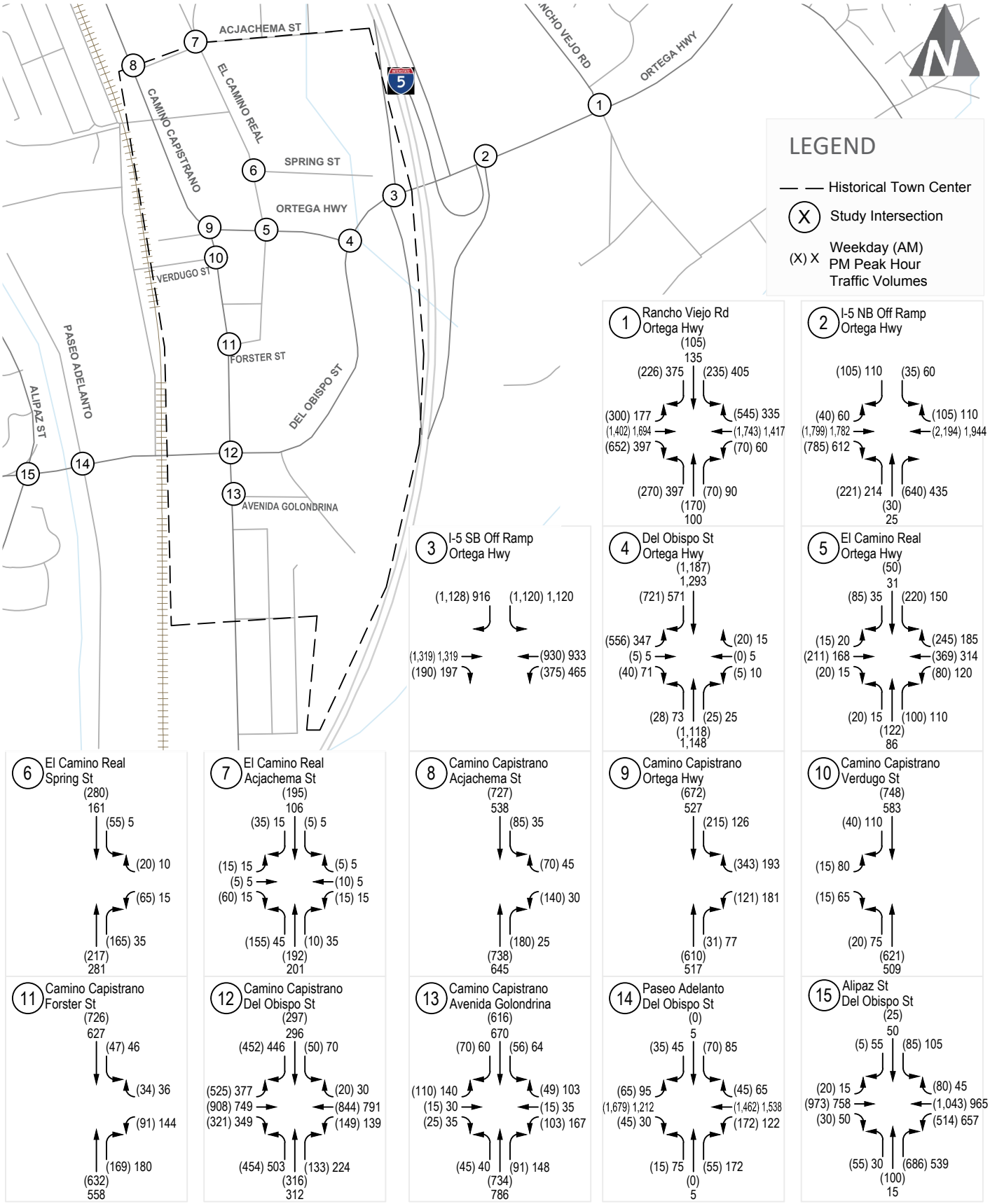
The HTCMP 2010 traffic study shows a net increase of approximately 230 residential units with the No Project Alternative. The weekday trip rate for multifamily low-rise residential (#220) was based on Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 10th Edition (2017). Residential trips were estimated for each block and distributed and assigned to the study locations based on travel patterns identified in the HTCMP 2010 traffic study. The residential trips were added to the Project forecasts. In addition, traffic at the study locations was redistributed within the HTC to account for the internal connections with the No Project Alternative such as Forster Street, Yorba Street, etc. The redistribution of trips results in a slight decrease in vehicles along Ortega Highway from Camino Capistrano to Del Obispo Street.

A comparison between No Project and Project traffic volumes during weekday AM and PM peak hours at the study intersections is shown in Table 12. Generally, the weekday AM and PM peak hour traffic volumes are slightly lower with the Project Alternative when compared to the No Project Alternative. The lower Project forecasts are due to the elimination of residential growth in the HTC. Exceptions to this general trend are at three locations. Higher traffic volumes with the Project Alternative compared to the No Project Alternative are forecasted at the El Camino Real/Ortega Highway and Camino Capistrano/Ortega Highway intersections during both the weekday AM and PM peak, and the Camino Capistrano/ Verdugo Street intersection during the weekday PM peak hour. The higher traffic volumes are a result of the shifts in traffic due to internal connections planned with the No Project Alternative. Figure 6 and Figure 7 show the No Project and Project weekday peak hour traffic volumes at the study intersections.

Table 12. No Project and Project Weekday Peak Traffic Volumes Summary

Study Intersection	Peak Hour	No Project Traffic Volumes	Project Traffic Volumes	Traffic Volume Difference[2]	Percent Difference
1. Rancho Viejo Rd/Ortega Highway[1]	AM	5,788	5,750	-38	-0.7%
	PM	5,582	5,535	-47	-0.8%
2. I-5 NB Ramp/Ortega Highway[1]	AM	5,954	5,905	-49	-0.8%
	PM	5,352	5,295	-57	-1.1%
3. I-5 SB Ramp/Ortega Highway[1]	AM	5,062	5,005	-57	-1.1%
	PM	4,950	4,880	-70	-1.4%
4. Del Obispo Street/Ortega Highway[1]	AM	3,705	3,700	-5	-0.1%
	PM	3,563	3,535	-28	-0.8%
5. El Camino Real/Ortega Highway	AM	1,537	1,625	88	5.7%
	PM	1,249	1,405	156	12.5%
6. El Camino Real/Spring Street	AM	802	800	-2	-0.2%
	PM	507	505	-2	-0.4%
7. El Camino Real/Acjachema Street	AM	702	700	-2	-0.3%
	PM	467	465	-2	-0.4%
8. Camino Capistrano/Acjachema Street	AM	1,940	1,930	-10	-0.5%
	PM	1,318	1,305	-13	-1.0%
9. Camino Capistrano/Ortega Highway	AM	1,992	2,020	28	1.4%
	PM	1,621	1,725	104	6.4%
10. Camino Capistrano/Verdugo Street	AM	1,459	1,435	-24	-1.6%
	PM	1,422	1,485	63	4.4%
11. Camino Capistrano/Forster Street	AM	1,699	1,630	-69	-4.1%
	PM	1,591	1,530	-61	-3.8%
12. Camino Capistrano/Del Obispo Street[1]	AM	4,469	4,435	-34	-0.8%
	PM	4,286	4,245	-41	-1.0%
13. Camino Capistrano/Avenida Golondrina	AM	1,929	1,905	-24	-1.2%
	PM	2,278	2,250	-28	-1.2%
14. Paseo Adelanto/Del Obispo Street[1]	AM	3,643	3,625	-18	-0.5%
	PM	3,449	3,425	-24	-0.7%
15. Alipaz Street/Del Obispo Street[1]	AM	3,616	3,600	-16	-0.4%
	PM	3,284	3,265	-19	-0.6%

1. Intersection is considered a "Hot Spot" location.
2. Project minus No Project traffic volumes.

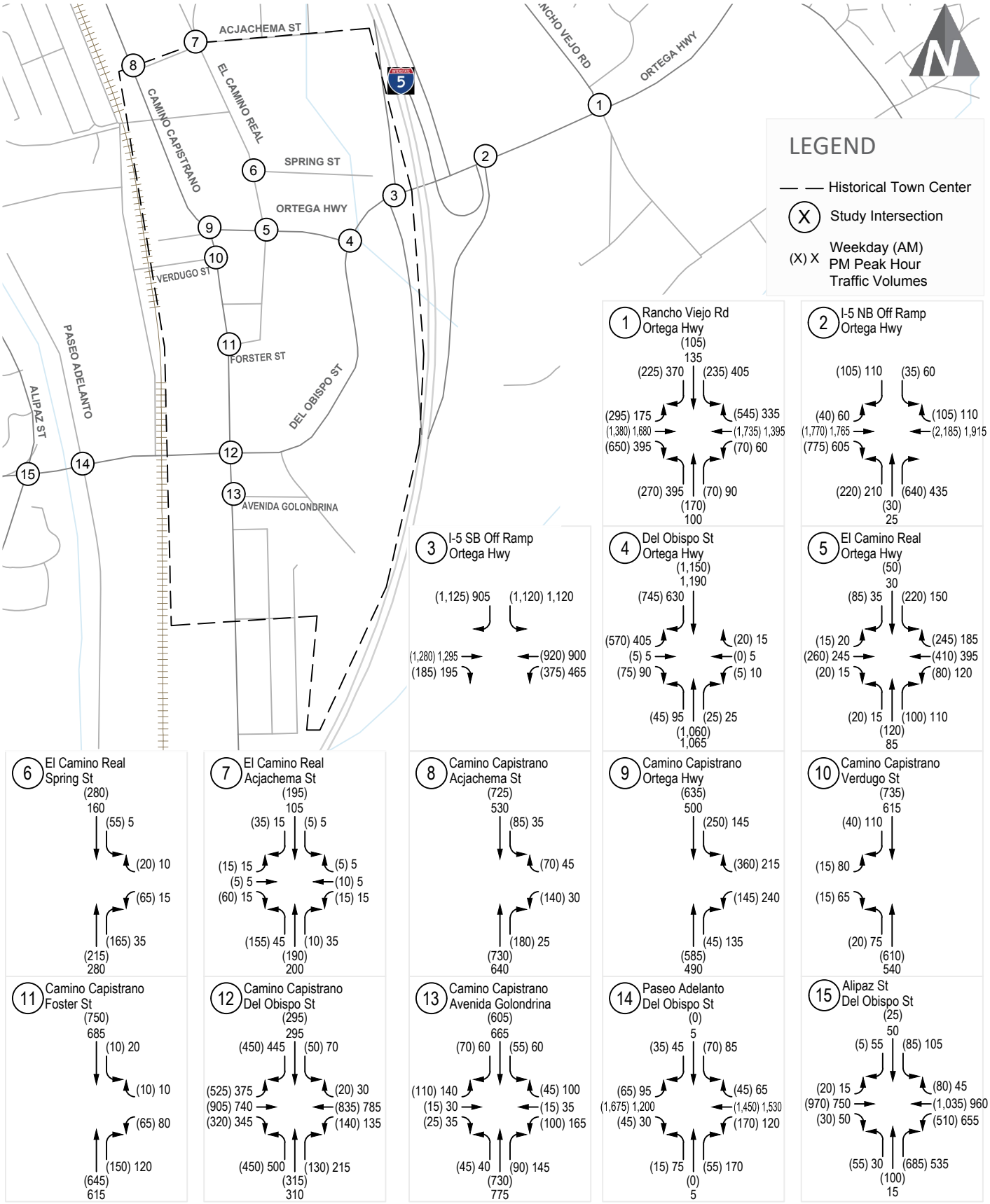


No Project Alternative Weekday Peak Hour Traffic Volumes

FIGURE 6

Historic Town Center Master Plan, General Plan Amendment, and Ordinance Change Project

transpogroup



Project Alternative Weekday Peak Hour Traffic Volumes

FIGURE 7

Historic Town Center Master Plan, General Plan Amendment, and Ordinance Change Project

transpogroup

Traffic Operations

Intersection and roadway operations were evaluated for the No Project and Project alternatives. Impacts of the Project Alternative are identified through a comparison to the No Project conditions. Appendix B provides the detailed intersection LOS worksheets.

Intersections

Table 13 and Table 14 summarize the weekday AM and PM peak hour intersection operations using ICU and HCM methods.

Table 13. 2040 Weekday Peak Hour Intersection Operations – ICU LOS Summary

Study Intersection	Traffic Control	Peak Hour	No Project Alternative		Project Alternative	
			ICU[2,3]	LOS[3,4]	ICU[2,3]	LOS[3,4]
1. Rancho Viejo Rd/Ortega Highway[1]	Signal	AM	0.801	D	0.796	C
		PM	0.909	E	0.902	E
2. I-5 NB Ramp/Ortega Highway[1]	Signal	AM	0.848	D	0.846	D
		PM	0.739	C	0.733	C
3. I-5 SB Ramp/Ortega Highway[1]	Signal	AM	0.751	C	0.742	C
		PM	0.763	C	0.759	C
4. Del Obispo Street/Ortega Highway[1]	Signal	AM	0.584	A	0.587	A
		PM	0.580	A	0.580	A
5. El Camino Real/Ortega Highway	Signal	AM	0.562	A	0.573	A
		PM	0.483	A	0.506	A
6. El Camino Real/Spring Street	All-Way Stop	AM	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A
7. El Camino Real/Acjachema Street	All-Way Stop	AM	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A
8. Camino Capistrano/Acjachema Street	Signal	AM	0.769	C	0.764	C
		PM	0.514	A	0.511	A
9. Camino Capistrano/Ortega Highway	Signal	AM	0.726	C	0.742	C
		PM	0.533	A	0.556	A
10. Camino Capistrano/Verdugo Street	Signal	AM	0.523	A	0.516	A
		PM	0.540	A	0.559	A
11. Camino Capistrano/Forster Street	Side-Street Stop	AM	N/A	N/A	N/A	N/A
		PM	N/A	N/A	N/A	N/A
12. Camino Capistrano/Del Obispo Street[1]	Signal	AM	0.758	C	0.753	C
		PM	0.716	C	0.712	C
13. Camino Capistrano/Avenida Golondrina	Signal	AM	0.513	A	0.495	A
		PM	0.649	B	0.619	B
14. Paseo Adelanto/Del Obispo Street[1]	Signal	AM	0.649	B	0.648	B
		PM	0.665	B	0.662	B
15. Alipaz Street/Del Obispo Street[1]	Signal	AM	0.597	A	0.595	A
		PM	0.552	A	0.549	A

Notes:
1. Intersection is considered a "Hot Spot" location (LOS E is acceptable).
2. ICU = Intersection Control Utilization
3. N/A = not applicable, the ICU method only applies to signalized intersections.
4. LOS =Level of service based on ICU method.

As shown in Table 13, under both the No Project and Project alternatives all study intersections meet the City's LOS standard using the ICU method. The hot spot study intersections are forecasted to operate at LOS E or better and the non-hot spot, are expected to operate at LOS C or better. A comparison of both alternatives shows that differences in intersection operations are minimal.

Table 14. 2040 Weekday Peak Hour Intersection Operations – HCM LOS Summary

Study Intersection	Traffic Control	Peak Hour	No Project Alternative			Project Alternative		
			LOS	Delay[4]	WM[5]	LOS	Delay[4]	WM[5]
1. Rancho Viejo Rd/Ortega Highway[1,2]	Signal	AM	D	44.9	-	D	44.3	-
		PM	E	74.6	-	E	73.7	-
2. I-5 NB Ramp/Ortega Highway[1,2]	Signal	AM	D	53.4	-	D	52.8	-
		PM	D	45.3	-	D	44.5	-
3. I-5 SB Ramp/Ortega Highway[1,2]	Signal	AM	D	54.4	-	D	54.2	-
		PM	D	43.7	-	D	43.4	-
4. Del Obispo Street/Ortega Highway[1,2]	Signal	AM	B	16.8	-	B	17.9	-
		PM	B	15.1	-	B	17.1	-
5. El Camino Real/Ortega Highway[2]	Signal	AM	B	11.1	-	B	11.4	-
		PM	A	6.6	-	A	6.4	-
6. El Camino Real/Spring Street[2]	All-Way Stop	AM	B	11.2	-	B	11.2	-
		PM	A	9.1	-	A	9.1	-
7. El Camino Real/Acjachema Street[2]	All-Way Stop	AM	B	10.5	-	B	10.6	-
		PM	A	8.8	-	A	8.8	-
8. Camino Capistrano/Acjachema Street[2]	Signal	AM	B	16.9	-	B	16.5	-
		PM	A	6.4	-	A	6.4	-
9. Camino Capistrano/Ortega Highway[3]	Signal	AM	B	18.2	-	C	24.1	-
		PM	B	19.5	-	C	23.1	-
10. Camino Capistrano/Verdugo Street[3]	Signal	AM	B	15.9	-	B	17.3	-
		PM	C	24.6	-	C	31.3	-
11. Camino Capistrano/Forster Street[2]	Side-Street Stop	AM	D	29.3	WB	C	23.1	WB
		PM	D	34.6	WB	C	23.3	WB
12. Camino Capistrano/Del Obispo Street[1,2]	Signal	AM	D	38.6	-	D	38.0	-
		PM	D	52.0	-	D	51.6	-
13. Camino Capistrano/Avenida Golondrina[2]	Signal	AM	A	9.8	-	A	9.7	-
		PM	B	14.0	-	B	13.6	-
14. Paseo Adelanto/Del Obispo Street[1,2]	Signal	AM	A	7.6	-	A	7.7	-
		PM	C	25.0	-	C	24.9	-
15. Alipaz Street/Del Obispo Street[1,2]	Signal	AM	C	40.0	-	C	39.9	-
		PM	C	31.9	-	C	31.7	-

Source: *Highway Capacity Manual*, 6th Edition and Transpo Group, 2018
1. Intersection is considered a "Hot Spot" location (LOS E is acceptable).
2. Level of service (LOS), based on *Highway Capacity Manual 6th Edition* methodology
3. Level of service (LOS), based on *Highway Capacity Manual 2000* methodology to allow cluster intersection analysis.
4. Average delay in seconds per vehicle.
5. Worst movement (WM) reported for side-street stop-controlled intersection where WB = westbound.

As shown in Table 14, similar to the ICU method under both the No Project and Project alternatives all study intersections meet the City's LOS standard using the HCM method. All non-hot spot study intersections operate at LOS D or better during the weekday peak hours intersections and all hot spot intersections meet the LOS E standard.

Based on the review of intersection operations, no additional impacts are identified for the Project alternative. Generally, the No Project alternative intersection operations would have slightly higher v/c ratios and delays compared to the Project. However, the Project alternative has slightly higher v/c ratios and delays at intersections along the Ortega Highway corridor from Camino Capistrano to Del Obispo Street and at the Camino Capistrano/ Verdugo Street intersection. These results are consistent with the comparison of traffic volume forecasts for the alternatives.

Roadway

Table 15 shows a summary of the study roadway segment operations under both the No Project and Project alternatives including ADT, v/c ratios and LOS.

Table 15. 2040 Daily Roadway Operations Summary

Study Roadway Segment	Number of Lanes	LOS E Capacity	No Project Alternative			Project Alternative		
			ADT[2]	V/C[3]	LOS[4]	ADT[2]	V/C[3]	LOS[4]
Ortega Highway Between Rancho Viejo Rd/I-5 NB Ramp[1]	6 Lanes Divided	56,300	63,843	1.13	F	63,248	1.12	F
Ortega Highway Between I-5 NB Ramp/I-5 SB Ramp[1]	8 Lanes Divided	75,000	49,788	0.66	B	49,040	0.65	B
Ortega Highway Between I-5 SB Ramp/Del Obispo St[1]	6 Lanes Divided	56,300	44,508	0.79	C	43,609	0.77	C
Ortega Highway Del Obispo St/El Camino Real	4 Lanes Undivided	25,000	15,246	0.61	B	15,196	0.61	B
Ortega Highway El Camino Real/Camino Capistrano	4 Lanes Undivided	25,000	9,013	0.36	A	8,963	0.36	A
El Camino Real Between Ortega Highway/Spring St	2 Lanes Undivided	12,500	6,432	0.51	A	6,400	0.51	A
El Camino Real Between Spring St/Acjachema St	2 Lanes Undivided	12,500	5,599	0.45	A	5,567	0.45	A
Acjachema St Between El Camino Real/Camino Capistrano	2 Lanes Undivided	12,500	2,203	0.18	A	2,203	0.18	A
Camino Capistrano Between Acjachema St/Ortega Highway	2 Lanes Divided	22,000	15,038	0.68	D	14,868	0.68	C
Camino Capistrano Between Ortega Highway/Forster St	2 Lanes Divided	22,000	17,030	0.77	D	16,811	0.76	D
Camino Capistrano Between Forster St/Del Obispo St	2 Lanes Divided	22,000	16,934	0.77	D	16,811	0.76	D
Camino Capistrano Between Del Obispo St/Avenida Golondrina	4 Lanes Divided	37,500	20,547	0.55	A	20,267	0.54	A
Del Obispo St Between Plaza Dr/ Camino Capistrano [1]	4 Lanes Divided	37,500	32,384	0.86	D	31,534	0.84	D
Del Obispo St Between Ortega Highway/Plaza Dr[1]	4 Lanes Divided	37,500	31,904	0.85	D	31,534	0.84	D
Del Obispo St Between Camino Capistrano/Paseo Adelanto[1]	4 Lanes Divided	37,500	39,034	1.04	F	38,694	1.03	F
Del Obispo St Between Paseo Adelanto/Alipaz St[1]	4 Lanes Divided	37,500	36,747	0.98	E	36,489	0.97	E

Notes:
1. Roadway is considered a "Hot Spot" location (LOS E is acceptable).
2. Average daily traffic (ADT) based on three-day average.
3. V/C = volume-to-capacity ratio
4. LOS = level of service based on the roadway capacity from the *Guidance for Administration of the Orange County Master Plan of Arterial Highways* (MPAH)

As shown in Table 15, all the study roadway segments meet the LOS standard except for two segments: Ortega Highway between Rancho Viejo Road and I-5 NB Ramp and Del Obispo Street between Camino Capistrano and Paseo Adelanto. These segments would operate at

LOS F in 2040 under both the No Project and Project conditions with the No Project volumes and v/c ratio slightly higher than the Project.

Both Ortega Highway and Del Obispo Street segments are approximately 800-feet long with the major intersections. Operations along both the Ortega Highway and Del Obispo Street segments are mainly controlled by the intersections given the short length. There is additional capacity along both these segments with the turn lanes that are provided at the major intersections at Rancho Viejo Road and I-5 NB Ramp along Ortega Highway and at Camino Capistrano and Paseo Adelanto along Del Obispo Street. The intersection operations show that Ortega Highway/Rancho Viejo Road, Ortega Highway/I-5 Northbound Ramp, Camino Capistrano/Del Obispo Street, and Paseo Adelanto/Del Obispo Street all meet the City's LOS standard during the weekday AM and PM peak hours for both the No Project and Project Alternatives (see Table 13 and Table 14).

Vehicle Miles Traveled

The California Environmental Quality Act (CEQA) Guidelines have incorporated Senate Bill (SB) 743 changes related transportation impact analysis and by July 1, 2020 public agencies are required to evaluate the transportation impacts of land use projects using vehicle miles traveled (VMT). The review of VMT impacts focuses on how land use projects influence automobile use and removes the focus on intersection and roadway traffic.

The City of San Juan Capistrano is currently developing VMT policies and procedures but has not yet adopted a VMT threshold for evaluating land use projects. As described in the Methodology section of this study, the City is utilizing the Governor's Office of Planning and Research (OPR) guidance for a threshold of 15 percent below existing regional VMT per capita (or 85 percent of the regional VMT per capita). This threshold strives to keep the local VMT less than the current region VMT per capita even with growth related to land use development. Achieving this VMT threshold means that there would be less miles traveled by vehicle per person in the local area. Cities and developments are able to achieve this threshold by providing alternatives to driving alone such as transit, telecommuting, rideshare, walking and biking facilities as well as increasing land densities and mixes of uses so that people do not have to travel long distances for living, working and playing.

Figure 8 illustrates the area within ½-mile of the San Juan Capistrano Station. Following OPR's guidance regarding VMT analysis, areas within a ½ mile of an existing major transit stop or corridor are considered to have a less than significant impact on VMT. As shown on Figure 8, the HTC area is within ½-mile of the San Juan Capistrano Station, which is considered a major transit stop and corridor. Although the HTC area is within ½-mile of an existing major transit corridor, a quantitative VMT analysis was conducted to analyze potential VMT impacts.

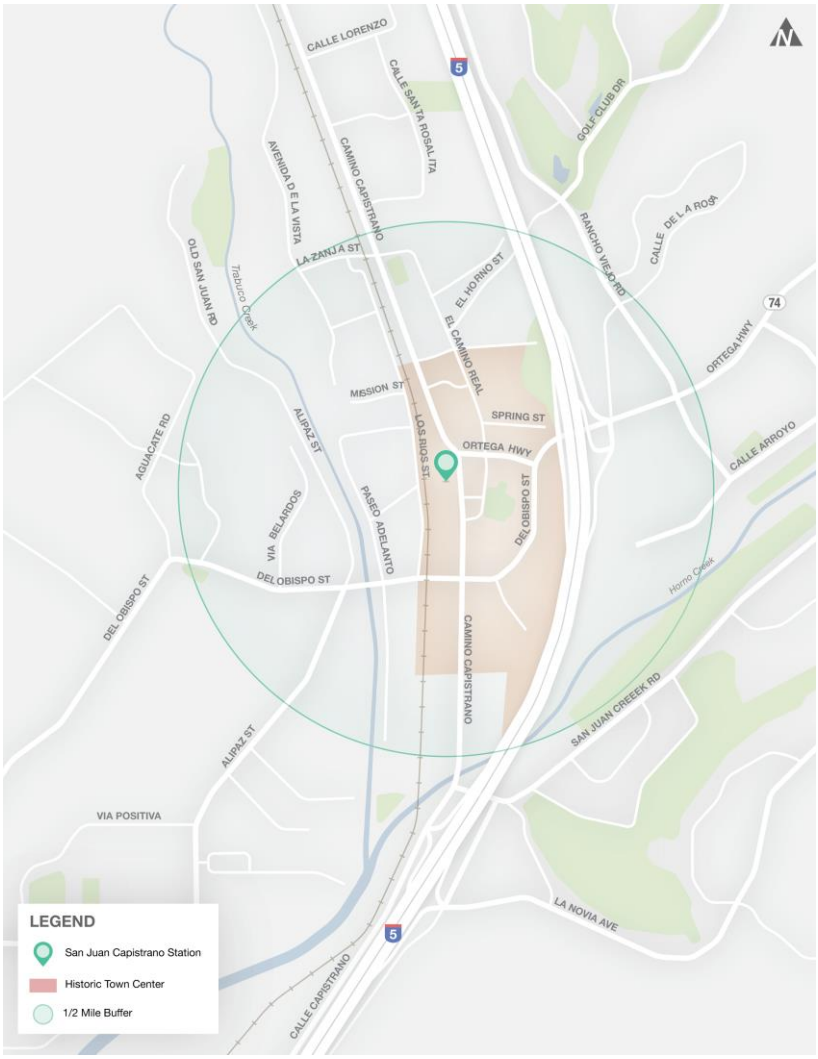


Figure 8. Areas within ½-mile of San Juan Capistrano Station

Table 16 provides a comparison of the No Project and Project Alternatives VMT per capita to the VMT threshold.

Table 16. Comparison of Vehicle Miles Traveled per Capita

	No Project Alternative	Project Alternative
VMT Threshold[1]	**19.9**	
Estimated VMT[2]	113,430	103,925
Estimated Capita[2]	6,240 persons	5,715 persons
VMT per Capita[2]	***18.2***	***18.2***
Alternative VMT at or below Threshold?	Yes	Yes

Notes: VMT = Vehicles Miles Traveled
1. The VMT threshold represents 85 percent of the VMT per capita from the Orange County Transportation Analysis Model (OCTAM) baseline (2012) model.
2. VMT based on the OCTAM baseline for the Historic Town Center (HCT) area. Persons estimated based on vehicle trip generation by Alternative as well as the average vehicle trips per person based on the OCTAM.

As shown in Table 16, both the No Project and Project VMT per capita would meet the City's VMT standard and are below the VMT threshold. The VMT per capita is the same for both

Alternatives because the land use is similar; therefore, the No Project generates more VMT but is denser and has a higher population (due to the incorporation of residential uses) while the Project generates less VMT with a lower population so the resulting VMT per capita is the same. The analysis shows for the No Project and Project Alternative the VMT impact is not significant.

Non-auto options are readily available in the HTC and as transit, transportation demand management, rideshare and non-motorized improvements are made vehicle miles traveled would be reduced with both Alternatives. The HTC is a walkable area of the City with sidewalks provided on the street network and multipurpose trails. In addition, train and bus access is provided for commuting and regional trips. Access to transit, bicycle facilities and walkable routes is anticipated to be similar with both Alternatives.

3.2 Transit

As documented in the HTCMP, the No Project Alternative would promote public transit ridership by proposing non-motorized infrastructure improvements along Ortega Highway and Camino Capistrano and extending local streets. However, no service changes are proposed with the No Project Alternative.

The Project would rely on long-range planning as proposed by the General Plan and transit agencies. As described previously, the General Plan includes goals related to promoting an advanced public transportation network and providing an extensive public bicycle and pedestrian system. In addition, the OCTA 2018 Long-Range Transportation Plan for 2040 does not have any additional routes added that would serve San Juan Capistrano HTC with the Alternatives.

Transit service and connections with the No Project and Project would be similar with no major changes by OCTA, Metrolink, and Amtrak and connections provided to promote use of the system and reduce reliance on auto. The Project incorporates elements of the General Plan including encouraging use and expansion of public transit and promoting development of support facilities.

3.3 Non-Motorized

The No Project Alternative includes improvements such as widened sidewalks, additional crosswalks, pedestrian lighting, and sidewalk bulb-outs along Ortega Highway, Del Obispo Street, and Camino Capistrano as documented in the HTCMP. Additionally, the new pedestrian and bicycle connectors are proposed to the San Juan Capistrano HTC from the north (El Horno Street underpass), west (new bridge over Trabuco Creek and enhanced Verdugo Street), and from the east (I-5/Ortega Highway realignment for incorporating bicycle lanes). The I-5/Ortega Highway realignment is completed.

As describe above, the Project would rely on long-range planning as proposed by the General Plan and OCTA. The OCTA 2018 Long-Range Transportation Plan proposes an additional Class 3 Bike Route along Camino Capistrano from Del Obispo Street to La Zanja Street within the study area. The General Plan also includes goals and policies related to enhancing the trails network and improving neighborhood traffic safety. Additional connections and improvements with the Project would be related to development that occurs within the HTC. The City would continue to promote Complete Streets and Main Street elements that promote accessibility for all and enhancements to the non-motorized system such as audible pedestrian signals, shared facilities, wayfinding and bicycle storage.

3.4 Parking

The No Project Alternative includes the Park Once Program and 2012 FBC, which includes shared parking and “in-lieu” payments. The Project Alternative would clarify parking requirements in the HTC by maintaining the Park Once Program. In addition, the FBC would be amended to clarify parking standards consistent with the existing Park Once Program.

Chapter 4. Mitigations

The analysis shows that the Project would not have significant impacts on the transportation system.

The Project Alternative results in less traffic to and from the HTC and traffic operations that are generally better than the No Project Alternative (which is the existing land use plan). In addition, operations are would meet the City's established LOS standards for the study intersections and roadways. The Project would also meet the VMT threshold.

The following measures are recommended to ensure that as the Project is built over the next 10- to 20-years, the transportation impacts continue to be less than significant.

Development Studies

The City would require a site-specific transportation analysis as parcels within the HTC develop to confirm that impacts remain less than significant and tailor mitigation measures to the specific land use proposals. The site-specific transportation studies would follow Policy No. 310 (or the latest transportation study guidelines) and use the City's LOS and VMT thresholds to evaluate the proposed development impacts on the transportation system. If the transportation impacts of the site-specific proposals are determined to be significant, then mitigation measures would be required and could include elements such as:

- Installation of a traffic signal or other traffic control measures
- Adding capacity such as turn lanes
- Preparing a comprehensive transportation demand management plan targeted at encouraging non-drive alone trips
- Providing measures to reduce drive alone trips such as guaranteed ride home, transit passes, offering rideshare opportunities, telecommuting, carpool and vanpools, etc.
- Improving non-motorized facilities such as sidewalks, bicycle lanes, trials, shared lanes
- Improving transit access to the site and/or constructing or improving transit facilities
- Implementing new or emerging technologies that would reduce driving to and from the site

The mitigation measures implemented by development would be tailored to mitigate site specific impacts and coordinated with and approved by the City.

Non-Motorized Facilities

As parcels develop the City would require frontage improvements with the Project. The goals and policies of the City's General Plan would be used by the City in evaluating improvement needs associated with parcel development. With frontage improvements, the City may consider connectivity to the overall pedestrian and bicycle network as well as the transit system. Opportunities for Complete Streets and Main Street elements would also be considered in evaluating development proposals within the HTC. Consideration may be given to improvements to the pedestrian environment such as widening sidewalks and bulb-outs, where commercial uses are proposed that would generate high volumes of pedestrians.

Appendix A: Traffic Counts

INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Sep 11, 18

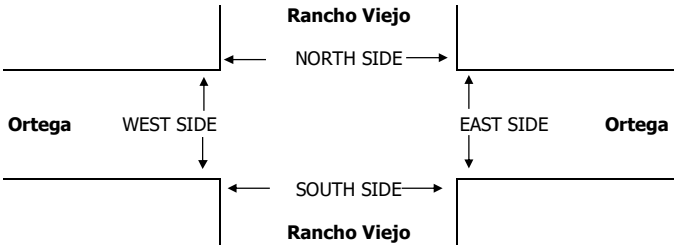
LOCATION: San Juan Capistrano
NORTH & SOUTH: Rancho Viejo
EAST & WEST: Ortega
PROJECT #: SC1845
LOCATION #: 1
CONTROL: SIGNAL

NOTES:
Queue AM/PM WB

AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

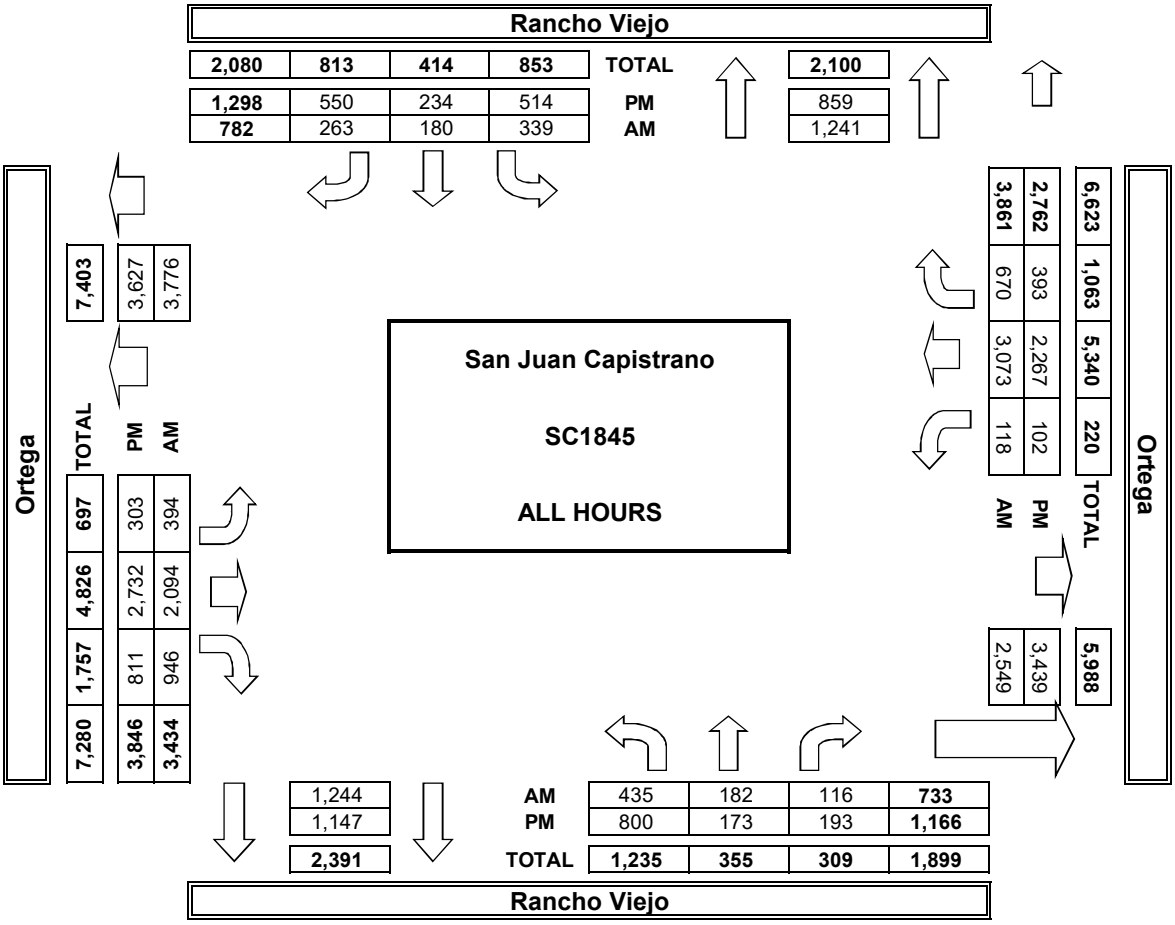
		NORTHBOUND Rancho Viejo			SOUTHBOUND Rancho Viejo			EASTBOUND Ortega			WESTBOUND Ortega				U-TURNS				
	LANES:	NL 1.5	NT 1	NR 0.5	SL 1.5	ST 1	SR 0.5	EL 1	ET 2	ER 1	WL 1	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	40	6	8	33	11	16	22	289	70	8	335	38	876	0	0	0	0	0
	7:15 AM	41	10	13	47	18	35	34	292	79	7	425	75	1,076	0	0	2	0	2
	7:30 AM	42	19	11	40	25	30	34	257	84	13	363	98	1,016	0	0	1	0	1
	7:45 AM	59	31	14	42	21	25	55	299	175	15	399	105	1,240	0	0	0	0	0
	8:00 AM	80	40	25	54	49	28	64	301	214	30	357	83	1,325	0	0	0	0	0
	8:15 AM	74	46	20	27	15	33	61	215	104	15	397	112	1,119	0	0	0	0	0
	8:30 AM	38	14	10	52	24	54	74	212	103	15	390	81	1,067	0	0	1	0	1
	8:45 AM	61	16	15	44	17	42	50	229	117	15	407	78	1,091	0	0	1	0	1
	VOLUMES	435	182	116	339	180	263	394	2,094	946	118	3,073	670	8,810	0	0	5	0	5
	APPROACH %	59%	25%	16%	43%	23%	34%	11%	61%	28%	3%	80%	17%						
	APP/DEPART	733	/	1,241	782	/	1,244	3,434	/	2,549	3,861	/	3,776	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	251	131	69	175	109	140	254	1,027	596	75	1,543	381	4,751					
	APPROACH %	56%	29%	15%	41%	26%	33%	14%	55%	32%	4%	77%	19%						
	PEAK HR FACTOR		0.778			0.809			0.810			0.954		0.896					
	APP/DEPART	451	/	765	424	/	780	1,877	/	1,271	1,999	/	1,935	0					
PM	4:00 PM	112	20	15	76	25	101	50	381	107	9	305	63	1,264	0	0	2	0	2
	4:15 PM	84	18	15	52	24	73	47	374	112	18	281	39	1,137	0	0	1	0	1
	4:30 PM	110	30	31	60	29	62	26	365	86	9	285	52	1,145	0	0	0	0	0
	4:45 PM	88	12	14	59	16	63	46	368	98	17	284	61	1,126	0	0	2	0	2
	5:00 PM	124	20	26	81	34	73	30	315	100	11	288	44	1,146	0	0	3	0	3
	5:15 PM	99	22	28	63	34	71	35	310	115	12	284	55	1,128	0	0	1	0	1
	5:30 PM	99	28	35	58	50	62	30	287	99	11	301	38	1,098	0	0	1	0	1
	5:45 PM	84	23	29	65	22	45	39	332	94	15	239	41	1,028	0	0	0	0	0
	VOLUMES	800	173	193	514	234	550	303	2,732	811	102	2,267	393	9,072	0	0	10	0	10
	APPROACH %	69%	15%	17%	40%	18%	42%	8%	71%	21%	4%	82%	14%						
	APP/DEPART	1,166	/	859	1,298	/	1,147	3,846	/	3,439	2,762	/	3,627	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	394	80	75	247	94	299	169	1,488	403	53	1,155	215	4,672					
	APPROACH %	72%	15%	14%	39%	15%	47%	8%	72%	20%	4%	81%	15%						
	PEAK HR FACTOR		0.803			0.792			0.957			0.944		0.924					
	APP/DEPART	549	/	459	640	/	550	2,060	/	1,810	1,423	/	1,853	0					

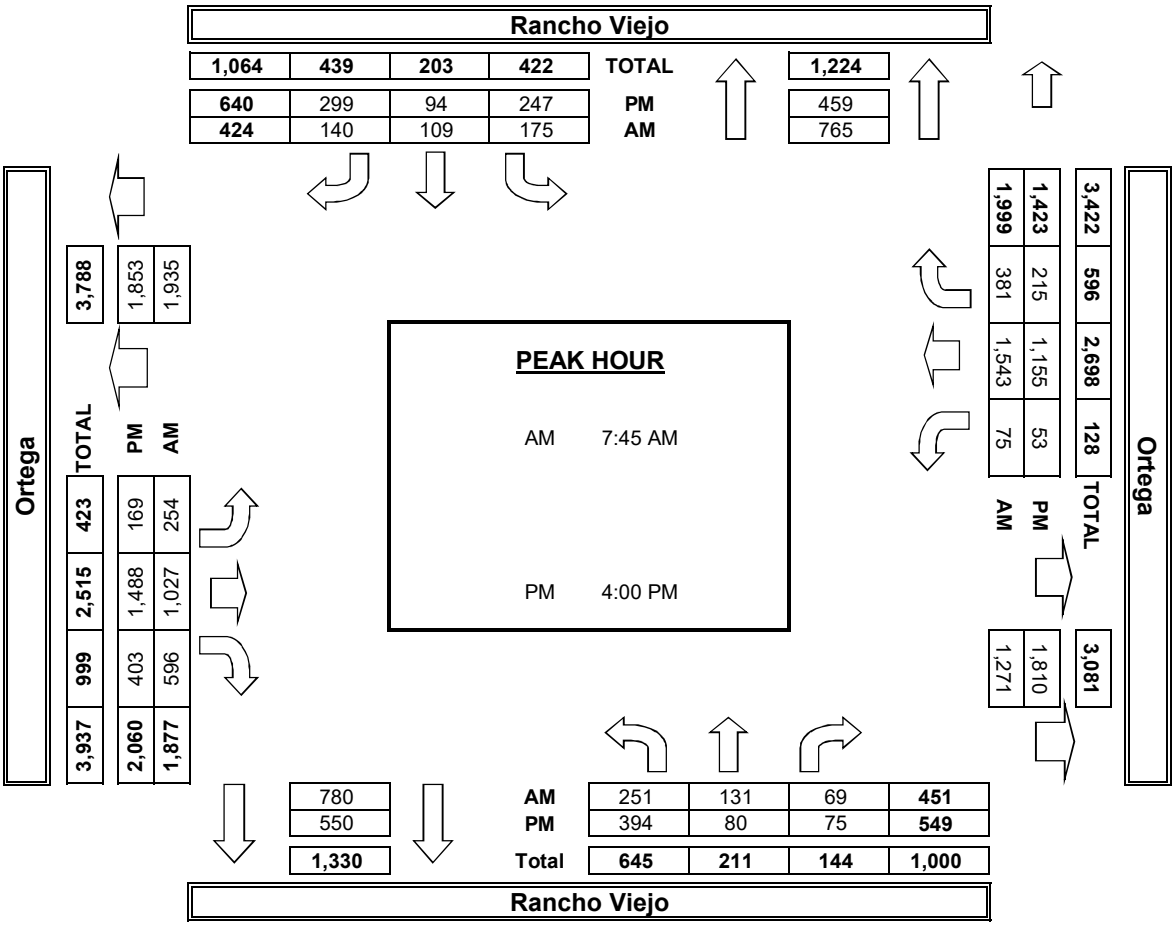


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:45 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Sep 12, 18

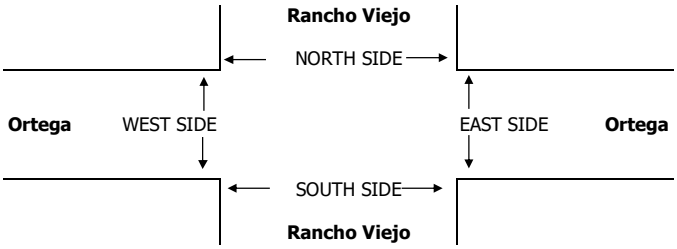
LOCATION: San Juan Capistrano
NORTH & SOUTH: Rancho Viejo
EAST & WEST: Ortega
PROJECT #: SC1845
LOCATION #: 1
CONTROL: SIGNAL

NOTES: Queue AM WB

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

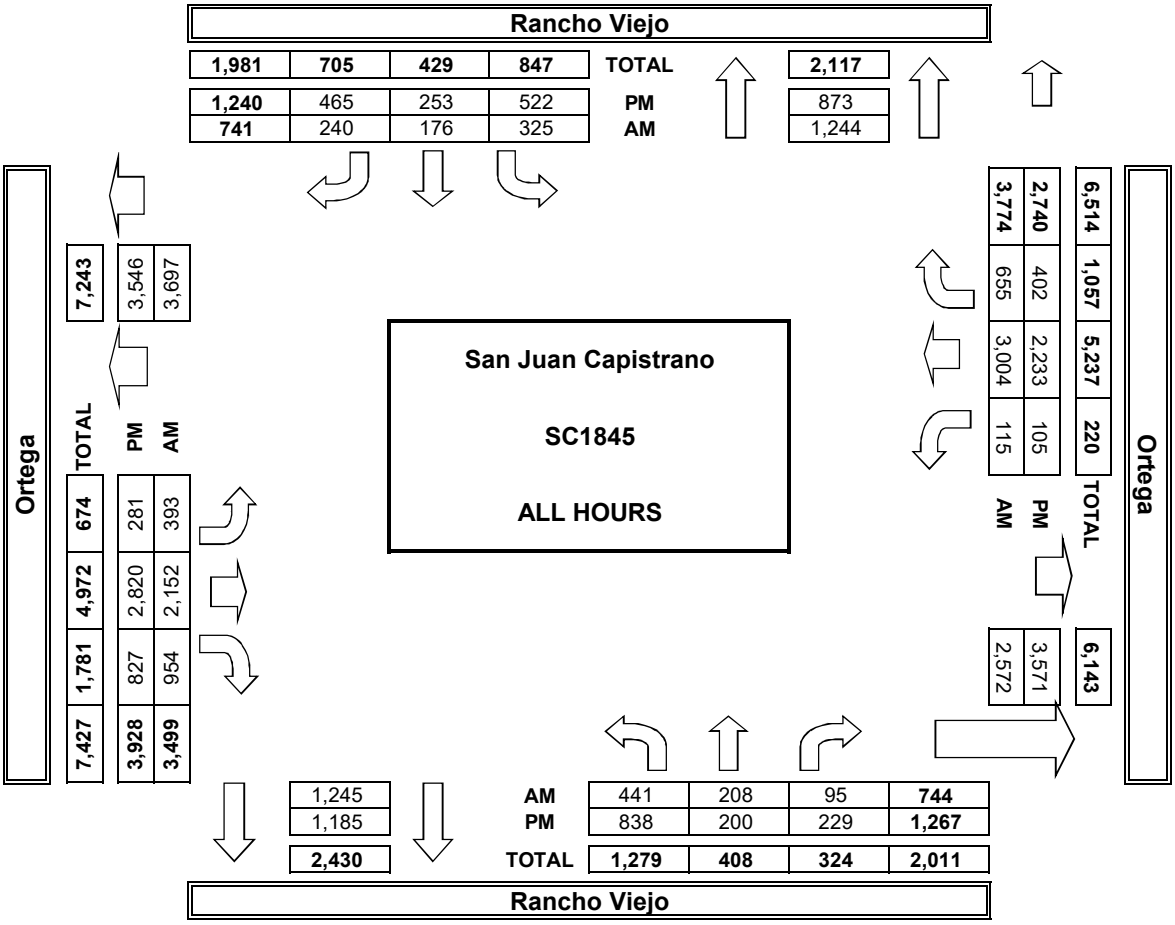
		NORTHBOUND (Rancho Viejo)			SOUTHBOUND (Rancho Viejo)			EASTBOUND (Ortega)			WESTBOUND (Ortega)				U-TURNS				
	LANES:	NL 1.5	NT 1	NR 0.5	1.5	ST 1	SR 0.5	EL 1	ET 2	ER 1	WL 1	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	33	6	8	33	9	18	22	307	66	9	354	39	904	0	0	0	0	0
	7:15 AM	30	8	10	52	23	27	27	301	95	3	396	62	1,034	0	0	2	0	2
	7:30 AM	51	25	15	30	26	33	36	256	100	15	412	74	1,073	0	0	4	0	4
	7:45 AM	53	22	16	43	27	21	63	304	167	17	390	80	1,203	0	0	2	0	2
	8:00 AM	84	52	10	46	44	24	55	325	201	12	337	93	1,283	0	0	2	0	2
	8:15 AM	81	56	9	40	9	41	63	224	123	18	360	107	1,131	0	0	0	0	0
	8:30 AM	65	27	19	45	18	25	60	208	114	15	386	112	1,094	0	0	1	0	1
	8:45 AM	44	12	8	36	20	51	67	227	88	26	369	88	1,036	0	0	1	0	1
	VOLUMES	441	208	95	325	176	240	393	2,152	954	115	3,004	655	8,758	0	0	12	0	12
	APPROACH %	59%	28%	13%	44%	24%	32%	11%	62%	27%	3%	80%	17%						
	APP/DEPART	744	/	1,244	741	/	1,245	3,499	/	2,572	3,774	/	3,697	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	283	157	54	174	98	111	241	1,061	605	62	1,473	392	4,711					
	APPROACH %	57%	32%	11%	45%	26%	29%	13%	56%	32%	3%	76%	20%						
	PEAK HR FACTOR		0.846			0.840			0.821			0.939		0.918					
	APP/DEPART	494	/	785	383	/	765	1,907	/	1,289	1,927	/	1,872	0					
PM	4:00 PM	107	35	30	78	40	68	35	367	97	17	288	41	1,203	0	0	1	0	1
	4:15 PM	94	24	18	53	27	66	38	422	103	13	280	49	1,187	0	0	2	0	2
	4:30 PM	100	35	33	73	37	55	35	375	103	17	315	55	1,233	0	0	1	0	1
	4:45 PM	102	19	31	52	18	68	44	381	92	18	288	61	1,174	0	0	2	0	2
	5:00 PM	108	27	26	65	34	72	33	342	102	7	276	52	1,144	0	0	0	0	0
	5:15 PM	106	21	29	69	34	50	28	306	127	12	284	49	1,115	0	0	2	0	2
	5:30 PM	117	19	35	75	30	44	30	298	118	9	248	45	1,068	0	0	2	0	2
	5:45 PM	104	20	27	57	33	42	38	329	85	12	254	50	1,051	0	0	0	0	0
	VOLUMES	838	200	229	522	253	465	281	2,820	827	105	2,233	402	9,175	0	0	10	0	10
	APPROACH %	66%	16%	18%	42%	20%	38%	7%	72%	21%	4%	81%	15%						
	APP/DEPART	1,267	/	873	1,240	/	1,185	3,928	/	3,571	2,740	/	3,546	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	403	113	112	256	122	257	152	1,545	395	65	1,171	206	4,797					
	APPROACH %	64%	18%	18%	40%	19%	40%	7%	74%	19%	5%	81%	14%						
	PEAK HR FACTOR		0.913			0.853			0.929			0.932		0.973					
	APP/DEPART	628	/	465	635	/	582	2,092	/	1,913	1,442	/	1,837	0					

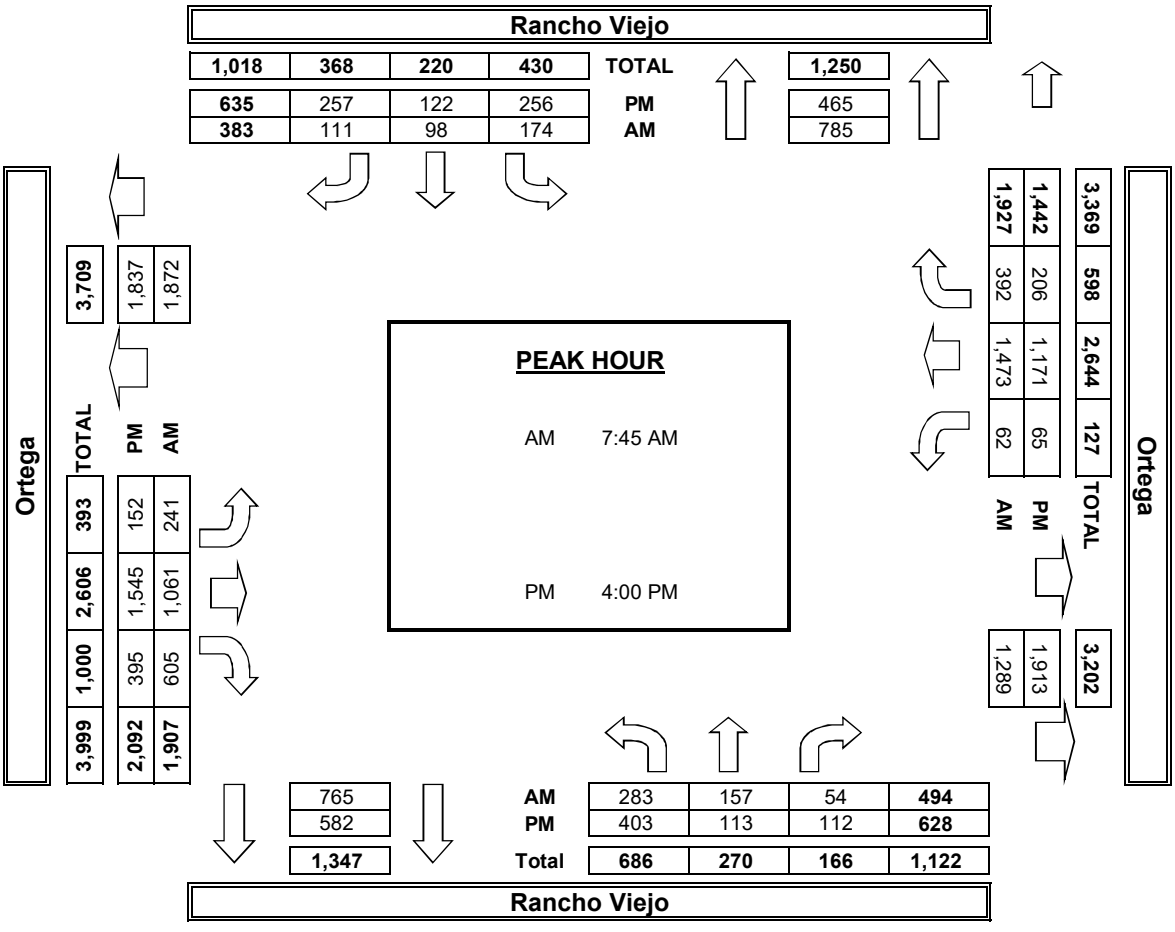


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:45 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Sep 13, 18

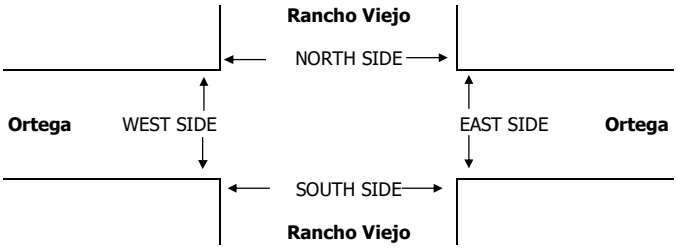
LOCATION: San Juan Capistrano
NORTH & SOUTH: Rancho Viejo
EAST & WEST: Ortega
PROJECT #: SC1845
LOCATION #: 1
CONTROL: SIGNAL

NOTES:
Queue AM/PM WB

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

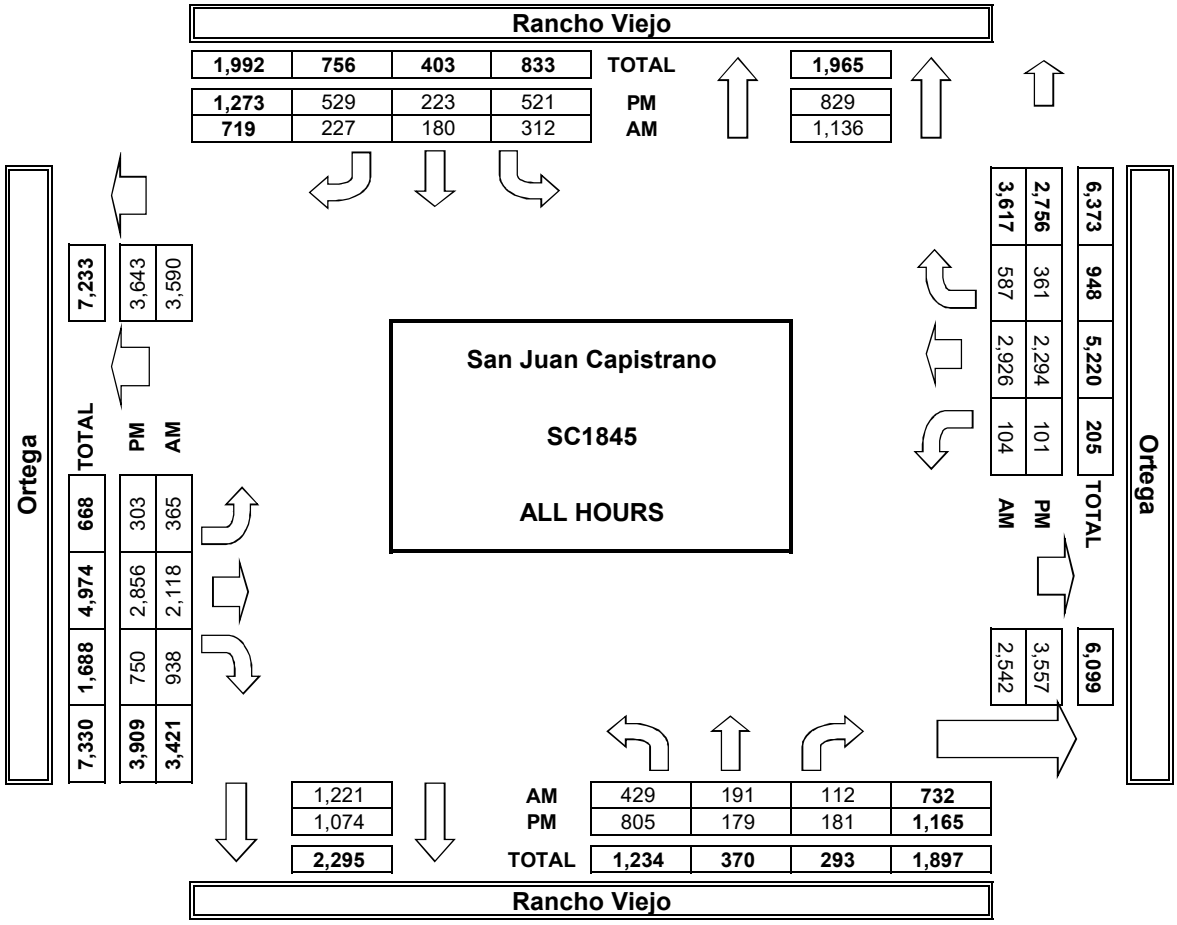
		NORTHBOUND Rancho Viejo			SOUTHBOUND Rancho Viejo			EASTBOUND Ortega			WESTBOUND Ortega				U-TURNS				
	LANES:	NL 1.5	NT 1	NR 0.5	SL 1.5	ST 1	SR 0.5	EL 1	ET 2	ER 1	WL 1	WT 3	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	40	8	15	44	16	14	19	307	63	6	326	36	894	0	0	2	1	3
	7:15 AM	28	8	5	39	13	32	26	279	74	10	405	67	986	0	0	1	0	1
	7:30 AM	44	15	9	42	23	35	42	230	84	9	404	78	1,015	0	0	2	0	2
	7:45 AM	61	28	17	42	28	26	51	278	158	23	318	83	1,113	0	0	0	0	0
	8:00 AM	77	36	25	47	49	26	49	292	226	22	322	72	1,243	0	0	3	0	3
	8:15 AM	75	53	17	35	16	21	69	272	133	8	394	85	1,178	0	0	0	0	0
	8:30 AM	47	29	17	39	16	41	52	212	86	14	366	85	1,004	0	1	0	0	1
	8:45 AM	57	14	7	24	19	32	57	248	114	12	391	81	1,056	0	0	0	0	0
	VOLUMES	429	191	112	312	180	227	365	2,118	938	104	2,926	587	8,489	0	1	8	1	10
	APPROACH %	59%	26%	15%	43%	25%	32%	11%	62%	27%	3%	81%	16%						
	APP/DEPART	732	/	1,136	719	/	1,221	3,421	/	2,542	3,617	/	3,590	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	257	132	68	166	116	108	211	1,072	601	62	1,438	318	4,549					
	APPROACH %	56%	29%	15%	43%	30%	28%	11%	57%	32%	3%	79%	17%						
	PEAK HR FACTOR		0.788			0.799			0.831			0.926		0.915					
	APP/DEPART	457	/	656	390	/	779	1,884	/	1,306	1,818	/	1,808	0					
PM	4:00 PM	93	24	20	57	35	74	41	342	81	11	290	37	1,105	0	0	2	0	2
	4:15 PM	83	21	18	78	24	84	36	408	79	21	317	48	1,217	0	1	5	0	6
	4:30 PM	121	31	25	51	26	67	31	352	101	13	275	40	1,133	0	0	3	0	3
	4:45 PM	93	28	19	49	22	54	45	422	104	7	337	43	1,223	0	0	0	0	0
	5:00 PM	118	19	21	79	36	60	40	300	100	8	252	39	1,072	0	0	1	0	1
	5:15 PM	95	20	22	70	25	75	42	356	86	8	279	50	1,128	0	0	2	0	2
	5:30 PM	114	17	32	65	23	66	35	353	109	15	276	49	1,154	0	0	0	0	0
	5:45 PM	88	19	24	72	32	49	33	323	90	18	268	55	1,071	0	0	2	0	2
	VOLUMES	805	179	181	521	223	529	303	2,856	750	101	2,294	361	9,103	0	1	15	0	16
	APPROACH %	69%	15%	16%	41%	18%	42%	8%	73%	19%	4%	83%	13%						
	APP/DEPART	1,165	/	829	1,273	/	1,074	3,909	/	3,557	2,756	/	3,643	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	390	104	82	235	107	279	153	1,524	365	52	1,219	168	4,678					
	APPROACH %	68%	18%	14%	38%	17%	45%	7%	75%	18%	4%	85%	12%						
	PEAK HR FACTOR		0.814			0.835			0.894			0.930		0.956					
	APP/DEPART	576	/	416	621	/	524	2,042	/	1,840	1,439	/	1,898	0					

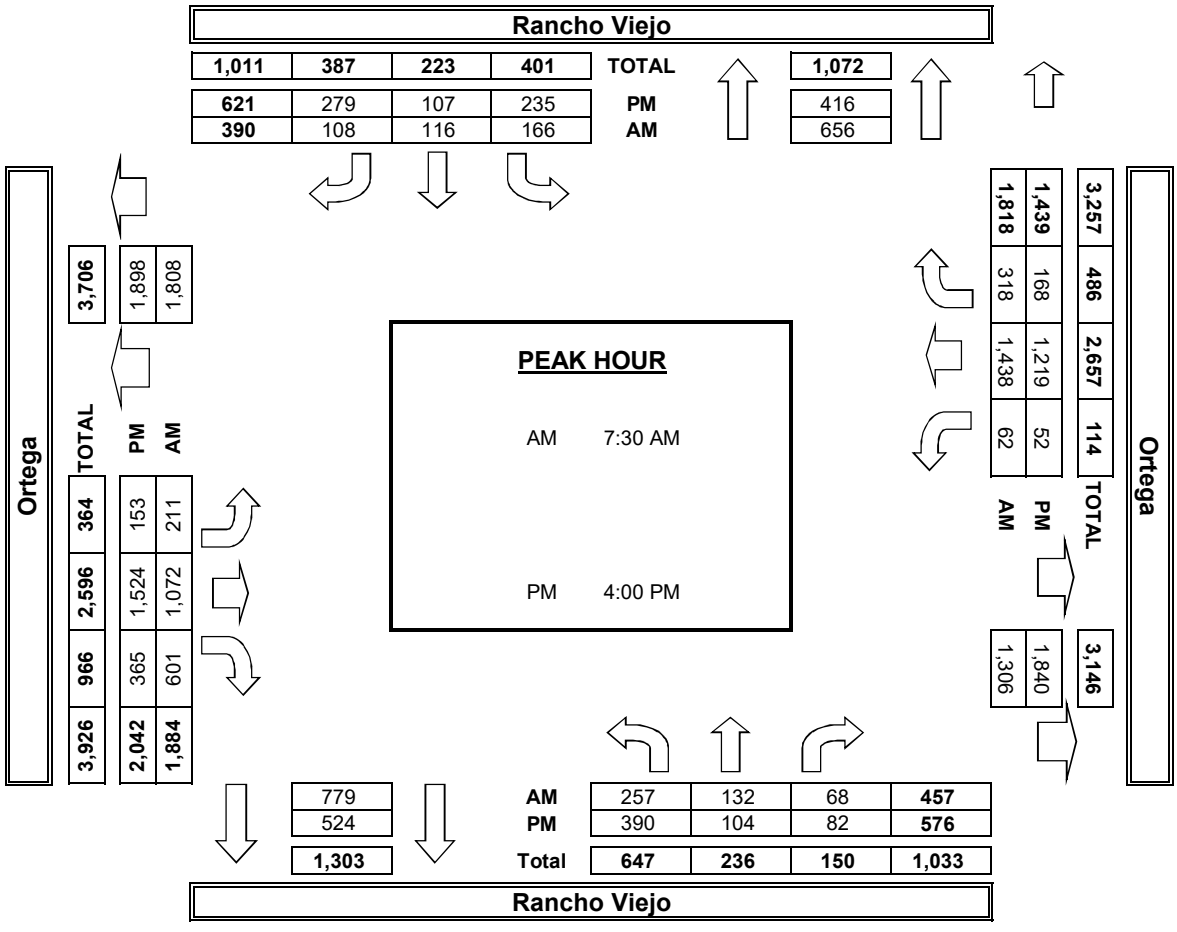


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:30 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





National Data & Surveying Services

Intersection Turning Movement Count

Location: I-5 NB Ramps & Ortega Hwy
City: San Juan Capistrano
Control: Signalized

Project ID: 17-01237-001
Date: 11/7 - 11/9/2017

3-Day Average Total

NS/EW Streets:	I-5 NB Ramps					I-5 NB Ramps					Ortega Hwy					Ortega Hwy					I-5 NB Onramp					
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	0.3	0.3	1.3	0	0	1	0	1	0	0	1	2.5	1.5	0	0	0	2.5	0.5	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
7:00 AM	25	6	96	0	0	10	0	8	0	14	11	287	133	0	0	0	163	21	0	254	0	0	0	0	0	1028
7:15 AM	41	6	151	0	0	10	0	7	0	18	8	361	129	0	0	0	185	16	0	229	0	0	0	0	0	1161
7:30 AM	53	7	173	0	0	7	0	7	0	16	9	376	161	0	0	0	218	21	0	263	0	0	0	0	0	1311
7:45 AM	45	7	135	0	1	10	0	8	0	19	10	319	188	0	0	0	187	19	0	288	0	0	0	0	0	1236
8:00 AM	31	7	116	0	0	8	0	9	0	24	7	292	159	0	1	0	190	28	0	276	0	0	0	0	0	1148
8:15 AM	42	6	115	0	0	6	0	7	0	22	8	268	137	0	0	0	181	16	0	256	0	0	0	0	0	1064
8:30 AM	31	10	106	0	0	8	0	10	0	17	9	264	144	0	0	0	163	19	0	254	0	0	0	0	0	1035
8:45 AM	42	5	133	0	0	12	0	7	0	13	7	260	120	0	0	0	173	15	0	221	0	0	0	0	0	1008
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	310	54	1025	0	1	71	0	63	0	143	69	2427	1171	0	1	0	1460	155	0	2041	0	0	0	0	0	8991
APPROACH %'s :	22.30%	3.88%	73.74%	0.00%	0.07%	25.63%	0.00%	22.74%	0.00%	51.62%	1.88%	66.17%	31.92%	0.00%	0.03%	0.00%	39.93%	4.24%	0.00%	55.83%						
PEAK HR :	07:15 AM - 08:15 AM																									TOTAL
PEAK HR VOL :	170	27	575	0	1	35	0	31	0	77	34	1348	637	0	1	0	780	84	0	1056	0	0	0	0	0	4856
PEAK HR FACTOR :	0.802	0.964	0.831	0.000	0.250	0.875	0.000	0.861	0.000	0.802	0.850	0.896	0.847	0.000	0.250	0.000	0.894	0.750	0.000	0.917	0.000	0.000	0.000	0.000	0.000	
			0.829					0.872					0.925					0.956								0.926

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND										
	0.3	0.3	1.3	0	0	1	0	1	0	0	1	2.5	1.5	0	0	0	2.5	0.5	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
4:00 PM	33	7	104	0	0	12	0	13	0	22	13	353	130	0	0	0	228	27	0	194	0	0	0	0	0	1136
4:15 PM	46	6	98	0	0	15	0	9	0	22	15	360	140	0	0	0	218	16	0	184	0	0	0	0	0	1129
4:30 PM	40	8	95	0	0	11	0	6	0	24	12	374	133	0	1	0	222	23	0	204	0	0	0	0	0	1153
4:45 PM	40	6	90	0	0	17	0	9	0	16	13	345	138	0	0	0	230	20	0	206	0	0	0	0	0	1130
5:00 PM	39	5	91	0	0	12	0	5	0	22	13	328	148	0	0	0	229	22	0	209	0	0	0	0	0	1123
5:15 PM	38	7	103	0	2	13	0	8	0	17	12	340	136	0	0	0	255	22	0	199	0	0	0	0	0	1152
5:30 PM	52	5	96	0	0	16	0	10	0	19	16	357	127	0	2	0	217	22	0	193	0	0	0	0	0	1132
5:45 PM	51	5	87	0	0	16	0	8	0	18	16	372	147	0	0	0	191	14	0	162	0	0	0	0	0	1087
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	339	49	764	0	2	112	0	68	0	160	110	2829	1099	0	3	0	1790	166	0	1551	0	0	0	0	0	9042
APPROACH %'s :	29.38%	4.25%	66.20%	0.00%	0.17%	32.94%	0.00%	20.00%	0.00%	47.06%	2.72%	70.01%	27.20%	0.00%	0.07%	0.00%	51.04%	4.73%	0.00%	44.23%						
PEAK HR :	04:30 PM - 05:30 PM																									TOTAL
PEAK HR VOL :	157	26	379	0	2	53	0	28	0	79	50	1387	555	0	1	0	936	87	0	818	0	0	0	0	0	4558
PEAK HR FACTOR :	0.981	0.813	0.920	0.000	0.250	0.779	0.000	0.778	0.000	0.823	0.962	0.927	0.938	0.000	0.250	0.000	0.918	0.946	0.000	0.978	0.000	0.000	0.000	0.000	0.000	
			0.940					0.952					0.958					0.967								0.988

Prepared by National Data & Surveying Services

I-5 SB Ramps & Ortega Hwy

3-Day Average Peak Hour Turning Movement Count

ID: 17-01237-002
City: San Juan Capistrano

Day: Tue - Thu
Date: 11/7 - 11/9/2017

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

I-5 SB Ramps — SOUTHBOUND

AM	884	0	873	0	0	AM
NOON	0	0	0	0	0	NOON
PM	815	0	913	0	0	PM

Ortega Hwy — EASTBOUND

AM	NOON	PM	
1523	0	1545	⇦
0	0	0	0 ↶
0	0	0	0 ↱
1105	0	1077	3 →
178	0	174	1 ↳
AM	NOON	PM	

Ortega Hwy — WESTBOUND

PM	NOON	AM	
0	0	0	1 ↰
730	0	639	2 ←
400	0	356	2 ↰
0	0	0	0 ↶
1990	0	1978	⇨
PM	NOON	AM	

	2	0	2	0		
	↲	↓	↳	↶	⇧	

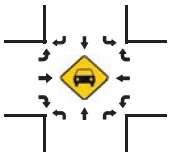
CONTROL			
Signalized			
TEV	4035 AM	0 NOON	4109 PM
PHF	0.90		0.98

	0	0	0	0		
	↶	↰	↑	↱	⇩	

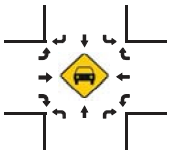
I-5 SB Ramps — NORTHBOUND

PM	574	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	534	0	0	0	0	AM

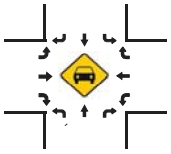
Total Vehicles (AM)



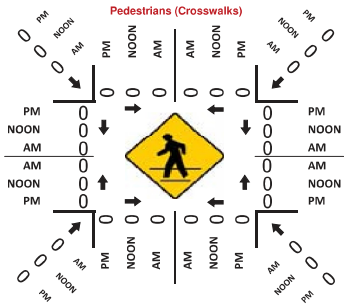
Total Vehicles (NOON)



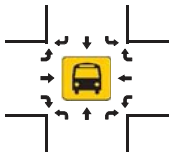
Total Vehicles (PM)



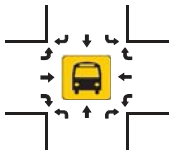
Pedestrians (Crosswalks)



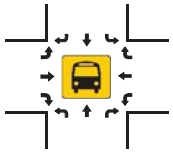
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Del Obispo St & Ortega Hwy

3-Day Average Peak Hour Turning Movement Count

ID: 17-01237-003
City: San Juan Capistrano

Day: Tue - Thu
Date: 11/7 - 11/9/2017

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

Del Obispo St — SOUTHBOUND

AM	493	1033	0	0	1291	AM
NOON	0	0	0	0	0	NOON
PM	508	1036	1	0	1245	PM

Ortega Hwy — EASTBOUND

AM	NOON	PM	
539	0	598	⇦
0	0	0	0 ↶
376	0	299	1.5 ↱
4	0	6	0.5 →
70	0	80	1 ↳
AM	NOON	PM	

Ortega Hwy — WESTBOUND

PM	NOON	AM	
19	0	19	0.5 ↰
3	0	2	0.5 ←
9	0	4	1 ↰
0	0	0	0 ↶
37	0	24	⇨
PM	NOON	AM	

	1	2	0	0		
	↲	↓	↳	↶	⇧	

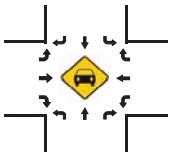
CONTROL			
Signalized			
TEV	2961 AM	0 NOON	3005 PM
PHF	0.91		0.99

	0	1	2.5	0.5		
	↶	↰	↑	↱	⇩	

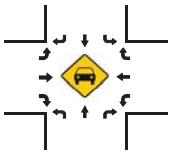
Del Obispo St — NORTHBOUND

PM	1125	0	87	927	30	PM
NOON	0	0	0	0	0	NOON
AM	1107	0	44	896	20	AM

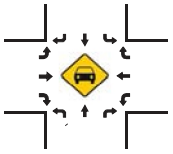
Total Vehicles (AM)



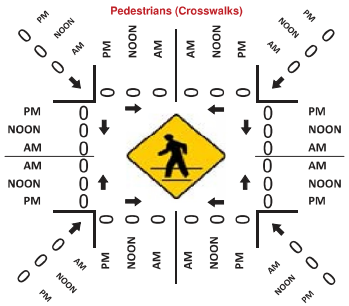
Total Vehicles (NOON)



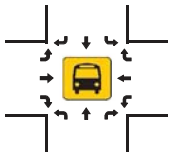
Total Vehicles (PM)



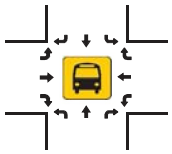
Pedestrians (Crosswalks)



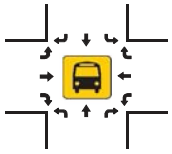
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

El Camino Real & Ortega Hwy

3-Day Average Peak Hour Turning Movement Count

ID: 17-01237-004
City: San Juan Capistrano

Day: Tue - Thu
Date: 11/7 - 11/9/2017

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

El Camino Real — SOUTHBOUND

AM	72	42	196	0	345	AM
NOON	0	0	0	0	0	NOON
PM	29	29	120	0	257	PM

Ortega Hwy — EASTBOUND

AM	NOON	PM	
344	0	374	⇦
0	0	0	0 ↰
5	0	7	0 ↱
162	0	181	2 →
16	0	16	0 ↱
AM	NOON	PM	

CONTROL: Signalized

TEV	1248	0	1156
	AM	NOON	PM
PHF	0.81		0.94

Ortega Hwy — WESTBOUND

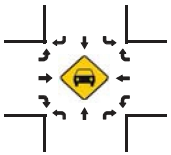
PM	NOON	AM	
176	0	231	0 ↰
333	0	253	2 ←
88	0	55	0 ↰
2	0	3	0 ↰
392	0	446	⇨
PM	NOON	AM	

El Camino Real — NORTHBOUND

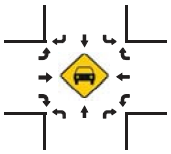
PM	133	0	12	74	89	PM
NOON	0	0	0	0	0	NOON
AM	113	0	19	109	85	AM

0 0 1 0 ⇩

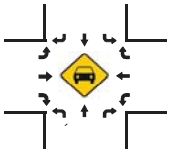
Total Vehicles (AM)



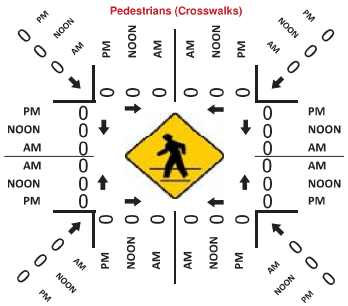
Total Vehicles (NOON)



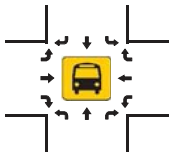
Total Vehicles (PM)



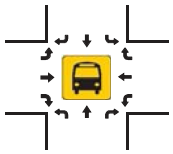
Pedestrians (Crosswalks)



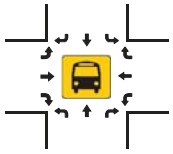
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Camino Capistrano & Ortega Hwy

3-Day Average Peak Hour Turning Movement Count

ID: 17-01237-005
City: San Juan Capistrano

Day: Tue - Thu
Date: 11/7 - 11/9/2017

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

Camino Capistrano — SOUTHBOUND

AM	0	512	153	0	628	AM
NOON	0	0	0	0	0	NOON
PM	0	414	88	0	584	PM

Ortega Hwy — EASTBOUND

AM	NOON	PM	
0	0	0	⇦
0	0	0	0 ↰
0	0	0	0 ↱
0	0	0	0 →
0	0	0	0 ↱
AM	NOON	PM	

CONTROL: Signalized

TEV	1452	0	1421
	AM	NOON	PM
PHF	0.91		0.95

Ortega Hwy — WESTBOUND

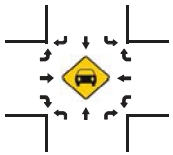
PM	NOON	AM	
156	0	215	1 ↰
0	0	0	0 ←
218	0	126	1 ↰
0	0	2	0 ↰
205	0	186	⇨
PM	NOON	AM	

Camino Capistrano — NORTHBOUND

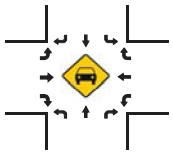
PM	632	0	0	428	117	PM
NOON	0	0	0	0	0	NOON
AM	638	0	0	413	31	AM

0 0 1 1 ⇩

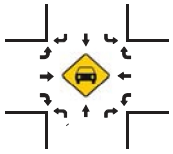
Total Vehicles (AM)



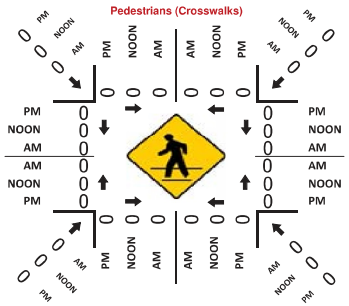
Total Vehicles (NOON)



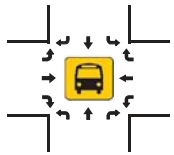
Total Vehicles (PM)



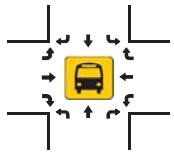
Pedestrians (Crosswalks)



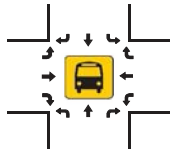
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Sep 11, 18

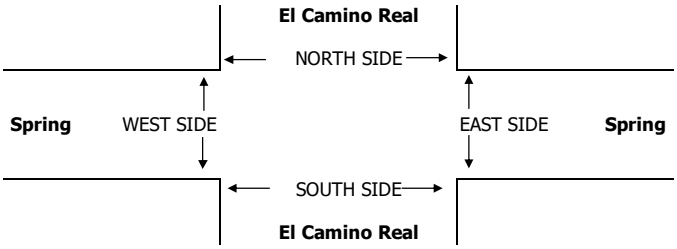
LOCATION: San Juan Capistrano
NORTH & SOUTH: El Camino Real
EAST & WEST: Spring
PROJECT #: SC1845
LOCATION #: 2
CONTROL: STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☐ Add U-Turns to Left Turns

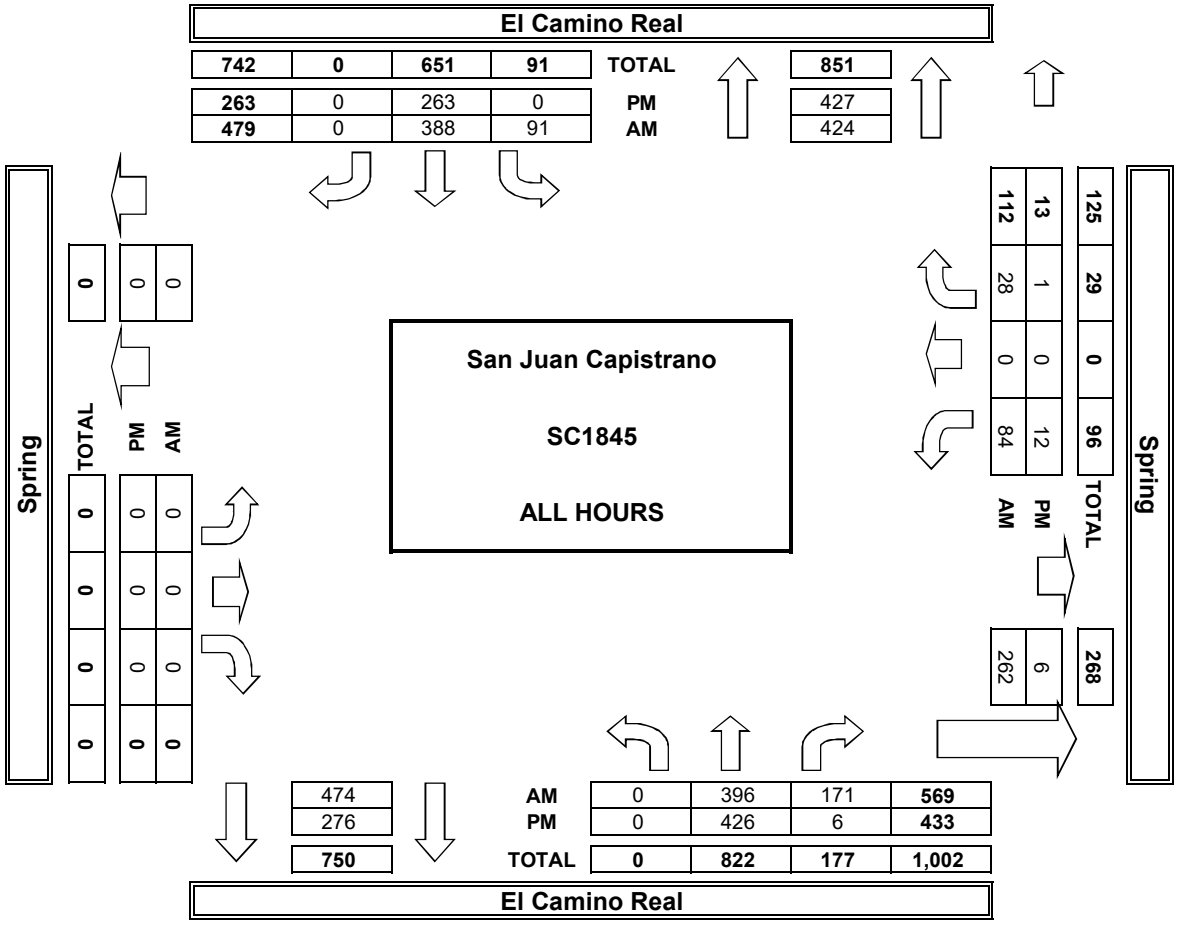
		NORTHBOUND El Camino Real			SOUTHBOUND El Camino Real			EASTBOUND Spring			WESTBOUND Spring				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	40	20	29	33	0	0	0	0	5	0	4	131	0	0	0	0	0
	7:15 AM	0	42	52	29	49	0	0	0	0	15	0	5	192	1	0	0	0	1
	7:30 AM	0	44	52	15	66	0	0	0	0	22	0	3	202	0	0	0	0	0
	7:45 AM	0	57	18	7	90	0	0	0	0	15	0	2	189	0	0	0	0	0
	8:00 AM	0	37	17	8	59	0	0	0	0	17	0	7	145	0	0	0	0	0
	8:15 AM	0	64	3	0	36	0	0	0	0	7	0	4	114	0	0	0	0	0
	8:30 AM	0	60	4	1	30	0	0	0	0	1	0	0	96	1	0	0	0	1
	8:45 AM	0	52	5	2	25	0	0	0	0	2	0	3	89	0	0	0	0	0
	VOLUMES	0	396	171	91	388	0	0	0	0	84	0	28	1,160	2	0	0	0	2
	APPROACH %	0%	70%	30%	19%	81%	0%	0%	0%	0%	75%	0%	25%						
	APP/DEPART	569	/	424	479	/	474	0	/	262	112	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	180	139	59	264	0	0	0	0	69	0	17	729					
	APPROACH %	0%	56%	43%	18%	82%	0%	0%	0%	0%	80%	0%	20%						
	PEAK HR FACTOR		0.833			0.832			0.000			0.860		0.902					
	APP/DEPART	320	/	197	323	/	334	0	/	198	86	/	0	0					
PM	4:00 PM	0	78	2	0	41	0	0	0	0	3	0	0	124	0	0	0	0	0
	4:15 PM	0	42	0	0	32	0	0	0	0	3	0	0	77	0	0	0	0	0
	4:30 PM	0	45	0	0	37	0	0	0	0	0	0	0	82	0	0	0	0	0
	4:45 PM	0	53	1	0	38	0	0	0	0	1	0	0	93	0	0	0	0	0
	5:00 PM	0	56	0	0	35	0	0	0	0	1	0	1	93	0	0	0	0	0
	5:15 PM	0	53	1	0	23	0	0	0	0	1	0	0	78	0	0	0	0	0
	5:30 PM	0	41	1	0	23	0	0	0	0	1	0	0	66	1	0	0	0	1
	5:45 PM	0	58	1	0	34	0	0	0	0	2	0	0	95	0	0	0	0	0
	VOLUMES	0	426	6	0	263	0	0	0	0	12	0	1	709	1	0	0	0	1
	APPROACH %	0%	98%	1%	0%	100%	0%	0%	0%	0%	92%	0%	8%						
	APP/DEPART	433	/	427	263	/	276	0	/	6	13	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	218	3	0	148	0	0	0	0	7	0	0	376					
	APPROACH %	0%	99%	1%	0%	100%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.691			0.902			0.000			0.583		0.758					
	APP/DEPART	221	/	218	148	/	155	0	/	3	7	/	0	0					

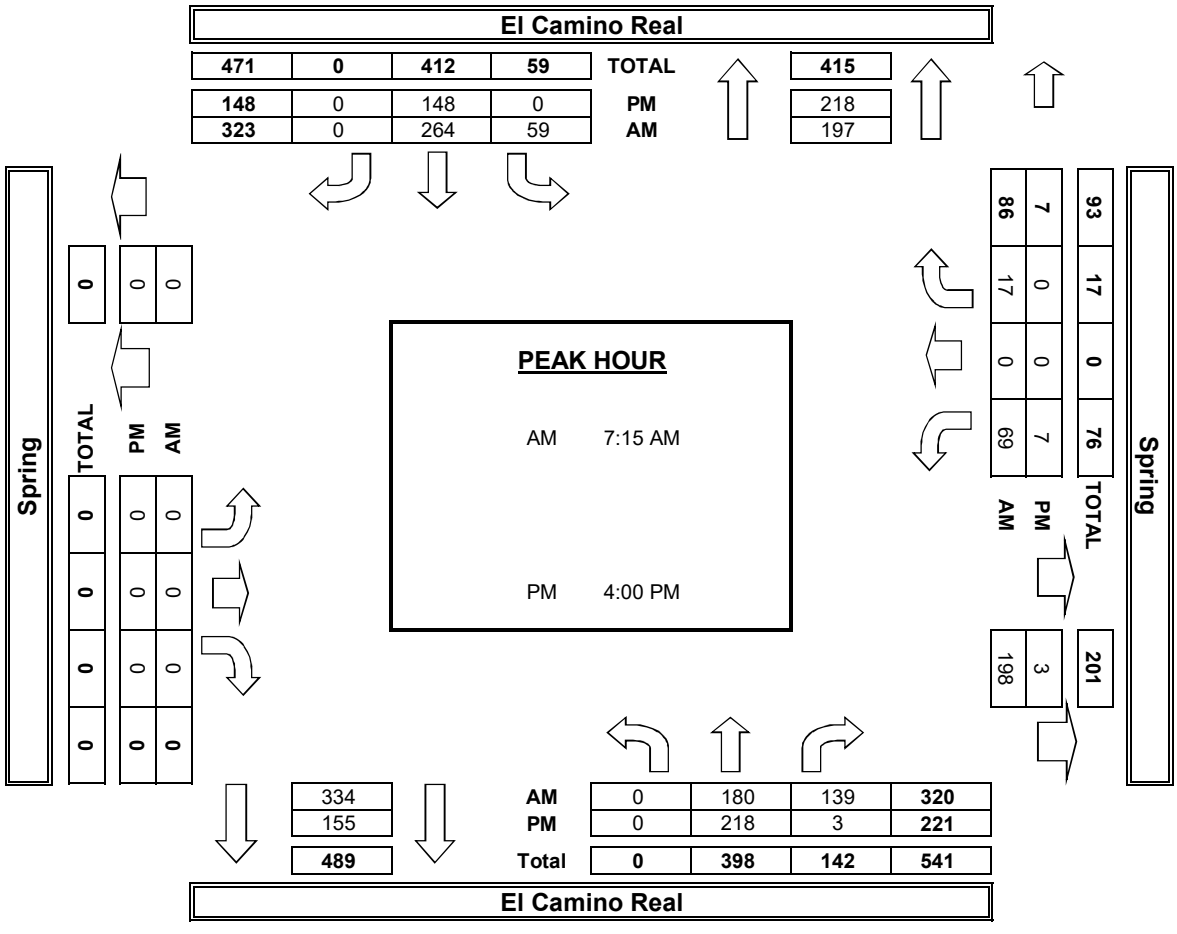


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Sep 12, 18

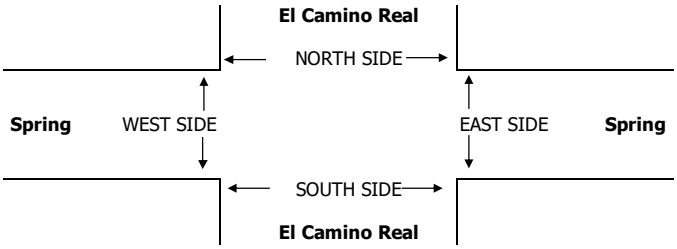
LOCATION: San Juan Capistrano
NORTH & SOUTH: El Camino Real
EAST & WEST: Spring
PROJECT #: SC1845
LOCATION #: 2
CONTROL: STOP ALL

NOTES: Queue AM/PM SB

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

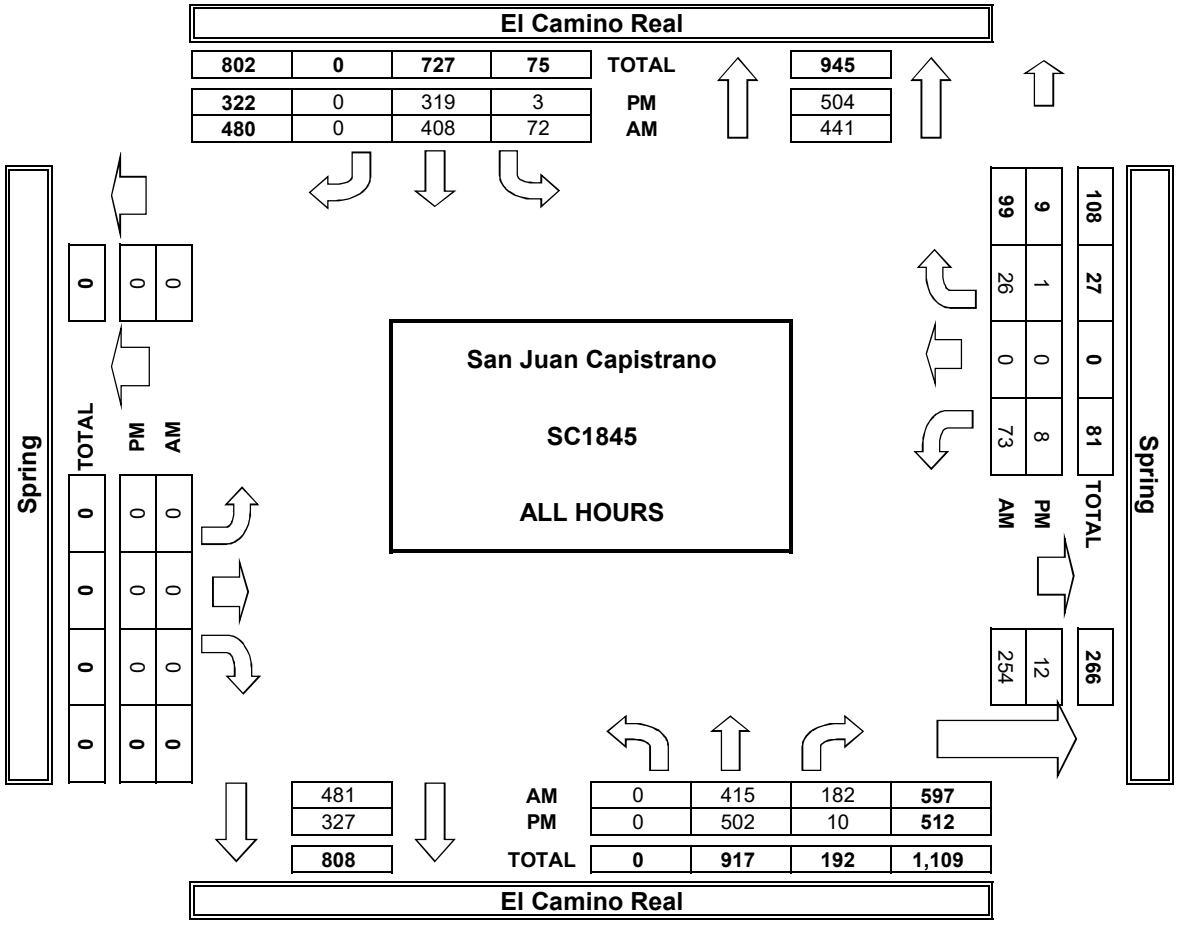
		NORTHBOUND El Camino Real			SOUTHBOUND El Camino Real			EASTBOUND Spring			WESTBOUND Spring				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	27	16	24	38	0	0	0	0	5	0	2	112	0	0	0	0	0
	7:15 AM	0	57	53	18	50	0	0	0	0	6	0	1	185	0	0	0	0	0
	7:30 AM	0	49	72	17	67	0	0	0	0	17	0	6	228	0	0	0	0	0
	7:45 AM	0	59	21	4	102	0	0	0	0	16	0	8	210	0	0	0	0	0
	8:00 AM	0	51	10	7	52	0	0	0	0	14	0	5	139	0	0	0	0	0
	8:15 AM	0	56	5	0	42	0	0	0	0	13	0	4	120	0	0	0	0	0
	8:30 AM	0	65	3	2	29	0	0	0	0	0	0	0	99	0	0	0	0	0
	8:45 AM	0	51	2	0	28	0	0	0	0	2	0	0	83	0	0	0	0	0
	VOLUMES	0	415	182	72	408	0	0	0	0	73	0	26	1,176	0	0	0	0	0
	APPROACH %	0%	70%	30%	15%	85%	0%	0%	0%	0%	74%	0%	26%						
	APP/DEPART	597	/	441	480	/	481	0	/	254	99	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	216	156	46	271	0	0	0	0	53	0	20	762					
	APPROACH %	0%	58%	42%	15%	85%	0%	0%	0%	0%	73%	0%	27%						
	PEAK HR FACTOR		0.769			0.748			0.000			0.760		0.836					
	APP/DEPART	372	/	236	317	/	324	0	/	202	73	/	0	0					
PM	4:00 PM	0	54	0	1	59	0	0	0	0	1	0	0	115	0	0	0	0	0
	4:15 PM	0	55	1	0	40	0	0	0	0	1	0	0	97	0	0	0	0	0
	4:30 PM	0	62	0	0	37	0	0	0	0	1	0	0	100	0	0	0	0	0
	4:45 PM	0	54	2	1	30	0	0	0	0	0	0	1	88	0	1	0	0	1
	5:00 PM	0	63	1	0	44	0	0	0	0	1	0	0	109	0	0	0	0	0
	5:15 PM	0	44	4	0	32	0	0	0	0	2	0	0	82	0	0	0	0	0
	5:30 PM	0	76	0	1	28	0	0	0	0	0	0	0	105	0	0	0	0	0
	5:45 PM	0	94	2	0	49	0	0	0	0	2	0	0	147	0	0	0	0	0
	VOLUMES	0	502	10	3	319	0	0	0	0	8	0	1	843	0	1	0	0	1
	APPROACH %	0%	98%	2%	1%	99%	0%	0%	0%	0%	89%	0%	11%						
	APP/DEPART	512	/	504	322	/	327	0	/	12	9	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	277	7	1	153	0	0	0	0	5	0	0	443					
	APPROACH %	0%	98%	2%	1%	99%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.740			0.786			0.000			0.625		0.753					
	APP/DEPART	284	/	277	154	/	158	0	/	8	5	/	0	0					

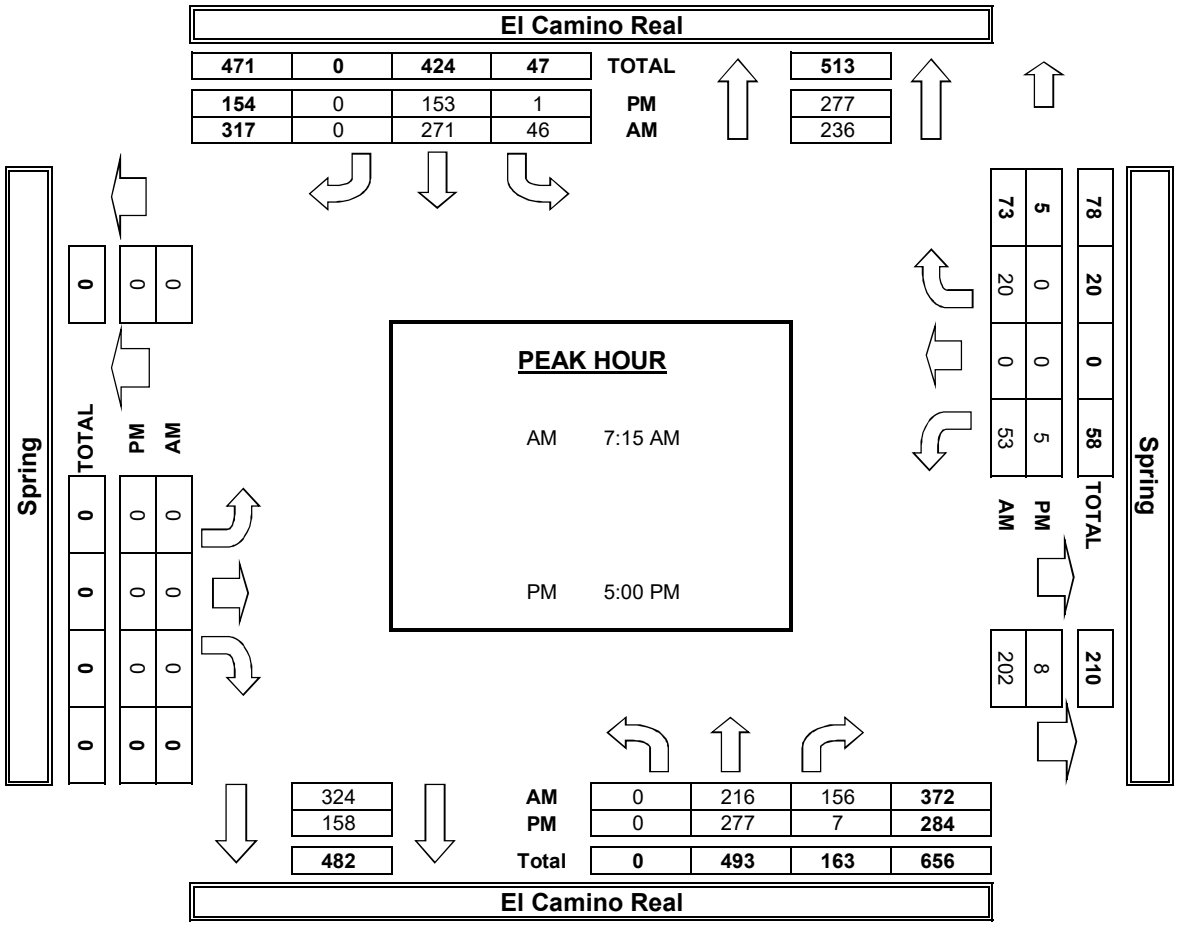


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	5:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Sep 13, 18

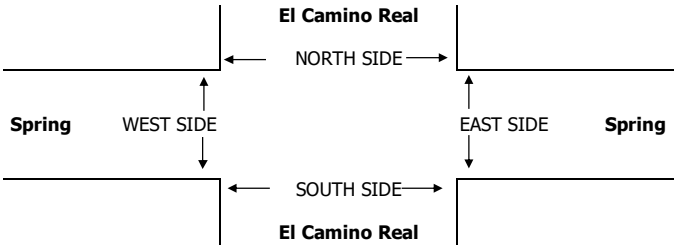
LOCATION: San Juan Capistrano
NORTH & SOUTH: El Camino Real
EAST & WEST: Spring
PROJECT #: SC1845
LOCATION #: 2
CONTROL: STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☐ Add U-Turns to Left Turns

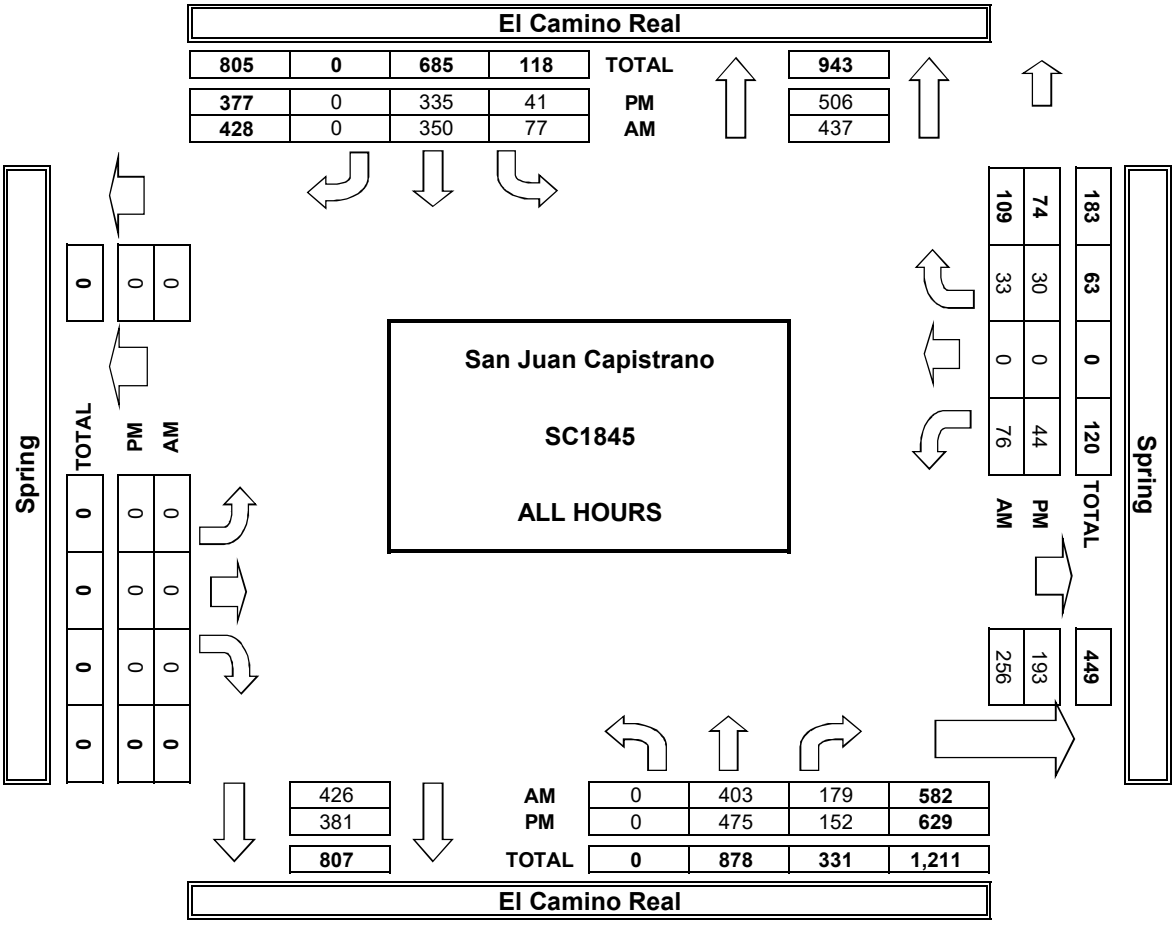
		NORTHBOUND El Camino Real			SOUTHBOUND El Camino Real			EASTBOUND Spring			WESTBOUND Spring				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	31	18	23	32	0	0	0	0	7	0	2	113	0	0	0	0	0
	7:15 AM	0	53	56	22	44	0	0	0	0	10	0	7	192	0	0	0	0	0
	7:30 AM	0	45	62	19	51	0	0	0	0	14	0	3	194	0	0	0	0	0
	7:45 AM	0	65	22	1	80	0	0	0	0	22	0	6	196	0	0	0	0	0
	8:00 AM	0	33	8	8	53	0	0	0	0	12	0	10	124	0	1	0	0	1
	8:15 AM	0	56	4	2	27	0	0	0	0	7	0	4	100	0	0	0	0	0
	8:30 AM	0	51	4	1	29	0	0	0	0	1	0	1	87	0	0	0	0	0
	8:45 AM	0	69	5	1	34	0	0	0	0	3	0	0	112	0	0	0	0	0
	VOLUMES	0	403	179	77	350	0	0	0	0	76	0	33	1,119	0	1	0	0	1
	APPROACH %	0%	69%	31%	18%	82%	0%	0%	0%	0%	70%	0%	30%						
	APP/DEPART	582	/	437	428	/	426	0	/	256	109	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	196	148	50	228	0	0	0	0	58	0	26	707					
	APPROACH %	0%	57%	43%	18%	82%	0%	0%	0%	0%	69%	0%	31%						
	PEAK HR FACTOR		0.789			0.861			0.000			0.750		0.902					
	APP/DEPART	344	/	223	279	/	286	0	/	198	84	/	0	0					
PM	4:00 PM	0	58	20	0	45	0	0	0	0	3	0	0	126	0	0	0	0	0
	4:15 PM	0	51	9	1	42	0	0	0	0	1	0	1	105	0	1	0	0	1
	4:30 PM	0	53	12	3	50	0	0	0	0	5	0	1	124	1	0	0	0	1
	4:45 PM	0	69	34	16	42	0	0	0	0	5	0	5	171	0	0	0	0	0
	5:00 PM	0	52	14	4	40	0	0	0	0	6	0	5	121	0	0	0	0	0
	5:15 PM	0	61	18	4	39	0	0	0	0	8	0	5	135	0	0	0	0	0
	5:30 PM	0	71	15	2	38	0	0	0	0	7	0	3	136	0	0	0	0	0
	5:45 PM	0	60	30	11	39	0	0	0	0	9	0	10	159	1	0	0	0	1
	VOLUMES	0	475	152	41	335	0	0	0	0	44	0	30	1,080	2	1	0	0	3
	APPROACH %	0%	76%	24%	11%	89%	0%	0%	0%	0%	59%	0%	41%						
	APP/DEPART	629	/	506	377	/	381	0	/	193	74	/	0	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	253	81	26	159	0	0	0	0	26	0	18	563					
	APPROACH %	0%	76%	24%	14%	86%	0%	0%	0%	0%	59%	0%	41%						
	PEAK HR FACTOR		0.811			0.797			0.000			0.846		0.823					
	APP/DEPART	334	/	271	185	/	185	0	/	107	44	/	0	0					

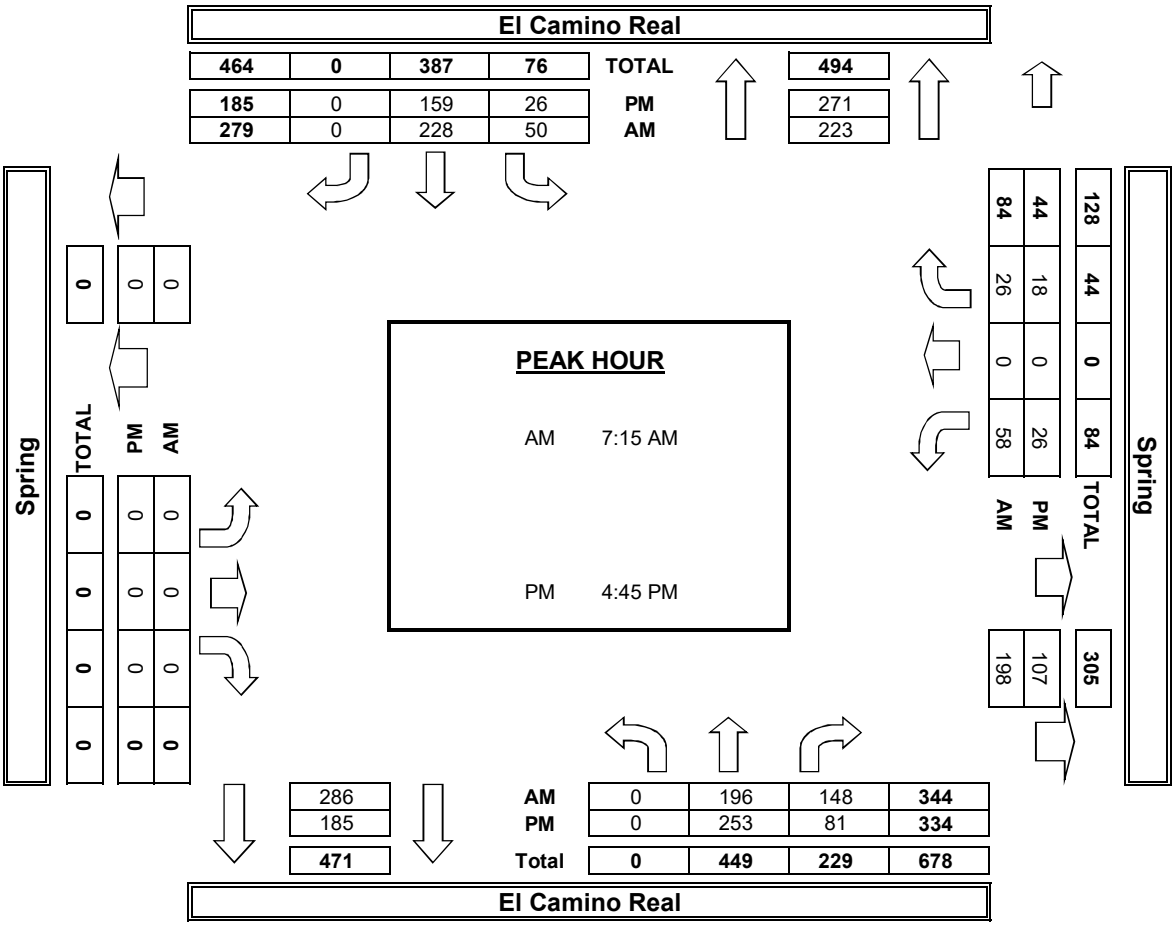


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:45 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Sep 11, 18

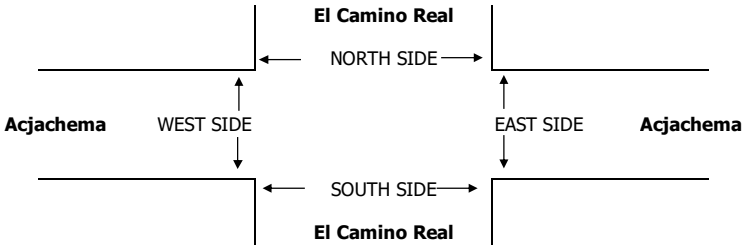
LOCATION: San Juan Capistrano
NORTH & SOUTH: El Camino Real
EAST & WEST: Acjachema
PROJECT #: SC1845
LOCATION #: 3
CONTROL: STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

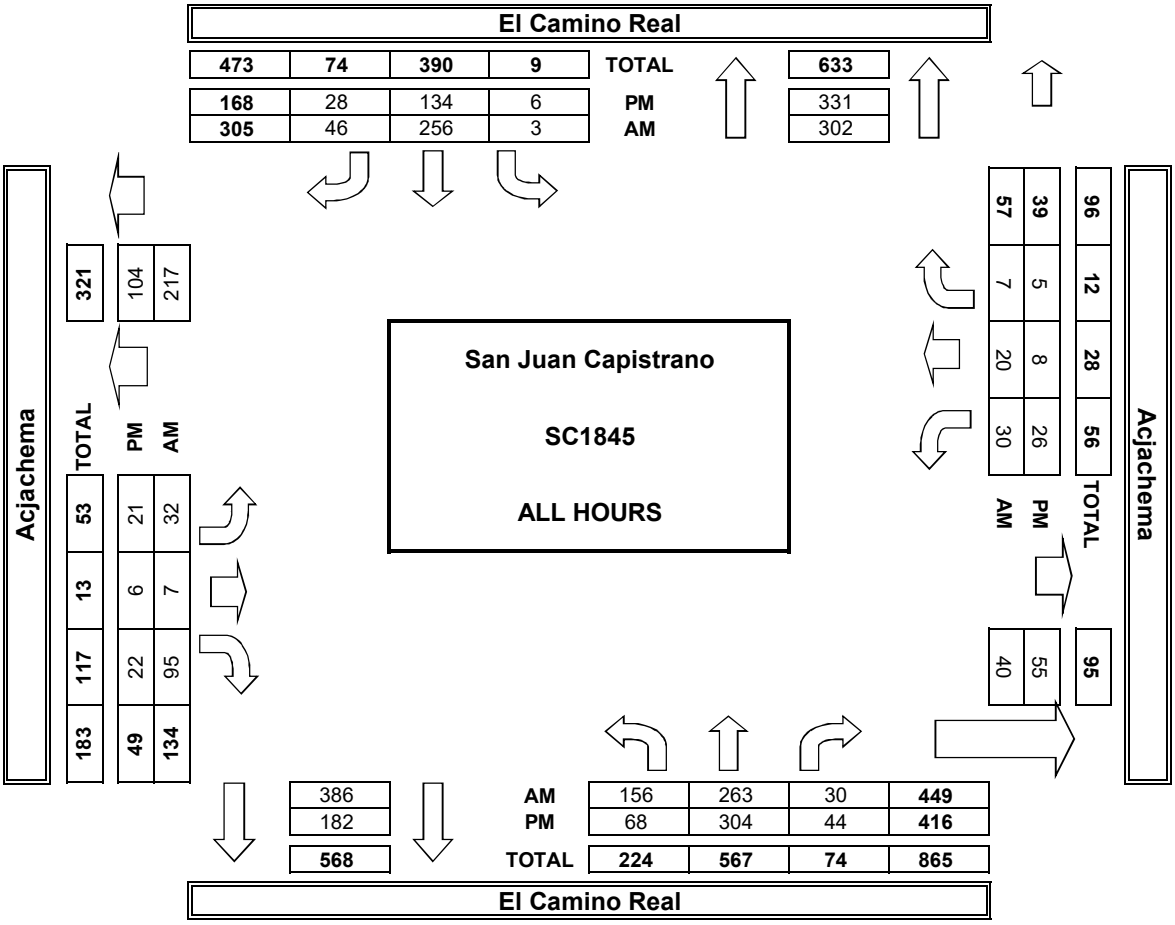
		NORTHBOUND El Camino Real			SOUTHBOUND El Camino Real			EASTBOUND Acjachema			WESTBOUND Acjachema				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	11	17	1	0	34	3	2	1	12	5	2	1	89	1	0	0	0	1
	7:15 AM	29	32	4	2	66	6	1	0	17	12	4	2	175	0	0	0	0	0
	7:30 AM	38	36	0	1	56	7	5	1	21	2	3	0	170	1	0	0	0	1
	7:45 AM	50	65	3	0	27	7	8	4	11	1	5	2	183	0	0	0	0	0
	8:00 AM	8	35	3	0	27	13	4	1	10	2	3	1	107	0	0	0	0	0
	8:15 AM	14	27	11	0	18	6	3	0	7	4	0	1	91	2	0	0	0	2
	8:30 AM	2	23	7	0	16	2	5	0	9	2	2	0	68	1	0	0	0	1
	8:45 AM	4	28	1	0	12	2	4	0	8	2	1	0	62	0	0	0	0	0
	VOLUMES	156	263	30	3	256	46	32	7	95	30	20	7	945	5	0	0	0	5
	APPROACH %	35%	59%	7%	1%	84%	15%	24%	5%	71%	53%	35%	12%						
	APP/DEPART	449	/	302	305	/	386	134	/	40	57	/	217	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	125	168	10	3	176	33	18	6	59	17	15	5	635					
	APPROACH %	41%	55%	3%	1%	83%	16%	22%	7%	71%	46%	41%	14%						
	PEAK HR FACTOR		0.642			0.716			0.769			0.514		0.867					
	APP/DEPART	303	/	191	212	/	253	83	/	19	37	/	172	0					
PM	4:00 PM	14	55	9	0	19	3	2	0	4	5	0	0	111	0	0	0	0	0
	4:15 PM	7	31	5	1	18	4	3	2	2	2	0	0	75	0	0	0	0	0
	4:30 PM	11	27	3	1	14	3	2	1	3	1	2	0	68	0	0	0	0	0
	4:45 PM	4	43	1	1	19	3	2	1	2	4	2	0	82	0	0	0	0	0
	5:00 PM	7	45	7	2	15	3	4	0	2	2	3	1	91	0	0	0	0	0
	5:15 PM	5	33	7	0	15	2	2	0	1	3	0	2	70	0	0	0	0	0
	5:30 PM	6	29	5	0	17	3	1	1	3	5	0	1	71	0	0	0	0	0
	5:45 PM	14	41	7	1	17	7	5	1	5	4	1	1	104	0	1	0	0	1
	VOLUMES	68	304	44	6	134	28	21	6	22	26	8	5	672	0	1	0	0	1
	APPROACH %	16%	73%	11%	4%	80%	17%	43%	12%	45%	67%	21%	13%						
	APP/DEPART	416	/	331	168	/	182	49	/	55	39	/	104	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	32	148	26	3	64	15	12	2	11	14	4	5	336					
	APPROACH %	16%	72%	13%	4%	78%	18%	48%	8%	44%	61%	17%	22%						
	PEAK HR FACTOR		0.660			0.820			0.568			0.958		0.757					
	APP/DEPART	206	/	166	82	/	89	25	/	30	23	/	51	0					

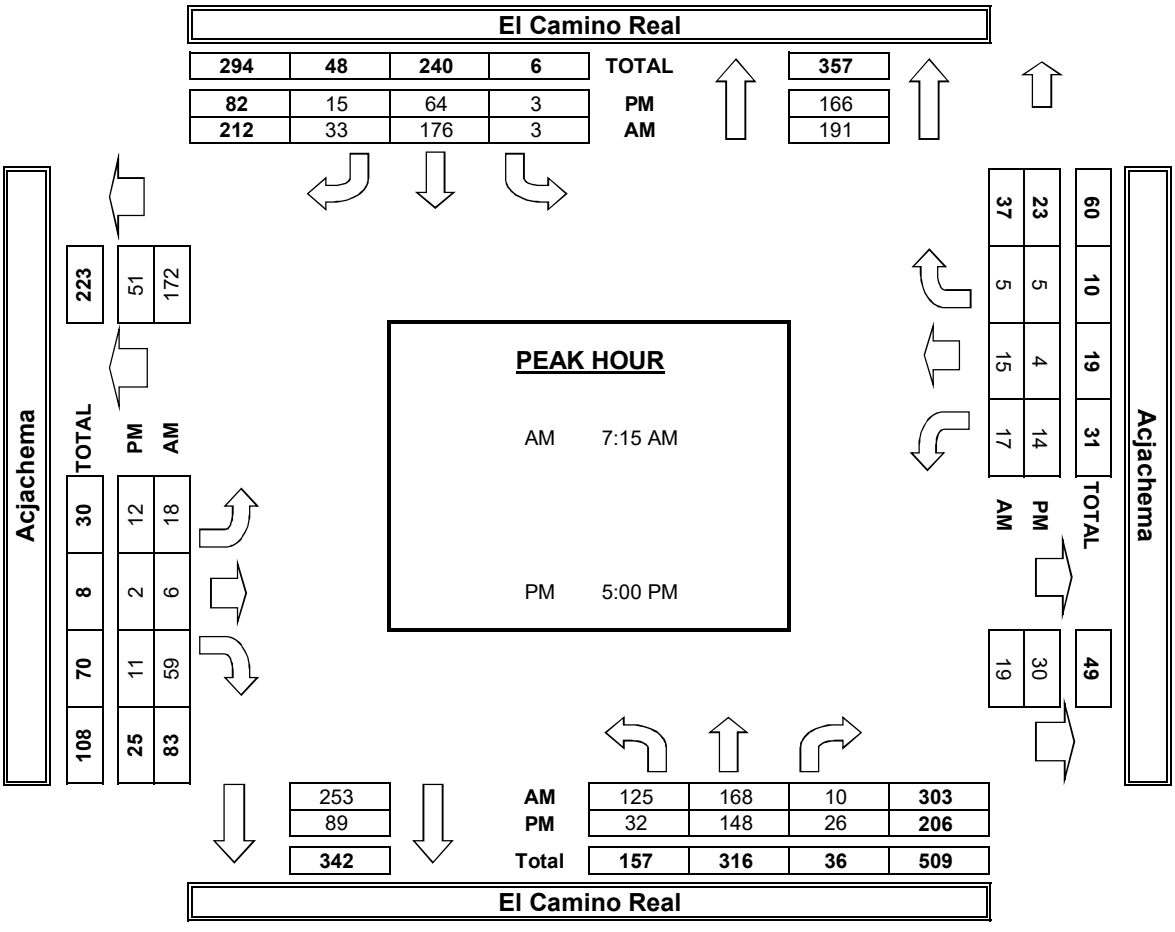


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	5:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Sep 12, 18

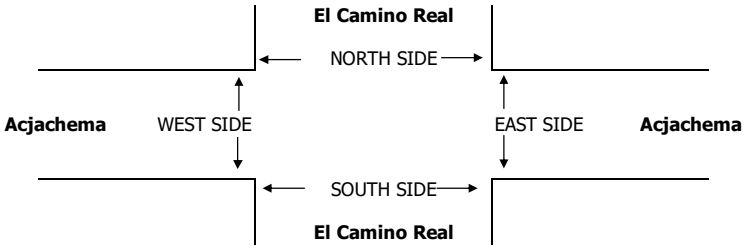
LOCATION: San Juan Capistrano
NORTH & SOUTH: El Camino Real
EAST & WEST: Acjachema
PROJECT #: SC1845
LOCATION #: 3
CONTROL: STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

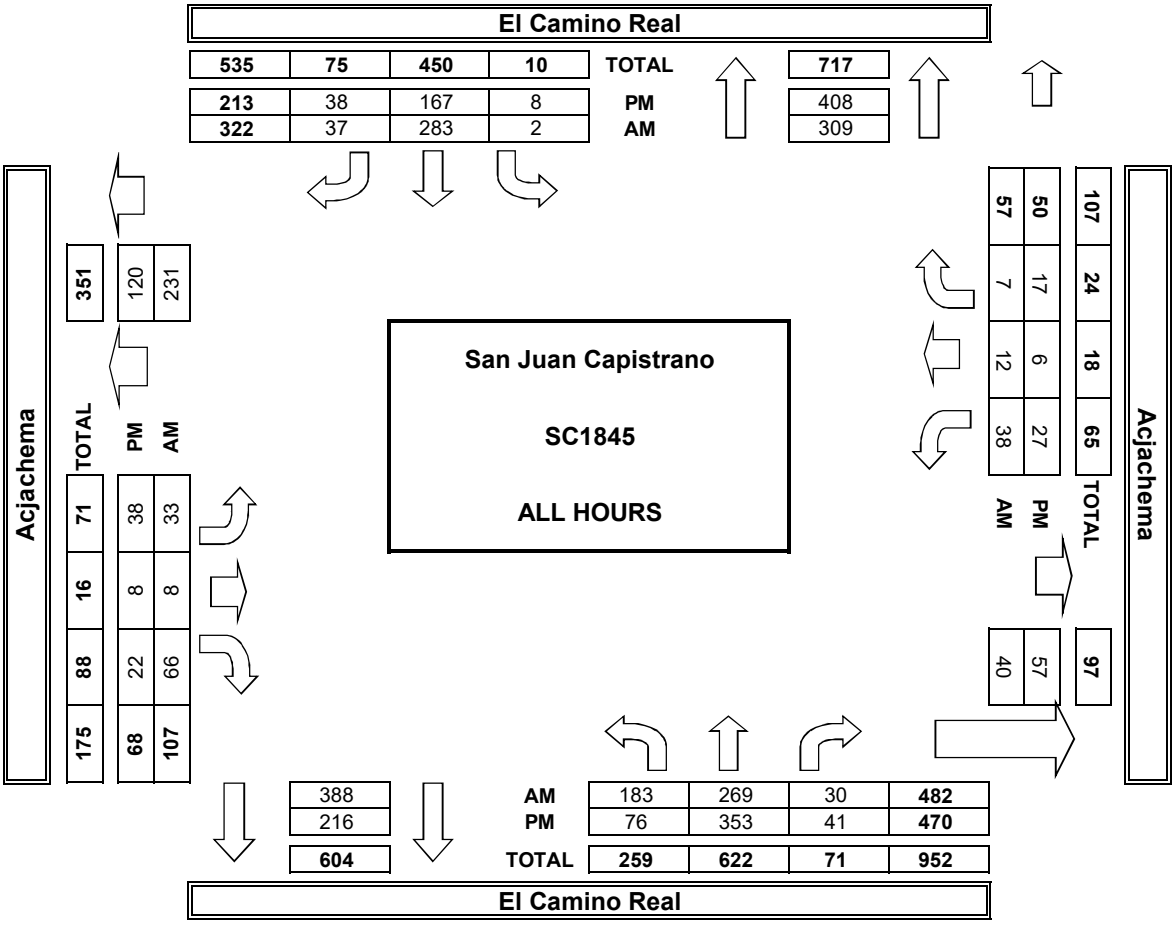
		NORTHBOUND El Camino Real			SOUTHBOUND El Camino Real			EASTBOUND Acjachema			WESTBOUND Acjachema				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	10	19	1	1	41	0	2	0	8	6	1	2	91	0	0	0	0	0
	7:15 AM	21	26	5	0	63	1	2	0	9	7	5	0	139	0	0	0	0	0
	7:30 AM	43	41	3	1	77	6	5	2	21	4	2	0	205	1	0	0	0	1
	7:45 AM	60	64	3	0	16	13	7	1	12	5	2	3	186	0	0	0	0	0
	8:00 AM	21	36	1	0	28	8	6	3	8	2	0	0	113	0	0	0	0	0
	8:15 AM	15	25	8	0	26	5	4	2	3	7	1	1	97	0	0	0	0	0
	8:30 AM	8	32	6	0	15	4	4	0	2	5	1	1	78	0	0	0	0	0
	8:45 AM	5	26	3	0	17	0	3	0	3	2	0	0	59	0	0	0	0	0
	VOLUMES	183	269	30	2	283	37	33	8	66	38	12	7	968	1	0	0	0	1
	APPROACH %	38%	56%	6%	1%	88%	11%	31%	7%	62%	67%	21%	12%						
	APP/DEPART	482	/	309	322	/	388	107	/	40	57	/	231	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	145	167	12	1	184	28	20	6	50	18	9	3	643					
	APPROACH %	45%	52%	4%	0%	86%	13%	26%	8%	66%	60%	30%	10%						
	PEAK HR FACTOR		0.638			0.634			0.679			0.625		0.784					
	APP/DEPART	324	/	190	213	/	253	76	/	19	30	/	181	0					
PM	4:00 PM	11	39	4	1	28	5	4	0	3	7	1	4	107	0	0	0	0	0
	4:15 PM	8	35	3	2	20	11	3	2	4	1	0	2	91	0	0	0	0	0
	4:30 PM	9	44	8	1	20	4	6	1	6	1	1	0	101	0	0	0	0	0
	4:45 PM	11	32	3	1	17	3	1	0	1	2	2	1	74	0	0	0	0	0
	5:00 PM	8	51	8	1	18	7	5	0	2	5	0	3	108	0	0	0	0	0
	5:15 PM	6	32	3	0	14	3	4	1	1	4	2	5	75	0	0	0	0	0
	5:30 PM	11	51	7	0	24	2	4	2	2	4	0	2	109	0	0	0	0	0
	5:45 PM	12	69	5	2	26	3	11	2	3	3	0	0	136	0	0	0	0	0
	VOLUMES	76	353	41	8	167	38	38	8	22	27	6	17	801	0	0	0	0	0
	APPROACH %	16%	75%	9%	4%	78%	18%	56%	12%	32%	54%	12%	34%						
	APP/DEPART	470	/	408	213	/	216	68	/	57	50	/	120	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	37	203	23	3	82	15	24	5	8	16	2	10	428					
	APPROACH %	14%	77%	9%	3%	82%	15%	65%	14%	22%	57%	7%	36%						
	PEAK HR FACTOR		0.765			0.806			0.578			0.636		0.787					
	APP/DEPART	263	/	237	100	/	106	37	/	31	28	/	54	0					

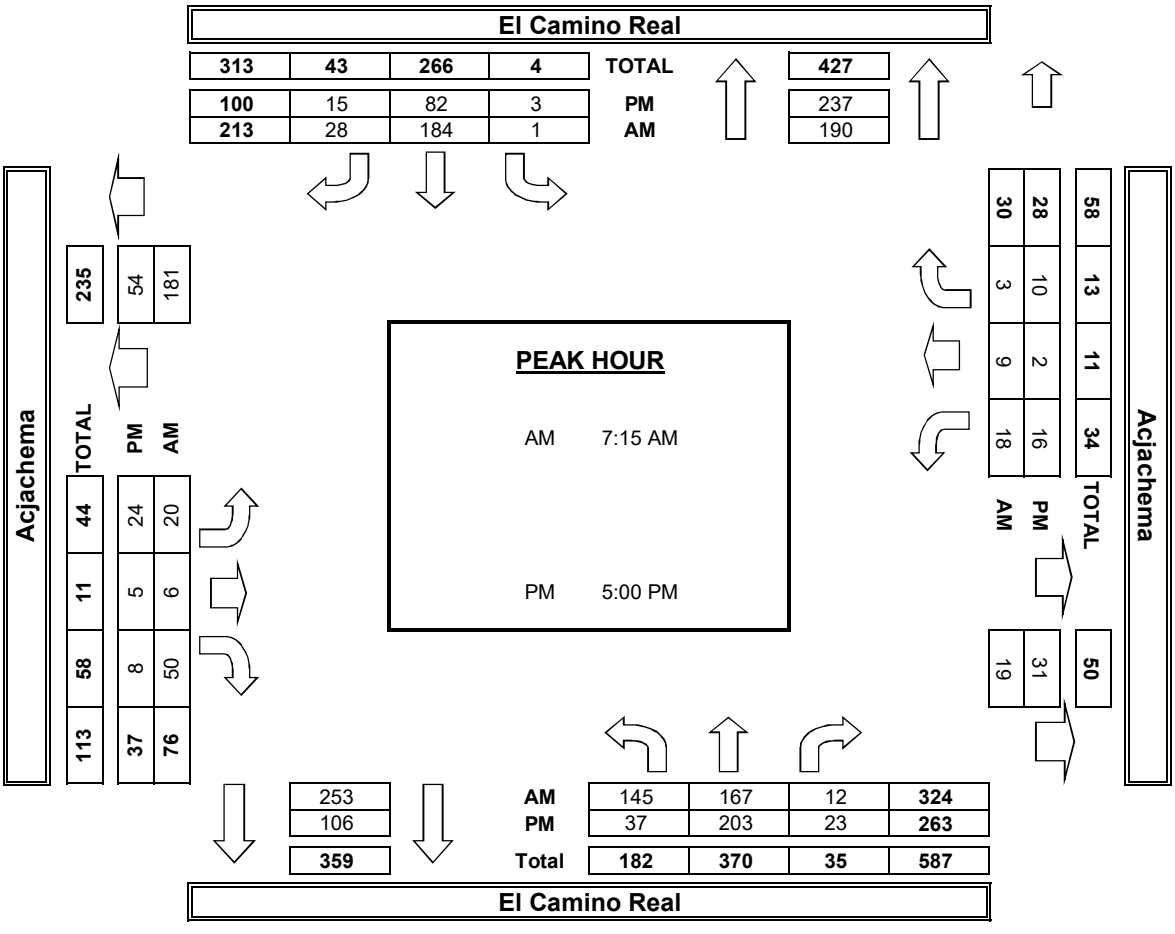


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	5:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Sep 13, 18

LOCATION: San Juan Capistrano
NORTH & SOUTH: El Camino Real
EAST & WEST: Acjachema

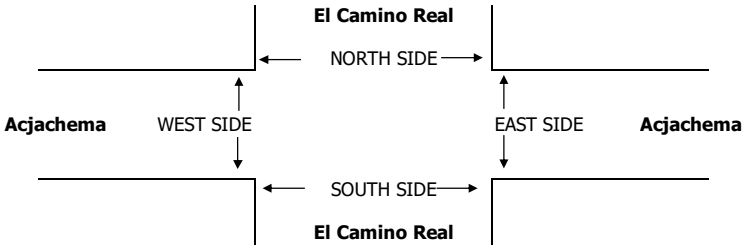
PROJECT #: SC1845
LOCATION #: 3
CONTROL: STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

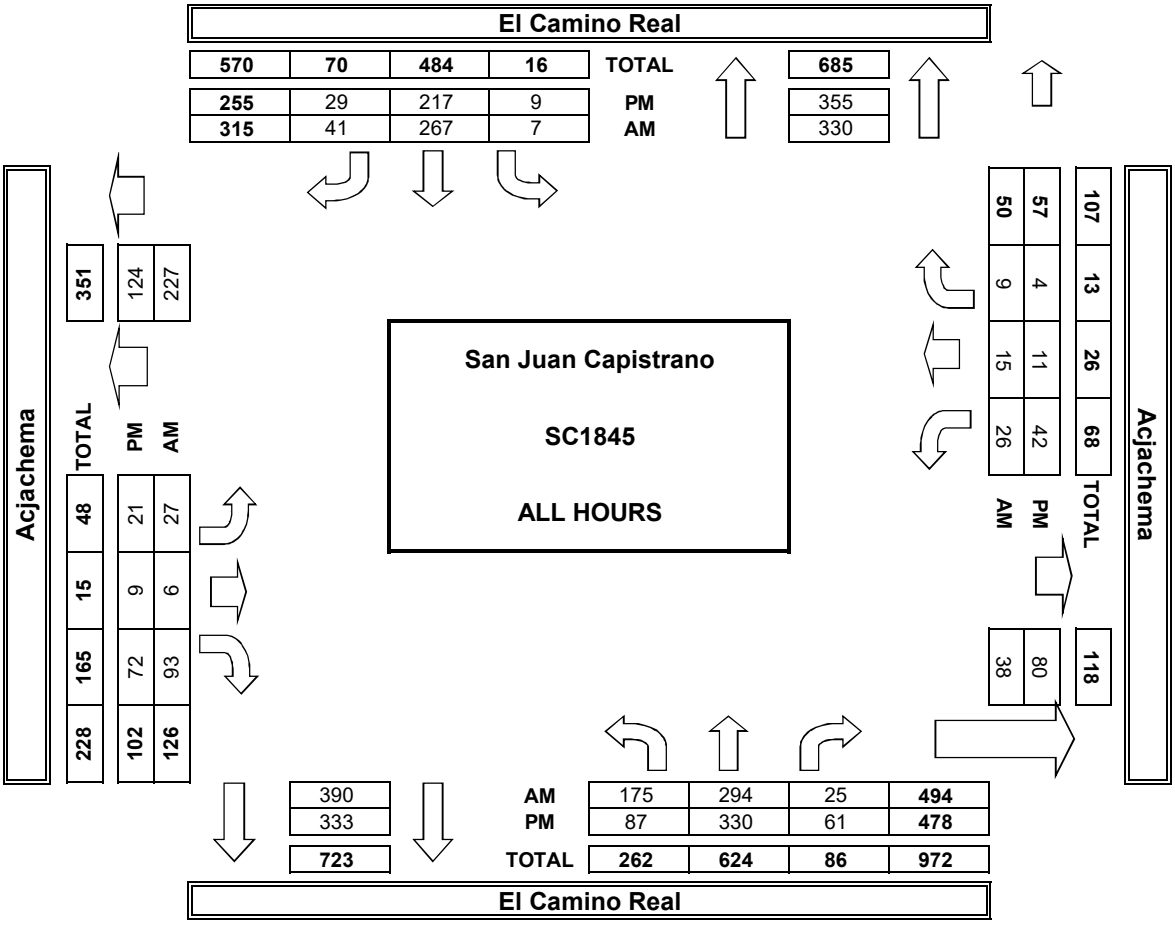
		NORTHBOUND El Camino Real			SOUTHBOUND El Camino Real			EASTBOUND Acjachema			WESTBOUND Acjachema				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	4	24	2	2	35	3	2	0	11	5	1	2	91	0	0	0	0	0
	7:15 AM	25	30	2	0	59	3	0	1	20	6	5	1	152	1	0	0	0	1
	7:30 AM	43	45	4	1	81	4	4	1	22	6	3	1	215	0	0	0	0	0
	7:45 AM	67	67	2	1	15	10	3	2	9	3	3	3	185	1	0	0	0	1
	8:00 AM	15	44	3	1	25	8	2	2	11	1	1	0	113	0	0	0	0	0
	8:15 AM	12	29	4	2	17	7	7	0	12	1	2	1	94	0	0	0	0	0
	8:30 AM	4	22	5	0	17	3	5	0	3	3	0	0	62	2	0	0	0	2
	8:45 AM	5	33	3	0	18	3	4	0	5	1	0	1	73	0	0	0	0	0
	VOLUMES	175	294	25	7	267	41	27	6	93	26	15	9	985	4	0	0	0	4
	APPROACH %	35%	60%	5%	2%	85%	13%	21%	5%	74%	52%	30%	18%						
	APP/DEPART	494	/	330	315	/	390	126	/	38	50	/	227	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	150	186	11	3	180	25	9	6	62	16	12	5	665					
	APPROACH %	43%	54%	3%	1%	87%	12%	12%	8%	81%	48%	36%	15%						
	PEAK HR FACTOR		0.638			0.605			0.713			0.688		0.773					
	APP/DEPART	347	/	200	208	/	260	77	/	20	33	/	185	0					
PM	4:00 PM	5	36	4	2	22	6	2	0	6	5	3	0	91	0	0	0	0	0
	4:15 PM	14	42	10	0	21	6	1	2	4	8	0	1	109	1	0	0	0	1
	4:30 PM	10	32	6	1	23	2	3	2	9	9	2	0	99	0	0	0	0	0
	4:45 PM	10	41	6	0	33	2	5	2	20	4	1	0	124	0	0	0	0	0
	5:00 PM	15	40	9	2	30	4	0	1	12	2	0	1	116	1	0	0	0	1
	5:15 PM	6	40	7	2	28	3	5	1	5	5	1	1	104	0	0	0	0	0
	5:30 PM	11	59	12	1	21	1	2	1	7	5	2	0	122	0	0	0	0	0
	5:45 PM	16	40	7	1	39	5	3	0	9	4	2	1	127	1	0	0	1	2
	VOLUMES	87	330	61	9	217	29	21	9	72	42	11	4	892	3	0	0	1	4
	APPROACH %	18%	69%	13%	4%	85%	11%	21%	9%	71%	74%	19%	7%						
	APP/DEPART	478	/	355	255	/	333	102	/	80	57	/	124	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	48	179	35	6	118	13	10	3	33	16	5	3	469					
	APPROACH %	18%	68%	13%	4%	86%	9%	22%	7%	72%	67%	21%	13%						
	PEAK HR FACTOR		0.799			0.761			0.885			0.857		0.923					
	APP/DEPART	262	/	192	137	/	168	46	/	45	24	/	64	0					

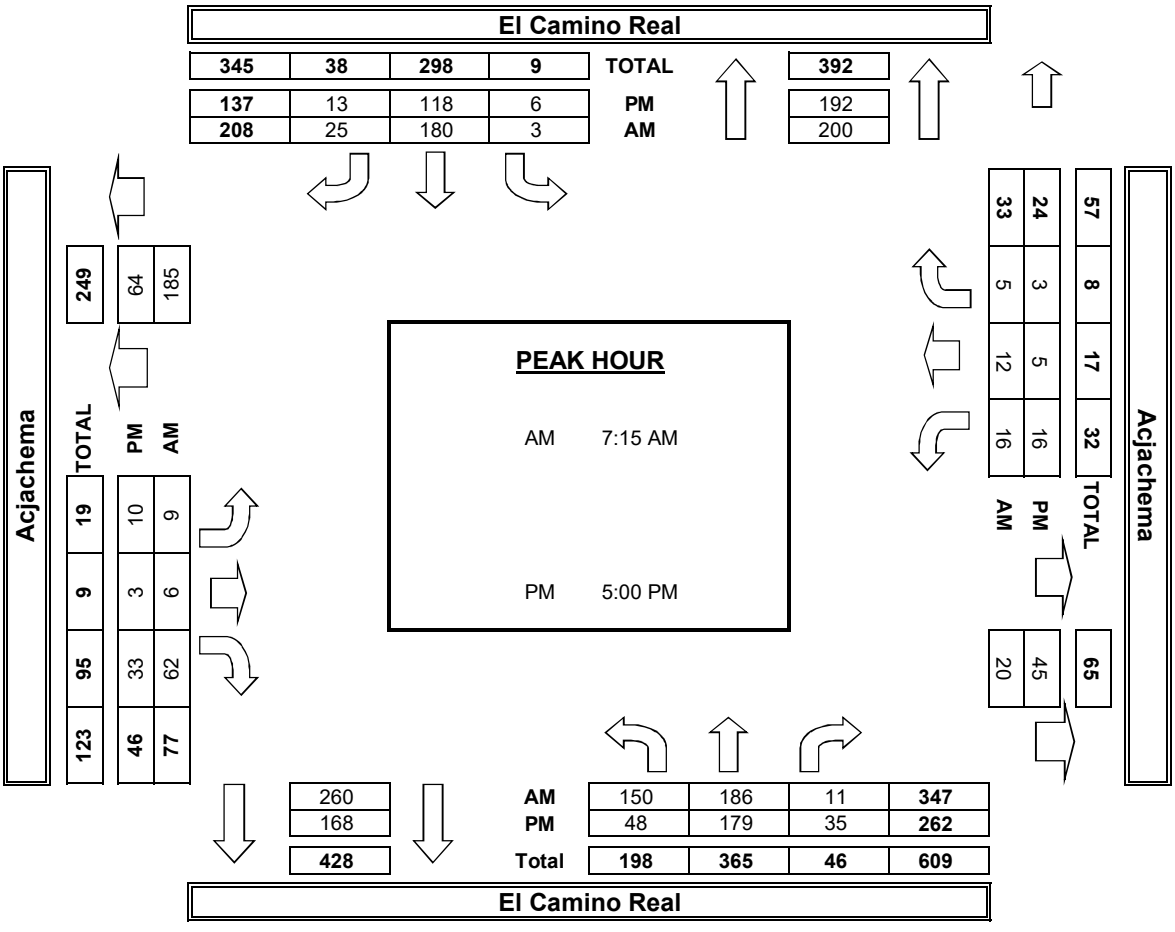


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:15 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	5:00 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Sep 11, 18

LOCATION: San Juan Capistrano
NORTH & SOUTH: Camino Capistrano
EAST & WEST: Acjachema

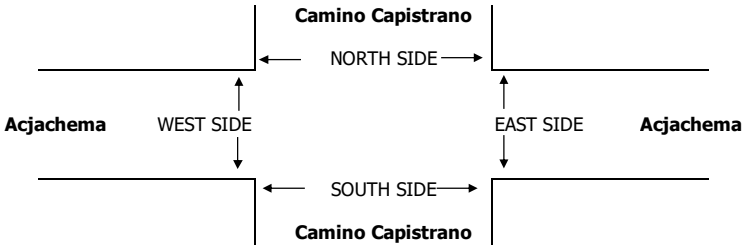
PROJECT #: SC1845
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

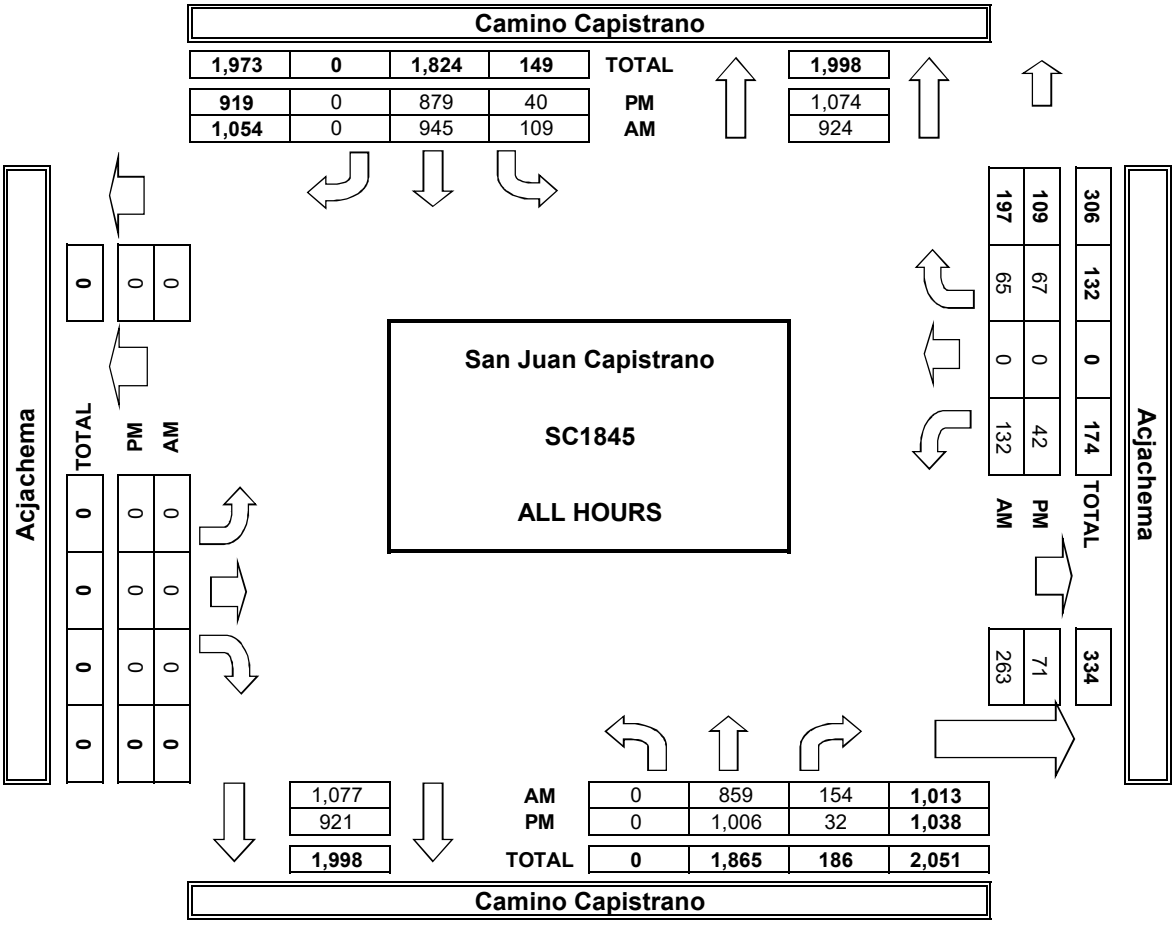
		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Acjachema			WESTBOUND Acjachema				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	73	9	19	99	0	0	0	0	5	0	5	210	0	0	0	0	0
	7:15 AM	0	82	11	21	122	0	0	0	0	29	0	9	274	0	0	0	0	0
	7:30 AM	0	119	49	28	138	0	0	0	0	37	0	15	386	0	0	0	0	0
	7:45 AM	0	174	48	18	139	0	0	0	0	32	0	17	428	0	0	0	0	0
	8:00 AM	0	117	13	7	105	0	0	0	0	13	0	9	264	0	0	0	0	0
	8:15 AM	0	115	9	6	130	0	0	0	0	7	0	8	275	0	0	0	0	0
	8:30 AM	0	82	8	5	120	0	0	0	0	3	0	0	218	0	0	0	0	0
	8:45 AM	0	97	7	5	92	0	0	0	0	6	0	2	209	0	0	0	0	0
	VOLUMES	0	859	154	109	945	0	0	0	0	132	0	65	2,264	0	0	0	0	0
	APPROACH %	0%	85%	15%	10%	90%	0%	0%	0%	0%	67%	0%	33%						
	APP/DEPART	1,013	/	924	1,054	/	1,077	0	/	263	197	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	525	119	59	512	0	0	0	0	89	0	49	1,353					
	APPROACH %	0%	82%	18%	10%	90%	0%	0%	0%	0%	64%	0%	36%						
	PEAK HR FACTOR		0.725			0.860			0.000			0.663		0.790					
	APP/DEPART	644	/	574	571	/	601	0	/	178	138	/	0	0					
PM	4:00 PM	0	132	6	5	99	0	0	0	0	4	0	9	255	0	0	0	0	0
	4:15 PM	0	103	4	4	135	0	0	0	0	6	0	7	259	0	0	0	0	0
	4:30 PM	0	143	2	7	90	0	0	0	0	6	0	12	260	0	0	0	0	0
	4:45 PM	0	123	3	8	107	0	0	0	0	5	0	8	254	0	0	0	0	0
	5:00 PM	0	141	2	3	113	0	0	0	0	8	0	5	272	0	0	0	0	0
	5:15 PM	0	133	6	1	108	0	0	0	0	2	0	7	257	0	1	0	0	1
	5:30 PM	0	124	3	5	113	0	0	0	0	2	0	10	257	0	0	0	0	0
	5:45 PM	0	107	6	7	114	0	0	0	0	9	0	9	252	0	0	0	0	0
	VOLUMES	0	1,006	32	40	879	0	0	0	0	42	0	67	2,066	0	1	0	0	1
	APPROACH %	0%	97%	3%	4%	96%	0%	0%	0%	0%	39%	0%	61%						
	APP/DEPART	1,038	/	1,074	919	/	921	0	/	71	109	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	510	11	22	445	0	0	0	0	25	0	32	1,045					
	APPROACH %	0%	98%	2%	5%	95%	0%	0%	0%	0%	44%	0%	56%						
	PEAK HR FACTOR		0.898			0.840			0.000			0.792		0.960					
	APP/DEPART	521	/	542	467	/	470	0	/	33	57	/	0	0					

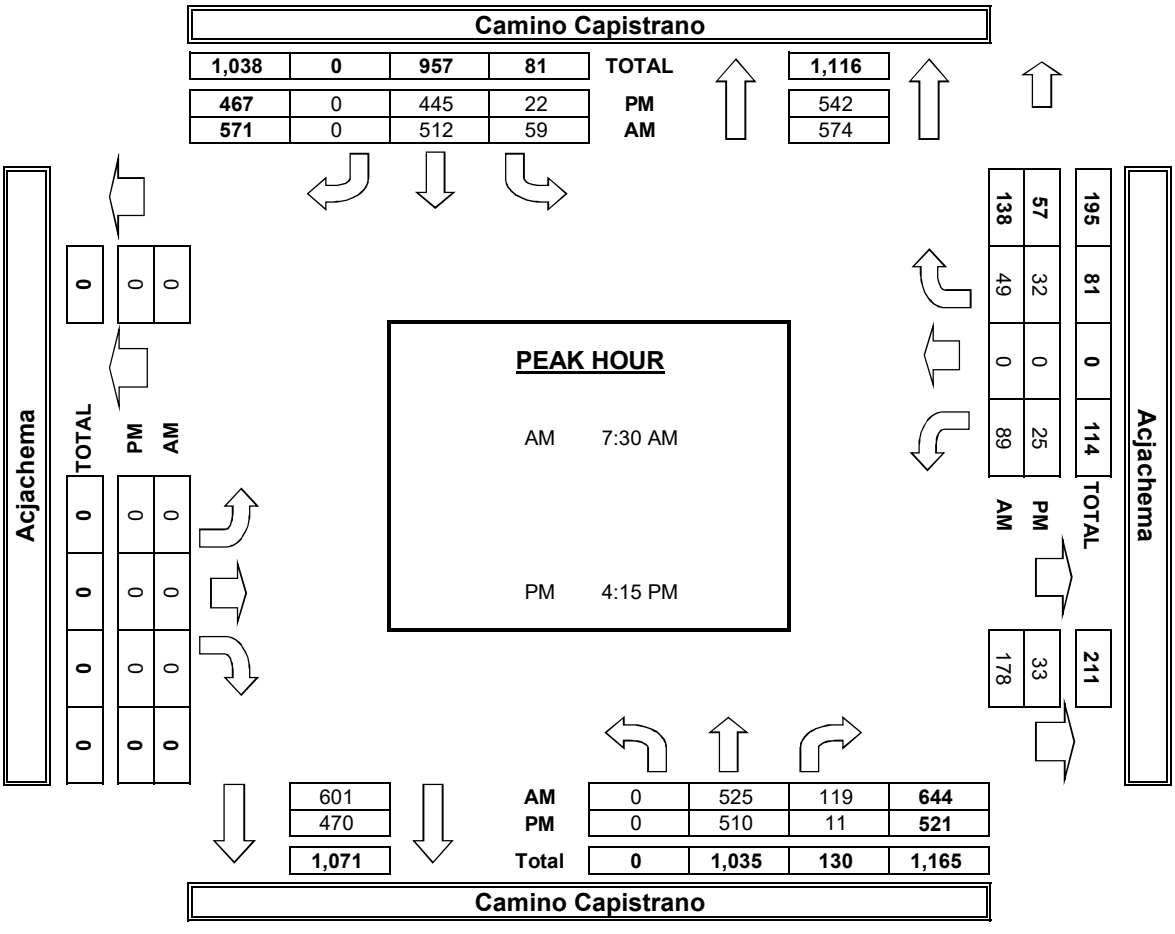


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:30 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:15 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Sep 12, 18

LOCATION: San Juan Capistrano
NORTH & SOUTH: Camino Capistrano
EAST & WEST: Acjachema

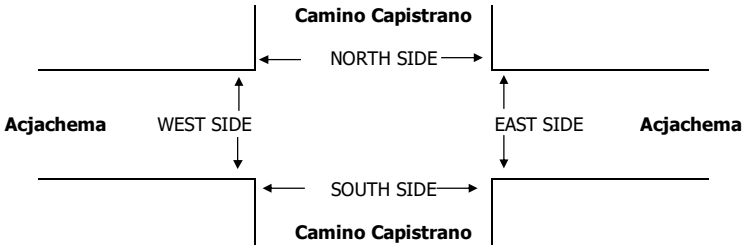
PROJECT #: SC1845
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☐ Add U-Turns to Left Turns

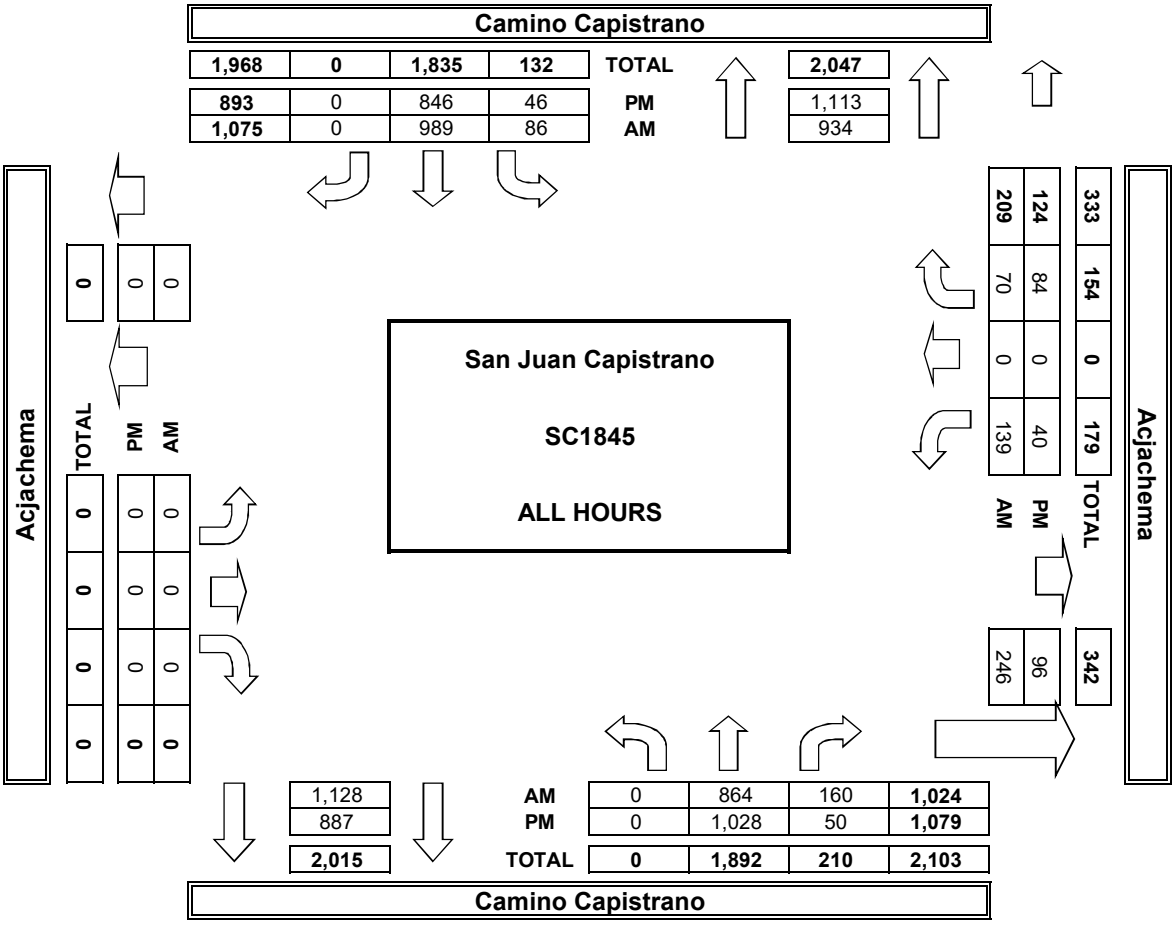
		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Acjachema			WESTBOUND Acjachema				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	69	4	11	144	0	0	0	0	7	0	5	240	0	0	0	0	0
	7:15 AM	0	93	17	15	139	0	0	0	0	22	0	2	288	0	0	0	0	0
	7:30 AM	0	108	51	33	150	0	0	0	0	39	0	11	392	0	0	0	0	0
	7:45 AM	0	137	56	15	134	0	0	0	0	43	0	24	409	0	0	0	0	0
	8:00 AM	0	136	11	4	101	0	0	0	0	16	0	10	278	0	0	0	0	0
	8:15 AM	0	150	10	5	133	0	0	0	0	3	0	10	311	0	0	0	0	0
	8:30 AM	0	98	8	0	107	0	0	0	0	7	0	3	223	0	0	0	0	0
	8:45 AM	0	73	3	3	81	0	0	0	0	2	0	5	167	0	0	0	0	0
	VOLUMES	0	864	160	86	989	0	0	0	0	139	0	70	2,308	0	0	0	0	0
	APPROACH %	0%	84%	16%	8%	92%	0%	0%	0%	0%	67%	0%	33%						
	APP/DEPART	1,024	/	934	1,075	/	1,128	0	/	246	209	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	531	128	57	518	0	0	0	0	101	0	55	1,390					
	APPROACH %	0%	81%	19%	10%	90%	0%	0%	0%	0%	65%	0%	35%						
	PEAK HR FACTOR		0.854			0.786			0.000			0.582		0.850					
	APP/DEPART	659	/	586	575	/	619	0	/	185	156	/	0	0					
PM	4:00 PM	0	119	4	8	100	0	0	0	0	5	0	13	249	0	1	0	0	1
	4:15 PM	0	130	8	9	113	0	0	0	0	8	0	10	278	1	0	0	0	1
	4:30 PM	0	138	5	5	118	0	0	0	0	6	0	8	280	0	0	0	0	0
	4:45 PM	0	126	2	4	97	0	0	0	0	5	0	11	245	0	0	0	0	0
	5:00 PM	0	142	6	7	102	0	0	0	0	5	0	13	275	0	0	0	0	0
	5:15 PM	0	119	3	5	117	0	0	0	0	6	0	7	257	0	0	0	0	0
	5:30 PM	0	118	4	3	96	0	0	0	0	3	0	10	234	0	0	0	0	0
	5:45 PM	0	136	18	5	103	0	0	0	0	2	0	12	276	0	0	0	0	0
	VOLUMES	0	1,028	50	46	846	0	0	0	0	40	0	84	2,096	1	1	0	0	2
	APPROACH %	0%	95%	5%	5%	95%	0%	0%	0%	0%	32%	0%	68%						
	APP/DEPART	1,079	/	1,113	893	/	887	0	/	96	124	/	0	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	0	536	21	25	430	0	0	0	0	24	0	42	1,079					
	APPROACH %	0%	96%	4%	5%	95%	0%	0%	0%	0%	36%	0%	64%						
	PEAK HR FACTOR		0.943			0.925			0.000			0.917		0.963					
	APP/DEPART	558	/	578	455	/	455	0	/	46	66	/	0	0					

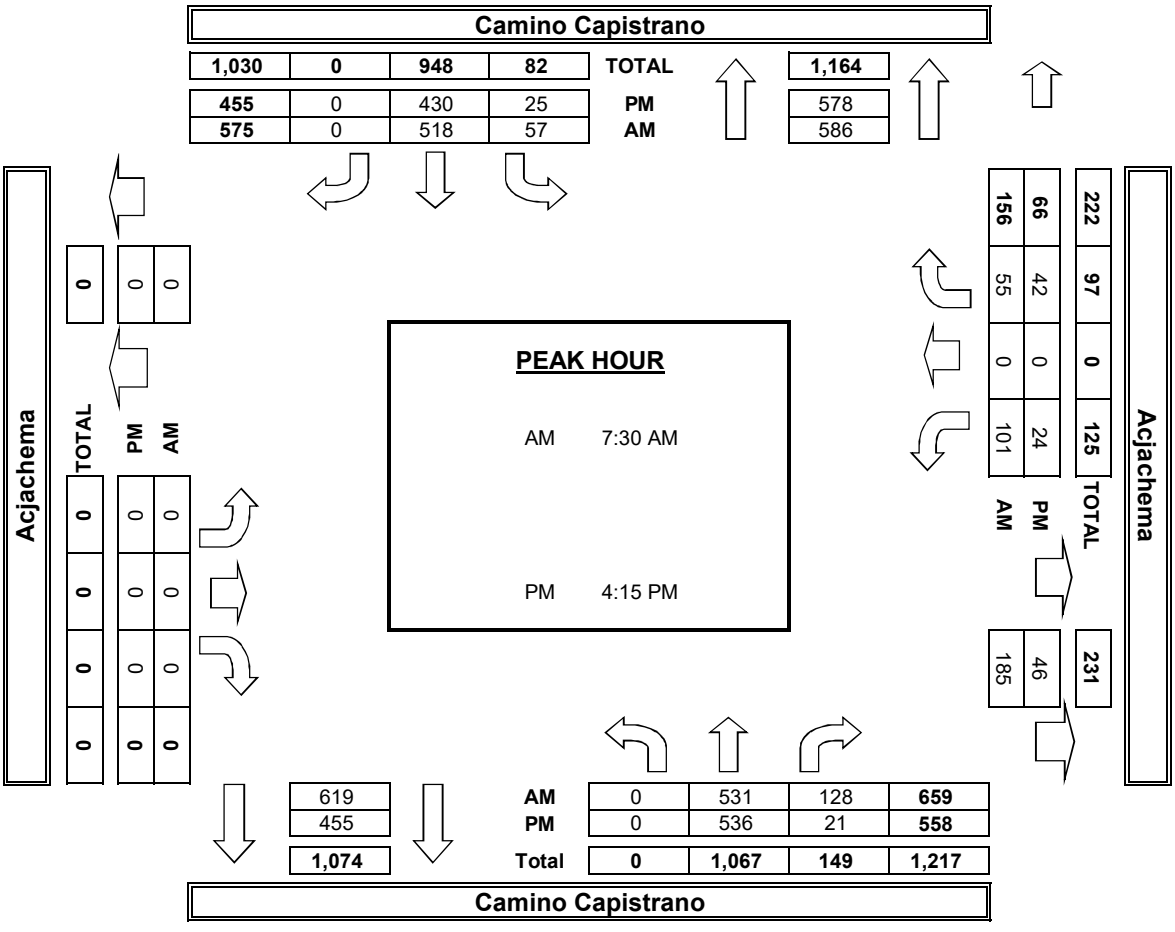


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:30 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:15 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Sep 13, 18

LOCATION: San Juan Capistrano
NORTH & SOUTH: Camino Capistrano
EAST & WEST: Acjachema

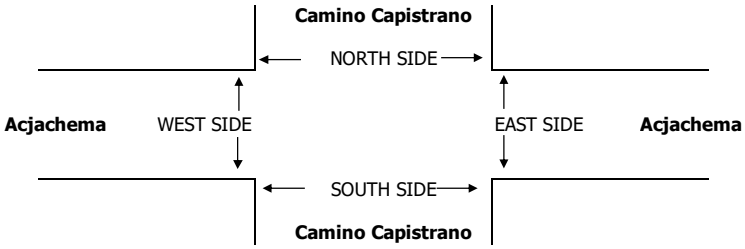
PROJECT #: SC1845
LOCATION #: 4
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

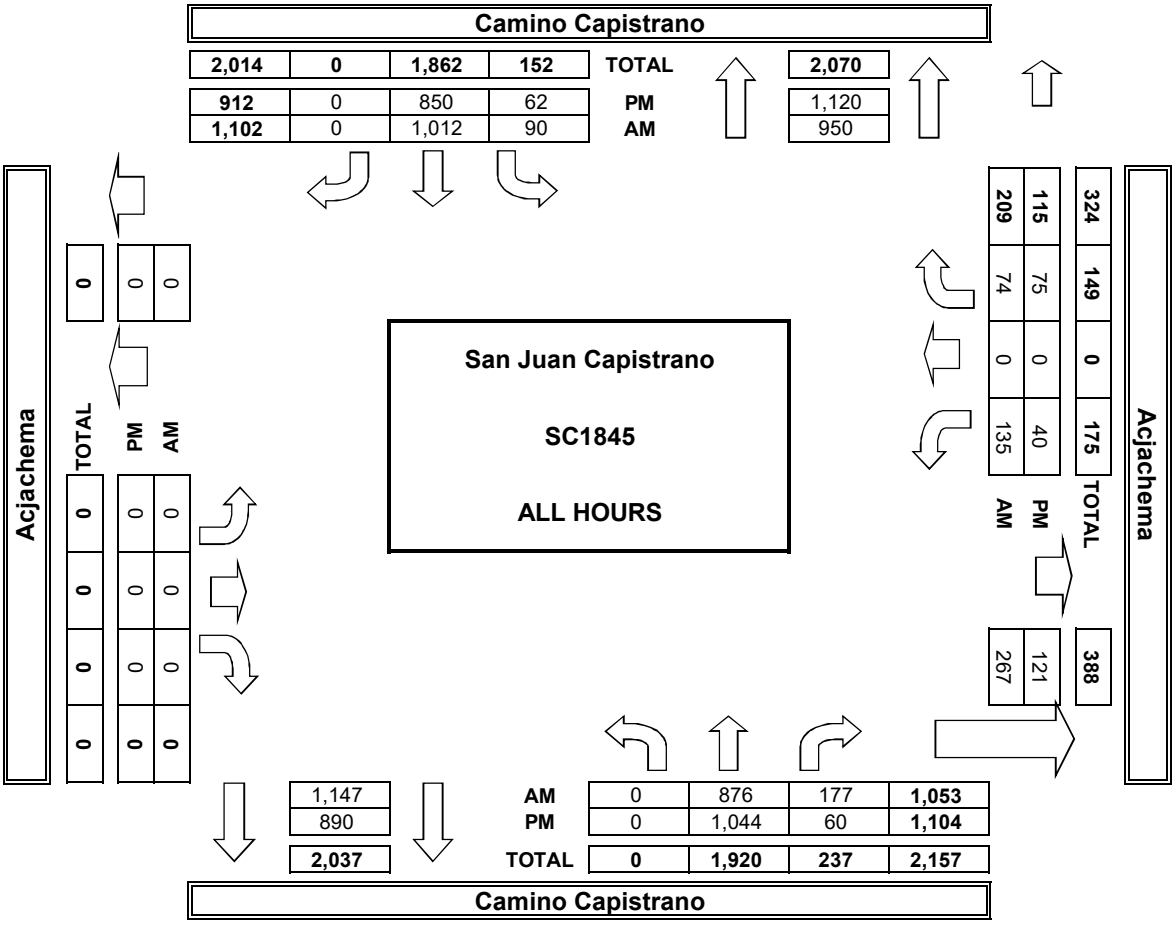
		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Acjachema			WESTBOUND Acjachema				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 1	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	60	9	12	155	0	0	0	0	5	0	2	243	0	0	0	0	0
	7:15 AM	0	109	20	15	146	0	0	0	0	16	0	9	315	0	0	0	0	0
	7:30 AM	0	106	48	36	138	0	0	0	0	38	0	14	380	0	0	0	0	0
	7:45 AM	0	153	61	11	127	0	0	0	0	52	0	26	430	0	0	0	0	0
	8:00 AM	0	125	17	4	110	0	0	0	0	11	0	6	273	0	0	0	0	0
	8:15 AM	0	135	11	8	150	0	0	0	0	5	0	9	318	0	0	0	0	0
	8:30 AM	0	106	4	2	89	0	0	0	0	5	0	1	207	0	0	0	0	0
	8:45 AM	0	82	7	2	97	0	0	0	0	3	0	7	198	0	0	0	0	0
	VOLUMES	0	876	177	90	1,012	0	0	0	0	135	0	74	2,364	0	0	0	0	0
	APPROACH %	0%	83%	17%	8%	92%	0%	0%	0%	0%	65%	0%	35%						
	APP/DEPART	1,053	/	950	1,102	/	1,147	0	/	267	209	/	0	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	519	137	59	525	0	0	0	0	106	0	55	1,401					
	APPROACH %	0%	79%	21%	10%	90%	0%	0%	0%	0%	66%	0%	34%						
	PEAK HR FACTOR		0.766			0.839			0.000			0.516		0.815					
	APP/DEPART	656	/	574	584	/	631	0	/	196	161	/	0	0					
PM	4:00 PM	0	146	4	8	105	0	0	0	0	8	0	7	278	0	1	0	0	1
	4:15 PM	0	147	7	5	113	0	0	0	0	8	0	11	291	0	0	0	0	0
	4:30 PM	0	120	6	10	122	0	0	0	0	5	0	7	270	0	0	0	0	0
	4:45 PM	0	120	11	20	89	0	0	0	0	3	0	9	252	0	0	0	0	0
	5:00 PM	0	140	6	6	101	0	0	0	0	5	0	12	270	0	0	0	0	0
	5:15 PM	0	117	4	4	115	0	0	0	0	6	0	8	254	0	0	0	0	0
	5:30 PM	0	120	5	4	101	0	0	0	0	3	0	10	243	0	0	0	0	0
	5:45 PM	0	134	17	5	104	0	0	0	0	2	0	11	273	0	0	0	0	0
	VOLUMES	0	1,044	60	62	850	0	0	0	0	40	0	75	2,131	0	1	0	0	1
	APPROACH %	0%	95%	5%	7%	93%	0%	0%	0%	0%	35%	0%	65%						
	APP/DEPART	1,104	/	1,120	912	/	890	0	/	121	115	/	0	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	533	28	43	429	0	0	0	0	24	0	34	1,091					
	APPROACH %	0%	95%	5%	9%	91%	0%	0%	0%	0%	41%	0%	59%						
	PEAK HR FACTOR		0.911			0.894			0.000			0.763		0.937					
	APP/DEPART	561	/	568	472	/	453	0	/	70	58	/	0	0					

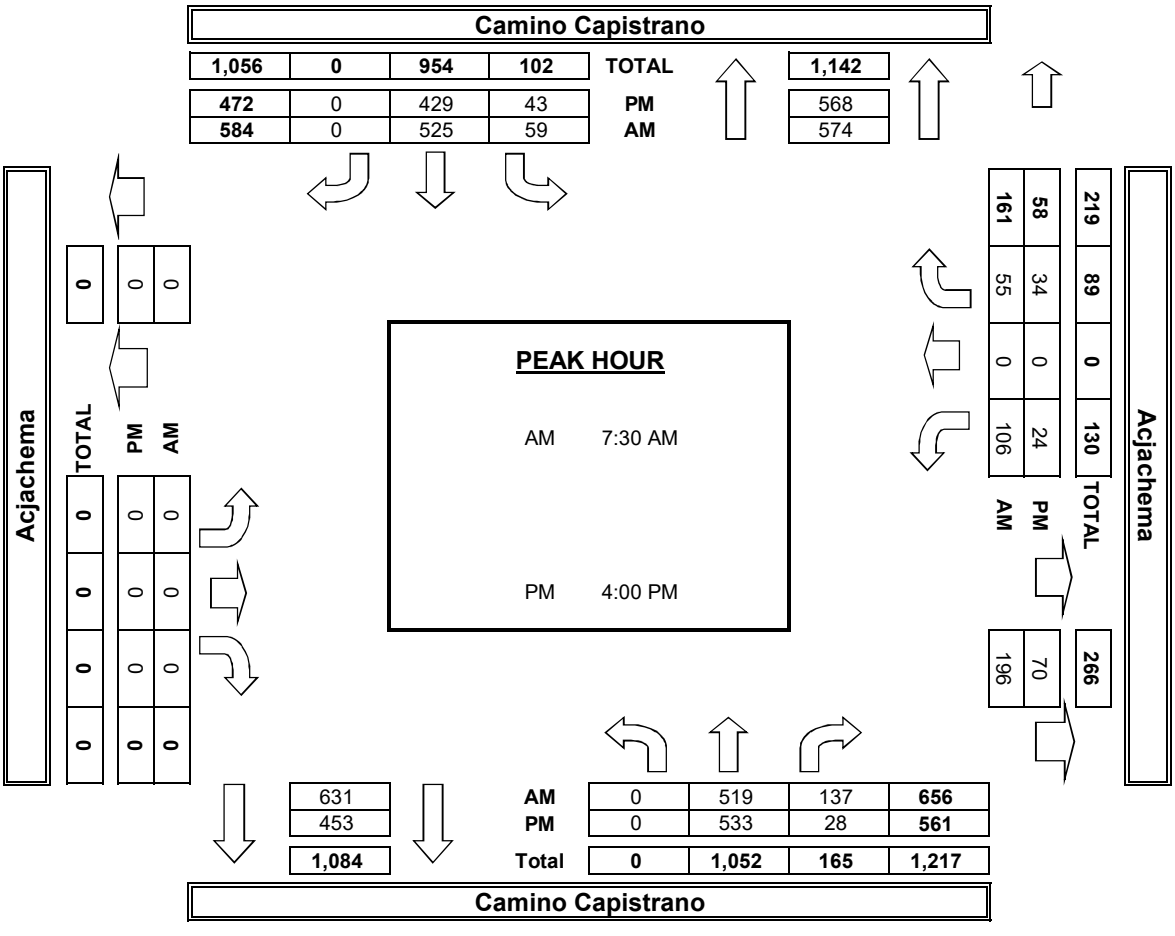


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:30 AM			0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:00 PM			0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





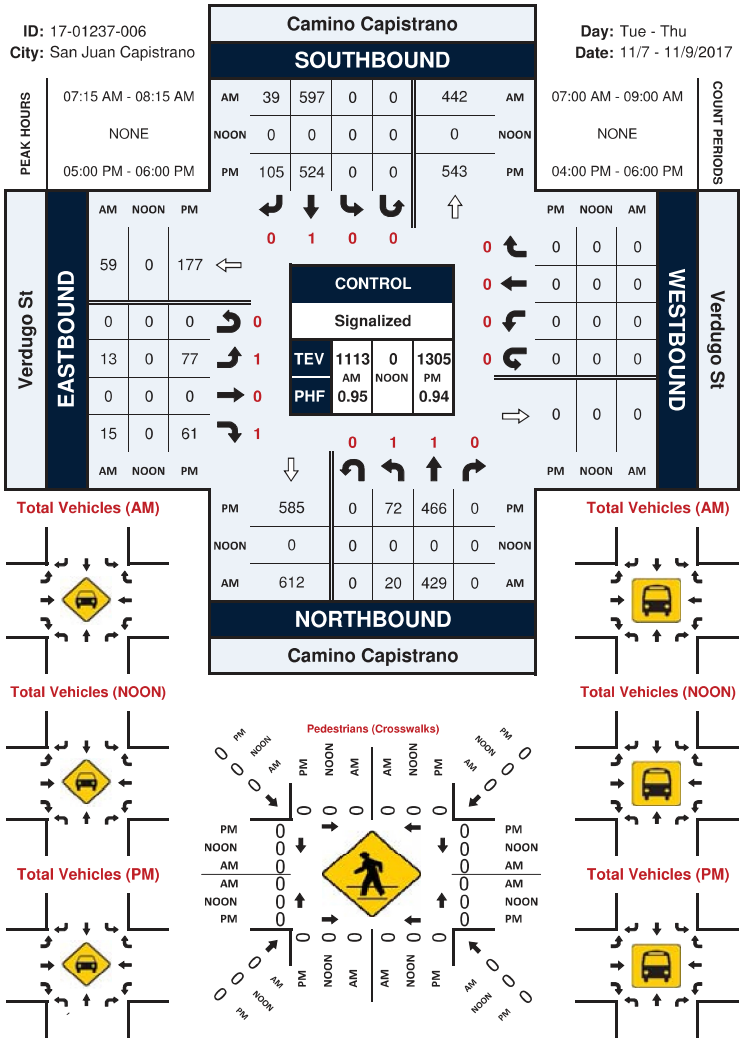
Prepared by National Data & Surveying Services

Camino Capistrano & Verdugo St

3-Day Average Peak Hour Turning Movement Count

ID: 17-01237-006
City: San Juan Capistrano

Day: Tue - Thu
Date: 11/7 - 11/9/2017



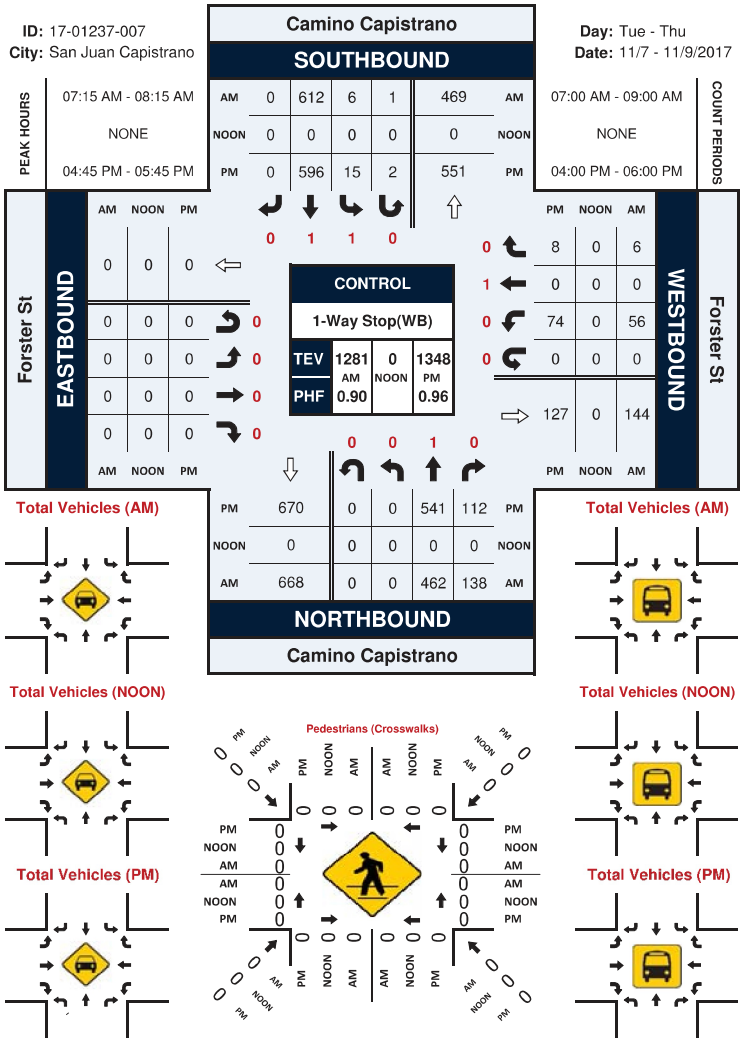
Prepared by National Data & Surveying Services

Camino Capistrano & Forster St

3-Day Average Peak Hour Turning Movement Count

ID: 17-01237-007
City: San Juan Capistrano

Day: Tue - Thu
Date: 11/7 - 11/9/2017



Prepared by National Data & Surveying Services

Camino Capistrano & Del Obispo St

3-Day Average Peak Hour Turning Movement Count

ID: 17-01237-008
City: San Juan Capistrano

Day: Tue - Thu
Date: 11/7 - 11/9/2017

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM		07:00 AM - 09:00 AM
NONE		NONE
04:30 PM - 05:30 PM		04:00 PM - 06:00 PM

Camino Capistrano — SOUTHBOUND

AM	356	245	42	0	601	AM
NOON	0	0	0	0	0	NOON
PM	338	233	59	0	632	PM
	1	1	1	0		

Del Obispo St — EASTBOUND

AM	NOON	PM	
1368	0	1393	⇦
0	0	0	0
355	0	328	2
752	0	643	2
254	0	282	1
AM	NOON	PM	

Del Obispo St — WESTBOUND

PM	NOON	AM	
31	0	17	1
620	0	688	2
113	0	110	2
0	0	0	0
878	0	903	⇨
PM	NOON	AM	

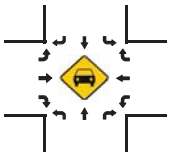
CONTROL: Signalized

TEV	3481 AM	0 NOON	3531 PM
PHF	0.92		0.96

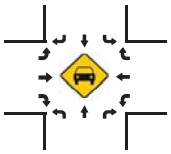
Camino Capistrano — NORTHBOUND

PM	628	0	435	273	176	PM
NOON	0	0	0	0	0	NOON
AM	609	0	324	229	109	AM
		0	2	1	1	

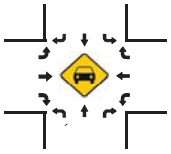
Total Vehicles (AM)



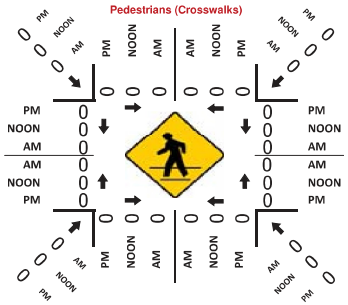
Total Vehicles (NOON)



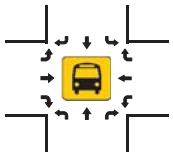
Total Vehicles (PM)



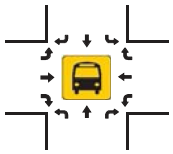
Pedestrians (Crosswalks)



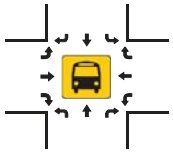
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



Prepared by National Data & Surveying Services

Paseo Adelanto & Del Obispo St

3-Day Average Peak Hour Turning Movement Count

ID: 17-01237-009
City: San Juan Capistrano

Day: Tue - Thu
Date: 11/7 - 11/9/2017

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM		07:00 AM - 09:00 AM
NONE		NONE
04:45 PM - 05:45 PM		04:00 PM - 06:00 PM

Paseo Adelanto — SOUTHBOUND

AM	17	1	40	0	38	AM
NOON	0	0	0	0	0	NOON
PM	16	4	36	0	55	PM
	0.5	0.5	1	0		

Del Obispo St — EASTBOUND

AM	NOON	PM	
1231	0	1366	⇦
0	0	0	0
15	0	19	1
1328	0	1054	2
39	0	33	0
AM	NOON	PM	

Del Obispo St — WESTBOUND

PM	NOON	AM	
33	0	23	1
1279	0	1198	2
108	0	151	2
0	0	0	0
1270	0	1422	⇨
PM	NOON	AM	

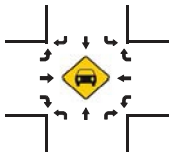
CONTROL: Signalized

TEV	2882 AM	0 NOON	2836 PM
PHF	0.89		0.94

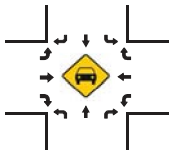
Paseo Adelanto — NORTHBOUND

PM	145	0	71	3	180	PM
NOON	0	0	0	0	0	NOON
AM	191	0	16	0	54	AM
		0	0.5	0.5	1	

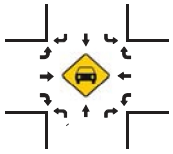
Total Vehicles (AM)



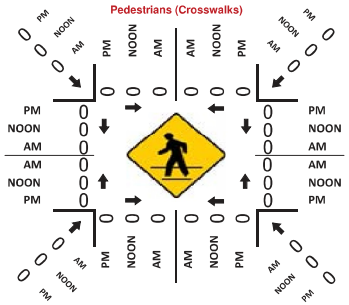
Total Vehicles (NOON)



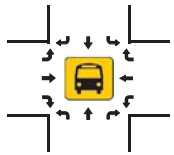
Total Vehicles (PM)



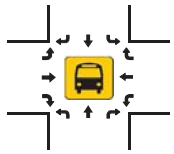
Pedestrians (Crosswalks)



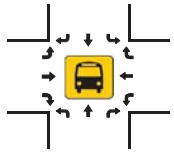
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Tue, Sep 11, 18

LOCATION: San Juan Capistrano
NORTH & SOUTH: Camino Capistrano
EAST & WEST: Avenida Golondrina

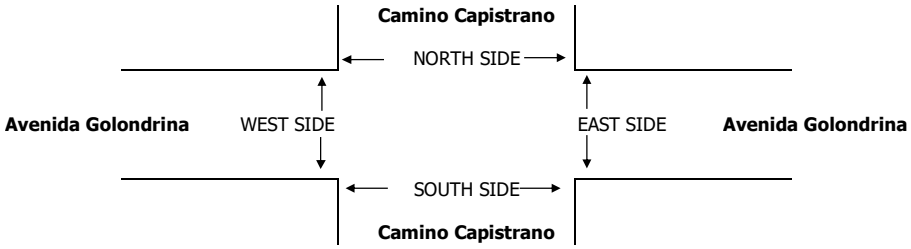
PROJECT #: SC1845
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

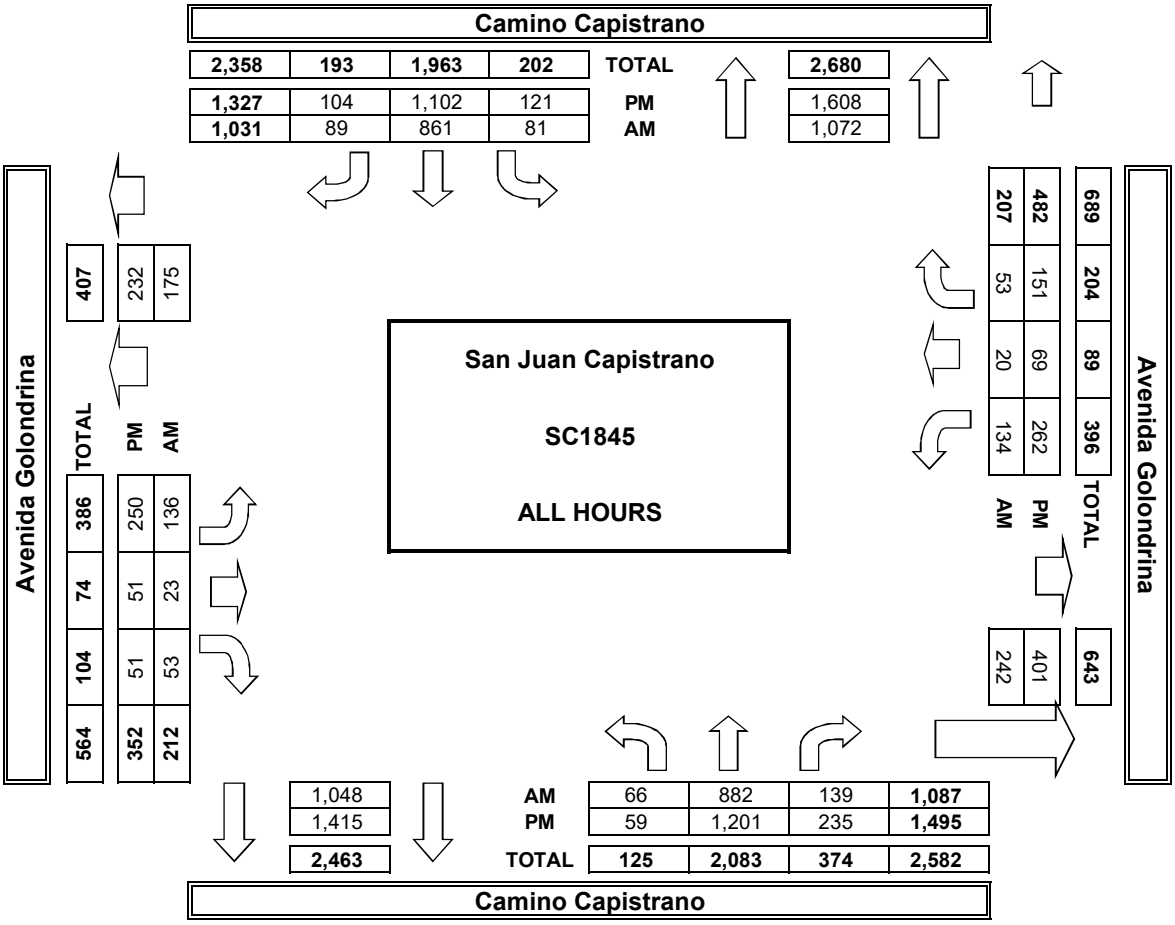
		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Avenida Golondrina			WESTBOUND Avenida Golondrina				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	8	68	7	5	71	12	14	1	6	19	3	4	218	0	0	0	0	0
	7:15 AM	5	109	7	10	98	9	18	2	8	10	3	5	284	0	1	0	0	1
	7:30 AM	8	139	16	12	107	10	17	3	6	15	3	3	339	0	0	0	0	0
	7:45 AM	12	114	15	12	152	12	15	3	7	22	1	9	374	0	0	0	0	0
	8:00 AM	8	125	16	8	115	13	14	5	7	16	4	3	334	0	0	0	0	0
	8:15 AM	6	120	23	8	104	11	18	5	6	17	2	11	331	0	0	0	0	0
	8:30 AM	11	102	21	14	102	10	15	2	8	16	3	7	311	0	0	0	0	0
	8:45 AM	8	105	34	12	112	12	25	2	5	19	1	11	346	0	0	0	0	0
	VOLUMES	66	882	139	81	861	89	136	23	53	134	20	53	2,537	0	1	0	0	1
	APPROACH %	6%	81%	13%	8%	84%	9%	64%	11%	25%	65%	10%	26%						
	APP/DEPART	1,087	/	1,072	1,031	/	1,048	212	/	242	207	/	175	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	34	498	70	40	478	46	64	16	26	70	10	26	1,378					
	APPROACH %	6%	83%	12%	7%	85%	8%	60%	15%	25%	66%	9%	25%						
	PEAK HR FACTOR		0.923			0.801			0.914			0.828		0.921					
	APP/DEPART	602	/	588	564	/	574	106	/	126	106	/	90	0					
PM	4:00 PM	7	140	25	10	149	13	31	4	10	33	8	18	448	0	0	0	0	0
	4:15 PM	12	149	31	11	151	13	28	9	11	30	10	27	482	0	1	0	0	1
	4:30 PM	7	133	23	21	136	14	35	8	6	32	6	19	440	0	0	0	0	0
	4:45 PM	5	153	26	17	138	17	28	7	6	39	6	16	458	0	2	0	0	2
	5:00 PM	8	158	42	15	147	9	42	6	5	33	8	18	491	0	1	0	0	1
	5:15 PM	7	174	39	13	120	13	22	4	3	31	9	16	451	0	0	0	0	0
	5:30 PM	7	147	26	11	137	9	29	9	6	30	11	17	439	0	2	0	0	2
	5:45 PM	6	147	23	23	124	16	35	4	4	34	11	20	447	0	0	0	0	0
	VOLUMES	59	1,201	235	121	1,102	104	250	51	51	262	69	151	3,656	0	6	0	0	6
	APPROACH %	4%	80%	16%	9%	83%	8%	71%	14%	14%	54%	14%	31%						
	APP/DEPART	1,495	/	1,608	1,327	/	1,415	352	/	401	482	/	232	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	32	593	122	64	572	53	133	30	28	134	30	80	1,871					
	APPROACH %	4%	79%	16%	9%	83%	8%	70%	16%	15%	55%	12%	33%						
	PEAK HR FACTOR		0.898			0.984			0.901			0.910		0.953					
	APP/DEPART	747	/	810	689	/	734	191	/	212	244	/	115	0					

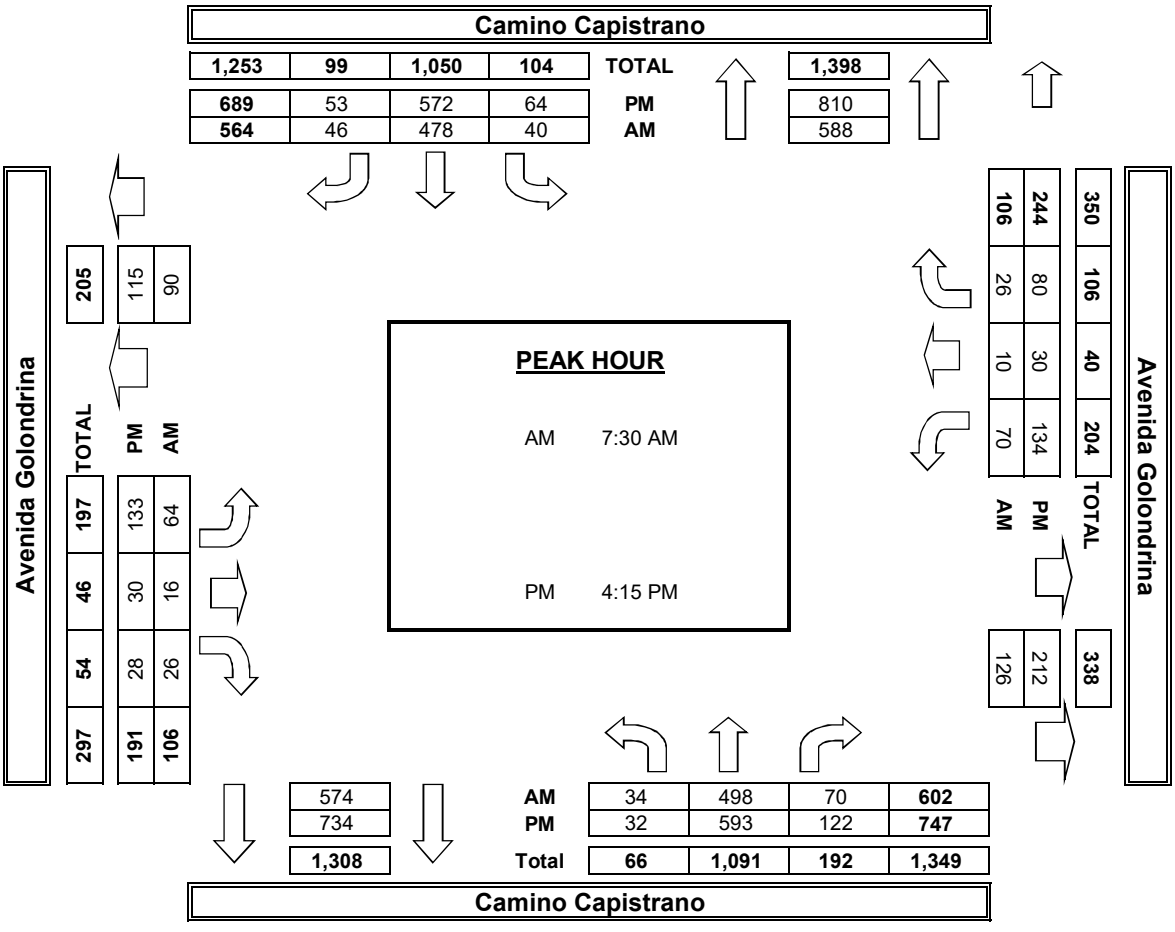


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:30 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:15 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Wed, Sep 12, 18

LOCATION: San Juan Capistrano
NORTH & SOUTH: Camino Capistrano
EAST & WEST: Avenida Golondrina

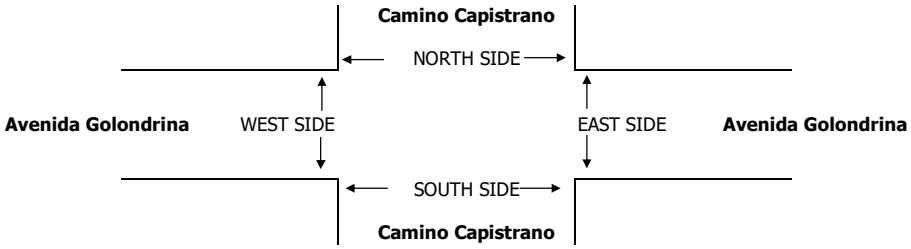
PROJECT #: SC1845
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

☑ Add U-Turns to Left Turns

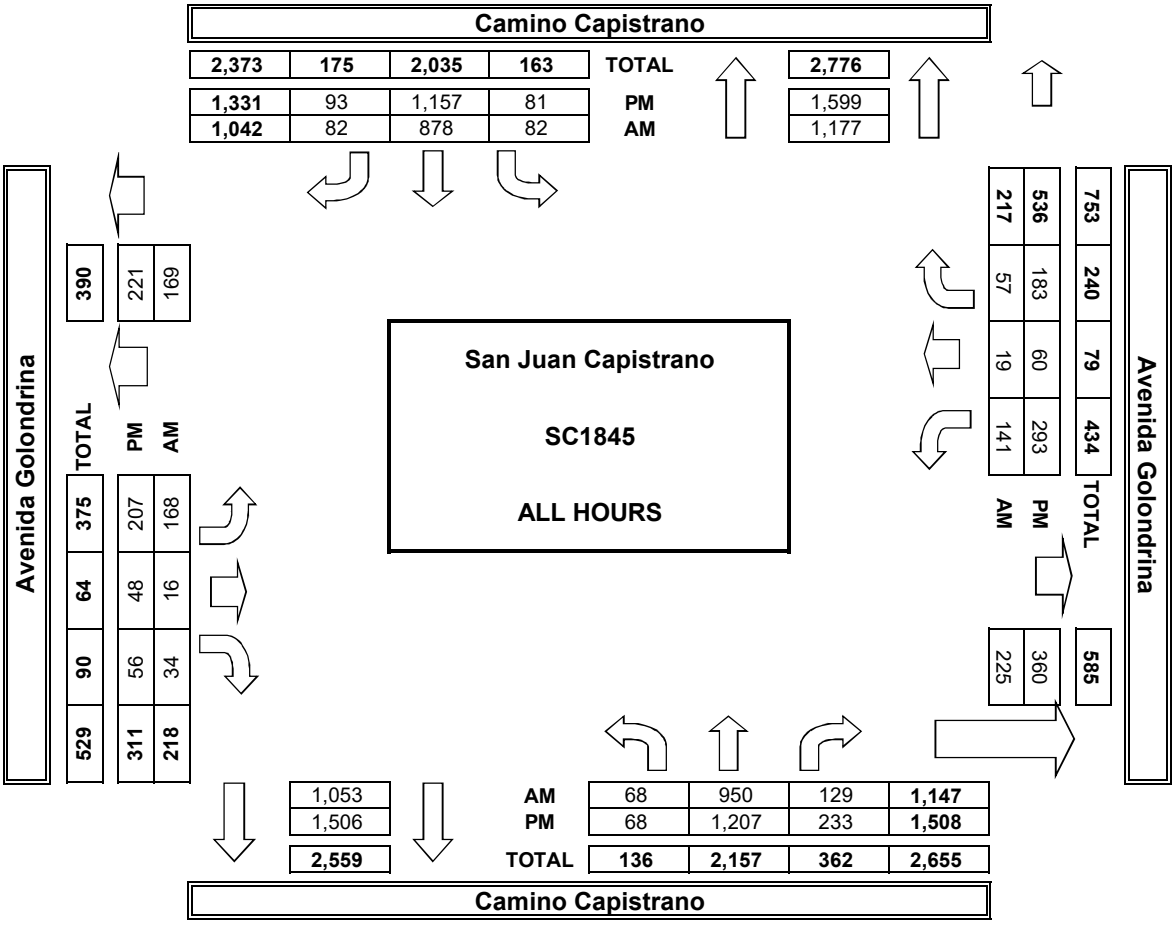
		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Avenida Golondrina			WESTBOUND Avenida Golondrina				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	9	71	11	12	76	4	19	1	2	15	1	2	223	0	0	0	0	0
	7:15 AM	8	123	6	10	87	9	21	1	6	14	2	4	291	0	1	0	0	1
	7:30 AM	9	148	9	6	113	10	13	3	6	17	1	8	343	0	0	0	0	0
	7:45 AM	8	119	21	9	135	14	26	2	2	28	0	11	375	0	0	0	0	0
	8:00 AM	6	122	10	14	138	16	25	3	7	21	4	10	376	0	0	0	0	0
	8:15 AM	6	144	30	9	102	16	23	1	4	13	5	4	357	0	0	0	0	0
	8:30 AM	10	107	26	10	104	8	19	2	4	18	4	9	321	0	0	0	0	0
	8:45 AM	12	116	16	12	123	5	22	3	3	15	2	9	338	0	1	0	0	1
	VOLUMES	68	950	129	82	878	82	168	16	34	141	19	57	2,624	0	2	0	0	2
	APPROACH %	6%	83%	11%	8%	84%	8%	77%	7%	16%	65%	9%	26%						
	APP/DEPART	1,147	/	1,177	1,042	/	1,053	218	/	225	217	/	169	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	29	533	70	38	488	56	87	9	19	79	10	33	1,451					
	APPROACH %	5%	84%	11%	7%	84%	10%	76%	8%	17%	65%	8%	27%						
	PEAK HR FACTOR		0.878			0.866			0.821			0.782		0.965					
	APP/DEPART	632	/	653	582	/	586	115	/	117	122	/	95	0					
PM	4:00 PM	10	141	25	9	135	12	24	9	6	38	8	11	428	0	0	0	0	0
	4:15 PM	10	184	34	10	150	11	22	4	7	35	6	32	505	0	0	0	0	0
	4:30 PM	10	128	20	6	167	8	31	8	8	44	5	23	458	0	0	0	0	0
	4:45 PM	10	145	46	11	125	13	27	6	5	38	10	30	466	0	0	0	0	0
	5:00 PM	11	162	30	13	175	9	26	7	6	37	9	28	513	0	0	0	0	0
	5:15 PM	6	151	30	11	148	10	28	7	8	29	10	18	456	0	1	0	0	1
	5:30 PM	1	137	25	14	131	17	23	3	11	38	6	21	427	0	0	0	0	0
	5:45 PM	10	159	23	7	126	13	26	4	5	34	6	20	433	0	1	0	0	1
	VOLUMES	68	1,207	233	81	1,157	93	207	48	56	293	60	183	3,686	0	2	0	0	2
	APPROACH %	5%	80%	15%	6%	87%	7%	67%	15%	18%	55%	11%	34%						
	APP/DEPART	1,508	/	1,599	1,331	/	1,506	311	/	360	536	/	221	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	41	619	130	40	617	41	106	25	26	154	30	113	1,942					
	APPROACH %	5%	78%	16%	6%	88%	6%	68%	16%	17%	52%	10%	38%						
	PEAK HR FACTOR		0.866			0.886			0.835			0.952		0.946					
	APP/DEPART	790	/	838	698	/	797	157	/	195	297	/	112	0					

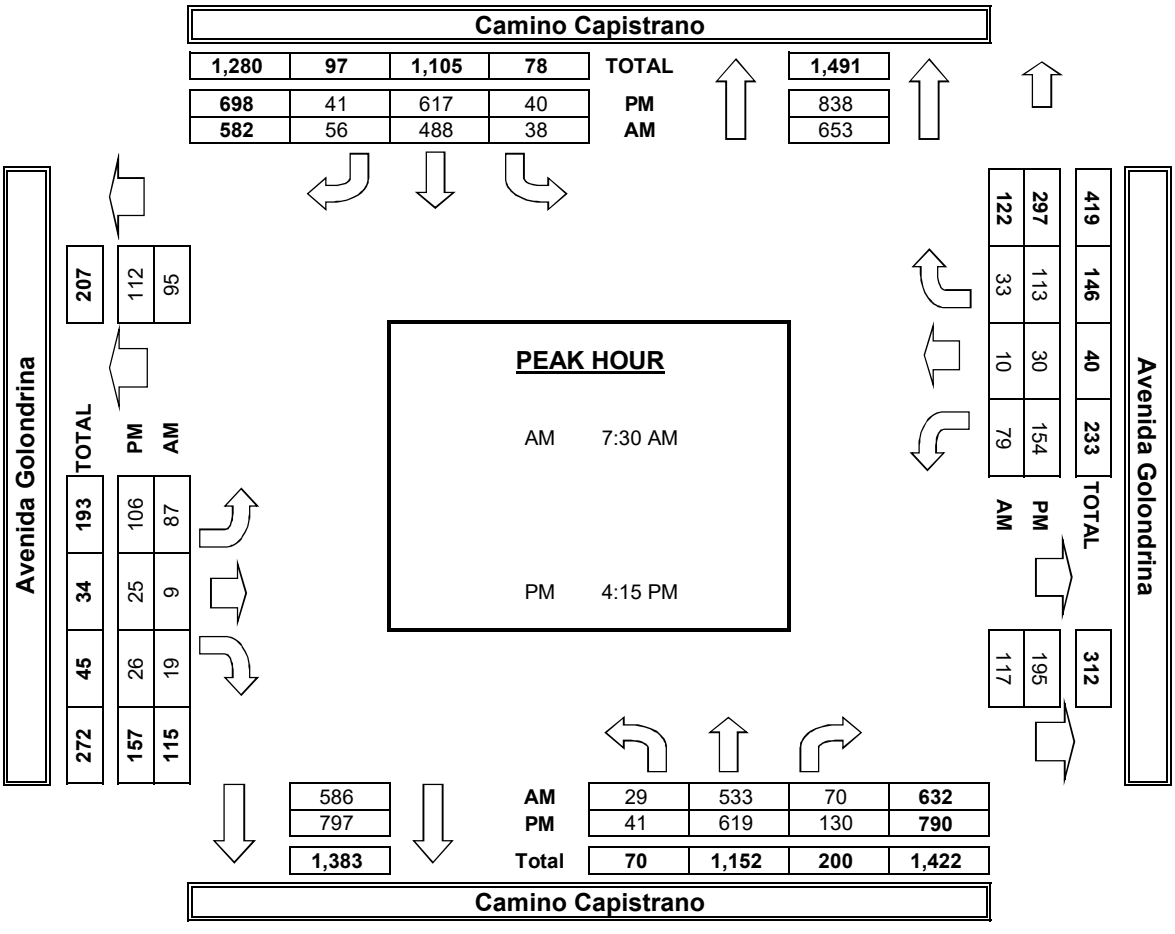


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR			7:30 AM			0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR			4:15 PM			0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





INTERSECTION TURNING MOVEMENT COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Sep 13, 18

LOCATION: San Juan Capistrano
NORTH & SOUTH: Camino Capistrano
EAST & WEST: Avenida Golondrina

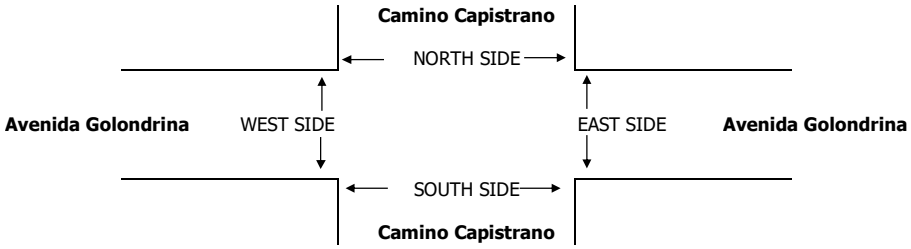
PROJECT #: SC1845
LOCATION #: 5
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

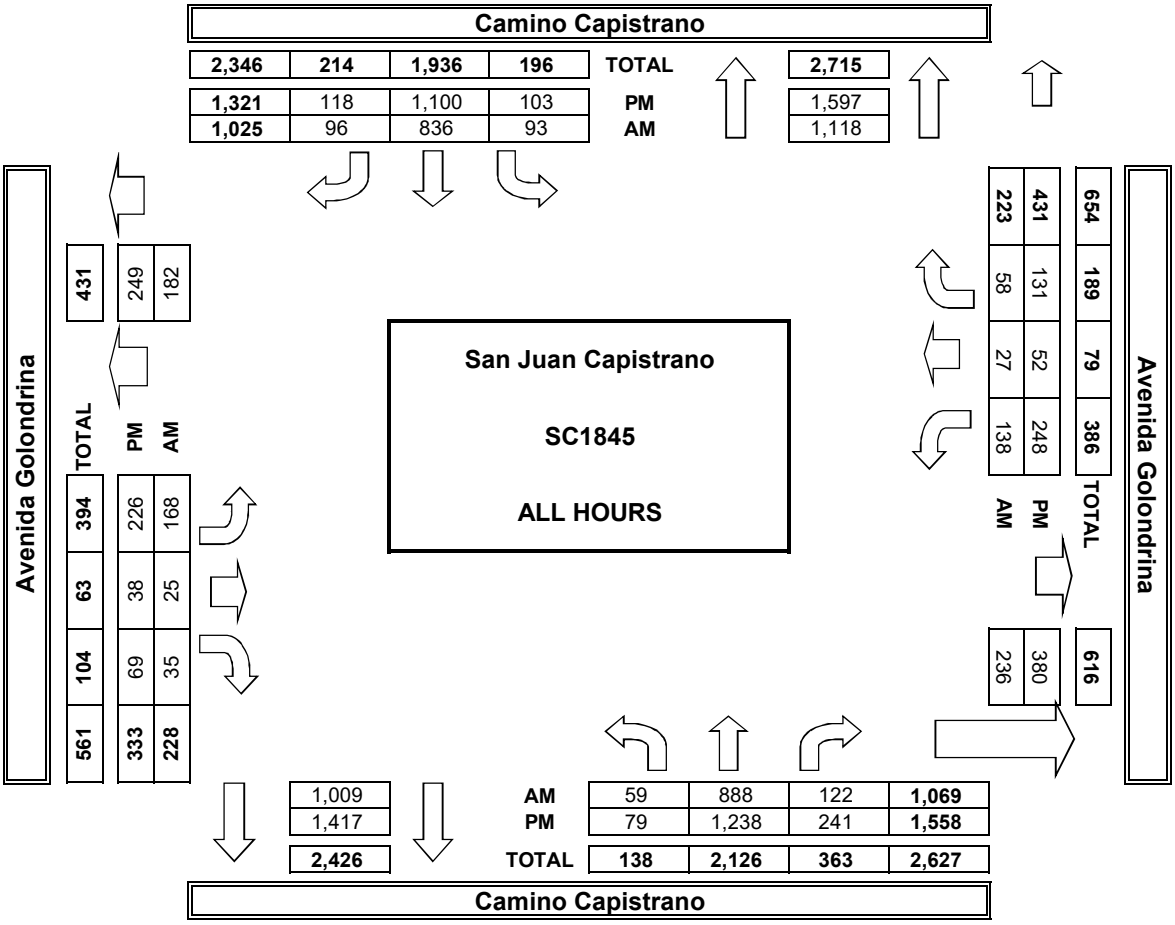
		NORTHBOUND Camino Capistrano			SOUTHBOUND Camino Capistrano			EASTBOUND Avenida Golondrina			WESTBOUND Avenida Golondrina				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	2	72	5	7	78	12	23	4	5	15	3	0	226	0	1	0	0	1
	7:15 AM	8	103	13	6	89	6	20	1	1	9	2	7	265	0	0	0	0	0
	7:30 AM	13	125	17	11	104	16	21	3	4	10	1	9	334	0	1	0	0	1
	7:45 AM	3	133	13	19	135	12	35	2	5	18	3	9	387	0	0	0	0	0
	8:00 AM	7	98	15	14	132	12	24	3	4	31	4	11	355	0	0	0	0	0
	8:15 AM	11	144	20	12	87	19	21	3	6	25	5	12	365	0	0	0	0	0
	8:30 AM	5	101	16	13	112	9	10	4	6	17	5	2	300	0	2	0	0	2
	8:45 AM	10	112	23	11	99	10	14	5	4	13	4	8	313	0	0	0	0	0
	VOLUMES	59	888	122	93	836	96	168	25	35	138	27	58	2,545	0	4	0	0	4
	APPROACH %	6%	83%	11%	9%	82%	9%	74%	11%	15%	62%	12%	26%						
	APP/DEPART	1,069	/	1,118	1,025	/	1,009	228	/	236	223	/	182	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	34	500	65	56	458	59	101	11	19	84	13	41	1,441					
	APPROACH %	6%	83%	11%	10%	80%	10%	77%	8%	15%	61%	9%	30%						
	PEAK HR FACTOR		0.856			0.863			0.780			0.750		0.931					
	APP/DEPART	599	/	643	573	/	561	131	/	131	138	/	106	0					
PM	4:00 PM	7	140	28	13	159	12	25	6	6	27	6	12	441	0	0	0	0	0
	4:15 PM	11	166	38	17	160	16	32	3	10	29	4	16	502	0	1	0	0	1
	4:30 PM	10	160	29	6	153	18	30	2	9	27	7	13	464	0	0	0	0	0
	4:45 PM	9	183	31	12	111	14	30	4	10	36	7	14	461	0	0	0	0	0
	5:00 PM	7	160	26	10	164	15	28	7	8	34	10	21	490	0	1	0	0	1
	5:15 PM	12	165	37	20	124	16	23	5	14	33	7	13	469	0	0	0	0	0
	5:30 PM	11	143	18	9	124	11	29	5	3	35	7	30	425	0	0	0	0	0
	5:45 PM	12	121	34	16	105	16	29	6	9	27	4	12	391	0	0	0	0	0
	VOLUMES	79	1,238	241	103	1,100	118	226	38	69	248	52	131	3,643	0	2	0	0	2
	APPROACH %	5%	79%	15%	8%	83%	9%	68%	11%	21%	58%	12%	30%						
	APP/DEPART	1,558	/	1,597	1,321	/	1,417	333	/	380	431	/	249	0					
	BEGIN PEAK HR		4:15 PM																
	VOLUMES	37	669	124	45	588	63	120	16	37	126	28	64	1,917					
	APPROACH %	4%	81%	15%	6%	84%	9%	69%	9%	21%	58%	13%	29%						
	PEAK HR FACTOR		0.930			0.902			0.961			0.838		0.955					
	APP/DEPART	830	/	855	696	/	751	173	/	183	218	/	128	0					

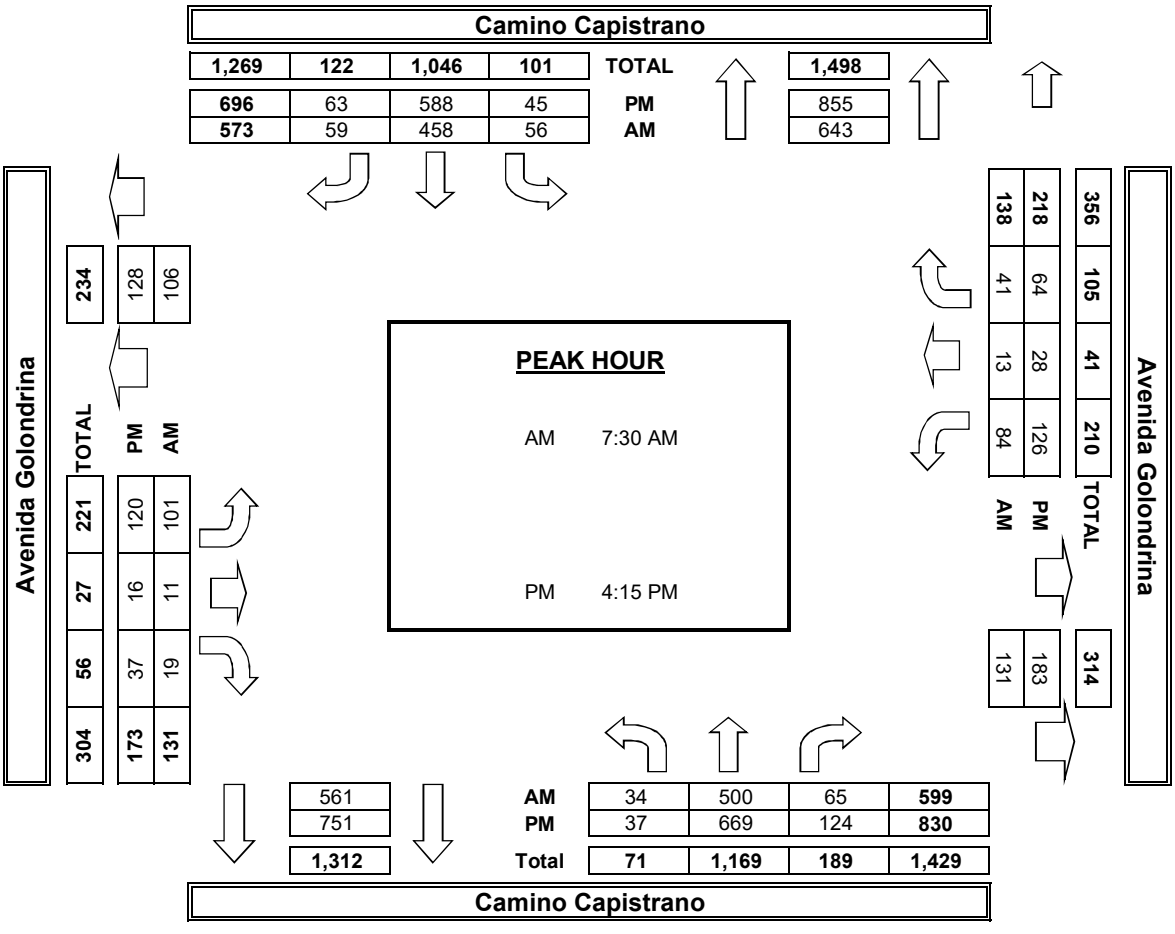


		PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
		N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	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
	8:30 AM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	AM BEGIN PEAK HR	7:30 AM					0	0	0	0	0					
PM	4:00 PM	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
	4:30 PM	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
	5:00 PM	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
	5:30 PM	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
	TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	PM BEGIN PEAK HR	4:15 PM					0	0	0	0	0					

AimTD LLC

TURNING MOVEMENT COUNTS





Prepared by National Data & Surveying Services

Alipaz St & Del Obispo St

3-Day Average Peak Hour Turning Movement Count

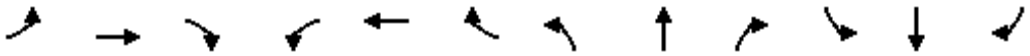
ID: 17-01237-010
City: San Juan Capistrano

Day: Tue - Thu
Date: 11/7 - 11/9/2017

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	AM
NOON	NONE	NOON
PM	04:45 PM - 05:45 PM	PM

			Alipaz St			
			SOUTHBOUND			
AM	5	19	80	0	50	AM
NOON	0	0	0	0	0	NOON
PM	6	8	34	0	61	PM
	0	1	1	0		

Appendix B: LOS Worksheets



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	240	1050	600	70	1475	365	265	145	65	170	105	120
Future Volume (veh/h)	240	1050	600	70	1475	365	265	145	65	170	105	120
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	242	1061	606	71	1490	369	160	297	66	133	161	121
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	1894	1047	105	2242	696	227	379	83	195	224	157
Arrive On Green	0.05	0.18	0.18	0.06	0.44	0.44	0.13	0.13	0.13	0.11	0.11	0.11
Sat Flow, veh/h	1781	3554	1585	1781	5106	1585	1781	2973	650	1781	2044	1438
Grp Volume(v), veh/h	242	1061	606	71	1490	369	160	185	178	133	146	136
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1585	1781	1870	1753	1781	1870	1612
Q Serve(g_s), s	13.5	27.3	26.2	3.9	23.1	17.0	8.6	9.6	9.9	7.2	7.6	8.2
Cycle Q Clear(g_c), s	13.5	27.3	26.2	3.9	23.1	17.0	8.6	9.6	9.9	7.2	7.6	8.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.37	1.00		0.89
Lane Grp Cap(c), veh/h	264	1894	1047	105	2242	696	227	238	223	195	205	176
V/C Ratio(X)	0.92	0.56	0.58	0.67	0.66	0.53	0.71	0.78	0.80	0.68	0.71	0.77
Avail Cap(c_a), veh/h	264	1894	1047	119	2242	696	328	344	323	326	342	295
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.62	0.62	0.62	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.0	30.5	18.0	46.1	22.2	20.5	41.8	42.3	42.4	42.8	43.0	43.3
Incr Delay (d2), s/veh	24.3	0.7	1.5	8.5	1.0	1.4	1.5	3.8	5.2	1.6	1.7	2.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.2	13.1	15.7	2.0	9.1	6.4	3.8	4.6	4.5	3.2	3.6	3.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.2	31.2	19.5	54.6	23.2	21.9	43.3	46.0	47.6	44.4	44.8	45.9
LnGrp LOS	E	C	B	D	C	C	D	D	D	D	D	D
Approach Vol, veh/h		1909			1930			523			415	
Approach Delay, s/veh		32.6			24.1			45.7			45.0	
Approach LOS		C			C			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	58.3		16.9	19.0	48.9		15.2				
Change Period (Y+Rc), s	3.7	5.0		* 4.2	* 4.2	5.0		4.2				
Max Green Setting (Gmax), s	6.7	39.5		* 18	* 15	30.9		18.3				
Max Q Clear Time (g_c+I1), s	5.9	29.3		11.9	15.5	25.1		10.2				
Green Ext Time (p_c), s	0.0	8.8		0.9	0.0	5.4		0.8				

Intersection Summary		
HCM 6th Ctrl Delay		31.7
HCM 6th LOS		C

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1420	710	0	1950	80	200	25	630	35	0	100
Future Volume (veh/h)	40	1420	710	0	1950	80	200	25	630	35	0	100
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	1703	538	0	1970	81	202	332	432	35	0	101
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	60	2845	804	0	2150	88	177	291	404	144	151	128
Arrive On Green	0.02	0.34	0.34	0.00	0.43	0.43	0.25	0.25	0.25	0.08	0.00	0.08
Sat Flow, veh/h	1781	5611	1585	0	5199	206	694	1141	1585	1781	1870	1585
Grp Volume(v), veh/h	40	1703	538	0	1332	719	534	0	432	35	0	101
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1702	1833	1836	0	1585	1781	1870	1585
Q Serve(g_s), s	2.2	25.2	29.0	0.0	36.8	37.0	25.5	0.0	25.5	1.8	0.0	6.3
Cycle Q Clear(g_c), s	2.2	25.2	29.0	0.0	36.8	37.0	25.5	0.0	25.5	1.8	0.0	6.3
Prop In Lane	1.00		1.00	0.00		0.11	0.38		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	2845	804	0	1455	784	468	0	404	144	151	128
V/C Ratio(X)	0.67	0.60	0.67	0.00	0.92	0.92	1.14	0.00	1.07	0.24	0.00	0.79
Avail Cap(c_a), veh/h	93	2845	804	0	1455	784	468	0	404	144	151	128
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.63	0.63	0.63	0.00	0.54	0.54	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	24.6	25.9	0.0	26.9	27.0	37.3	0.0	37.2	43.1	0.0	45.1
Incr Delay (d2), s/veh	4.3	0.6	2.8	0.0	6.2	10.8	86.3	0.0	64.3	3.9	0.0	37.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	11.8	12.0	0.0	15.5	17.8	22.4	0.0	16.9	1.0	0.0	3.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	25.2	28.7	0.0	33.1	37.7	123.5	0.0	101.5	47.0	0.0	82.3
LnGrp LOS	D	C	C	A	C	D	F	A	F	D	A	F
Approach Vol, veh/h		2281			2051			966			136	
Approach Delay, s/veh		26.5			34.7			113.7			73.3	
Approach LOS		C			C			F			E	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		56.4		30.0	8.0	48.4		13.6				
Change Period (Y+Rc), s		* 5.7		4.5	4.6	* 5.7		5.5				
Max Green Setting (Gmax), s		* 51		25.5	5.2	* 41		8.1				
Max Q Clear Time (g_c+I1), s		31.0		27.5	4.2	39.0		8.3				
Green Ext Time (p_c), s		16.8		0.0	0.0	1.8		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	46.3	
HCM 6th LOS	D	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1125	180	365	650	0	0	0	0	890	0	900
Future Volume (veh/h)	0	1125	180	365	650	0	0	0	0	890	0	900
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1148	0	372	663	0				908	0	918
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1772		459	1904	0				1217	0	983
Arrive On Green	0.00	0.35	0.00	0.04	0.18	0.00				0.35	0.00	0.35
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	2790
Grp Volume(v), veh/h	0	1148	0	372	663	0				908	0	918
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1395
Q Serve(g_s), s	0.0	18.9	0.0	10.7	16.4	0.0				23.1	0.0	31.8
Cycle Q Clear(g_c), s	0.0	18.9	0.0	10.7	16.4	0.0				23.1	0.0	31.8
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1772		459	1904	0				1217	0	983
V/C Ratio(X)	0.00	0.65		0.81	0.35	0.00				0.75	0.00	0.93
Avail Cap(c_a), veh/h	0	1772		567	1904	0				1220	0	985
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.95	0.00	0.36	0.36	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	27.5	0.0	46.6	25.8	0.0				28.5	0.0	31.3
Incr Delay (d2), s/veh	0.0	1.8	0.0	2.9	0.2	0.0				3.7	0.0	16.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.8	0.0	5.1	7.8	0.0				9.9	0.0	12.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	29.3	0.0	49.4	26.0	0.0				32.2	0.0	47.6
LnGrp LOS	A	C		D	C	A				C	A	D
Approach Vol, veh/h		1148	A		1035						1826	
Approach Delay, s/veh		29.3			34.4						39.9	
Approach LOS		C			C						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.9	41.2		39.9		60.1
Change Period (Y+Rc), s	5.6	6.5		* 4.7		6.5
Max Green Setting (Gmax), s	16.4	31.5		* 35		53.5
Max Q Clear Time (g_c+I1), s	12.7	20.9		33.8		18.4
Green Ext Time (p_c), s	0.6	6.8		1.5		7.4

Intersection Summary	
HCM 6th Ctrl Delay	35.5
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	385	5	70	5	5	20	45	915	20	0	1055	505
Future Volume (veh/h)	385	5	70	5	5	20	45	915	20	0	1055	505
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	393	0	71	5	5	20	45	924	20	0	1066	510
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	485	0	216	38	7	28	58	3785	82	0	2382	1278
Arrive On Green	0.14	0.00	0.14	0.02	0.02	0.02	0.03	0.74	0.74	0.00	0.67	0.67
Sat Flow, veh/h	3563	0	1585	1781	327	1308	1781	5143	111	0	3647	1585
Grp Volume(v), veh/h	393	0	71	5	0	25	45	611	333	0	1066	510
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1635	1781	1702	1850	0	1777	1585
Q Serve(g_s), s	12.9	0.0	4.9	0.3	0.0	1.8	3.0	6.9	6.9	0.0	17.0	11.0
Cycle Q Clear(g_c), s	12.9	0.0	4.9	0.3	0.0	1.8	3.0	6.9	6.9	0.0	17.0	11.0
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.06	0.00		1.00
Lane Grp Cap(c), veh/h	485	0	216	38	0	34	58	2505	1362	0	2382	1278
V/C Ratio(X)	0.81	0.00	0.33	0.13	0.00	0.73	0.78	0.24	0.24	0.00	0.45	0.40
Avail Cap(c_a), veh/h	914	0	407	89	0	82	134	2505	1362	0	2382	1278
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.79	0.79
Uniform Delay (d), s/veh	50.3	0.0	46.9	57.7	0.0	58.4	57.6	5.1	5.1	0.0	9.3	3.3
Incr Delay (d2), s/veh	3.3	0.0	0.9	0.6	0.0	10.2	8.1	0.2	0.4	0.0	0.5	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	0.0	2.0	0.2	0.0	0.9	1.5	2.3	2.6	0.0	6.3	6.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.6	0.0	47.7	58.3	0.0	68.6	65.7	5.3	5.5	0.0	9.8	4.1
LnGrp LOS	D	A	D	E	A	E	E	A	A	A	A	A
Approach Vol, veh/h		464			30			989			1576	
Approach Delay, s/veh		52.7			66.9			8.1			7.9	
Approach LOS		D			E			A			A	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		92.9		20.6	7.9	85.0		6.5				
Change Period (Y+Rc), s		4.6		* 4.2	4.0	4.6		4.0				
Max Green Setting (Gmax), s		70.4		* 31	9.0	57.4		6.0				
Max Q Clear Time (g_c+I1), s		8.9		14.9	5.0	19.0		3.8				
Green Ext Time (p_c), s		12.0		1.5	0.0	19.4		0.0				

Intersection Summary		
HCM 6th Ctrl Delay	15.4	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	165	15	60	260	235	20	110	85	200	45	75
Future Volume (veh/h)	5	165	15	60	260	235	20	110	85	200	45	75
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	176	16	64	277	250	21	117	90	213	48	80
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	127	1500	133	224	775	645	138	235	163	491	75	435
Arrive On Green	0.47	0.47	0.47	0.47	0.47	0.47	0.27	0.27	0.27	0.27	0.27	0.27
Sat Flow, veh/h	19	3197	283	191	1652	1374	57	858	596	1044	273	1585
Grp Volume(v), veh/h	104	0	93	326	0	265	228	0	0	261	0	80
Grp Sat Flow(s),veh/h/ln	1849	0	1651	1762	0	1455	1510	0	0	1318	0	1585
Q Serve(g_s), s	0.0	0.0	1.0	0.0	0.0	3.8	0.2	0.0	0.0	0.0	0.0	1.2
Cycle Q Clear(g_c), s	1.0	0.0	1.0	3.6	0.0	3.8	5.7	0.0	0.0	5.6	0.0	1.2
Prop In Lane	0.05		0.17	0.20		0.94	0.09		0.39	0.82		1.00
Lane Grp Cap(c), veh/h	986	0	775	961	0	683	537	0	0	566	0	435
V/C Ratio(X)	0.11	0.00	0.12	0.34	0.00	0.39	0.42	0.00	0.00	0.46	0.00	0.18
Avail Cap(c_a), veh/h	1585	0	1333	1530	0	1174	1704	0	0	1443	0	1537
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	4.8	0.0	4.8	5.5	0.0	5.5	9.7	0.0	0.0	10.4	0.0	8.9
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.5	0.2	0.0	0.0	0.2	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.8	0.0	0.7	1.0	0.0	0.0	1.2	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	4.8	0.0	4.9	5.7	0.0	6.0	9.9	0.0	0.0	10.6	0.0	8.9
LnGrp LOS	A	A	A	A	A	A	A	A	A	B	A	A
Approach Vol, veh/h		197			591			228			341	
Approach Delay, s/veh		4.9			5.9			9.9			10.2	
Approach LOS		A			A			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	19.2	12.8	19.2	12.8
Change Period (Y+Rc), s	* 4.2	4.0	* 4.2	4.0
Max Green Setting (Gmax), s	* 26	31.0	* 26	31.0
Max Q Clear Time (g_c+I1), s	3.0	7.7	5.8	7.6
Green Ext Time (p_c), s	1.5	0.9	5.2	1.3

Intersection Summary	
HCM 6th Ctrl Delay	7.5
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.6
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	60	20	195	150	50	255
Future Vol, veh/h	60	20	195	150	50	255
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	24	235	181	60	307
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.7	11.8	11.9
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	75%	16%
Vol Thru, %	57%	0%	84%
Vol Right, %	43%	25%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	345	80	305
LT Vol	0	60	50
Through Vol	195	0	255
RT Vol	150	20	0
Lane Flow Rate	416	96	367
Geometry Grp	1	1	1
Degree of Util (X)	0.503	0.15	0.476
Departure Headway (Hd)	4.354	5.605	4.668
Convergence, Y/N	Yes	Yes	Yes
Cap	827	635	768
Service Time	2.394	3.683	2.714
HCM Lane V/C Ratio	0.503	0.151	0.478
HCM Control Delay	11.8	9.7	11.9
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.9	0.5	2.6

Intersection	
Intersection Delay, s/veh	10.8
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	55	15	10	5	140	175	10	5	180	30
Future Vol, veh/h	15	5	55	15	10	5	140	175	10	5	180	30
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	6	65	18	12	6	167	208	12	6	214	36
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.8	8.9	12.1	9.9
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	20%	50%	2%
Vol Thru, %	54%	7%	33%	84%
Vol Right, %	3%	73%	17%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	325	75	30	215
LT Vol	140	15	15	5
Through Vol	175	5	10	180
RT Vol	10	55	5	30
Lane Flow Rate	387	89	36	256
Geometry Grp	1	1	1	1
Degree of Util (X)	0.495	0.125	0.055	0.328
Departure Headway (Hd)	4.607	5.035	5.525	4.608
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	782	706	643	778
Service Time	2.651	3.104	3.604	2.657
HCM Lane V/C Ratio	0.495	0.126	0.056	0.329
HCM Control Delay	12.1	8.8	8.9	9.9
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.8	0.4	0.2	1.4



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	100	50	525	130	60	520
Future Volume (veh/h)	100	50	525	130	60	520
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	103	52	541	134	62	536
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	133	67	755	187	76	1227
Arrive On Green	0.12	0.12	0.52	0.52	0.04	0.66
Sat Flow, veh/h	1130	570	1447	358	1781	1870
Grp Volume(v), veh/h	156	0	0	675	62	536
Grp Sat Flow(s),veh/h/ln	1711	0	0	1806	1781	1870
Q Serve(g_s), s	3.4	0.0	0.0	10.9	1.3	5.3
Cycle Q Clear(g_c), s	3.4	0.0	0.0	10.9	1.3	5.3
Prop In Lane	0.66	0.33		0.20	1.00	
Lane Grp Cap(c), veh/h	202	0	0	942	76	1227
V/C Ratio(X)	0.77	0.00	0.00	0.72	0.82	0.44
Avail Cap(c_a), veh/h	944	0	0	1679	1006	2966
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	16.3	0.0	0.0	7.0	18.1	3.2
Incr Delay (d2), s/veh	2.4	0.0	0.0	1.5	7.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	2.7	0.6	0.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	18.7	0.0	0.0	8.4	25.9	3.5
LnGrp LOS	B	A	A	A	C	A
Approach Vol, veh/h	156		675			598
Approach Delay, s/veh	18.7		8.4			5.8
Approach LOS	B		A			A

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		29.6		8.5	5.1	24.5
Change Period (Y+Rc), s		4.6		4.0	3.5	4.6
Max Green Setting (Gmax), s		60.4		21.0	21.5	35.4
Max Q Clear Time (g_c+I1), s		7.3		5.4	3.3	12.9
Green Ext Time (p_c), s		6.1		0.2	0.1	7.0

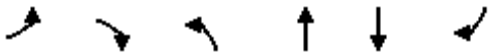
Intersection Summary	
HCM 6th Ctrl Delay	8.5
HCM 6th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	130	220	420	30	155	520
Future Volume (vph)	130	220	420	30	155	520
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	137	232	442	32	163	547
RTOR Reduction (vph)	0	104	0	14	0	0
Lane Group Flow (vph)	137	128	442	18	163	547
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	1		8		7	4
Permitted Phases		8		8		
Actuated Green, G (s)	12.3	57.8	57.8	57.8	12.8	68.5
Effective Green, g (s)	12.3	57.8	57.8	57.8	12.8	68.5
Actuated g/C Ratio	0.12	0.55	0.55	0.55	0.12	0.65
Clearance Time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Vehicle Extension (s)	2.0	3.5	3.5	3.5	1.5	3.5
Lane Grp Cap (vph)	207	870	1024	870	215	1214
v/s Ratio Prot	c0.08		0.24		c0.09	c0.29
v/s Ratio Perm		0.08		0.01		
v/c Ratio	0.66	0.15	0.43	0.02	0.76	0.45
Uniform Delay, d1	44.4	11.6	14.0	10.8	44.7	9.0
Progression Factor	1.00	1.00	0.14	0.02	1.00	1.00
Incremental Delay, d2	6.0	0.4	1.2	0.0	12.7	1.2
Delay (s)	50.4	11.9	3.2	0.2	57.3	10.2
Level of Service	D	B	A	A	E	B
Approach Delay (s)	26.2		3.0			21.0
Approach LOS	C		A			C

Intersection Summary			
HCM 2000 Control Delay	16.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	105.1	Sum of lost time (s)	16.6
Intersection Capacity Utilization	48.4%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	15	20	440	610	40
Future Volume (vph)	15	15	20	440	610	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	1863	1847	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	1863	1847	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	16	16	21	468	649	43
RTOR Reduction (vph)	0	15	0	0	1	0
Lane Group Flow (vph)	16	1	21	468	691	0
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	6		3	8	4	
Permitted Phases		6				
Actuated Green, G (s)	5.6	5.6	2.1	57.8	68.5	
Effective Green, g (s)	5.6	5.6	2.1	57.8	68.5	
Actuated g/C Ratio	0.05	0.05	0.02	0.55	0.65	
Clearance Time (s)	4.0	4.0	4.0	4.6	4.6	
Vehicle Extension (s)	2.0	2.0	1.5	3.5	3.5	
Lane Grp Cap (vph)	94	84	35	1024	1203	
v/s Ratio Prot	c0.01		c0.01	0.25	c0.37	
v/s Ratio Perm		0.00				
v/c Ratio	0.17	0.01	0.60	0.46	0.57	
Uniform Delay, d1	47.5	47.1	51.1	14.2	10.2	
Progression Factor	1.00	1.00	1.00	1.00	0.75	
Incremental Delay, d2	0.3	0.0	17.1	1.5	1.8	
Delay (s)	47.8	47.1	68.1	15.7	9.5	
Level of Service	D	D	E	B	A	
Approach Delay (s)	47.5			17.9	9.5	
Approach LOS	D			B	A	

Intersection Summary			
HCM 2000 Control Delay	13.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.47		
Actuated Cycle Length (s)	105.1	Sum of lost time (s)	16.6
Intersection Capacity Utilization	45.0%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

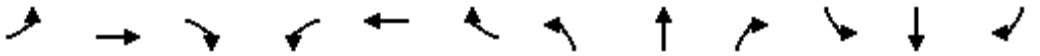
Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	55	5	470	140	5	625
Future Vol, veh/h	55	5	470	140	5	625
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	57	5	490	146	5	651

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1224	563	0	0	636	0
Stage 1	563	-	-	-	-	-
Stage 2	661	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	198	526	-	-	947	-
Stage 1	570	-	-	-	-	-
Stage 2	514	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	197	526	-	-	947	-
Mov Cap-2 Maneuver	335	-	-	-	-	-
Stage 1	570	-	-	-	-	-
Stage 2	511	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	345	947	-
HCM Lane V/C Ratio	-	-	0.181	0.005	-
HCM Control Delay (s)	-	-	17.7	8.8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	360	765	260	110	700	15	330	235	110	45	250	365
Future Volume (veh/h)	360	765	260	110	700	15	330	235	110	45	250	365
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	375	797	271	115	729	16	344	245	115	47	260	380
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1121	1823	1000	173	833	18	409	435	369	76	294	763
Arrive On Green	0.65	1.00	1.00	0.05	0.23	0.23	0.12	0.23	0.23	0.04	0.16	0.16
Sat Flow, veh/h	3456	3554	1585	3456	3555	78	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	375	797	271	115	364	381	344	245	115	47	260	380
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1856	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	5.8	0.0	0.0	3.9	23.7	23.7	11.7	13.9	7.2	3.1	16.3	5.9
Cycle Q Clear(g_c), s	5.8	0.0	0.0	3.9	23.7	23.7	11.7	13.9	7.2	3.1	16.3	5.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1121	1823	1000	173	416	435	409	435	369	76	294	763
V/C Ratio(X)	0.33	0.44	0.27	0.67	0.88	0.88	0.84	0.56	0.31	0.62	0.88	0.50
Avail Cap(c_a), veh/h	1121	1823	1000	299	472	493	674	482	408	184	310	777
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.77	0.77	0.77	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.2	0.0	0.0	56.0	44.3	44.3	51.8	40.7	38.1	56.5	49.5	8.0
Incr Delay (d2), s/veh	0.0	0.6	0.5	1.6	21.8	21.2	2.1	1.2	0.5	3.0	24.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	0.1	0.1	1.8	12.9	13.4	5.2	6.5	2.9	1.5	9.6	3.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	15.3	0.6	0.5	57.7	66.1	65.4	54.0	41.8	38.5	59.5	73.5	8.5
LnGrp LOS	B	A	A	E	E	E	D	D	D	E	E	A
Approach Vol, veh/h		1443			860			704			687	
Approach Delay, s/veh		4.4			64.7			47.2			36.6	
Approach LOS		A			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.6	66.6	18.8	24.0	44.0	33.2	9.7	33.0
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	5.1	* 5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	34.9	23.4	19.9	25.4	* 32	12.4	30.9
Max Q Clear Time (g_c+I1), s	5.9	2.0	13.7	18.3	7.8	25.7	5.1	15.9
Green Ext Time (p_c), s	0.1	7.7	0.5	0.5	0.7	2.4	0.0	1.6

Intersection Summary	
HCM 6th Ctrl Delay	32.6
HCM 6th LOS	C

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	85	10	20	80	10	35	35	510	70	45	475	55
Future Volume (veh/h)	85	10	20	80	10	35	35	510	70	45	475	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	89	10	21	83	10	36	36	531	73	47	495	57
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	275	15	32	247	16	51	118	1734	238	124	1785	205
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.07	0.55	0.55	0.07	0.56	0.56
Sat Flow, veh/h	1234	139	291	1052	146	464	1781	3140	430	1781	3212	369
Grp Volume(v), veh/h	120	0	0	129	0	0	36	300	304	47	273	279
Grp Sat Flow(s),veh/h/ln	1663	0	0	1662	0	0	1781	1777	1793	1781	1777	1804
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	0.9	4.1	4.1	1.1	3.7	3.7
Cycle Q Clear(g_c), s	2.9	0.0	0.0	3.1	0.0	0.0	0.9	4.1	4.1	1.1	3.7	3.7
Prop In Lane	0.74		0.17	0.64		0.28	1.00		0.24	1.00		0.20
Lane Grp Cap(c), veh/h	323	0	0	315	0	0	118	981	990	124	987	1002
V/C Ratio(X)	0.37	0.00	0.00	0.41	0.00	0.00	0.30	0.31	0.31	0.38	0.28	0.28
Avail Cap(c_a), veh/h	417	0	0	411	0	0	453	1507	1521	334	1390	1411
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	0.0	19.3	0.0	0.0	20.1	5.5	5.5	20.1	5.3	5.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.3	0.0	0.0	0.5	0.2	0.2	0.7	0.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	0.0	1.2	0.0	0.0	0.3	1.1	1.1	0.4	0.9	1.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.4	0.0	0.0	19.6	0.0	0.0	20.7	5.7	5.7	20.8	5.5	5.5
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		120			129			640			599	
Approach Delay, s/veh		19.4			19.6			6.6			6.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	9.0	6.7	29.6	9.0	6.5	29.8
Change Period (Y+Rc), s	4.0	3.5	4.6	4.0	3.5	4.6
Max Green Setting (Gmax), s	8.0	8.5	38.4	8.0	11.5	35.4
Max Q Clear Time (g_c+I1), s	4.9	3.1	6.1	5.1	2.9	5.7
Green Ext Time (p_c), s	0.1	0.0	6.0	0.1	0.0	5.2

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

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	1355	40	155	1220	25	15	0	55	40	5	15
Future Volume (veh/h)	15	1355	40	155	1220	25	15	0	55	40	5	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	1441	43	165	1298	27	16	0	59	43	5	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	19	2466	73	228	2684	1197	86	0	181	64	14	45
Arrive On Green	0.02	1.00	1.00	0.13	1.00	1.00	0.05	0.00	0.05	0.04	0.04	0.04
Sat Flow, veh/h	1781	3523	105	3456	3554	1585	1781	0	1585	1781	392	1253
Grp Volume(v), veh/h	16	726	758	165	1298	27	16	0	59	43	0	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	1728	1777	1585	1781	0	1585	1781	0	1645
Q Serve(g_s), s	1.1	0.0	0.0	5.5	0.0	0.0	1.0	0.0	4.1	2.9	0.0	1.5
Cycle Q Clear(g_c), s	1.1	0.0	0.0	5.5	0.0	0.0	1.0	0.0	4.1	2.9	0.0	1.5
Prop In Lane	1.00		0.06	1.00		1.00	1.00		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	19	1244	1296	228	2684	1197	86	0	181	64	0	59
V/C Ratio(X)	0.85	0.58	0.59	0.72	0.48	0.02	0.19	0.00	0.33	0.67	0.00	0.35
Avail Cap(c_a), veh/h	126	1244	1296	677	2684	1197	379	0	441	126	0	117
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.73	0.73	0.73	0.75	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.6	0.0	0.0	51.0	0.0	0.0	54.8	0.0	48.9	57.1	0.0	56.5
Incr Delay (d2), s/veh	48.7	1.5	1.4	3.3	0.5	0.0	1.0	0.0	1.0	11.4	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.5	0.5	2.4	0.2	0.0	0.5	0.0	1.7	1.5	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	107.3	1.5	1.4	54.3	0.5	0.0	55.9	0.0	49.9	68.6	0.0	60.0
LnGrp LOS	F	A	A	D	A	A	E	A	D	E	A	E
Approach Vol, veh/h		1500			1490			75			64	
Approach Delay, s/veh		2.6			6.4			51.2			65.8	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.4	88.5		10.3	5.8	95.1		8.8
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	44.5		25.5	8.5	59.5		8.5
Max Q Clear Time (g_c+I1), s	7.5	2.0		6.1	3.1	2.0		4.9
Green Ext Time (p_c), s	0.4	15.5		0.2	0.0	14.7		0.0

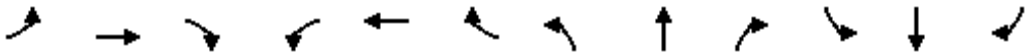
Intersection Summary		
HCM 6th Ctrl Delay		6.9
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	760	15	445	795	25	40	25	570	80	20	5
Future Volume (veh/h)	5	760	15	445	795	25	40	25	570	80	20	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	826	16	484	864	27	43	27	620	87	22	5
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	11	1210	23	555	1736	54	171	179	716	453	375	85
Arrive On Green	0.01	0.34	0.34	0.32	0.99	0.99	0.10	0.10	0.10	0.25	0.25	0.25
Sat Flow, veh/h	1781	3566	69	3456	3517	110	1781	1870	2790	1781	1475	335
Grp Volume(v), veh/h	5	412	430	484	436	455	43	27	620	87	0	27
Grp Sat Flow(s),veh/h/ln	1781	1777	1858	1728	1777	1851	1781	1870	1395	1781	0	1810
Q Serve(g_s), s	0.3	23.9	23.9	15.8	0.7	0.7	2.7	1.6	11.5	4.6	0.0	1.4
Cycle Q Clear(g_c), s	0.3	23.9	23.9	15.8	0.7	0.7	2.7	1.6	11.5	4.6	0.0	1.4
Prop In Lane	1.00		0.04	1.00		0.06	1.00		1.00	1.00		0.19
Lane Grp Cap(c), veh/h	11	603	630	555	877	913	171	179	716	453	0	460
V/C Ratio(X)	0.44	0.68	0.68	0.87	0.50	0.50	0.25	0.15	0.87	0.19	0.00	0.06
Avail Cap(c_a), veh/h	126	603	630	850	877	913	171	179	716	453	0	460
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	59.4	34.1	34.1	39.6	0.4	0.4	50.3	49.8	42.6	35.1	0.0	33.9
Incr Delay (d2), s/veh	24.3	6.2	5.9	5.7	0.4	0.4	3.5	1.8	13.4	0.9	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	11.3	11.7	6.1	0.2	0.3	1.4	0.8	10.1	2.1	0.0	0.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	83.7	40.2	40.0	45.3	0.8	0.8	53.8	51.5	56.0	36.0	0.0	34.1
LnGrp LOS	F	D	D	D	A	A	D	D	E	D	A	C
Approach Vol, veh/h		847			1375			690			114	
Approach Delay, s/veh		40.4			16.4			55.7			35.6	
Approach LOS		D			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	83.8	45.2		16.0	5.3	63.7		35.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	29.5	30.5		11.5	8.5	51.5		30.5
Max Q Clear Time (g_c+I1), s	17.8	25.9		13.5	2.3	2.7		6.6
Green Ext Time (p_c), s	1.4	2.2		0.0	0.0	7.0		0.3

Intersection Summary	
HCM 6th Ctrl Delay	32.8
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	160	1520	390	55	1180	195	395	100	90	245	110	280
Future Volume (veh/h)	160	1520	390	55	1180	195	395	100	90	245	110	280
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	162	1535	394	56	1192	197	399	101	91	214	158	283
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	191	1927	1084	70	2402	746	504	128	116	259	272	230
Arrive On Green	0.04	0.18	0.18	0.04	0.47	0.47	0.14	0.14	0.14	0.15	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	5106	1585	3563	907	817	1781	1870	1585
Grp Volume(v), veh/h	162	1535	394	56	1192	197	399	0	192	214	158	283
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1585	1781	0	1723	1781	1870	1585
Q Serve(g_s), s	11.8	53.8	20.0	4.1	21.0	9.8	14.1	0.0	14.0	15.2	10.3	18.9
Cycle Q Clear(g_c), s	11.8	53.8	20.0	4.1	21.0	9.8	14.1	0.0	14.0	15.2	10.3	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	191	1927	1084	70	2402	746	504	0	244	259	272	230
V/C Ratio(X)	0.85	0.80	0.36	0.80	0.50	0.26	0.79	0.00	0.79	0.83	0.58	1.23
Avail Cap(c_a), veh/h	284	1927	1084	70	2402	746	844	0	408	259	272	230
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.74	0.74	0.74	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.6	46.5	17.3	61.9	23.8	20.8	53.9	0.0	53.9	54.0	51.9	55.6
Incr Delay (d2), s/veh	11.0	2.6	0.7	46.9	0.2	0.2	2.8	0.0	5.6	19.3	3.1	134.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	26.4	12.5	2.7	8.5	3.7	6.5	0.0	6.4	8.2	5.1	16.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.6	49.1	18.0	108.9	23.9	21.0	56.8	0.0	59.5	73.3	55.0	190.2
LnGrp LOS	E	D	B	F	C	C	E	A	E	E	D	F
Approach Vol, veh/h		2091			1445			591			655	
Approach Delay, s/veh		45.1			26.8			57.6			119.4	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	75.5		22.6	18.1	66.2		23.1				
Change Period (Y+Rc), s	3.7	5.0		* 4.2	* 4.2	5.0		4.2				
Max Green Setting (Gmax), s	5.1	58.1		* 31	* 21	42.0		18.9				
Max Q Clear Time (g_c+I1), s	6.1	55.8		16.1	13.8	23.0		20.9				
Green Ext Time (p_c), s	0.0	2.0		2.3	0.2	9.2		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		51.3
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1420	535	0	1765	90	190	25	405	60	0	110
Future Volume (veh/h)	60	1420	535	0	1765	90	190	25	405	60	0	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	1504	494	0	1783	91	192	169	313	61	0	111
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	74	2721	769	0	2030	103	299	263	489	153	160	136
Arrive On Green	0.04	0.48	0.48	0.00	0.41	0.41	0.31	0.31	0.31	0.09	0.00	0.09
Sat Flow, veh/h	1781	5611	1585	0	5144	254	969	853	1585	1781	1870	1585
Grp Volume(v), veh/h	61	1504	494	0	1219	655	361	0	313	61	0	111
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1702	1825	1822	0	1585	1781	1870	1585
Q Serve(g_s), s	4.4	24.5	30.3	0.0	42.9	43.1	22.2	0.0	22.1	4.2	0.0	8.9
Cycle Q Clear(g_c), s	4.4	24.5	30.3	0.0	42.9	43.1	22.2	0.0	22.1	4.2	0.0	8.9
Prop In Lane	1.00		1.00	0.00		0.14	0.53		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	2721	769	0	1389	745	562	0	489	153	160	136
V/C Ratio(X)	0.82	0.55	0.64	0.00	0.88	0.88	0.64	0.00	0.64	0.40	0.00	0.82
Avail Cap(c_a), veh/h	74	2721	769	0	1389	745	562	0	489	248	260	221
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.00	0.75	0.75	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	61.8	23.6	25.0	0.0	35.5	35.5	38.8	0.0	38.7	56.3	0.0	58.4
Incr Delay (d2), s/veh	35.8	0.5	2.7	0.0	6.3	11.0	5.6	0.0	6.3	1.2	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.7	10.9	11.9	0.0	18.8	21.2	10.8	0.0	9.5	2.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	97.6	24.1	27.8	0.0	41.7	46.5	44.3	0.0	45.0	57.5	0.0	67.2
LnGrp LOS	F	C	C	A	D	D	D	A	D	E	A	E
Approach Vol, veh/h		2059			1874			674			172	
Approach Delay, s/veh		27.2			43.4			44.7			63.8	
Approach LOS		C			D			D			E	

Timer - Assigned Phs		2		4	5	6		8
Phs Duration (G+Y+Rc), s		68.7		45.6	10.0	58.7		15.7
Change Period (Y+Rc), s		* 5.7		5.5	4.6	* 5.7		4.5
Max Green Setting (Gmax), s		* 56		40.1	5.4	* 46		18.1
Max Q Clear Time (g_c+I1), s		32.3		24.2	6.4	45.1		10.9
Green Ext Time (p_c), s		18.2		3.1	0.0	1.0		0.2

Intersection Summary		
HCM 6th Ctrl Delay		37.3
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1100	175	410	745	0	0	0	0	930	0	830
Future Volume (veh/h)	0	1100	175	410	745	0	0	0	0	930	0	830
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1122	0	418	760	0				949	0	847
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1858		497	1957	0				1254	0	1013
Arrive On Green	0.00	0.36	0.00	0.05	0.18	0.00				0.36	0.00	0.36
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	2790
Grp Volume(v), veh/h	0	1122	0	418	760	0				949	0	847
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1395
Q Serve(g_s), s	0.0	23.3	0.0	15.6	24.5	0.0				31.3	0.0	36.1
Cycle Q Clear(g_c), s	0.0	23.3	0.0	15.6	24.5	0.0				31.3	0.0	36.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1858		497	1957	0				1254	0	1013
V/C Ratio(X)	0.00	0.60		0.84	0.39	0.00				0.76	0.00	0.84
Avail Cap(c_a), veh/h	0	1858		649	1957	0				1284	0	1036
HCM Platoon Ratio	1.00	1.00	1.00	0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.96	0.00	0.27	0.27	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	33.7	0.0	60.4	33.9	0.0				36.4	0.0	37.9
Incr Delay (d2), s/veh	0.0	1.4	0.0	2.4	0.2	0.0				3.8	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.9	0.0	7.4	11.7	0.0				13.8	0.0	13.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	35.1	0.0	62.8	34.1	0.0				40.2	0.0	45.5
LnGrp LOS	A	D		E	C	A				D	A	D
Approach Vol, veh/h		1122	A		1178						1796	
Approach Delay, s/veh		35.1			44.3						42.7	
Approach LOS		D			D						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	24.3	53.8		51.9		78.1
Change Period (Y+Rc), s	5.6	6.5		* 4.7		6.5
Max Green Setting (Gmax), s	24.4	40.5		* 48		70.5
Max Q Clear Time (g_c+I1), s	17.6	25.3		38.1		26.5
Green Ext Time (p_c), s	1.1	8.8		9.1		9.2

Intersection Summary	
HCM 6th Ctrl Delay	41.1
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	305	5	80	10	5	20	90	945	30	0	1055	520
Future Volume (veh/h)	305	5	80	10	5	20	90	945	30	0	1055	520
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	312	0	81	10	5	20	91	955	30	0	1066	525
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	400	0	178	51	9	38	114	3827	120	0	2327	1216
Arrive On Green	0.11	0.00	0.11	0.03	0.03	0.03	0.06	0.75	0.75	0.00	0.65	0.65
Sat Flow, veh/h	3563	0	1585	1781	327	1308	1781	5086	160	0	3647	1585
Grp Volume(v), veh/h	312	0	81	10	0	25	91	639	346	0	1066	525
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1635	1781	1702	1842	0	1777	1585
Q Serve(g_s), s	10.2	0.0	5.7	0.7	0.0	1.8	6.0	6.9	6.9	0.0	17.7	13.8
Cycle Q Clear(g_c), s	10.2	0.0	5.7	0.7	0.0	1.8	6.0	6.9	6.9	0.0	17.7	13.8
Prop In Lane	1.00		1.00	1.00		0.80	1.00		0.09	0.00		1.00
Lane Grp Cap(c), veh/h	400	0	178	51	0	47	114	2561	1386	0	2327	1216
V/C Ratio(X)	0.78	0.00	0.46	0.20	0.00	0.53	0.80	0.25	0.25	0.00	0.46	0.43
Avail Cap(c_a), veh/h	855	0	380	89	0	82	193	2561	1386	0	2327	1216
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.82	0.82
Uniform Delay (d), s/veh	51.8	0.0	49.8	56.9	0.0	57.5	55.4	4.5	4.5	0.0	10.2	4.9
Incr Delay (d2), s/veh	3.3	0.0	1.8	0.7	0.0	3.5	4.7	0.2	0.4	0.0	0.5	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.8	0.0	2.4	0.3	0.0	0.8	2.9	2.2	2.5	0.0	6.7	7.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	55.2	0.0	51.6	57.6	0.0	60.9	60.1	4.8	5.0	0.0	10.7	5.8
LnGrp LOS	E	A	D	E	A	E	E	A	A	A	B	A
Approach Vol, veh/h		393			35			1076			1591	
Approach Delay, s/veh		54.4			60.0			9.5			9.1	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	94.9		17.7	11.7	83.2		7.4					
Change Period (Y+Rc), s	4.6		* 4.2	4.0	4.6		4.0					
Max Green Setting (Gmax), s	72.4		* 29	13.0	55.4		6.0					
Max Q Clear Time (g_c+I1), s	8.9		12.2	8.0	19.7		3.8					
Green Ext Time (p_c), s	12.8		1.2	0.0	18.8		0.0					

Intersection Summary		
HCM 6th Ctrl Delay	15.6	
HCM 6th LOS	B	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	185	15	90	340	180	10	75	90	120	30	30
Future Volume (veh/h)	5	185	15	90	340	180	10	75	90	120	30	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	5	197	16	96	362	191	11	80	96	128	32	32
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	141	1701	135	319	1024	511	144	143	162	452	68	295
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.19	0.19	0.19	0.19	0.19	0.19
Sat Flow, veh/h	17	3233	257	301	1945	971	54	770	869	1207	364	1585
Grp Volume(v), veh/h	115	0	103	348	0	301	187	0	0	160	0	32
Grp Sat Flow(s),veh/h/ln	1850	0	1656	1690	0	1527	1693	0	0	1571	0	1585
Q Serve(g_s), s	0.0	0.0	0.9	0.0	0.0	3.3	0.5	0.0	0.0	0.0	0.0	0.5
Cycle Q Clear(g_c), s	0.9	0.0	0.9	3.1	0.0	3.3	2.9	0.0	0.0	2.3	0.0	0.5
Prop In Lane	0.04		0.16	0.28		0.64	0.06		0.51	0.80		1.00
Lane Grp Cap(c), veh/h	1106	0	871	1050	0	804	449	0	0	520	0	295
V/C Ratio(X)	0.10	0.00	0.12	0.33	0.00	0.37	0.42	0.00	0.00	0.31	0.00	0.11
Avail Cap(c_a), veh/h	1780	0	1499	1659	0	1383	1960	0	0	1692	0	1724
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.4	0.0	3.4	3.9	0.0	4.0	10.6	0.0	0.0	10.4	0.0	9.6
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.4	0.2	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	0.1	0.5	0.0	0.4	0.8	0.0	0.0	0.6	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.5	0.0	3.5	4.2	0.0	4.4	10.8	0.0	0.0	10.5	0.0	9.7
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		218			649			187			192	
Approach Delay, s/veh		3.5			4.3			10.8			10.4	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	19.2	9.3	19.2	9.3
Change Period (Y+Rc), s	* 4.2	4.0	* 4.2	4.0
Max Green Setting (Gmax), s	* 26	31.0	* 26	31.0
Max Q Clear Time (g_c+I1), s	2.9	4.9	5.3	4.3
Green Ext Time (p_c), s	1.7	0.7	5.8	0.7

Intersection Summary	
HCM 6th Ctrl Delay	6.1
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.2
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	10	245	30	5	140
Future Vol, veh/h	15	10	245	30	5	140
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	12	295	36	6	169
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.1	9.6	8.5
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	60%	3%
Vol Thru, %	89%	0%	97%
Vol Right, %	11%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	275	25	145
LT Vol	0	15	5
Through Vol	245	0	140
RT Vol	30	10	0
Lane Flow Rate	331	30	175
Geometry Grp	1	1	1
Degree of Util (X)	0.373	0.041	0.206
Departure Headway (Hd)	4.053	4.892	4.243
Convergence, Y/N	Yes	Yes	Yes
Cap	878	736	832
Service Time	2.124	2.892	2.339
HCM Lane V/C Ratio	0.377	0.041	0.21
HCM Control Delay	9.6	8.1	8.5
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.7	0.1	0.8

Intersection	
Intersection Delay, s/veh	8.9
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	15	15	5	5	40	175	30	5	90	15
Future Vol, veh/h	15	5	15	15	5	5	40	175	30	5	90	15
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	18	6	18	18	6	6	48	208	36	6	107	18
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.1	9.4	8.2
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	43%	60%	5%
Vol Thru, %	71%	14%	20%	82%
Vol Right, %	12%	43%	20%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	245	35	25	110
LT Vol	40	15	15	5
Through Vol	175	5	5	90
RT Vol	30	15	5	15
Lane Flow Rate	292	42	30	131
Geometry Grp	1	1	1	1
Degree of Util (X)	0.342	0.055	0.041	0.157
Departure Headway (Hd)	4.217	4.721	4.909	4.329
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	857	759	730	830
Service Time	2.217	2.747	2.936	2.347
HCM Lane V/C Ratio	0.341	0.055	0.041	0.158
HCM Control Delay	9.4	8	8.1	8.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.2	0.1	0.6



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	25	35	525	20	30	435
Future Volume (veh/h)	25	35	525	20	30	435
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	26	36	541	21	31	448
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	30	41	891	35	41	1211
Arrive On Green	0.04	0.04	0.50	0.50	0.02	0.65
Sat Flow, veh/h	687	951	1788	69	1781	1870
Grp Volume(v), veh/h	63	0	0	562	31	448
Grp Sat Flow(s),veh/h/ln	1665	0	0	1858	1781	1870
Q Serve(g_s), s	1.0	0.0	0.0	6.0	0.5	3.1
Cycle Q Clear(g_c), s	1.0	0.0	0.0	6.0	0.5	3.1
Prop In Lane	0.41	0.57		0.04	1.00	
Lane Grp Cap(c), veh/h	72	0	0	926	41	1211
V/C Ratio(X)	0.88	0.00	0.00	0.61	0.76	0.37
Avail Cap(c_a), veh/h	1259	0	0	2368	1379	4068
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	13.2	0.0	0.0	5.0	13.5	2.3
Incr Delay (d2), s/veh	12.0	0.0	0.0	0.9	10.1	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.0	0.3	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	25.2	0.0	0.0	5.9	23.6	2.5
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	63		562			479
Approach Delay, s/veh	25.2		5.9			3.9
Approach LOS	C		A			A

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		22.6		5.2	4.1	18.4
Change Period (Y+Rc), s		4.6		4.0	3.5	4.6
Max Green Setting (Gmax), s		60.4		21.0	21.5	35.4
Max Q Clear Time (g_c+I1), s		5.1		3.0	2.5	8.0
Green Ext Time (p_c), s		4.8		0.1	0.0	5.8

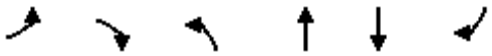
Intersection Summary	
HCM 6th Ctrl Delay	6.2
HCM 6th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	220	160	435	120	90	420
Future Volume (vph)	220	160	435	120	90	420
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	232	168	458	126	95	442
RTOR Reduction (vph)	0	85	0	64	0	0
Lane Group Flow (vph)	232	83	458	62	95	442
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	1		8		7	4
Permitted Phases		8		8		
Actuated Green, G (s)	16.8	49.1	49.1	49.1	8.0	51.0
Effective Green, g (s)	16.8	49.1	49.1	49.1	8.0	51.0
Actuated g/C Ratio	0.17	0.49	0.49	0.49	0.08	0.51
Clearance Time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Vehicle Extension (s)	2.0	3.5	3.5	3.5	1.5	3.5
Lane Grp Cap (vph)	299	781	920	781	142	955
v/s Ratio Prot	c0.13		c0.25		c0.05	0.24
v/s Ratio Perm		0.05		0.04		
v/c Ratio	0.78	0.11	0.50	0.08	0.67	0.46
Uniform Delay, d1	39.5	13.4	16.9	13.2	44.4	15.5
Progression Factor	1.00	1.00	0.25	0.21	1.00	1.00
Incremental Delay, d2	10.9	0.3	1.7	0.2	8.9	1.6
Delay (s)	50.4	13.7	5.9	3.0	53.3	17.1
Level of Service	D	B	A	A	D	B
Approach Delay (s)	35.0		5.3			23.5
Approach LOS	C		A			C

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.51		
Actuated Cycle Length (s)	99.4	Sum of lost time (s)	16.6
Intersection Capacity Utilization	50.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	60	75	475	535	105
Future Volume (vph)	80	60	75	475	535	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	1863	1821	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	1863	1821	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	85	64	80	505	569	112
RTOR Reduction (vph)	0	58	0	0	5	0
Lane Group Flow (vph)	85	6	80	505	676	0
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	6		3	8	4	
Permitted Phases		6				
Actuated Green, G (s)	8.9	8.9	6.1	49.1	51.0	
Effective Green, g (s)	8.9	8.9	6.1	49.1	51.0	
Actuated g/C Ratio	0.09	0.09	0.06	0.49	0.51	
Clearance Time (s)	4.0	4.0	4.0	4.6	4.6	
Vehicle Extension (s)	2.0	2.0	1.5	3.5	3.5	
Lane Grp Cap (vph)	158	141	108	920	934	
v/s Ratio Prot	c0.05		c0.05	0.27	c0.37	
v/s Ratio Perm		0.00				
v/c Ratio	0.54	0.04	0.74	0.55	0.72	
Uniform Delay, d1	43.3	41.3	45.9	17.5	18.7	
Progression Factor	1.00	1.00	1.00	1.00	0.99	
Incremental Delay, d2	1.8	0.0	21.0	2.4	4.3	
Delay (s)	45.0	41.4	66.9	19.8	22.9	
Level of Service	D	D	E	B	C	
Approach Delay (s)	43.5			26.2	22.9	
Approach LOS	D			C	C	

Intersection Summary			
HCM 2000 Control Delay	26.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	99.4	Sum of lost time (s)	16.6
Intersection Capacity Utilization	53.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

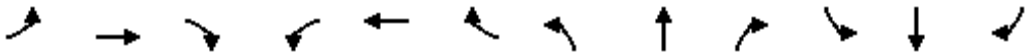
Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	75	10	550	115	15	610
Future Vol, veh/h	75	10	550	115	15	610
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	-	-	-	0	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	78	10	573	120	16	635

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1300	633	0	0	693	0
Stage 1	633	-	-	-	-	-
Stage 2	667	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	178	480	-	-	902	-
Stage 1	529	-	-	-	-	-
Stage 2	510	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	175	480	-	-	902	-
Mov Cap-2 Maneuver	315	-	-	-	-	-
Stage 1	529	-	-	-	-	-
Stage 2	501	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20	0	0.2
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	328	902	-
HCM Lane V/C Ratio	-	-	0.27	0.017	-
HCM Control Delay (s)	-	-	20	9.1	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	335	655	290	115	630	30	445	280	180	60	240	345
Future Volume (veh/h)	335	655	290	115	630	30	445	280	180	60	240	345
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	349	682	302	120	656	31	464	292	188	62	250	359
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	1084	1715	1005	177	746	35	524	474	402	91	286	740
Arrive On Green	0.10	0.16	0.16	0.05	0.22	0.22	0.15	0.25	0.25	0.05	0.15	0.15
Sat Flow, veh/h	3456	3554	1585	3456	3455	163	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	349	682	302	120	337	350	464	292	188	62	250	359
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1841	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	11.2	20.7	14.5	4.1	22.0	22.1	15.8	16.6	12.1	4.1	15.7	6.7
Cycle Q Clear(g_c), s	11.2	20.7	14.5	4.1	22.0	22.1	15.8	16.6	12.1	4.1	15.7	6.7
Prop In Lane	1.00		1.00	1.00		0.09	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	1084	1715	1005	177	383	397	524	474	402	91	286	740
V/C Ratio(X)	0.32	0.40	0.30	0.68	0.88	0.88	0.89	0.62	0.47	0.68	0.87	0.49
Avail Cap(c_a), veh/h	1084	1715	1005	242	428	443	616	497	421	140	310	760
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.84	0.84	0.84	1.00	1.00	1.00	0.88	0.88	0.88	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.0	34.8	17.4	56.0	45.5	45.6	49.9	39.6	37.9	56.0	49.7	8.0
Incr Delay (d2), s/veh	0.1	0.6	0.6	1.7	23.8	23.3	10.6	1.9	0.7	3.3	21.8	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.2	10.0	6.3	1.8	12.2	12.6	7.6	7.9	4.8	1.9	9.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	42.0	35.4	18.0	57.7	69.3	68.8	60.5	41.5	38.7	59.3	71.5	8.5
LnGrp LOS	D	D	B	E	E	E	E	D	D	E	E	A
Approach Vol, veh/h		1333			807			944			671	
Approach Delay, s/veh		33.2			67.4			50.3			36.7	
Approach LOS		C			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	10.7	63.0	22.8	23.5	42.7	31.0	10.7	35.5
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	5.1	* 5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	50.9	21.4	19.9	30.4	* 29	9.4	31.9
Max Q Clear Time (g_c+I1), s	6.1	22.7	17.8	17.7	13.2	24.1	6.1	18.6
Green Ext Time (p_c), s	0.0	6.5	0.4	0.7	0.6	1.8	0.0	2.0

Intersection Summary	
HCM 6th Ctrl Delay	45.4
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	25	30	140	30	85	35	625	125	50	595	50
Future Volume (veh/h)	120	25	30	140	30	85	35	625	125	50	595	50
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	125	26	31	146	31	89	36	651	130	52	620	52
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	276	45	40	258	34	89	110	1523	304	124	1737	145
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.17	0.06	0.52	0.52	0.07	0.52	0.52
Sat Flow, veh/h	915	271	243	868	206	540	1781	2952	589	1781	3319	278
Grp Volume(v), veh/h	182	0	0	266	0	0	36	391	390	52	332	340
Grp Sat Flow(s),veh/h/ln	1429	0	0	1614	0	0	1781	1777	1764	1781	1777	1820
Q Serve(g_s), s	0.0	0.0	0.0	2.1	0.0	0.0	0.9	6.6	6.6	1.4	5.3	5.3
Cycle Q Clear(g_c), s	5.9	0.0	0.0	8.0	0.0	0.0	0.9	6.6	6.6	1.4	5.3	5.3
Prop In Lane	0.69		0.17	0.55		0.33	1.00		0.33	1.00		0.15
Lane Grp Cap(c), veh/h	361	0	0	381	0	0	110	917	910	124	930	953
V/C Ratio(X)	0.50	0.00	0.00	0.70	0.00	0.00	0.33	0.43	0.43	0.42	0.36	0.36
Avail Cap(c_a), veh/h	361	0	0	381	0	0	423	1408	1398	312	1298	1330
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	20.1	0.0	0.0	21.8	7.3	7.3	21.6	6.8	6.8
Incr Delay (d2), s/veh	0.4	0.0	0.0	4.7	0.0	0.0	0.6	0.5	0.5	0.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	3.1	0.0	0.0	0.4	1.9	1.9	0.5	1.5	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.7	0.0	0.0	24.8	0.0	0.0	22.4	7.7	7.7	22.5	7.1	7.1
LnGrp LOS	B	A	A	C	A	A	C	A	A	C	A	A
Approach Vol, veh/h		182			266			817			724	
Approach Delay, s/veh		19.7			24.8			8.4			8.2	
Approach LOS		B			C			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.0	6.9	29.6	12.0	6.5	30.0
Change Period (Y+Rc), s	4.0	3.5	4.6	4.0	3.5	4.6
Max Green Setting (Gmax), s	8.0	8.5	38.4	8.0	11.5	35.4
Max Q Clear Time (g_c+I1), s	7.9	3.4	8.6	10.0	2.9	7.3
Green Ext Time (p_c), s	0.0	0.0	8.0	0.0	0.0	6.5

Intersection Summary	
HCM 6th Ctrl Delay	11.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	1075	35	110	1305	35	70	5	185	35	5	15
Future Volume (veh/h)	20	1075	35	110	1305	35	70	5	185	35	5	15
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1144	37	117	1388	37	74	5	197	37	5	16
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	26	2208	71	178	2366	1055	231	16	300	57	13	40
Arrive On Green	0.03	1.00	1.00	0.03	0.45	0.45	0.14	0.14	0.14	0.03	0.03	0.03
Sat Flow, veh/h	1781	3513	114	3456	3554	1585	1674	113	1585	1781	392	1253
Grp Volume(v), veh/h	21	578	603	117	1388	37	79	0	197	37	0	21
Grp Sat Flow(s),veh/h/ln	1781	1777	1850	1728	1777	1585	1787	0	1585	1781	0	1645
Q Serve(g_s), s	1.4	0.0	0.0	4.0	35.2	1.6	4.8	0.0	13.8	2.5	0.0	1.5
Cycle Q Clear(g_c), s	1.4	0.0	0.0	4.0	35.2	1.6	4.8	0.0	13.8	2.5	0.0	1.5
Prop In Lane	1.00		0.06	1.00		1.00	0.94		1.00	1.00		0.76
Lane Grp Cap(c), veh/h	26	1117	1163	178	2366	1055	246	0	300	57	0	53
V/C Ratio(X)	0.82	0.52	0.52	0.66	0.59	0.04	0.32	0.00	0.66	0.65	0.00	0.40
Avail Cap(c_a), veh/h	126	1117	1163	677	2366	1055	380	0	419	126	0	117
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	0.73	0.73	0.73	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.1	0.0	0.0	56.9	20.9	11.5	46.7	0.0	45.0	57.4	0.0	56.9
Incr Delay (d2), s/veh	36.5	1.3	1.2	3.0	0.8	0.0	0.7	0.0	2.4	11.6	0.0	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.4	0.4	1.8	15.8	0.5	2.2	0.0	5.6	1.3	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	94.6	1.3	1.2	59.9	21.6	11.6	47.4	0.0	47.4	69.0	0.0	61.7
LnGrp LOS	F	A	A	E	C	B	D	A	D	E	A	E
Approach Vol, veh/h		1202			1542			276			58	
Approach Delay, s/veh		2.9			24.3			47.4			66.4	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	10.7	79.9		21.0	6.2	84.4		8.4
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	23.5	44.5		25.5	8.5	59.5		8.5
Max Q Clear Time (g_c+I1), s	6.0	2.0		15.8	3.4	37.2		4.5
Green Ext Time (p_c), s	0.3	10.5		0.7	0.0	11.6		0.0

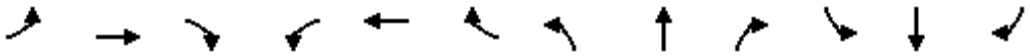
Intersection Summary	
HCM 6th Ctrl Delay	18.8
HCM 6th LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	635	25	590	840	45	10	5	455	35	10	10
Future Volume (veh/h)	10	635	25	590	840	45	10	5	455	35	10	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	11	690	27	641	913	49	11	5	495	38	11	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	23	1033	40	704	1671	90	171	179	835	453	218	218
Arrive On Green	0.01	0.30	0.30	0.41	0.97	0.97	0.10	0.10	0.10	0.25	0.25	0.25
Sat Flow, veh/h	1781	3486	136	3456	3430	184	1781	1870	2790	1781	858	858
Grp Volume(v), veh/h	11	352	365	641	473	489	11	5	495	38	0	22
Grp Sat Flow(s),veh/h/ln	1781	1777	1846	1728	1777	1837	1781	1870	1395	1781	0	1716
Q Serve(g_s), s	0.7	20.8	20.8	21.0	1.7	1.7	0.7	0.3	11.5	2.0	0.0	1.2
Cycle Q Clear(g_c), s	0.7	20.8	20.8	21.0	1.7	1.7	0.7	0.3	11.5	2.0	0.0	1.2
Prop In Lane	1.00		0.07	1.00		0.10	1.00		1.00	1.00		0.50
Lane Grp Cap(c), veh/h	23	527	547	704	866	895	171	179	835	453	0	436
V/C Ratio(X)	0.48	0.67	0.67	0.91	0.55	0.55	0.06	0.03	0.59	0.08	0.00	0.05
Avail Cap(c_a), veh/h	126	527	547	850	866	895	171	179	835	453	0	436
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.82	0.82	0.82	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.8	37.0	37.0	34.5	0.8	0.8	49.4	49.2	35.8	34.1	0.0	33.8
Incr Delay (d2), s/veh	15.0	6.6	6.4	10.5	0.6	0.6	0.2	0.1	1.1	0.4	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	10.0	10.3	8.1	0.5	0.5	0.3	0.1	6.3	0.9	0.0	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.8	43.6	43.4	45.0	1.4	1.4	49.5	49.2	36.9	34.5	0.0	34.0
LnGrp LOS	E	D	D	D	A	A	D	D	D	C	A	C
Approach Vol, veh/h		728			1603			511			60	
Approach Delay, s/veh		44.0			18.8			37.3			34.3	
Approach LOS		D			B			D			C	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.9	40.1		16.0	6.0	63.0		35.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	29.5	30.5		11.5	8.5	51.5		30.5				
Max Q Clear Time (g_c+I1), s	23.8	22.8		13.5	2.7	3.7		4.0				
Green Ext Time (p_c), s	1.5	2.7		0.0	0.0	7.8		0.2				

Intersection Summary	
HCM 6th Ctrl Delay	28.7
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	295	1380	650	70	1735	545	270	170	70	235	105	225
Future Volume (veh/h)	295	1380	650	70	1735	545	270	170	70	235	105	225
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	298	1394	657	71	1753	551	172	313	71	190	172	227
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	1678	959	105	1931	599	237	394	88	293	308	261
Arrive On Green	0.05	0.16	0.16	0.06	0.38	0.38	0.13	0.13	0.13	0.16	0.16	0.16
Sat Flow, veh/h	1781	3554	1585	1781	5106	1585	1781	2960	662	1781	1870	1585
Grp Volume(v), veh/h	298	1394	657	71	1753	551	172	196	188	190	172	227
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1585	1781	1870	1751	1781	1870	1585
Q Serve(g_s), s	14.8	38.0	30.3	3.9	32.5	33.1	9.3	10.1	10.4	10.0	8.5	14.0
Cycle Q Clear(g_c), s	14.8	38.0	30.3	3.9	32.5	33.1	9.3	10.1	10.4	10.0	8.5	14.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	264	1678	959	105	1931	599	237	249	233	293	308	261
V/C Ratio(X)	1.13	0.83	0.68	0.67	0.91	0.92	0.72	0.79	0.81	0.65	0.56	0.87
Avail Cap(c_a), veh/h	264	1678	959	119	1931	599	328	344	322	326	342	290
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.45	0.45	0.45	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	38.3	22.0	46.1	29.4	29.6	41.6	42.0	42.1	39.1	38.4	40.7
Incr Delay (d2), s/veh	78.6	2.3	1.8	8.5	7.1	20.1	2.5	5.3	6.9	2.6	0.6	20.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.8	18.6	17.6	2.0	14.1	15.5	4.2	5.0	4.9	4.5	3.9	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	126.1	40.6	23.8	54.6	36.5	49.7	44.0	47.2	49.0	41.6	39.1	61.2
LnGrp LOS	F	D	C	D	D	D	D	D	D	D	D	E
Approach Vol, veh/h		2349			2375			556			589	
Approach Delay, s/veh		46.8			40.1			46.8			48.4	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	52.2		17.5	19.0	42.8		20.7				
Change Period (Y+Rc), s	3.7	5.0		* 4.2	* 4.2	5.0		4.2				
Max Green Setting (Gmax), s	6.7	39.5		* 18	* 15	30.9		18.3				
Max Q Clear Time (g_c+I1), s	5.9	40.0		12.4	16.8	35.1		16.0				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	0.0		0.5				

Intersection Summary	
HCM 6th Ctrl Delay	44.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1770	775	0	2185	105	220	30	640	35	0	105
Future Volume (veh/h)	40	1770	775	0	2185	105	220	30	640	35	0	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	1998	643	0	2207	106	222	326	449	35	0	106
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	60	2845	804	0	2134	102	189	278	404	144	151	128
Arrive On Green	0.02	0.34	0.34	0.00	0.43	0.43	0.25	0.25	0.25	0.08	0.00	0.08
Sat Flow, veh/h	1781	5611	1585	0	5161	239	743	1091	1585	1781	1870	1585
Grp Volume(v), veh/h	40	1998	643	0	1501	812	548	0	449	35	0	106
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1702	1827	1833	0	1585	1781	1870	1585
Q Serve(g_s), s	2.2	30.9	36.8	0.0	42.7	42.7	25.5	0.0	25.5	1.8	0.0	6.6
Cycle Q Clear(g_c), s	2.2	30.9	36.8	0.0	42.7	42.7	25.5	0.0	25.5	1.8	0.0	6.6
Prop In Lane	1.00		1.00	0.00		0.13	0.41		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	2845	804	0	1455	781	467	0	404	144	151	128
V/C Ratio(X)	0.67	0.70	0.80	0.00	1.03	1.04	1.17	0.00	1.11	0.24	0.00	0.83
Avail Cap(c_a), veh/h	93	2845	804	0	1455	781	467	0	404	144	151	128
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.39	0.39	0.39	0.00	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	26.5	28.4	0.0	28.6	28.6	37.3	0.0	37.2	43.1	0.0	45.3
Incr Delay (d2), s/veh	2.7	0.6	3.4	0.0	17.2	22.2	98.2	0.0	78.3	3.9	0.0	42.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	14.5	15.2	0.0	20.0	22.6	23.9	0.0	18.4	1.0	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.0	27.1	31.8	0.0	45.8	50.8	135.5	0.0	115.6	47.0	0.0	88.2
LnGrp LOS	D	C	C	A	F	F	F	A	F	D	A	F
Approach Vol, veh/h		2681			2313			997			141	
Approach Delay, s/veh		28.5			47.6			126.5			78.0	
Approach LOS		C			D			F			E	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		56.4		30.0	8.0	48.4		13.6				
Change Period (Y+Rc), s		* 5.7		4.5	4.6	* 5.7		5.5				
Max Green Setting (Gmax), s		* 51		25.5	5.2	* 41		8.1				
Max Q Clear Time (g_c+I1), s		38.8		27.5	4.2	44.7		8.6				
Green Ext Time (p_c), s		11.3		0.0	0.0	0.0		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		52.8
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1280	185	375	920	0	0	0	0	1120	0	1125
Future Volume (veh/h)	0	1280	185	375	920	0	0	0	0	1120	0	1125
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1306	0	383	939	0				1143	0	1148
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1757		466	1901	0				1220	0	985
Arrive On Green	0.00	0.34	0.00	0.09	0.36	0.00				0.35	0.00	0.35
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	2790
Grp Volume(v), veh/h	0	1306	0	383	939	0				1143	0	1148
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1395
Q Serve(g_s), s	0.0	22.5	0.0	10.9	20.6	0.0				32.0	0.0	35.3
Cycle Q Clear(g_c), s	0.0	22.5	0.0	10.9	20.6	0.0				32.0	0.0	35.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1757		466	1901	0				1220	0	985
V/C Ratio(X)	0.00	0.74		0.82	0.49	0.00				0.94	0.00	1.17
Avail Cap(c_a), veh/h	0	1757		567	1901	0				1220	0	985
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.91	0.00	0.11	0.11	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	28.9	0.0	44.3	21.5	0.0				31.3	0.0	32.3
Incr Delay (d2), s/veh	0.0	2.6	0.0	1.0	0.1	0.0				14.2	0.0	85.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.4	0.0	4.9	9.1	0.0				15.3	0.0	23.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	31.5	0.0	45.3	21.6	0.0				45.5	0.0	118.1
LnGrp LOS	A	C		D	C	A				D	A	F
Approach Vol, veh/h		1306	A		1322						2291	
Approach Delay, s/veh		31.5			28.5						81.9	
Approach LOS		C			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.1	40.9		40.0		60.0
Change Period (Y+Rc), s	5.6	6.5		* 4.7		6.5
Max Green Setting (Gmax), s	16.4	31.5		* 35		53.5
Max Q Clear Time (g_c+I1), s	12.9	24.5		37.3		22.6
Green Ext Time (p_c), s	0.6	5.3		0.0		11.0

Intersection Summary	
HCM 6th Ctrl Delay	54.2
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	570	5	75	5	0	20	45	1060	25	0	1150	745
Future Volume (veh/h)	570	5	75	5	0	20	45	1060	25	0	1150	745
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	580	0	76	5	0	20	45	1071	25	0	1162	753
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	676	0	301	34	0	30	58	3515	82	0	2200	1282
Arrive On Green	0.19	0.00	0.19	0.02	0.00	0.02	0.03	0.68	0.68	0.00	0.62	0.62
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5133	120	0	3647	1585
Grp Volume(v), veh/h	580	0	76	5	0	20	45	710	386	0	1162	753
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1849	0	1777	1585
Q Serve(g_s), s	18.9	0.0	4.9	0.3	0.0	1.5	3.0	10.0	10.0	0.0	22.2	20.8
Cycle Q Clear(g_c), s	18.9	0.0	4.9	0.3	0.0	1.5	3.0	10.0	10.0	0.0	22.2	20.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	0.00		1.00
Lane Grp Cap(c), veh/h	676	0	301	34	0	30	58	2331	1266	0	2200	1282
V/C Ratio(X)	0.86	0.00	0.25	0.15	0.00	0.67	0.78	0.30	0.30	0.00	0.53	0.59
Avail Cap(c_a), veh/h	914	0	407	89	0	79	134	2331	1266	0	2200	1282
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.51	0.51
Uniform Delay (d), s/veh	47.1	0.0	41.4	57.9	0.0	58.5	57.6	7.5	7.5	0.0	12.9	4.2
Incr Delay (d2), s/veh	6.1	0.0	0.4	0.8	0.0	9.2	8.1	0.3	0.6	0.0	0.5	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.9	0.0	2.0	0.2	0.0	0.7	1.5	3.5	3.9	0.0	8.6	14.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	0.0	41.8	58.7	0.0	67.7	65.7	7.9	8.2	0.0	13.4	5.2
LnGrp LOS	D	A	D	E	A	E	E	A	A	A	B	A
Approach Vol, veh/h		656			25			1141			1915	
Approach Delay, s/veh		51.9			65.9			10.2			10.2	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	2		4	5	6		8					
Phs Duration (G+Y+Rc), s	86.8		27.0	7.9	78.9		6.3					
Change Period (Y+Rc), s	4.6		* 4.2	4.0	4.6		4.0					
Max Green Setting (Gmax), s	70.4		* 31	9.0	57.4		6.0					
Max Q Clear Time (g_c+I1), s	12.0		20.9	5.0	24.2		3.5					
Green Ext Time (p_c), s	14.9		1.9	0.0	22.1		0.0					

Intersection Summary												
HCM 6th Ctrl Delay		17.9										
HCM 6th LOS		B										

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	260	20	80	410	245	20	120	100	220	50	85
Future Volume (veh/h)	15	260	20	80	410	245	20	120	100	220	50	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	274	21	84	432	258	21	126	105	232	53	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	111	1162	87	185	695	401	95	309	226	375	71	706
Arrive On Green	0.37	0.37	0.37	0.37	0.37	0.37	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	58	3150	235	236	1884	1086	16	694	507	509	160	1585
Grp Volume(v), veh/h	163	0	148	416	0	358	252	0	0	285	0	89
Grp Sat Flow(s),veh/h/ln	1784	0	1660	1699	0	1507	1216	0	0	669	0	1585
Q Serve(g_s), s	0.0	0.0	2.7	4.0	0.0	8.7	1.0	0.0	0.0	2.0	0.0	1.5
Cycle Q Clear(g_c), s	2.7	0.0	2.7	8.6	0.0	8.7	18.5	0.0	0.0	19.1	0.0	1.5
Prop In Lane	0.10		0.14	0.20		0.72	0.08		0.42	0.81		1.00
Lane Grp Cap(c), veh/h	748	0	612	725	0	556	630	0	0	446	0	706
V/C Ratio(X)	0.22	0.00	0.24	0.57	0.00	0.64	0.40	0.00	0.00	0.64	0.00	0.13
Avail Cap(c_a), veh/h	1099	0	970	1076	0	880	1060	0	0	764	0	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.6	0.0	9.7	11.4	0.0	11.5	8.4	0.0	0.0	12.6	0.0	7.2
Incr Delay (d2), s/veh	0.2	0.0	0.3	1.0	0.0	1.8	0.2	0.0	0.0	0.6	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.8	2.8	0.0	2.6	1.2	0.0	0.0	2.2	0.0	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.8	0.0	9.9	12.4	0.0	13.3	8.6	0.0	0.0	13.1	0.0	7.2
LnGrp LOS	A	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		311			774			252			374	
Approach Delay, s/veh		9.9			12.8			8.6			11.7	
Approach LOS		A			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	20.7	24.9	20.7	24.9
Change Period (Y+Rc), s	* 4.2	4.0	* 4.2	4.0
Max Green Setting (Gmax), s	* 26	31.0	* 26	31.0
Max Q Clear Time (g_c+I1), s	4.7	20.5	10.7	21.1
Green Ext Time (p_c), s	2.5	0.7	6.1	1.1

Intersection Summary	
HCM 6th Ctrl Delay	11.4
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	20	215	165	55	280
Future Vol, veh/h	65	20	215	165	55	280
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	21	226	174	58	295
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.5	11.3	11.5
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	76%	16%
Vol Thru, %	57%	0%	84%
Vol Right, %	43%	24%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	380	85	335
LT Vol	0	65	55
Through Vol	215	0	280
RT Vol	165	20	0
Lane Flow Rate	400	89	353
Geometry Grp	1	1	1
Degree of Util (X)	0.479	0.138	0.453
Departure Headway (Hd)	4.312	5.549	4.626
Convergence, Y/N	Yes	Yes	Yes
Cap	832	642	776
Service Time	2.348	3.618	2.666
HCM Lane V/C Ratio	0.481	0.139	0.455
HCM Control Delay	11.3	9.5	11.5
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.6	0.5	2.4

Intersection	
Intersection Delay, s/veh	10.6
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	60	15	10	5	155	190	10	5	195	35
Future Vol, veh/h	15	5	60	15	10	5	155	190	10	5	195	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	63	16	11	5	163	200	11	5	205	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.8	11.7	9.7
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	44%	19%	50%	2%
Vol Thru, %	54%	6%	33%	83%
Vol Right, %	3%	75%	17%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	355	80	30	235
LT Vol	155	15	15	5
Through Vol	190	5	10	195
RT Vol	10	60	5	35
Lane Flow Rate	374	84	32	247
Geometry Grp	1	1	1	1
Degree of Util (X)	0.474	0.116	0.048	0.313
Departure Headway (Hd)	4.567	4.959	5.459	4.554
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	788	718	652	787
Service Time	2.607	3.02	3.528	2.597
HCM Lane V/C Ratio	0.475	0.117	0.049	0.314
HCM Control Delay	11.7	8.7	8.8	9.7
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.6	0.4	0.2	1.3



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	140	70	730	180	85	725
Future Volume (veh/h)	140	70	730	180	85	725
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	144	72	753	186	88	747
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	178	89	828	205	114	1302
Arrive On Green	0.16	0.16	0.57	0.57	0.06	0.70
Sat Flow, veh/h	1136	568	1448	358	1781	1870
Grp Volume(v), veh/h	217	0	0	939	88	747
Grp Sat Flow(s),veh/h/ln	1711	0	0	1806	1781	1870
Q Serve(g_s), s	7.1	0.0	0.0	27.0	2.8	11.8
Cycle Q Clear(g_c), s	7.1	0.0	0.0	27.0	2.8	11.8
Prop In Lane	0.66	0.33		0.20	1.00	
Lane Grp Cap(c), veh/h	268	0	0	1033	114	1302
V/C Ratio(X)	0.81	0.00	0.00	0.91	0.77	0.57
Avail Cap(c_a), veh/h	617	0	0	1097	657	1938
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	11.1	26.9	4.5
Incr Delay (d2), s/veh	2.3	0.0	0.0	11.0	4.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	0.0	11.1	1.3	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.0	0.0	0.0	22.1	30.9	5.1
LnGrp LOS	C	A	A	C	C	A
Approach Vol, veh/h	217		939			835
Approach Delay, s/veh	26.0		22.1			7.8
Approach LOS	C		C			A

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		45.2		13.1	7.2	37.9
Change Period (Y+Rc), s		4.6		4.0	3.5	4.6
Max Green Setting (Gmax), s		60.4		21.0	21.5	35.4
Max Q Clear Time (g_c+I1), s		13.8		9.1	4.8	29.0
Green Ext Time (p_c), s		10.0		0.3	0.1	4.3

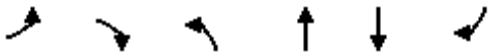
Intersection Summary	
HCM 6th Ctrl Delay	16.5
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	145	360	585	45	250	635
Future Volume (vph)	145	360	585	45	250	635
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	153	379	616	47	263	668
RTOR Reduction (vph)	0	181	0	20	0	0
Lane Group Flow (vph)	153	198	616	27	263	668
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	1		8		7	4
Permitted Phases		8		8		
Actuated Green, G (s)	13.3	56.8	56.8	56.8	16.3	71.0
Effective Green, g (s)	13.3	56.8	56.8	56.8	16.3	71.0
Actuated g/C Ratio	0.12	0.52	0.52	0.52	0.15	0.65
Clearance Time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Vehicle Extension (s)	2.0	3.5	3.5	3.5	1.5	3.5
Lane Grp Cap (vph)	216	827	973	827	265	1216
v/s Ratio Prot	c0.09		c0.33		c0.15	0.36
v/s Ratio Perm		0.13		0.02		
v/c Ratio	0.71	0.24	0.63	0.03	0.99	0.55
Uniform Delay, d1	45.8	14.2	18.5	12.6	46.1	10.2
Progression Factor	1.00	1.00	0.16	0.04	1.00	1.00
Incremental Delay, d2	8.4	0.7	2.4	0.1	52.9	1.8
Delay (s)	54.2	14.8	5.3	0.6	99.0	12.0
Level of Service	D	B	A	A	F	B
Approach Delay (s)	26.2		5.0			36.6
Approach LOS	C		A			D

Intersection Summary			
HCM 2000 Control Delay	24.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.67		
Actuated Cycle Length (s)	108.7	Sum of lost time (s)	16.6
Intersection Capacity Utilization	63.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	15	20	610	735	40
Future Volume (vph)	15	15	20	610	735	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	1863	1850	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	1863	1850	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	16	21	642	774	42
RTOR Reduction (vph)	0	15	0	0	1	0
Lane Group Flow (vph)	16	1	21	642	815	0
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	6		3	8	4	
Permitted Phases		6				
Actuated Green, G (s)	5.7	5.7	2.1	56.8	71.0	
Effective Green, g (s)	5.7	5.7	2.1	56.8	71.0	
Actuated g/C Ratio	0.05	0.05	0.02	0.52	0.65	
Clearance Time (s)	4.0	4.0	4.0	4.6	4.6	
Vehicle Extension (s)	2.0	2.0	1.5	3.5	3.5	
Lane Grp Cap (vph)	92	83	34	973	1208	
v/s Ratio Prot	c0.01		c0.01	0.34	c0.44	
v/s Ratio Perm		0.00				
v/c Ratio	0.17	0.01	0.62	0.66	0.67	
Uniform Delay, d1	49.2	48.8	52.9	18.9	11.7	
Progression Factor	1.00	1.00	1.00	1.00	0.67	
Incremental Delay, d2	0.3	0.0	21.2	3.5	2.6	
Delay (s)	49.6	48.8	74.1	22.4	10.5	
Level of Service	D	D	E	C	B	
Approach Delay (s)	49.2			24.1	10.5	
Approach LOS	D			C	B	

Intersection Summary			
HCM 2000 Control Delay	17.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	108.7	Sum of lost time (s)	16.6
Intersection Capacity Utilization	51.6%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

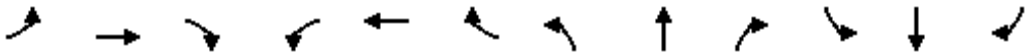
Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	10	645	150	10	750
Future Vol, veh/h	65	10	645	150	10	750
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	10	672	156	10	781

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1551	750	0	0	828	0
Stage 1	750	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	125	411	-	-	803	-
Stage 1	467	-	-	-	-	-
Stage 2	442	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	124	411	-	-	803	-
Mov Cap-2 Maneuver	263	-	-	-	-	-
Stage 1	467	-	-	-	-	-
Stage 2	437	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.1	0	0.1
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	276	803	-
HCM Lane V/C Ratio	-	-	0.283	0.013	-
HCM Control Delay (s)	-	-	23.1	9.5	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.1	0	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	525	905	320	140	835	20	450	315	130	50	295	450
Future Volume (veh/h)	525	905	320	140	835	20	450	315	130	50	295	450
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	547	943	333	146	870	21	469	328	135	52	307	469
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	872	1634	973	203	929	22	532	513	435	81	310	663
Arrive On Green	0.50	0.92	0.92	0.06	0.26	0.26	0.15	0.27	0.27	0.05	0.17	0.17
Sat Flow, veh/h	3456	3554	1585	3456	3546	86	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	547	943	333	146	436	455	469	328	135	52	307	469
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1855	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	13.8	5.5	2.5	5.0	28.8	28.8	15.9	18.5	8.1	3.4	19.7	9.7
Cycle Q Clear(g_c), s	13.8	5.5	2.5	5.0	28.8	28.8	15.9	18.5	8.1	3.4	19.7	9.7
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	872	1634	973	203	465	486	532	513	435	81	310	663
V/C Ratio(X)	0.63	0.58	0.34	0.72	0.94	0.94	0.88	0.64	0.31	0.64	0.99	0.71
Avail Cap(c_a), veh/h	872	1634	973	299	472	493	674	513	435	184	310	663
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	25.6	2.8	1.4	55.5	43.3	43.3	49.7	38.3	34.5	56.3	49.9	11.0
Incr Delay (d2), s/veh	0.6	0.9	0.6	1.8	28.6	27.8	8.2	2.3	0.3	3.1	48.2	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.5	1.3	0.7	2.2	16.2	16.8	7.5	8.8	3.2	1.6	13.3	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.2	3.7	2.0	57.3	71.9	71.1	57.9	40.6	34.9	59.4	98.1	14.5
LnGrp LOS	C	A	A	E	E	E	E	D	C	E	F	B
Approach Vol, veh/h		1823			1037			932			828	
Approach Delay, s/veh		10.1			69.5			48.5			48.3	
Approach LOS		B			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.7	60.3	23.1	25.0	35.4	36.5	10.1	38.0
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	5.1	* 5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	34.9	23.4	19.9	25.4	* 32	12.4	30.9
Max Q Clear Time (g_c+I1), s	7.0	7.5	17.9	21.7	15.8	30.8	5.4	20.5
Green Ext Time (p_c), s	0.1	9.2	0.5	0.0	0.9	0.6	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	38.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	15	25	100	15	45	45	730	90	55	605	70
Future Volume (veh/h)	110	15	25	100	15	45	45	730	90	55	605	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	16	26	104	16	47	47	760	94	57	630	73
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	292	23	36	259	26	63	122	1704	211	131	1735	201
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.07	0.54	0.54	0.07	0.54	0.54
Sat Flow, veh/h	1203	177	274	1017	194	474	1781	3183	394	1781	3209	371
Grp Volume(v), veh/h	157	0	0	167	0	0	47	424	430	57	348	355
Grp Sat Flow(s),veh/h/ln	1654	0	0	1686	0	0	1781	1777	1800	1781	1777	1804
Q Serve(g_s), s	0.0	0.0	0.0	0.2	0.0	0.0	1.2	6.8	6.8	1.4	5.2	5.3
Cycle Q Clear(g_c), s	4.0	0.0	0.0	4.2	0.0	0.0	1.2	6.8	6.8	1.4	5.2	5.3
Prop In Lane	0.73		0.17	0.62		0.28	1.00		0.22	1.00		0.21
Lane Grp Cap(c), veh/h	352	0	0	348	0	0	122	951	963	131	961	975
V/C Ratio(X)	0.45	0.00	0.00	0.48	0.00	0.00	0.39	0.45	0.45	0.43	0.36	0.36
Avail Cap(c_a), veh/h	407	0	0	405	0	0	439	1461	1479	324	1347	1367
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	19.4	0.0	0.0	20.8	6.6	6.6	20.7	6.1	6.1
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	0.7	0.5	0.5	0.8	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.6	0.0	0.0	0.5	1.9	1.9	0.6	1.4	1.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	19.8	0.0	0.0	21.6	7.1	7.1	21.5	6.5	6.5
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		157			167			901			760	
Approach Delay, s/veh		19.6			19.8			7.8			7.6	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	10.2	6.9	29.6	10.2	6.7	29.8
Change Period (Y+Rc), s	4.0	3.5	4.6	4.0	3.5	4.6
Max Green Setting (Gmax), s	8.0	8.5	38.4	8.0	11.5	35.4
Max Q Clear Time (g_c+I1), s	6.0	3.4	8.8	6.2	3.2	7.3
Green Ext Time (p_c), s	0.1	0.0	8.9	0.1	0.0	6.9

Intersection Summary	
HCM 6th Ctrl Delay	9.7
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1675	45	170	1450	45	15	0	55	70	0	35
Future Volume (veh/h)	65	1675	45	170	1450	45	15	0	55	70	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1763	47	179	1526	47	16	0	58	74	0	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	2390	64	243	2479	1106	84	0	186	101	0	90
Arrive On Green	0.10	1.00	1.00	0.14	1.00	1.00	0.05	0.00	0.05	0.06	0.00	0.06
Sat Flow, veh/h	1781	3536	94	3456	3554	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	68	883	927	179	1526	47	16	0	58	74	0	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	1728	1777	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	4.5	0.0	0.0	6.0	0.0	0.0	1.0	0.0	4.0	4.9	0.0	2.7
Cycle Q Clear(g_c), s	4.5	0.0	0.0	6.0	0.0	0.0	1.0	0.0	4.0	4.9	0.0	2.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	1201	1253	243	2479	1106	84	0	186	101	0	90
V/C Ratio(X)	0.79	0.74	0.74	0.74	0.62	0.04	0.19	0.00	0.31	0.74	0.00	0.41
Avail Cap(c_a), veh/h	126	1201	1253	677	2479	1106	379	0	448	126	0	112
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.48	0.48	0.48	0.49	0.49	0.49	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.6	0.0	0.0	50.5	0.0	0.0	54.9	0.0	48.5	55.7	0.0	54.7
Incr Delay (d2), s/veh	9.3	2.0	1.9	2.2	0.6	0.0	1.1	0.0	0.9	15.4	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.7	0.7	2.5	0.2	0.0	0.5	0.0	1.6	2.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.9	2.0	1.9	52.7	0.6	0.0	56.0	0.0	49.4	71.2	0.0	57.7
LnGrp LOS	E	A	A	D	A	A	E	A	D	E	A	E
Approach Vol, veh/h		1878			1752			74			111	
Approach Delay, s/veh		4.2			5.9			50.9			66.7	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	12.9	85.6		10.2	10.3	88.2		11.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	23.5	44.5		25.5	8.5	59.5		8.5				
Max Q Clear Time (g_c+I1), s	8.0	2.0		6.0	6.5	2.0		6.9				
Green Ext Time (p_c), s	0.5	22.2		0.2	0.0	19.8		0.0				

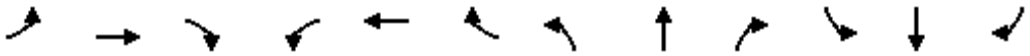
Intersection Summary	
HCM 6th Ctrl Delay	7.7
HCM 6th LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	970	30	510	1035	80	55	100	685	85	25	5
Future Volume (veh/h)	20	970	30	510	1035	80	55	100	685	85	25	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1021	32	537	1089	84	58	105	721	89	26	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	1141	36	607	1601	123	171	179	757	453	387	75
Arrive On Green	0.02	0.32	0.32	0.35	0.96	0.96	0.10	0.10	0.10	0.25	0.25	0.25
Sat Flow, veh/h	1781	3517	110	3456	3343	258	1781	1870	2790	1781	1524	293
Grp Volume(v), veh/h	21	516	537	537	579	594	58	105	721	89	0	31
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	1728	1777	1824	1781	1870	1395	1781	0	1818
Q Serve(g_s), s	1.4	33.2	33.2	17.6	4.7	4.7	3.7	6.5	11.5	4.7	0.0	1.6
Cycle Q Clear(g_c), s	1.4	33.2	33.2	17.6	4.7	4.7	3.7	6.5	11.5	4.7	0.0	1.6
Prop In Lane	1.00		0.06	1.00		0.14	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	37	577	600	607	851	874	171	179	757	453	0	462
V/C Ratio(X)	0.56	0.89	0.89	0.89	0.68	0.68	0.34	0.59	0.95	0.20	0.00	0.07
Avail Cap(c_a), veh/h	126	577	600	850	851	874	171	179	757	453	0	462
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.2	38.6	38.6	37.8	1.4	1.4	50.7	52.0	43.0	35.1	0.0	34.0
Incr Delay (d2), s/veh	12.6	18.9	18.4	6.5	1.7	1.6	5.3	13.3	23.0	1.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	17.3	17.9	6.7	1.1	1.1	1.9	3.7	12.8	2.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.8	57.5	56.9	44.3	3.1	3.1	56.0	65.2	65.9	36.1	0.0	34.2
LnGrp LOS	E	E	E	D	A	A	E	E	E	D	A	C
Approach Vol, veh/h		1074			1710			884			120	
Approach Delay, s/veh		57.5			16.0			65.2			35.6	
Approach LOS		E			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	25.6	43.4		16.0	7.0	62.0		35.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	21.5	30.5		11.5	8.5	51.5		30.5
Max Q Clear Time (g_c+I1), s	19.6	35.2		13.5	3.4	6.7		6.7
Green Ext Time (p_c), s	1.5	0.0		0.0	0.0	10.6		0.4

Intersection Summary	
HCM 6th Ctrl Delay	39.9
HCM 6th LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	175	1680	395	60	1395	335	395	100	90	405	135	370
Future Volume (veh/h)	175	1680	395	60	1395	335	395	100	90	405	135	370
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	177	1697	399	61	1409	338	399	101	91	306	280	374
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	206	1927	1084	70	2359	732	504	128	116	259	272	230
Arrive On Green	0.04	0.18	0.18	0.04	0.46	0.46	0.14	0.14	0.14	0.15	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	5106	1585	3563	907	817	1781	1870	1585
Grp Volume(v), veh/h	177	1697	399	61	1409	338	399	0	192	306	280	374
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1585	1781	0	1723	1781	1870	1585
Q Serve(g_s), s	12.8	60.5	20.2	4.4	26.7	19.0	14.1	0.0	14.0	18.9	18.9	18.9
Cycle Q Clear(g_c), s	12.8	60.5	20.2	4.4	26.7	19.0	14.1	0.0	14.0	18.9	18.9	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	206	1927	1084	70	2359	732	504	0	244	259	272	230
V/C Ratio(X)	0.86	0.88	0.37	0.87	0.60	0.46	0.79	0.00	0.79	1.18	1.03	1.62
Avail Cap(c_a), veh/h	284	1927	1084	70	2359	732	844	0	408	259	272	230
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.59	0.59	0.59	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.5	49.3	17.4	62.1	26.0	23.9	53.9	0.0	53.9	55.5	55.6	55.6
Incr Delay (d2), s/veh	11.0	3.8	0.6	65.8	0.4	0.5	2.8	0.0	5.6	114.1	62.5	299.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	30.0	12.7	3.3	10.8	7.2	6.5	0.0	6.4	16.7	13.6	26.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.4	53.1	18.0	128.0	26.4	24.4	56.8	0.0	59.5	169.7	118.0	354.9
LnGrp LOS	E	D	B	F	C	C	E	A	E	F	F	F
Approach Vol, veh/h		2273			1808			591			960	
Approach Delay, s/veh		48.4			29.5			57.6			226.8	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	75.5		22.6	19.2	65.1		23.1				
Change Period (Y+Rc), s	3.7	5.0		* 4.2	* 4.2	5.0		4.2				
Max Green Setting (Gmax), s	5.1	58.1		* 31	* 21	42.0		18.9				
Max Q Clear Time (g_c+I1), s	6.4	62.5		16.1	14.8	28.7		20.9				
Green Ext Time (p_c), s	0.0	0.0		2.3	0.2	8.9		0.0				

Intersection Summary			
HCM 6th Ctrl Delay		73.7	
HCM 6th LOS		E	

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1765	605	0	1915	110	210	25	435	60	0	110
Future Volume (veh/h)	60	1765	605	0	1915	110	210	25	435	60	0	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	1802	598	0	1934	111	212	176	338	61	0	111
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	74	2721	769	0	2016	115	307	255	489	153	160	136
Arrive On Green	0.03	0.32	0.32	0.00	0.41	0.41	0.31	0.31	0.31	0.09	0.00	0.09
Sat Flow, veh/h	1781	5611	1585	0	5109	283	995	826	1585	1781	1870	1585
Grp Volume(v), veh/h	61	1802	598	0	1331	714	388	0	338	61	0	111
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1702	1819	1821	0	1585	1781	1870	1585
Q Serve(g_s), s	4.4	35.9	44.3	0.0	49.4	49.7	24.3	0.0	24.4	4.2	0.0	8.9
Cycle Q Clear(g_c), s	4.4	35.9	44.3	0.0	49.4	49.7	24.3	0.0	24.4	4.2	0.0	8.9
Prop In Lane	1.00		1.00	0.00		0.16	0.55		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	2721	769	0	1389	742	562	0	489	153	160	136
V/C Ratio(X)	0.82	0.66	0.78	0.00	0.96	0.96	0.69	0.00	0.69	0.40	0.00	0.82
Avail Cap(c_a), veh/h	74	2721	769	0	1389	742	562	0	489	248	260	221
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	0.00	0.54	0.54	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.7	34.7	37.6	0.0	37.4	37.5	39.5	0.0	39.5	56.3	0.0	58.4
Incr Delay (d2), s/veh	25.6	0.6	3.4	0.0	10.3	16.8	6.8	0.0	7.8	1.2	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	17.3	18.7	0.0	22.2	25.2	12.0	0.0	10.5	2.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	88.3	35.3	41.0	0.0	47.7	54.3	46.3	0.0	47.3	57.5	0.0	67.2
LnGrp LOS	F	D	D	A	D	D	D	A	D	E	A	E
Approach Vol, veh/h		2461			2045			726			172	
Approach Delay, s/veh		38.0			50.0			46.8			63.8	
Approach LOS		D			D			D			E	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		68.7		45.6	10.0	58.7		15.7				
Change Period (Y+Rc), s		* 5.7		5.5	4.6	* 5.7		4.5				
Max Green Setting (Gmax), s		* 56		40.1	5.4	* 46		18.1				
Max Q Clear Time (g_c+I1), s		46.3		26.4	6.4	51.7		10.9				
Green Ext Time (p_c), s		9.1		3.2	0.0	0.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		44.5
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1295	195	465	900	0	0	0	0	1120	0	905
Future Volume (veh/h)	0	1295	195	465	900	0	0	0	0	1120	0	905
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1321	0	474	918	0				1143	0	923
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1753		546	1935	0				1276	0	1030
Arrive On Green	0.00	0.34	0.00	0.11	0.36	0.00				0.37	0.00	0.37
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	2790
Grp Volume(v), veh/h	0	1321	0	474	918	0				1143	0	923
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1395
Q Serve(g_s), s	0.0	29.8	0.0	17.6	25.8	0.0				40.5	0.0	40.5
Cycle Q Clear(g_c), s	0.0	29.8	0.0	17.6	25.8	0.0				40.5	0.0	40.5
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1753		546	1935	0				1276	0	1030
V/C Ratio(X)	0.00	0.75		0.87	0.47	0.00				0.90	0.00	0.90
Avail Cap(c_a), veh/h	0	1753		649	1935	0				1284	0	1036
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	37.8	0.0	56.8	27.0	0.0				38.6	0.0	38.6
Incr Delay (d2), s/veh	0.0	2.9	0.0	1.1	0.1	0.0				9.6	0.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	12.8	0.0	8.0	11.7	0.0				18.7	0.0	15.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	40.7	0.0	57.9	27.1	0.0				48.2	0.0	50.1
LnGrp LOS	A	D		E	C	A				D	A	D
Approach Vol, veh/h		1321	A		1392						2066	
Approach Delay, s/veh		40.7			37.6						49.1	
Approach LOS		D			D						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.2	51.1		52.7		77.3
Change Period (Y+Rc), s	5.6	6.5		* 4.7		6.5
Max Green Setting (Gmax), s	24.4	40.5		* 48		70.5
Max Q Clear Time (g_c+I1), s	19.6	31.8		42.5		27.8
Green Ext Time (p_c), s	1.0	6.5		5.5		11.8

Intersection Summary	
HCM 6th Ctrl Delay	43.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	405	5	90	10	5	15	95	1065	25	0	1190	630
Future Volume (veh/h)	405	5	90	10	5	15	95	1065	25	0	1190	630
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	413	0	91	10	5	15	96	1076	25	0	1202	636
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	506	0	225	47	11	33	120	3722	86	0	2219	1215
Arrive On Green	0.14	0.00	0.14	0.03	0.03	0.03	0.07	0.72	0.72	0.00	0.62	0.62
Sat Flow, veh/h	3563	0	1585	1781	412	1236	1781	5134	119	0	3647	1585
Grp Volume(v), veh/h	413	0	91	10	0	20	96	713	388	0	1202	636
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1648	1781	1702	1849	0	1777	1585
Q Serve(g_s), s	13.5	0.0	6.3	0.7	0.0	1.4	6.4	8.7	8.8	0.0	23.0	18.8
Cycle Q Clear(g_c), s	13.5	0.0	6.3	0.7	0.0	1.4	6.4	8.7	8.8	0.0	23.0	18.8
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.06	0.00		1.00
Lane Grp Cap(c), veh/h	506	0	225	47	0	43	120	2468	1340	0	2219	1215
V/C Ratio(X)	0.82	0.00	0.40	0.21	0.00	0.46	0.80	0.29	0.29	0.00	0.54	0.52
Avail Cap(c_a), veh/h	855	0	380	89	0	82	193	2468	1340	0	2219	1215
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.73	0.73
Uniform Delay (d), s/veh	50.0	0.0	46.9	57.2	0.0	57.6	55.2	5.7	5.7	0.0	12.8	5.5
Incr Delay (d2), s/veh	3.2	0.0	1.2	0.8	0.0	2.8	4.6	0.3	0.5	0.0	0.7	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.2	0.0	2.6	0.3	0.0	0.6	3.0	2.9	3.3	0.0	9.0	10.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.2	0.0	48.0	58.0	0.0	60.4	59.8	6.0	6.3	0.0	13.5	6.7
LnGrp LOS	D	A	D	E	A	E	E	A	A	A	B	A
Approach Vol, veh/h		504			30			1197			1838	
Approach Delay, s/veh		52.3			59.6			10.4			11.1	
Approach LOS		D			E			B			B	

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	91.6		21.2	12.1	79.5		7.2
Change Period (Y+Rc), s	4.6		* 4.2	4.0	4.6		4.0
Max Green Setting (Gmax), s	72.4		* 29	13.0	55.4		6.0
Max Q Clear Time (g_c+I1), s	10.8		15.5	8.4	25.0		3.4
Green Ext Time (p_c), s	15.1		1.5	0.0	20.1		0.0

Intersection Summary	
HCM 6th Ctrl Delay	17.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	245	15	120	395	185	15	85	110	150	30	35
Future Volume (veh/h)	20	245	15	120	395	185	15	85	110	150	30	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	258	16	126	416	195	16	89	116	158	32	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	188	1599	97	349	987	442	145	155	186	490	63	333
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	95	3131	189	365	1934	865	65	736	884	1261	299	1585
Grp Volume(v), veh/h	154	0	141	388	0	349	221	0	0	190	0	37
Grp Sat Flow(s),veh/h/ln	1747	0	1668	1618	0	1546	1685	0	0	1560	0	1585
Q Serve(g_s), s	0.0	0.0	1.3	0.0	0.0	4.2	0.6	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	1.3	0.0	1.3	3.8	0.0	4.2	3.5	0.0	0.0	2.7	0.0	0.6
Prop In Lane	0.14		0.11	0.32		0.56	0.07		0.52	0.83		1.00
Lane Grp Cap(c), veh/h	1031	0	852	988	0	790	486	0	0	553	0	333
V/C Ratio(X)	0.15	0.00	0.17	0.39	0.00	0.44	0.45	0.00	0.00	0.34	0.00	0.11
Avail Cap(c_a), veh/h	1615	0	1465	1550	0	1358	1892	0	0	1613	0	1673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	0.0	3.8	4.4	0.0	4.5	10.5	0.0	0.0	10.2	0.0	9.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.4	0.0	0.6	0.2	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.2	0.6	0.0	0.6	0.9	0.0	0.0	0.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.9	0.0	4.0	4.8	0.0	5.1	10.8	0.0	0.0	10.4	0.0	9.4
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		295			737			221			227	
Approach Delay, s/veh		3.9			4.9			10.8			10.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	19.2	10.2	19.2	10.2
Change Period (Y+Rc), s	* 4.2	4.0	* 4.2	4.0
Max Green Setting (Gmax), s	* 26	31.0	* 26	31.0
Max Q Clear Time (g_c+I1), s	3.3	5.5	6.2	4.7
Green Ext Time (p_c), s	2.4	0.9	6.7	0.9

Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	10	280	35	5	160
Future Vol, veh/h	15	10	280	35	5	160
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	11	295	37	5	168
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.1	9.5	8.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	60%	3%
Vol Thru, %	89%	0%	97%
Vol Right, %	11%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	315	25	165
LT Vol	0	15	5
Through Vol	280	0	160
RT Vol	35	10	0
Lane Flow Rate	332	26	174
Geometry Grp	1	1	1
Degree of Util (X)	0.372	0.036	0.204
Departure Headway (Hd)	4.042	4.886	4.234
Convergence, Y/N	Yes	Yes	Yes
Cap	882	737	835
Service Time	2.111	2.886	2.327
HCM Lane V/C Ratio	0.376	0.035	0.208
HCM Control Delay	9.5	8.1	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.7	0.1	0.8

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	15	15	5	5	45	200	35	5	105	15
Future Vol, veh/h	15	5	15	15	5	5	45	200	35	5	105	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	16	16	5	5	47	211	37	5	111	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.1	9.3	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	43%	60%	4%
Vol Thru, %	71%	14%	20%	84%
Vol Right, %	12%	43%	20%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	280	35	25	125
LT Vol	45	15	15	5
Through Vol	200	5	5	105
RT Vol	35	15	5	15
Lane Flow Rate	295	37	26	132
Geometry Grp	1	1	1	1
Degree of Util (X)	0.336	0.048	0.036	0.158
Departure Headway (Hd)	4.101	4.723	4.909	4.317
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	761	732	834
Service Time	2.192	2.732	2.919	2.326
HCM Lane V/C Ratio	0.341	0.049	0.036	0.158
HCM Control Delay	9.3	8	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.2	0.1	0.6



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	45	640	25	35	530
Future Volume (veh/h)	30	45	640	25	35	530
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	46	660	26	36	546
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	37	55	981	39	46	1274
Arrive On Green	0.06	0.06	0.55	0.55	0.03	0.68
Sat Flow, veh/h	660	980	1787	70	1781	1870
Grp Volume(v), veh/h	78	0	0	686	36	546
Grp Sat Flow(s),veh/h/ln	1661	0	0	1858	1781	1870
Q Serve(g_s), s	1.5	0.0	0.0	8.6	0.7	4.3
Cycle Q Clear(g_c), s	1.5	0.0	0.0	8.6	0.7	4.3
Prop In Lane	0.40	0.59		0.04	1.00	
Lane Grp Cap(c), veh/h	93	0	0	1020	46	1274
V/C Ratio(X)	0.84	0.00	0.00	0.67	0.79	0.43
Avail Cap(c_a), veh/h	1065	0	0	2008	1170	3450
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.3	0.0	0.0	5.3	15.9	2.3
Incr Delay (d2), s/veh	7.4	0.0	0.0	1.1	10.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.6	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.7	0.0	0.0	6.4	26.6	2.7
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	78		686			582
Approach Delay, s/veh	22.7		6.4			4.2
Approach LOS	C		A			A

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		26.9		5.8	4.3	22.6
Change Period (Y+Rc), s		4.6		4.0	3.5	4.6
Max Green Setting (Gmax), s		60.4		21.0	21.5	35.4
Max Q Clear Time (g_c+I1), s		6.3		3.5	2.7	10.6
Green Ext Time (p_c), s		6.3		0.1	0.0	7.3

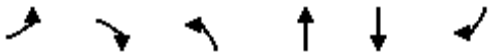
Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	240	215	490	135	145	500
Future Volume (vph)	240	215	490	135	145	500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	253	226	516	142	153	526
RTOR Reduction (vph)	0	126	0	79	0	0
Lane Group Flow (vph)	253	100	516	63	153	526
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	1		8		7	4
Permitted Phases		8		8		
Actuated Green, G (s)	18.2	45.9	45.9	45.9	12.3	52.1
Effective Green, g (s)	18.2	45.9	45.9	45.9	12.3	52.1
Actuated g/C Ratio	0.18	0.44	0.44	0.44	0.12	0.50
Clearance Time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Vehicle Extension (s)	2.0	3.5	3.5	3.5	1.5	3.5
Lane Grp Cap (vph)	311	702	826	702	210	937
v/s Ratio Prot	c0.14		c0.28		c0.09	0.28
v/s Ratio Perm		0.06		0.04		
v/c Ratio	0.81	0.14	0.62	0.09	0.73	0.56
Uniform Delay, d1	41.0	17.1	22.2	16.7	44.0	17.8
Progression Factor	1.00	1.00	0.28	0.19	1.00	1.00
Incremental Delay, d2	14.2	0.4	2.8	0.2	10.2	2.4
Delay (s)	55.2	17.5	9.1	3.4	54.2	20.2
Level of Service	E	B	A	A	D	C
Approach Delay (s)	37.4		7.8			27.9
Approach LOS	D		A			C

Intersection Summary			
HCM 2000 Control Delay	23.1	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	103.5	Sum of lost time (s)	16.6
Intersection Capacity Utilization	57.6%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	65	75	540	615	110
Future Volume (vph)	80	65	75	540	615	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	1863	1825	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	1863	1825	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	84	68	79	568	647	116
RTOR Reduction (vph)	0	61	0	0	5	0
Lane Group Flow (vph)	84	7	79	568	758	0
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	6		3	8	4	
Permitted Phases		6				
Actuated Green, G (s)	10.5	10.5	6.1	45.9	52.1	
Effective Green, g (s)	10.5	10.5	6.1	45.9	52.1	
Actuated g/C Ratio	0.10	0.10	0.06	0.44	0.50	
Clearance Time (s)	4.0	4.0	4.0	4.6	4.6	
Vehicle Extension (s)	2.0	2.0	1.5	3.5	3.5	
Lane Grp Cap (vph)	179	160	104	826	918	
v/s Ratio Prot	c0.05		c0.04	0.30	c0.42	
v/s Ratio Perm		0.00				
v/c Ratio	0.47	0.04	0.76	0.69	0.83	
Uniform Delay, d1	43.9	42.0	48.0	23.1	21.8	
Progression Factor	1.00	1.00	1.00	1.00	0.94	
Incremental Delay, d2	0.7	0.0	24.1	4.6	6.9	
Delay (s)	44.6	42.0	72.1	27.7	27.4	
Level of Service	D	D	E	C	C	
Approach Delay (s)	43.4			33.1	27.4	
Approach LOS	D			C	C	

Intersection Summary			
HCM 2000 Control Delay	31.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	103.5	Sum of lost time (s)	16.6
Intersection Capacity Utilization	58.1%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

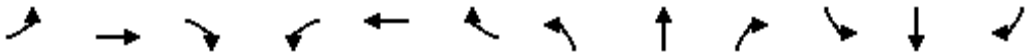
Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	80	10	615	120	20	685
Future Vol, veh/h	80	10	615	120	20	685
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	83	10	641	125	21	714

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1460	704	0	0	766	0
Stage 1	704	-	-	-	-	-
Stage 2	756	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	142	437	-	-	847	-
Stage 1	490	-	-	-	-	-
Stage 2	464	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	138	437	-	-	847	-
Mov Cap-2 Maneuver	277	-	-	-	-	-
Stage 1	490	-	-	-	-	-
Stage 2	452	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	23.3	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	289	847	-
HCM Lane V/C Ratio	-	-	0.324	0.025	-
HCM Control Delay (s)	-	-	23.3	9.4	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.1	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	375	740	345	135	785	30	500	310	215	70	295	445
Future Volume (veh/h)	375	740	345	135	785	30	500	310	215	70	295	445
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	391	771	359	141	818	31	521	323	224	73	307	464
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	901	1595	975	197	841	32	576	515	437	102	310	676
Arrive On Green	0.09	0.15	0.15	0.06	0.24	0.24	0.17	0.28	0.28	0.06	0.17	0.17
Sat Flow, veh/h	3456	3554	1585	3456	3491	132	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	391	771	359	141	416	433	521	323	224	73	307	464
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1847	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	12.9	23.9	17.5	4.8	27.9	27.9	17.8	18.2	14.3	4.8	19.7	10.2
Cycle Q Clear(g_c), s	12.9	23.9	17.5	4.8	27.9	27.9	17.8	18.2	14.3	4.8	19.7	10.2
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	901	1595	975	197	428	445	576	515	437	102	310	676
V/C Ratio(X)	0.43	0.48	0.37	0.71	0.97	0.97	0.90	0.63	0.51	0.72	0.99	0.69
Avail Cap(c_a), veh/h	901	1595	975	242	428	445	616	515	437	140	310	676
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.76	0.76	0.76	1.00	1.00	1.00	0.81	0.81	0.81	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.4	38.4	18.9	55.6	45.2	45.2	49.1	38.1	36.7	55.6	49.9	10.4
Incr Delay (d2), s/veh	0.1	0.8	0.8	5.1	37.2	36.5	13.2	2.0	0.8	5.3	48.2	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	11.6	7.5	2.2	16.6	17.2	8.7	8.6	5.6	2.3	13.3	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.5	39.2	19.7	60.7	82.4	81.6	62.2	40.0	37.5	60.9	98.1	13.3
LnGrp LOS	D	D	B	E	F	F	E	D	D	E	F	B
Approach Vol, veh/h		1521			990			1068			844	
Approach Delay, s/veh		36.5			79.0			50.3			48.3	
Approach LOS		D			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.4	59.0	24.6	25.0	36.4	34.0	11.5	38.1
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	5.1	* 5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	50.9	21.4	19.9	30.4	* 29	9.4	31.9
Max Q Clear Time (g_c+I1), s	6.8	25.9	19.8	21.7	14.9	29.9	6.8	20.2
Green Ext Time (p_c), s	0.0	7.4	0.2	0.0	0.7	0.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	51.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	30	35	165	35	100	40	775	145	60	665	60
Future Volume (veh/h)	140	30	35	165	35	100	40	775	145	60	665	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	31	36	172	36	104	42	807	151	62	693	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	279	37	39	257	30	86	114	1532	287	133	1728	154
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	0.51	0.51	0.07	0.52	0.52
Sat Flow, veh/h	939	225	237	871	182	526	1781	2988	559	1781	3299	295
Grp Volume(v), veh/h	213	0	0	312	0	0	42	480	478	62	373	382
Grp Sat Flow(s),veh/h/ln	1401	0	0	1579	0	0	1781	1777	1770	1781	1777	1817
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	1.1	8.8	8.8	1.6	6.2	6.2
Cycle Q Clear(g_c), s	7.3	0.0	0.0	8.0	0.0	0.0	1.1	8.8	8.8	1.6	6.2	6.2
Prop In Lane	0.69		0.17	0.55		0.33	1.00		0.32	1.00		0.16
Lane Grp Cap(c), veh/h	354	0	0	374	0	0	114	911	908	133	931	952
V/C Ratio(X)	0.60	0.00	0.00	0.83	0.00	0.00	0.37	0.53	0.53	0.47	0.40	0.40
Avail Cap(c_a), veh/h	354	0	0	374	0	0	420	1400	1394	311	1291	1320
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	21.0	0.0	0.0	21.9	7.9	7.9	21.6	7.0	7.0
Incr Delay (d2), s/veh	2.0	0.0	0.0	14.2	0.0	0.0	0.7	0.7	0.7	0.9	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	4.8	0.0	0.0	0.4	2.6	2.6	0.7	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.1	0.0	0.0	35.2	0.0	0.0	22.6	8.6	8.6	22.6	7.4	7.4
LnGrp LOS	C	A	A	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h		213			312			1000			817	
Approach Delay, s/veh		22.1			35.2			9.2			8.5	
Approach LOS		C			D			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.0	7.1	29.6	12.0	6.6	30.1
Change Period (Y+Rc), s	4.0	3.5	4.6	4.0	3.5	4.6
Max Green Setting (Gmax), s	8.0	8.5	38.4	8.0	11.5	35.4
Max Q Clear Time (g_c+I1), s	9.3	3.6	10.8	10.0	3.1	8.2
Green Ext Time (p_c), s	0.0	0.0	10.1	0.0	0.0	7.4

Intersection Summary	
HCM 6th Ctrl Delay	13.6
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1200	30	120	1530	65	75	5	170	85	5	45
Future Volume (veh/h)	95	1200	30	120	1530	65	75	5	170	85	5	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1263	32	126	1611	68	79	5	179	89	5	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	2135	54	189	2092	933	214	14	288	117	10	95
Arrive On Green	0.14	1.00	1.00	0.04	0.39	0.39	0.13	0.13	0.13	0.07	0.07	0.07
Sat Flow, veh/h	1781	3541	90	3456	3554	1585	1680	106	1585	1781	155	1454
Grp Volume(v), veh/h	100	633	662	126	1611	68	84	0	179	89	0	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1854	1728	1777	1585	1786	0	1585	1781	0	1609
Q Serve(g_s), s	6.5	0.0	0.0	4.3	47.3	3.2	5.2	0.0	12.5	5.9	0.0	3.7
Cycle Q Clear(g_c), s	6.5	0.0	0.0	4.3	47.3	3.2	5.2	0.0	12.5	5.9	0.0	3.7
Prop In Lane	1.00		0.05	1.00		1.00	0.94		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	122	1071	1118	189	2092	933	227	0	288	117	0	105
V/C Ratio(X)	0.82	0.59	0.59	0.67	0.77	0.07	0.37	0.00	0.62	0.76	0.00	0.49
Avail Cap(c_a), veh/h	126	1071	1118	677	2092	933	380	0	423	126	0	114
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.66	0.66	0.66	0.51	0.51	0.51	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.0	0.0	0.0	56.7	29.3	15.9	48.0	0.0	45.3	55.2	0.0	54.2
Incr Delay (d2), s/veh	22.9	1.6	1.5	2.1	1.4	0.1	1.0	0.0	2.2	22.2	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.5	0.5	2.0	21.6	1.2	2.4	0.0	5.1	3.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	74.0	1.6	1.5	58.8	30.7	16.0	49.0	0.0	47.5	77.4	0.0	57.7
LnGrp LOS	E	A	A	E	C	B	D	A	D	E	A	E
Approach Vol, veh/h		1395			1805			263			141	
Approach Delay, s/veh		6.7			32.1			47.9			70.1	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.0	76.8		19.8	12.7	75.1		12.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	23.5	44.5		25.5	8.5	59.5		8.5				
Max Q Clear Time (g_c+I1), s	16.3	2.0		14.5	8.5	49.3		7.9				
Green Ext Time (p_c), s	0.3	12.2		0.8	0.0	7.6		0.0				

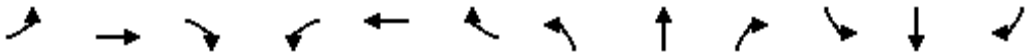
Intersection Summary	
HCM 6th Ctrl Delay	24.9
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	750	50	655	960	45	30	15	535	105	50	55
Future Volume (veh/h)	15	750	50	655	960	45	30	15	535	105	50	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	789	53	689	1011	47	32	16	563	111	53	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	960	64	746	1669	78	171	179	870	453	207	227
Arrive On Green	0.02	0.28	0.28	0.43	0.97	0.97	0.10	0.10	0.10	0.25	0.25	0.25
Sat Flow, veh/h	1781	3379	227	3456	3458	161	1781	1870	2790	1781	816	893
Grp Volume(v), veh/h	16	415	427	689	520	538	32	16	563	111	0	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1830	1728	1777	1841	1781	1870	1395	1781	0	1710
Q Serve(g_s), s	1.1	26.2	26.2	22.6	2.9	2.9	2.0	0.9	11.5	5.9	0.0	6.2
Cycle Q Clear(g_c), s	1.1	26.2	26.2	22.6	2.9	2.9	2.0	0.9	11.5	5.9	0.0	6.2
Prop In Lane	1.00		0.12	1.00		0.09	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	31	505	520	746	858	889	171	179	870	453	0	435
V/C Ratio(X)	0.52	0.82	0.82	0.92	0.61	0.61	0.19	0.09	0.65	0.25	0.00	0.26
Avail Cap(c_a), veh/h	126	505	520	850	858	889	171	179	870	453	0	435
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.53	0.53	0.53	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.5	40.1	40.1	33.2	1.1	1.1	49.9	49.5	35.6	35.6	0.0	35.7
Incr Delay (d2), s/veh	13.0	14.0	13.7	8.7	0.6	0.6	0.5	0.2	1.7	1.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	13.3	13.7	8.4	0.7	0.7	0.9	0.5	7.3	2.8	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	54.1	53.8	41.8	1.8	1.7	50.5	49.7	37.3	36.9	0.0	37.1
LnGrp LOS	E	D	D	D	A	A	D	D	D	D	A	D
Approach Vol, veh/h		858			1747			611			222	
Approach Delay, s/veh		54.3			17.6			38.3			37.0	
Approach LOS		D			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	30.4	38.6		16.0	6.6	62.4		35.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	29.5	30.5		11.5	8.5	51.5		30.5				
Max Q Clear Time (g_c+I1), s	24.6	28.2		13.5	3.1	4.9		8.2				
Green Ext Time (p_c), s	1.3	1.2		0.0	0.0	9.0		0.9				

Intersection Summary		
HCM 6th Ctrl Delay	31.7	
HCM 6th LOS	C	



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	300	1402	652	70	1743	545	270	170	70	235	105	226
Future Volume (veh/h)	300	1402	652	70	1743	545	270	170	70	235	105	226
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	303	1416	659	71	1761	551	172	313	71	190	171	228
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	264	1676	959	105	1928	599	237	394	88	294	309	262
Arrive On Green	0.05	0.16	0.16	0.06	0.38	0.38	0.13	0.13	0.13	0.17	0.17	0.17
Sat Flow, veh/h	1781	3554	1585	1781	5106	1585	1781	2960	662	1781	1870	1585
Grp Volume(v), veh/h	303	1416	659	71	1761	551	172	196	188	190	171	228
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1585	1781	1870	1751	1781	1870	1585
Q Serve(g_s), s	14.8	38.7	30.4	3.9	32.8	33.2	9.3	10.1	10.4	10.0	8.4	14.0
Cycle Q Clear(g_c), s	14.8	38.7	30.4	3.9	32.8	33.2	9.3	10.1	10.4	10.0	8.4	14.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.38	1.00		1.00
Lane Grp Cap(c), veh/h	264	1676	959	105	1928	599	237	249	233	294	309	262
V/C Ratio(X)	1.15	0.84	0.69	0.67	0.91	0.92	0.72	0.79	0.81	0.65	0.55	0.87
Avail Cap(c_a), veh/h	264	1676	959	119	1928	599	328	344	322	326	342	290
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.43	0.43	0.43	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	47.6	38.7	22.1	46.1	29.6	29.7	41.6	42.0	42.1	39.0	38.4	40.7
Incr Delay (d2), s/veh	85.1	2.4	1.8	8.5	7.5	20.3	2.5	5.3	6.9	2.6	0.6	20.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.3	18.9	17.7	2.0	14.2	15.5	4.2	5.0	4.9	4.5	3.9	6.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	132.6	41.1	23.8	54.6	37.0	50.0	44.0	47.2	49.0	41.6	38.9	61.5
LnGrp LOS	F	D	C	D	D	D	D	D	D	D	D	E
Approach Vol, veh/h		2378			2383			556			589	
Approach Delay, s/veh		48.0			40.6			46.8			48.5	
Approach LOS		D			D			D			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	9.6	52.2		17.5	19.0	42.8		20.7				
Change Period (Y+Rc), s	3.7	5.0		* 4.2	* 4.2	5.0		4.2				
Max Green Setting (Gmax), s	6.7	39.5		* 18	* 15	30.9		18.3				
Max Q Clear Time (g_c+I1), s	5.9	40.7		12.4	16.8	35.2		16.0				
Green Ext Time (p_c), s	0.0	0.0		0.9	0.0	0.0		0.5				

Intersection Summary		
HCM 6th Ctrl Delay		44.9
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	1799	785	0	2194	105	221	30	640	35	0	105
Future Volume (veh/h)	40	1799	785	0	2194	105	221	30	640	35	0	105
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	40	2028	652	0	2216	106	223	325	450	35	0	106
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	60	2845	804	0	2135	102	190	277	404	144	151	128
Arrive On Green	0.02	0.34	0.34	0.00	0.43	0.43	0.25	0.25	0.25	0.08	0.00	0.08
Sat Flow, veh/h	1781	5611	1585	0	5162	238	746	1087	1585	1781	1870	1585
Grp Volume(v), veh/h	40	2028	652	0	1507	815	548	0	450	35	0	106
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1702	1828	1833	0	1585	1781	1870	1585
Q Serve(g_s), s	2.2	31.5	37.5	0.0	42.7	42.7	25.5	0.0	25.5	1.8	0.0	6.6
Cycle Q Clear(g_c), s	2.2	31.5	37.5	0.0	42.7	42.7	25.5	0.0	25.5	1.8	0.0	6.6
Prop In Lane	1.00		1.00	0.00		0.13	0.41		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	60	2845	804	0	1455	781	467	0	404	144	151	128
V/C Ratio(X)	0.67	0.71	0.81	0.00	1.04	1.04	1.17	0.00	1.11	0.24	0.00	0.83
Avail Cap(c_a), veh/h	93	2845	804	0	1455	781	467	0	404	144	151	128
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.37	0.37	0.37	0.00	0.09	0.09	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	48.3	26.7	28.7	0.0	28.6	28.6	37.3	0.0	37.2	43.1	0.0	45.3
Incr Delay (d2), s/veh	2.6	0.6	3.4	0.0	18.7	23.8	98.2	0.0	79.2	3.9	0.0	42.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	14.8	15.5	0.0	20.3	22.9	23.9	0.0	18.5	1.0	0.0	4.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	50.9	27.3	32.1	0.0	47.3	52.4	135.5	0.0	116.4	47.0	0.0	88.2
LnGrp LOS	D	C	C	A	F	F	F	A	F	D	A	F
Approach Vol, veh/h		2720			2322			998			141	
Approach Delay, s/veh		28.8			49.1			126.9			78.0	
Approach LOS		C			D			F			E	

Timer - Assigned Phs	2	4	5	6	8
Phs Duration (G+Y+Rc), s	56.4	30.0	8.0	48.4	13.6
Change Period (Y+Rc), s	* 5.7	4.5	4.6	* 5.7	5.5
Max Green Setting (Gmax), s	* 51	25.5	5.2	* 41	8.1
Max Q Clear Time (g_c+I1), s	39.5	27.5	4.2	44.7	8.6
Green Ext Time (p_c), s	10.7	0.0	0.0	0.0	0.0

Intersection Summary	
HCM 6th Ctrl Delay	53.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1319	190	375	930	0	0	0	0	1120	0	1128
Future Volume (veh/h)	0	1319	190	375	930	0	0	0	0	1120	0	1128
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1346	0	383	949	0				1143	0	1151
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1757		466	1901	0				1220	0	985
Arrive On Green	0.00	0.34	0.00	0.09	0.36	0.00				0.35	0.00	0.35
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	2790
Grp Volume(v), veh/h	0	1346	0	383	949	0				1143	0	1151
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1395
Q Serve(g_s), s	0.0	23.5	0.0	10.9	20.9	0.0				32.0	0.0	35.3
Cycle Q Clear(g_c), s	0.0	23.5	0.0	10.9	20.9	0.0				32.0	0.0	35.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1757		466	1901	0				1220	0	985
V/C Ratio(X)	0.00	0.77		0.82	0.50	0.00				0.94	0.00	1.17
Avail Cap(c_a), veh/h	0	1757		567	1901	0				1220	0	985
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.91	0.00	0.11	0.11	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	29.2	0.0	44.3	21.6	0.0				31.3	0.0	32.3
Incr Delay (d2), s/veh	0.0	3.0	0.0	1.0	0.1	0.0				14.2	0.0	87.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	9.8	0.0	4.9	9.2	0.0				15.3	0.0	23.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	32.2	0.0	45.3	21.7	0.0				45.5	0.0	119.4
LnGrp LOS	A	C		D	C	A				D	A	F
Approach Vol, veh/h		1346	A		1332						2294	
Approach Delay, s/veh		32.2			28.5						82.6	
Approach LOS		C			C						F	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.1	40.9		40.0		60.0
Change Period (Y+Rc), s	5.6	6.5		* 4.7		6.5
Max Green Setting (Gmax), s	16.4	31.5		* 35		53.5
Max Q Clear Time (g_c+I1), s	12.9	25.5		37.3		22.9
Green Ext Time (p_c), s	0.6	4.7		0.0		11.1

Intersection Summary	
HCM 6th Ctrl Delay	54.4
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	556	5	40	5	0	20	28	1118	25	0	1187	721
Future Volume (veh/h)	556	5	40	5	0	20	28	1118	25	0	1187	721
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	566	0	40	5	0	20	28	1129	25	0	1199	728
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	660	0	293	34	0	30	35	3543	78	0	2262	1302
Arrive On Green	0.19	0.00	0.19	0.02	0.00	0.02	0.02	0.69	0.69	0.00	0.64	0.64
Sat Flow, veh/h	3563	0	1585	1781	0	1585	1781	5140	114	0	3647	1585
Grp Volume(v), veh/h	566	0	40	5	0	20	28	748	406	0	1199	728
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1585	1781	1702	1850	0	1777	1585
Q Serve(g_s), s	18.5	0.0	2.5	0.3	0.0	1.5	1.9	10.5	10.5	0.0	22.2	18.2
Cycle Q Clear(g_c), s	18.5	0.0	2.5	0.3	0.0	1.5	1.9	10.5	10.5	0.0	22.2	18.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.06	0.00		1.00
Lane Grp Cap(c), veh/h	660	0	293	34	0	30	35	2347	1275	0	2262	1302
V/C Ratio(X)	0.86	0.00	0.14	0.15	0.00	0.67	0.80	0.32	0.32	0.00	0.53	0.56
Avail Cap(c_a), veh/h	914	0	407	89	0	79	134	2347	1275	0	2262	1302
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.00	0.99	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.50	0.50
Uniform Delay (d), s/veh	47.4	0.0	40.9	57.9	0.0	58.5	58.6	7.4	7.4	0.0	12.0	3.5
Incr Delay (d2), s/veh	6.0	0.0	0.2	0.8	0.0	9.2	14.3	0.4	0.7	0.0	0.4	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	8.7	0.0	1.0	0.2	0.0	0.7	1.0	3.7	4.1	0.0	8.5	12.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	41.1	58.7	0.0	67.7	72.9	7.8	8.1	0.0	12.4	4.4
LnGrp LOS	D	A	D	E	A	E	E	A	A	A	B	A
Approach Vol, veh/h		606			25			1182			1927	
Approach Delay, s/veh		52.6			65.9			9.4			9.4	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	87.3		26.4	6.4	81.0		6.3
Change Period (Y+Rc), s	4.6		* 4.2	4.0	4.6		4.0
Max Green Setting (Gmax), s	70.4		* 31	9.0	57.4		6.0
Max Q Clear Time (g_c+I1), s	12.5		20.5	3.9	24.2		3.5
Green Ext Time (p_c), s	16.1		1.7	0.0	22.3		0.0

Intersection Summary		
HCM 6th Ctrl Delay		16.8
HCM 6th LOS		B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	211	20	80	369	245	20	122	100	220	50	85
Future Volume (veh/h)	15	211	20	80	369	245	20	122	100	220	50	85
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	222	21	84	388	258	21	128	105	232	53	89
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	121	1100	101	192	647	414	98	318	230	385	73	712
Arrive On Green	0.36	0.36	0.36	0.36	0.36	0.36	0.45	0.45	0.45	0.45	0.45	0.45
Sat Flow, veh/h	75	3061	281	250	1801	1152	17	709	511	518	163	1585
Grp Volume(v), veh/h	136	0	123	395	0	335	254	0	0	285	0	89
Grp Sat Flow(s),veh/h/ln	1766	0	1651	1709	0	1495	1236	0	0	680	0	1585
Q Serve(g_s), s	0.0	0.0	2.2	3.5	0.0	7.9	1.0	0.0	0.0	1.7	0.0	1.4
Cycle Q Clear(g_c), s	2.1	0.0	2.2	7.9	0.0	7.9	17.9	0.0	0.0	18.3	0.0	1.4
Prop In Lane	0.12		0.17	0.21		0.77	0.08		0.41	0.81		1.00
Lane Grp Cap(c), veh/h	729	0	594	716	0	537	646	0	0	458	0	712
V/C Ratio(X)	0.19	0.00	0.21	0.55	0.00	0.62	0.39	0.00	0.00	0.62	0.00	0.12
Avail Cap(c_a), veh/h	1119	0	994	1115	0	900	1106	0	0	797	0	1147
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.5	0.0	9.5	11.2	0.0	11.3	8.0	0.0	0.0	11.9	0.0	6.9
Incr Delay (d2), s/veh	0.2	0.0	0.2	0.9	0.0	1.7	0.1	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.7	2.6	0.0	2.3	1.1	0.0	0.0	2.0	0.0	0.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	9.7	0.0	9.7	12.2	0.0	13.0	8.2	0.0	0.0	12.4	0.0	6.9
LnGrp LOS	A	A	A	B	A	B	A	A	A	B	A	A
Approach Vol, veh/h		259			730			254			374	
Approach Delay, s/veh		9.7			12.6			8.2			11.1	
Approach LOS		A			B			A			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	19.8	24.3	19.8	24.3
Change Period (Y+Rc), s	* 4.2	4.0	* 4.2	4.0
Max Green Setting (Gmax), s	* 26	31.0	* 26	31.0
Max Q Clear Time (g_c+I1), s	4.2	19.9	9.9	20.3
Green Ext Time (p_c), s	2.1	0.7	5.9	1.1

Intersection Summary	
HCM 6th Ctrl Delay	11.1
HCM 6th LOS	B

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	11.2
Intersection LOS	B

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	65	20	217	165	55	280
Future Vol, veh/h	65	20	217	165	55	280
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	68	21	228	174	58	295
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	9.5	11.3	11.5
HCM LOS	A	B	B

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	76%	16%
Vol Thru, %	57%	0%	84%
Vol Right, %	43%	24%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	382	85	335
LT Vol	0	65	55
Through Vol	217	0	280
RT Vol	165	20	0
Lane Flow Rate	402	89	353
Geometry Grp	1	1	1
Degree of Util (X)	0.482	0.138	0.453
Departure Headway (Hd)	4.313	5.553	4.628
Convergence, Y/N	Yes	Yes	Yes
Cap	832	642	776
Service Time	2.349	3.623	2.669
HCM Lane V/C Ratio	0.483	0.139	0.455
HCM Control Delay	11.3	9.5	11.5
HCM Lane LOS	B	A	B
HCM 95th-tile Q	2.7	0.5	2.4

Intersection	
Intersection Delay, s/veh	10.5
Intersection LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	60	15	5	5	155	192	10	5	195	35
Future Vol, veh/h	15	5	60	15	5	5	155	192	10	5	195	35
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	63	16	5	5	163	202	11	5	205	37
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8.7	8.8	11.7	9.6
HCM LOS	A	A	B	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	43%	19%	60%	2%
Vol Thru, %	54%	6%	20%	83%
Vol Right, %	3%	75%	20%	15%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	357	80	25	235
LT Vol	155	15	15	5
Through Vol	192	5	5	195
RT Vol	10	60	5	35
Lane Flow Rate	376	84	26	247
Geometry Grp	1	1	1	1
Degree of Util (X)	0.475	0.116	0.04	0.312
Departure Headway (Hd)	4.552	4.952	5.46	4.54
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	789	720	652	789
Service Time	2.59	3.009	3.528	2.581
HCM Lane V/C Ratio	0.477	0.117	0.04	0.313
HCM Control Delay	11.7	8.7	8.8	9.6
HCM Lane LOS	B	A	A	A
HCM 95th-tile Q	2.6	0.4	0.1	1.3



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	140	70	738	180	85	727
Future Volume (veh/h)	140	70	738	180	85	727
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	144	72	761	186	88	749
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	177	89	832	203	114	1304
Arrive On Green	0.16	0.16	0.57	0.57	0.06	0.70
Sat Flow, veh/h	1136	568	1452	355	1781	1870
Grp Volume(v), veh/h	217	0	0	947	88	749
Grp Sat Flow(s),veh/h/ln	1711	0	0	1806	1781	1870
Q Serve(g_s), s	7.2	0.0	0.0	27.6	2.9	11.9
Cycle Q Clear(g_c), s	7.2	0.0	0.0	27.6	2.9	11.9
Prop In Lane	0.66	0.33		0.20	1.00	
Lane Grp Cap(c), veh/h	267	0	0	1035	114	1304
V/C Ratio(X)	0.81	0.00	0.00	0.91	0.77	0.57
Avail Cap(c_a), veh/h	613	0	0	1091	654	1928
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	0.0	11.2	27.0	4.5
Incr Delay (d2), s/veh	2.3	0.0	0.0	11.7	4.1	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.9	0.0	0.0	11.5	1.3	2.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	26.2	0.0	0.0	22.9	31.1	5.1
LnGrp LOS	C	A	A	C	C	A
Approach Vol, veh/h	217		947			837
Approach Delay, s/veh	26.2		22.9			7.8
Approach LOS	C		C			A

Timer - Assigned Phs	4	6	7	8
Phs Duration (G+Y+Rc), s	45.4	13.2	7.3	38.2
Change Period (Y+Rc), s	4.6	4.0	3.5	4.6
Max Green Setting (Gmax), s	60.4	21.0	21.5	35.4
Max Q Clear Time (g_c+I1), s	13.9	9.2	4.9	29.6
Green Ext Time (p_c), s	10.0	0.3	0.1	4.0

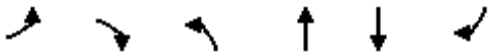
Intersection Summary	
HCM 6th Ctrl Delay	16.9
HCM 6th LOS	B



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	121	343	610	31	215	672
Future Volume (vph)	121	343	610	31	215	672
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	127	361	642	33	226	707
RTOR Reduction (vph)	0	169	0	13	0	0
Lane Group Flow (vph)	127	192	642	20	226	707
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	1		8		7	4
Permitted Phases		8		8		
Actuated Green, G (s)	11.8	56.9	56.9	56.9	16.2	70.9
Effective Green, g (s)	11.8	56.9	56.9	56.9	16.2	70.9
Actuated g/C Ratio	0.11	0.53	0.53	0.53	0.15	0.66
Clearance Time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Vehicle Extension (s)	2.0	3.5	3.5	3.5	1.5	3.5
Lane Grp Cap (vph)	194	840	988	840	267	1232
v/s Ratio Prot	c0.07		c0.34		c0.13	0.38
v/s Ratio Perm		0.12		0.01		
v/c Ratio	0.65	0.23	0.65	0.02	0.85	0.57
Uniform Delay, d1	45.7	13.4	18.0	12.0	44.3	9.9
Progression Factor	1.00	1.00	0.16	0.04	1.00	1.00
Incremental Delay, d2	5.9	0.6	2.5	0.0	20.4	1.9
Delay (s)	51.7	14.1	5.4	0.6	64.7	11.9
Level of Service	D	B	A	A	E	B
Approach Delay (s)	23.8		5.2			24.7
Approach LOS	C		A			C

Intersection Summary			
HCM 2000 Control Delay	18.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.64		
Actuated Cycle Length (s)	107.2	Sum of lost time (s)	16.6
Intersection Capacity Utilization	61.2%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	15	15	20	621	748	40
Future Volume (vph)	15	15	20	621	748	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.99	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	1863	1850	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	1863	1850	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	16	16	21	654	787	42
RTOR Reduction (vph)	0	15	0	0	1	0
Lane Group Flow (vph)	16	1	21	654	828	0
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	6		3	8	4	
Permitted Phases		6				
Actuated Green, G (s)	5.7	5.7	2.2	56.9	70.9	
Effective Green, g (s)	5.7	5.7	2.2	56.9	70.9	
Actuated g/C Ratio	0.05	0.05	0.02	0.53	0.66	
Clearance Time (s)	4.0	4.0	4.0	4.6	4.6	
Vehicle Extension (s)	2.0	2.0	1.5	3.5	3.5	
Lane Grp Cap (vph)	94	84	36	988	1223	
v/s Ratio Prot	c0.01		c0.01	0.35	c0.45	
v/s Ratio Perm		0.00				
v/c Ratio	0.17	0.01	0.58	0.66	0.68	
Uniform Delay, d1	48.5	48.1	52.0	18.2	11.1	
Progression Factor	1.00	1.00	1.00	1.00	0.56	
Incremental Delay, d2	0.3	0.0	14.6	3.5	2.6	
Delay (s)	48.8	48.1	66.6	21.7	8.9	
Level of Service	D	D	E	C	A	
Approach Delay (s)	48.4			23.1	8.9	
Approach LOS	D			C	A	

Intersection Summary			
HCM 2000 Control Delay	15.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.55		
Actuated Cycle Length (s)	107.2	Sum of lost time (s)	16.6
Intersection Capacity Utilization	52.3%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group

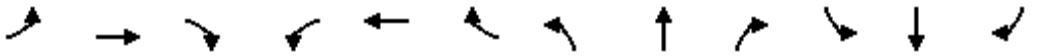
Intersection	
Int Delay, s/veh	2.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	91	34	632	169	47	726
Future Vol, veh/h	91	34	632	169	47	726
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	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	95	35	658	176	49	756

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1600	746	0	0	834	0
Stage 1	746	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	117	413	-	-	799	-
Stage 1	469	-	-	-	-	-
Stage 2	417	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	110	413	-	-	799	-
Mov Cap-2 Maneuver	245	-	-	-	-	-
Stage 1	469	-	-	-	-	-
Stage 2	392	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	29.3	0	0.6
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	275	799	-
HCM Lane V/C Ratio	-	-	0.473	0.061	-
HCM Control Delay (s)	-	-	29.3	9.8	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	2.4	0.2	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	525	908	321	149	844	20	454	316	133	50	297	452
Future Volume (veh/h)	525	908	321	149	844	20	454	316	133	50	297	452
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	547	946	334	155	879	21	473	329	139	52	309	471
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	864	1621	969	212	933	22	536	515	437	81	310	659
Arrive On Green	0.50	0.91	0.91	0.06	0.26	0.26	0.16	0.28	0.28	0.05	0.17	0.17
Sat Flow, veh/h	3456	3554	1585	3456	3547	85	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	547	946	334	155	440	460	473	329	139	52	309	471
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1855	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	13.9	6.0	2.7	5.3	29.1	29.1	16.1	18.6	8.4	3.4	19.8	9.8
Cycle Q Clear(g_c), s	13.9	6.0	2.7	5.3	29.1	29.1	16.1	18.6	8.4	3.4	19.8	9.8
Prop In Lane	1.00		1.00	1.00		0.05	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	864	1621	969	212	468	488	536	515	437	81	310	659
V/C Ratio(X)	0.63	0.58	0.34	0.73	0.94	0.94	0.88	0.64	0.32	0.64	1.00	0.71
Avail Cap(c_a), veh/h	864	1621	969	299	472	493	674	515	437	184	310	659
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	0.85	0.85	0.85	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.0	3.1	1.6	55.3	43.3	43.3	49.6	38.2	34.5	56.3	50.0	11.2
Incr Delay (d2), s/veh	0.7	0.9	0.6	2.5	29.3	28.5	8.4	2.2	0.4	3.1	50.0	3.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	1.4	0.7	2.4	16.5	17.1	7.5	8.8	3.3	1.6	13.5	5.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	26.6	4.0	2.1	57.9	72.6	71.8	58.0	40.5	34.9	59.4	100.0	14.8
LnGrp LOS	C	A	A	E	E	E	E	D	C	E	F	B
Approach Vol, veh/h		1827			1055			941			832	
Approach Delay, s/veh		10.5			70.1			48.5			49.3	
Approach LOS		B			E			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	12.0	59.8	23.2	25.0	35.1	36.7	10.1	38.1
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	5.1	* 5.1	4.6	5.1
Max Green Setting (Gmax), s	10.4	34.9	23.4	19.9	25.4	* 32	12.4	30.9
Max Q Clear Time (g_c+I1), s	7.3	8.0	18.1	21.8	15.9	31.1	5.4	20.6
Green Ext Time (p_c), s	0.1	9.2	0.5	0.0	0.9	0.4	0.0	1.8

Intersection Summary	
HCM 6th Ctrl Delay	38.6
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	110	15	25	103	15	49	45	734	91	56	616	70
Future Volume (veh/h)	110	15	25	103	15	49	45	734	91	56	616	70
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	115	16	26	107	16	51	47	765	95	58	642	73
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	293	26	37	260	26	67	121	1693	210	132	1731	197
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.07	0.53	0.53	0.07	0.54	0.54
Sat Flow, veh/h	1177	189	271	998	191	493	1781	3181	395	1781	3216	365
Grp Volume(v), veh/h	157	0	0	174	0	0	47	427	433	58	354	361
Grp Sat Flow(s),veh/h/ln	1638	0	0	1682	0	0	1781	1777	1799	1781	1777	1805
Q Serve(g_s), s	0.0	0.0	0.0	0.4	0.0	0.0	1.2	7.0	7.0	1.5	5.4	5.4
Cycle Q Clear(g_c), s	4.0	0.0	0.0	4.4	0.0	0.0	1.2	7.0	7.0	1.5	5.4	5.4
Prop In Lane	0.73		0.17	0.61		0.29	1.00		0.22	1.00		0.20
Lane Grp Cap(c), veh/h	356	0	0	353	0	0	121	946	958	132	956	971
V/C Ratio(X)	0.44	0.00	0.00	0.49	0.00	0.00	0.39	0.45	0.45	0.44	0.37	0.37
Avail Cap(c_a), veh/h	404	0	0	403	0	0	436	1453	1471	322	1339	1360
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.3	0.0	0.0	19.4	0.0	0.0	20.9	6.8	6.8	20.8	6.3	6.3
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.4	0.0	0.0	0.7	0.5	0.5	0.9	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.5	0.0	0.0	1.7	0.0	0.0	0.5	1.9	2.0	0.6	1.5	1.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	19.6	0.0	0.0	19.8	0.0	0.0	21.7	7.2	7.2	21.7	6.6	6.6
LnGrp LOS	B	A	A	B	A	A	C	A	A	C	A	A
Approach Vol, veh/h		157			174			907			773	
Approach Delay, s/veh		19.6			19.8			8.0			7.7	
Approach LOS		B			B			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	10.4	7.0	29.6	10.4	6.7	29.9
Change Period (Y+Rc), s	4.0	3.5	4.6	4.0	3.5	4.6
Max Green Setting (Gmax), s	8.0	8.5	38.4	8.0	11.5	35.4
Max Q Clear Time (g_c+I1), s	6.0	3.5	9.0	6.4	3.2	7.4
Green Ext Time (p_c), s	0.1	0.0	9.0	0.1	0.0	7.0

Intersection Summary	
HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	65	1679	45	172	1462	45	15	0	55	70	0	35
Future Volume (veh/h)	65	1679	45	172	1462	45	15	0	55	70	0	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	68	1767	47	181	1539	47	16	0	58	74	0	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	86	2388	63	245	2479	1106	84	0	187	101	0	90
Arrive On Green	0.10	1.00	1.00	0.14	1.00	1.00	0.05	0.00	0.05	0.06	0.00	0.06
Sat Flow, veh/h	1781	3537	94	3456	3554	1585	1781	0	1585	1781	0	1585
Grp Volume(v), veh/h	68	885	929	181	1539	47	16	0	58	74	0	37
Grp Sat Flow(s),veh/h/ln	1781	1777	1853	1728	1777	1585	1781	0	1585	1781	0	1585
Q Serve(g_s), s	4.5	0.0	0.0	6.0	0.0	0.0	1.0	0.0	4.0	4.9	0.0	2.7
Cycle Q Clear(g_c), s	4.5	0.0	0.0	6.0	0.0	0.0	1.0	0.0	4.0	4.9	0.0	2.7
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	86	1200	1252	245	2479	1106	84	0	187	101	0	90
V/C Ratio(X)	0.79	0.74	0.74	0.74	0.62	0.04	0.19	0.00	0.31	0.74	0.00	0.41
Avail Cap(c_a), veh/h	126	1200	1252	677	2479	1106	379	0	449	126	0	112
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.47	0.47	0.47	0.47	0.47	0.47	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	53.6	0.0	0.0	50.4	0.0	0.0	54.9	0.0	48.4	55.7	0.0	54.7
Incr Delay (d2), s/veh	9.1	1.9	1.9	2.1	0.6	0.0	1.1	0.0	0.9	15.4	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	0.6	0.7	2.5	0.2	0.0	0.5	0.0	1.6	2.6	0.0	1.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	62.7	1.9	1.9	52.5	0.6	0.0	56.0	0.0	49.4	71.2	0.0	57.7
LnGrp LOS	E	A	A	D	A	A	E	A	D	E	A	E
Approach Vol, veh/h		1882			1767			74			111	
Approach Delay, s/veh		4.1			5.9			50.8			66.7	
Approach LOS		A			A			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	13.0	85.5		10.2	10.3	88.2		11.3				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	23.5	44.5		25.5	8.5	59.5		8.5				
Max Q Clear Time (g_c+I1), s	8.0	2.0		6.0	6.5	2.0		6.9				
Green Ext Time (p_c), s	0.5	22.3		0.2	0.0	20.1		0.0				

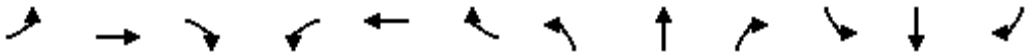
Intersection Summary		
HCM 6th Ctrl Delay		7.6
HCM 6th LOS		A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	973	30	514	1043	80	55	100	686	85	25	5
Future Volume (veh/h)	20	973	30	514	1043	80	55	100	686	85	25	5
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	1024	32	541	1098	84	58	105	722	89	26	5
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	37	1137	36	610	1603	123	171	179	760	453	387	75
Arrive On Green	0.02	0.32	0.32	0.35	0.96	0.96	0.10	0.10	0.10	0.25	0.25	0.25
Sat Flow, veh/h	1781	3517	110	3456	3345	256	1781	1870	2790	1781	1524	293
Grp Volume(v), veh/h	21	517	539	541	583	599	58	105	722	89	0	31
Grp Sat Flow(s),veh/h/ln	1781	1777	1851	1728	1777	1824	1781	1870	1395	1781	0	1818
Q Serve(g_s), s	1.4	33.3	33.3	17.7	4.8	4.8	3.7	6.5	11.5	4.7	0.0	1.6
Cycle Q Clear(g_c), s	1.4	33.3	33.3	17.7	4.8	4.8	3.7	6.5	11.5	4.7	0.0	1.6
Prop In Lane	1.00		0.06	1.00		0.14	1.00		1.00	1.00		0.16
Lane Grp Cap(c), veh/h	37	575	598	610	851	874	171	179	760	453	0	462
V/C Ratio(X)	0.56	0.90	0.90	0.89	0.68	0.69	0.34	0.59	0.95	0.20	0.00	0.07
Avail Cap(c_a), veh/h	126	575	598	850	851	874	171	179	760	453	0	462
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.76	0.76	0.76	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.2	38.7	38.8	37.7	1.4	1.4	50.7	52.0	42.8	35.1	0.0	34.0
Incr Delay (d2), s/veh	12.6	19.7	19.1	6.7	1.7	1.7	5.3	13.3	22.5	1.0	0.0	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	17.5	18.1	6.8	1.1	1.1	1.9	3.7	12.8	2.2	0.0	0.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	70.8	58.4	57.8	44.3	3.2	3.1	56.0	65.2	65.3	36.1	0.0	34.2
LnGrp LOS	E	E	E	D	A	A	E	E	E	D	A	C
Approach Vol, veh/h		1077			1723			885			120	
Approach Delay, s/veh		58.3			16.1			64.7			35.6	
Approach LOS		E			B			E			D	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	25.7	43.3		16.0	7.0	62.0		35.0				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	21.5	30.5		11.5	8.5	51.5		30.5				
Max Q Clear Time (g_c+I1), s	19.7	35.3		13.5	3.4	6.8		6.7				
Green Ext Time (p_c), s	1.5	0.0		0.0	0.0	10.7		0.4				

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



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	177	1694	397	60	1417	335	397	100	90	405	135	375
Future Volume (veh/h)	177	1694	397	60	1417	335	397	100	90	405	135	375
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	179	1711	401	61	1431	338	401	101	91	308	277	379
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	208	1925	1084	70	2350	730	506	129	116	259	272	230
Arrive On Green	0.04	0.18	0.18	0.04	0.46	0.46	0.14	0.14	0.14	0.15	0.15	0.15
Sat Flow, veh/h	1781	3554	1585	1781	5106	1585	3563	907	817	1781	1870	1585
Grp Volume(v), veh/h	179	1711	401	61	1431	338	401	0	192	308	277	379
Grp Sat Flow(s),veh/h/ln	1781	1777	1585	1781	1702	1585	1781	0	1723	1781	1870	1585
Q Serve(g_s), s	13.0	61.1	20.3	4.4	27.3	19.0	14.1	0.0	14.0	18.9	18.9	18.9
Cycle Q Clear(g_c), s	13.0	61.1	20.3	4.4	27.3	19.0	14.1	0.0	14.0	18.9	18.9	18.9
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.47	1.00		1.00
Lane Grp Cap(c), veh/h	208	1925	1084	70	2350	730	506	0	245	259	272	230
V/C Ratio(X)	0.86	0.89	0.37	0.87	0.61	0.46	0.79	0.00	0.78	1.19	1.02	1.64
Avail Cap(c_a), veh/h	284	1925	1084	70	2350	730	844	0	408	259	272	230
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.58	0.58	0.58	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	61.4	49.6	17.4	62.1	26.3	24.1	53.9	0.0	53.8	55.5	55.6	55.6
Incr Delay (d2), s/veh	11.1	4.0	0.6	65.8	0.5	0.5	2.8	0.0	5.5	117.0	59.4	308.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.9	30.3	12.7	3.3	11.1	7.2	6.5	0.0	6.4	16.9	13.4	27.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	72.5	53.6	18.0	128.0	26.8	24.5	56.7	0.0	59.3	172.5	115.0	364.4
LnGrp LOS	E	D	B	F	C	C	E	A	E	F	F	F
Approach Vol, veh/h		2291			1830			593			964	
Approach Delay, s/veh		48.8			29.7			57.6			231.4	
Approach LOS		D			C			E			F	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	75.4		22.7	19.4	64.8		23.1				
Change Period (Y+Rc), s	3.7	5.0		* 4.2	* 4.2	5.0		4.2				
Max Green Setting (Gmax), s	5.1	58.1		* 31	* 21	42.0		18.9				
Max Q Clear Time (g_c+I1), s	6.4	63.1		16.1	15.0	29.3		20.9				
Green Ext Time (p_c), s	0.0	0.0		2.3	0.2	8.7		0.0				

Intersection Summary		
HCM 6th Ctrl Delay		74.6
HCM 6th LOS		E

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	1782	612	0	1944	110	214	25	435	60	0	110
Future Volume (veh/h)	60	1782	612	0	1944	110	214	25	435	60	0	110
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	0	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	61	1820	604	0	1964	111	216	174	340	61	0	111
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	0	2	2	2	2	2	2	2	2
Cap, veh/h	74	2721	769	0	2018	114	311	250	489	153	160	136
Arrive On Green	0.03	0.32	0.32	0.00	0.41	0.41	0.31	0.31	0.31	0.09	0.00	0.09
Sat Flow, veh/h	1781	5611	1585	0	5114	279	1008	812	1585	1781	1870	1585
Grp Volume(v), veh/h	61	1820	604	0	1350	725	390	0	340	61	0	111
Grp Sat Flow(s),veh/h/ln	1781	1870	1585	0	1702	1820	1820	0	1585	1781	1870	1585
Q Serve(g_s), s	4.4	36.4	44.9	0.0	50.6	51.0	24.5	0.0	24.5	4.2	0.0	8.9
Cycle Q Clear(g_c), s	4.4	36.4	44.9	0.0	50.6	51.0	24.5	0.0	24.5	4.2	0.0	8.9
Prop In Lane	1.00		1.00	0.00		0.15	0.55		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	74	2721	769	0	1389	743	561	0	489	153	160	136
V/C Ratio(X)	0.82	0.67	0.79	0.00	0.97	0.98	0.69	0.00	0.70	0.40	0.00	0.82
Avail Cap(c_a), veh/h	74	2721	769	0	1389	743	561	0	489	248	260	221
HCM Platoon Ratio	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.41	0.41	0.41	0.00	0.51	0.51	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	62.7	34.9	37.8	0.0	37.7	37.9	39.6	0.0	39.6	56.3	0.0	58.4
Incr Delay (d2), s/veh	24.6	0.5	3.4	0.0	11.8	18.6	6.9	0.0	7.9	1.2	0.0	8.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	17.5	18.9	0.0	23.0	26.1	12.0	0.0	10.6	2.0	0.0	3.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	87.3	35.4	41.2	0.0	49.5	56.4	46.5	0.0	47.5	57.5	0.0	67.2
LnGrp LOS	F	D	D	A	D	E	D	A	D	E	A	E
Approach Vol, veh/h		2485			2075			730			172	
Approach Delay, s/veh		38.1			51.9			47.0			63.8	
Approach LOS		D			D			D			E	

Timer - Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		68.7		45.6	10.0	58.7		15.7				
Change Period (Y+Rc), s		* 5.7		5.5	4.6	* 5.7		4.5				
Max Green Setting (Gmax), s		* 56		40.1	5.4	* 46		18.1				
Max Q Clear Time (g_c+I1), s		46.9		26.5	6.4	53.0		10.9				
Green Ext Time (p_c), s		8.6		3.2	0.0	0.0		0.2				

Intersection Summary		
HCM 6th Ctrl Delay		45.3
HCM 6th LOS		D

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	1319	197	465	933	0	0	0	0	1120	0	916
Future Volume (veh/h)	0	1319	197	465	933	0	0	0	0	1120	0	916
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	0	1870
Adj Flow Rate, veh/h	0	1346	0	474	952	0				1143	0	935
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98				0.98	0.98	0.98
Percent Heavy Veh, %	0	2	2	2	2	0				2	0	2
Cap, veh/h	0	1750		546	1933	0				1278	0	1032
Arrive On Green	0.00	0.34	0.00	0.11	0.36	0.00				0.37	0.00	0.37
Sat Flow, veh/h	0	5274	1585	3456	3647	0				3456	0	2790
Grp Volume(v), veh/h	0	1346	0	474	952	0				1143	0	935
Grp Sat Flow(s),veh/h/ln	0	1702	1585	1728	1777	0				1728	0	1395
Q Serve(g_s), s	0.0	30.6	0.0	17.6	27.0	0.0				40.5	0.0	41.3
Cycle Q Clear(g_c), s	0.0	30.6	0.0	17.6	27.0	0.0				40.5	0.0	41.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1750		546	1933	0				1278	0	1032
V/C Ratio(X)	0.00	0.77		0.87	0.49	0.00				0.89	0.00	0.91
Avail Cap(c_a), veh/h	0	1750		649	1933	0				1284	0	1036
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.94	0.00	0.09	0.09	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	38.1	0.0	56.8	27.4	0.0				38.6	0.0	38.8
Incr Delay (d2), s/veh	0.0	3.1	0.0	1.1	0.1	0.0				9.5	0.0	12.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	13.2	0.0	8.0	12.2	0.0				18.7	0.0	15.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	41.2	0.0	57.9	27.5	0.0				48.0	0.0	51.3
LnGrp LOS	A	D		E	C	A				D	A	D
Approach Vol, veh/h		1346	A		1426						2078	
Approach Delay, s/veh		41.2			37.6						49.5	
Approach LOS		D			D						D	

Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	26.2	51.1		52.8		77.2
Change Period (Y+Rc), s	5.6	6.5		* 4.7		6.5
Max Green Setting (Gmax), s	24.4	40.5		* 48		70.5
Max Q Clear Time (g_c+I1), s	19.6	32.6		43.3		29.0
Green Ext Time (p_c), s	1.0	6.0		4.8		12.4

Intersection Summary	
HCM 6th Ctrl Delay	43.7
HCM 6th LOS	D

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.
Unsignalized Delay for [EBR] is excluded from calculations of the approach delay and intersection delay.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	347	5	71	10	5	15	73	1148	25	0	1293	571
Future Volume (veh/h)	347	5	71	10	5	15	73	1148	25	0	1293	571
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870
Adj Flow Rate, veh/h	355	0	72	10	5	15	74	1160	25	0	1306	577
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	444	0	198	47	11	33	95	3818	82	0	2331	1237
Arrive On Green	0.12	0.00	0.12	0.03	0.03	0.03	0.05	0.74	0.74	0.00	0.66	0.66
Sat Flow, veh/h	3563	0	1585	1781	412	1236	1781	5144	111	0	3647	1585
Grp Volume(v), veh/h	355	0	72	10	0	20	74	768	417	0	1306	577
Grp Sat Flow(s),veh/h/ln	1781	0	1585	1781	0	1648	1781	1702	1850	0	1777	1585
Q Serve(g_s), s	11.6	0.0	5.0	0.7	0.0	1.4	4.9	9.0	9.0	0.0	24.0	15.1
Cycle Q Clear(g_c), s	11.6	0.0	5.0	0.7	0.0	1.4	4.9	9.0	9.0	0.0	24.0	15.1
Prop In Lane	1.00		1.00	1.00		0.75	1.00		0.06	0.00		1.00
Lane Grp Cap(c), veh/h	444	0	198	47	0	43	95	2527	1374	0	2331	1237
V/C Ratio(X)	0.80	0.00	0.36	0.21	0.00	0.46	0.78	0.30	0.30	0.00	0.56	0.47
Avail Cap(c_a), veh/h	855	0	380	89	0	82	193	2527	1374	0	2331	1237
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	0.71	0.71
Uniform Delay (d), s/veh	51.1	0.0	48.2	57.2	0.0	57.6	56.1	5.1	5.1	0.0	11.2	4.5
Incr Delay (d2), s/veh	3.4	0.0	1.1	0.8	0.0	2.8	5.2	0.3	0.6	0.0	0.7	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.4	0.0	2.0	0.3	0.0	0.6	2.4	2.9	3.3	0.0	9.1	8.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	54.4	0.0	49.3	58.0	0.0	60.4	61.4	5.5	5.7	0.0	11.9	5.4
LnGrp LOS	D	A	D	E	A	E	E	A	A	A	B	A
Approach Vol, veh/h		427			30			1259			1883	
Approach Delay, s/veh		53.5			59.6			8.8			9.9	
Approach LOS		D			E			A			A	

Timer - Assigned Phs	2		4	5	6		8
Phs Duration (G+Y+Rc), s	93.7		19.2	10.4	83.3		7.2
Change Period (Y+Rc), s	4.6		* 4.2	4.0	4.6		4.0
Max Green Setting (Gmax), s	72.4		* 29	13.0	55.4		6.0
Max Q Clear Time (g_c+I1), s	11.0		13.6	6.9	26.0		3.4
Green Ext Time (p_c), s	17.0		1.3	0.0	20.5		0.0

Intersection Summary	
HCM 6th Ctrl Delay	15.1
HCM 6th LOS	B

Notes

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	168	15	120	314	185	15	86	110	150	31	35
Future Volume (veh/h)	20	168	15	120	314	185	15	86	110	150	31	35
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	21	177	16	126	331	195	16	91	116	158	33	37
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	226	1494	132	388	885	499	145	158	186	488	65	335
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.21	0.21	0.21	0.21	0.21	0.21
Sat Flow, veh/h	158	2930	259	434	1736	978	64	745	877	1252	309	1585
Grp Volume(v), veh/h	112	0	102	348	0	304	223	0	0	191	0	37
Grp Sat Flow(s),veh/h/ln	1692	0	1655	1622	0	1526	1687	0	0	1561	0	1585
Q Serve(g_s), s	0.0	0.0	0.9	0.0	0.0	3.6	0.6	0.0	0.0	0.0	0.0	0.6
Cycle Q Clear(g_c), s	0.9	0.0	0.9	3.3	0.0	3.6	3.5	0.0	0.0	2.8	0.0	0.6
Prop In Lane	0.19		0.16	0.36		0.64	0.07		0.52	0.83		1.00
Lane Grp Cap(c), veh/h	1008	0	844	994	0	778	488	0	0	554	0	335
V/C Ratio(X)	0.11	0.00	0.12	0.35	0.00	0.39	0.46	0.00	0.00	0.34	0.00	0.11
Avail Cap(c_a), veh/h	1574	0	1452	1562	0	1338	1891	0	0	1611	0	1670
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	3.8	0.0	3.8	4.3	0.0	4.4	10.5	0.0	0.0	10.2	0.0	9.4
Incr Delay (d2), s/veh	0.1	0.0	0.1	0.3	0.0	0.5	0.2	0.0	0.0	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	0.0	0.1	0.6	0.0	0.5	0.9	0.0	0.0	0.8	0.0	0.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	3.8	0.0	3.9	4.6	0.0	4.9	10.8	0.0	0.0	10.4	0.0	9.4
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		214			652			223			228	
Approach Delay, s/veh		3.8			4.7			10.8			10.2	
Approach LOS		A			A			B			B	

Timer - Assigned Phs	2	4	6	8
Phs Duration (G+Y+Rc), s	19.2	10.2	19.2	10.2
Change Period (Y+Rc), s	* 4.2	4.0	* 4.2	4.0
Max Green Setting (Gmax), s	* 26	31.0	* 26	31.0
Max Q Clear Time (g_c+I1), s	2.9	5.5	5.6	4.8
Green Ext Time (p_c), s	1.7	0.9	5.8	0.9

Intersection Summary	
HCM 6th Ctrl Delay	6.6
HCM 6th LOS	A

Notes

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Intersection Delay, s/veh	9.1
Intersection LOS	A

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	15	10	281	35	5	161
Future Vol, veh/h	15	10	281	35	5	161
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	11	296	37	5	169
Number of Lanes	1	0	1	0	0	1

Approach	WB	NB	SB
Opposing Approach		SB	NB
Opposing Lanes	0	1	1
Conflicting Approach Left	NB		WB
Conflicting Lanes Left	1	0	1
Conflicting Approach Right	SB	WB	
Conflicting Lanes Right	1	1	0
HCM Control Delay	8.1	9.5	8.4
HCM LOS	A	A	A

Lane	NBLn1	WBLn1	SBLn1
Vol Left, %	0%	60%	3%
Vol Thru, %	89%	0%	97%
Vol Right, %	11%	40%	0%
Sign Control	Stop	Stop	Stop
Traffic Vol by Lane	316	25	166
LT Vol	0	15	5
Through Vol	281	0	161
RT Vol	35	10	0
Lane Flow Rate	333	26	175
Geometry Grp	1	1	1
Degree of Util (X)	0.374	0.036	0.206
Departure Headway (Hd)	4.043	4.893	4.235
Convergence, Y/N	Yes	Yes	Yes
Cap	881	736	835
Service Time	2.113	2.893	2.328
HCM Lane V/C Ratio	0.378	0.035	0.21
HCM Control Delay	9.5	8.1	8.4
HCM Lane LOS	A	A	A
HCM 95th-tile Q	1.7	0.1	0.8

Intersection	
Intersection Delay, s/veh	8.8
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	15	5	15	15	5	5	45	201	35	5	106	15
Future Vol, veh/h	15	5	15	15	5	5	45	201	35	5	106	15
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	5	16	16	5	5	47	212	37	5	112	16
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	8	8.1	9.3	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	16%	43%	60%	4%
Vol Thru, %	72%	14%	20%	84%
Vol Right, %	12%	43%	20%	12%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	281	35	25	126
LT Vol	45	15	15	5
Through Vol	201	5	5	106
RT Vol	35	15	5	15
Lane Flow Rate	296	37	26	133
Geometry Grp	1	1	1	1
Degree of Util (X)	0.337	0.048	0.036	0.159
Departure Headway (Hd)	4.102	4.727	4.913	4.319
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	864	761	732	834
Service Time	2.193	2.736	2.922	2.327
HCM Lane V/C Ratio	0.343	0.049	0.036	0.159
HCM Control Delay	9.3	8	8.1	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	1.5	0.2	0.1	0.6



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	30	45	645	25	35	538
Future Volume (veh/h)	30	45	645	25	35	538
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1900	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	31	46	665	26	36	555
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	0	0	2	2	2	2
Cap, veh/h	37	55	985	39	46	1277
Arrive On Green	0.06	0.06	0.55	0.55	0.03	0.68
Sat Flow, veh/h	660	980	1788	70	1781	1870
Grp Volume(v), veh/h	78	0	0	691	36	555
Grp Sat Flow(s),veh/h/ln	1661	0	0	1858	1781	1870
Q Serve(g_s), s	1.5	0.0	0.0	8.8	0.7	4.4
Cycle Q Clear(g_c), s	1.5	0.0	0.0	8.8	0.7	4.4
Prop In Lane	0.40	0.59		0.04	1.00	
Lane Grp Cap(c), veh/h	93	0	0	1024	46	1277
V/C Ratio(X)	0.84	0.00	0.00	0.68	0.79	0.43
Avail Cap(c_a), veh/h	1059	0	0	1997	1163	3431
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.4	0.0	0.0	5.3	16.0	2.4
Incr Delay (d2), s/veh	7.3	0.0	0.0	1.1	10.8	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.7	0.4	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.7	0.0	0.0	6.4	26.7	2.7
LnGrp LOS	C	A	A	A	C	A
Approach Vol, veh/h	78		691			591
Approach Delay, s/veh	22.7		6.4			4.2
Approach LOS	C		A			A

Timer - Assigned Phs		4		6	7	8
Phs Duration (G+Y+Rc), s		27.1		5.8	4.3	22.7
Change Period (Y+Rc), s		4.6		4.0	3.5	4.6
Max Green Setting (Gmax), s		60.4		21.0	21.5	35.4
Max Q Clear Time (g_c+I1), s		6.4		3.5	2.7	10.8
Green Ext Time (p_c), s		6.4		0.1	0.0	7.4

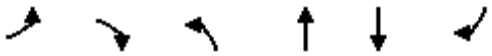
Intersection Summary	
HCM 6th Ctrl Delay	6.4
HCM 6th LOS	A



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (vph)	181	193	517	77	126	527
Future Volume (vph)	181	193	517	77	126	527
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	0.85	1.00	0.85	1.00	1.00
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1770	1583	1863	1583	1770	1863
Flt Permitted	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	1770	1583	1863	1583	1770	1863
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	191	203	544	81	133	555
RTOR Reduction (vph)	0	106	0	41	0	0
Lane Group Flow (vph)	191	97	544	40	133	555
Turn Type	Prot	Perm	NA	Perm	Prot	NA
Protected Phases	1		8		7	4
Permitted Phases		8		8		
Actuated Green, G (s)	14.7	46.6	46.6	46.6	11.1	51.5
Effective Green, g (s)	14.7	46.6	46.6	46.6	11.1	51.5
Actuated g/C Ratio	0.15	0.48	0.48	0.48	0.11	0.53
Clearance Time (s)	4.0	4.6	4.6	4.6	4.0	4.6
Vehicle Extension (s)	2.0	3.5	3.5	3.5	1.5	3.5
Lane Grp Cap (vph)	265	753	886	753	200	980
v/s Ratio Prot	c0.11		c0.29		c0.08	0.30
v/s Ratio Perm		0.06		0.03		
v/c Ratio	0.72	0.13	0.61	0.05	0.67	0.57
Uniform Delay, d1	39.6	14.3	19.0	13.8	41.6	15.7
Progression Factor	1.00	1.00	0.30	0.19	1.00	1.00
Incremental Delay, d2	7.9	0.4	2.7	0.1	6.3	2.4
Delay (s)	47.6	14.7	8.4	2.7	47.9	18.0
Level of Service	D	B	A	A	D	B
Approach Delay (s)	30.6		7.7			23.8
Approach LOS	C		A			C

Intersection Summary			
HCM 2000 Control Delay	19.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.57		
Actuated Cycle Length (s)	97.9	Sum of lost time (s)	16.6
Intersection Capacity Utilization	54.7%	ICU Level of Service	A
Analysis Period (min)	15		

c Critical Lane Group



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (vph)	80	65	75	509	583	110
Future Volume (vph)	80	65	75	509	583	110
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.6	4.6	
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	
Frt	1.00	0.85	1.00	1.00	0.98	
Flt Protected	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (prot)	1770	1583	1770	1863	1823	
Flt Permitted	0.95	1.00	0.95	1.00	1.00	
Satd. Flow (perm)	1770	1583	1770	1863	1823	
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	84	68	79	536	614	116
RTOR Reduction (vph)	0	62	0	0	5	0
Lane Group Flow (vph)	84	6	79	536	725	0
Turn Type	Prot	Perm	Prot	NA	NA	
Protected Phases	6		3	8	4	
Permitted Phases		6				
Actuated Green, G (s)	8.9	8.9	6.2	46.6	51.5	
Effective Green, g (s)	8.9	8.9	6.2	46.6	51.5	
Actuated g/C Ratio	0.09	0.09	0.06	0.48	0.53	
Clearance Time (s)	4.0	4.0	4.0	4.6	4.6	
Vehicle Extension (s)	2.0	2.0	1.5	3.5	3.5	
Lane Grp Cap (vph)	160	143	112	886	958	
v/s Ratio Prot	c0.05		c0.04	0.29	c0.40	
v/s Ratio Perm		0.00				
v/c Ratio	0.53	0.04	0.71	0.60	0.76	
Uniform Delay, d1	42.5	40.6	45.0	18.9	18.3	
Progression Factor	1.00	1.00	1.00	1.00	0.77	
Incremental Delay, d2	1.4	0.0	15.2	3.1	4.8	
Delay (s)	43.9	40.7	60.1	21.9	18.9	
Level of Service	D	D	E	C	B	
Approach Delay (s)	42.5			26.8	18.9	
Approach LOS	D			C	B	

Intersection Summary			
HCM 2000 Control Delay	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.59		
Actuated Cycle Length (s)	97.9	Sum of lost time (s)	16.6
Intersection Capacity Utilization	56.5%	ICU Level of Service	B
Analysis Period (min)	15		

c Critical Lane Group

Intersection	
Int Delay, s/veh	4.2

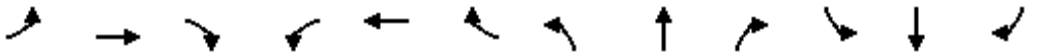
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	144	36	558	180	46	627
Future Vol, veh/h	144	36	558	180	46	627
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	150	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	38	581	188	48	653

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1424	675	0	0	769	0
Stage 1	675	-	-	-	-	-
Stage 2	749	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	150	454	-	-	845	-
Stage 1	506	-	-	-	-	-
Stage 2	467	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	~ 141	454	-	-	845	-
Mov Cap-2 Maneuver	279	-	-	-	-	-
Stage 1	506	-	-	-	-	-
Stage 2	440	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	34.6	0	0.7
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	302	845	-
HCM Lane V/C Ratio	-	-	0.621	0.057	-
HCM Control Delay (s)	-	-	34.6	9.5	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	3.9	0.2	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	377	749	349	139	791	30	503	312	224	70	296	446
Future Volume (veh/h)	377	749	349	139	791	30	503	312	224	70	296	446
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	393	780	364	145	824	31	524	325	233	73	308	465
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	899	1588	974	201	841	32	579	517	438	102	310	675
Arrive On Green	0.09	0.15	0.15	0.06	0.24	0.24	0.17	0.28	0.28	0.06	0.17	0.17
Sat Flow, veh/h	3456	3554	1585	3456	3492	131	3456	1870	1585	1781	1870	1585
Grp Volume(v), veh/h	393	780	364	145	419	436	524	325	233	73	308	465
Grp Sat Flow(s),veh/h/ln	1728	1777	1585	1728	1777	1847	1728	1870	1585	1781	1870	1585
Q Serve(g_s), s	13.0	24.2	17.7	4.9	28.1	28.1	17.9	18.3	15.0	4.8	19.7	10.3
Cycle Q Clear(g_c), s	13.0	24.2	17.7	4.9	28.1	28.1	17.9	18.3	15.0	4.8	19.7	10.3
Prop In Lane	1.00		1.00	1.00		0.07	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	899	1588	974	201	428	445	579	517	438	102	310	675
V/C Ratio(X)	0.44	0.49	0.37	0.72	0.98	0.98	0.91	0.63	0.53	0.72	0.99	0.69
Avail Cap(c_a), veh/h	899	1588	974	242	428	445	616	517	438	140	310	675
HCM Platoon Ratio	0.33	0.33	0.33	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.75	0.75	0.75	1.00	1.00	1.00	0.80	0.80	0.80	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.5	38.6	19.0	55.6	45.3	45.3	49.0	38.0	36.9	55.6	50.0	10.4
Incr Delay (d2), s/veh	0.1	0.8	0.8	5.8	38.7	37.9	13.2	2.0	1.0	5.3	49.1	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.0	11.7	7.6	2.3	16.9	17.5	8.7	8.6	5.9	2.3	13.4	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	46.6	39.4	19.9	61.4	84.0	83.2	62.2	40.0	37.8	60.9	99.1	13.4
LnGrp LOS	D	D	B	E	F	F	E	D	D	E	F	B
Approach Vol, veh/h		1537			1000			1082			846	
Approach Delay, s/veh		36.6			80.4			50.3			48.7	
Approach LOS		D			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.6	58.7	24.7	25.0	36.3	34.0	11.5	38.2
Change Period (Y+Rc), s	4.6	5.1	4.6	5.1	5.1	* 5.1	4.6	5.1
Max Green Setting (Gmax), s	8.4	50.9	21.4	19.9	30.4	* 29	9.4	31.9
Max Q Clear Time (g_c+I1), s	6.9	26.2	19.9	21.7	15.0	30.1	6.8	20.3
Green Ext Time (p_c), s	0.0	7.5	0.2	0.0	0.7	0.0	0.0	2.2

Intersection Summary	
HCM 6th Ctrl Delay	52.0
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	140	30	35	167	35	103	40	786	148	64	670	60
Future Volume (veh/h)	140	30	35	167	35	103	40	786	148	64	670	60
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	146	31	36	174	36	107	42	819	154	67	698	62
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	278	37	39	256	29	87	114	1527	287	138	1733	154
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.06	0.51	0.51	0.08	0.53	0.53
Sat Flow, veh/h	938	224	236	867	179	533	1781	2985	561	1781	3301	293
Grp Volume(v), veh/h	213	0	0	317	0	0	42	488	485	67	375	385
Grp Sat Flow(s),veh/h/ln	1398	0	0	1579	0	0	1781	1777	1769	1781	1777	1818
Q Serve(g_s), s	0.0	0.0	0.0	0.7	0.0	0.0	1.1	9.0	9.0	1.8	6.2	6.2
Cycle Q Clear(g_c), s	7.3	0.0	0.0	8.0	0.0	0.0	1.1	9.0	9.0	1.8	6.2	6.2
Prop In Lane	0.69		0.17	0.55		0.34	1.00		0.32	1.00		0.16
Lane Grp Cap(c), veh/h	353	0	0	373	0	0	114	909	905	138	933	954
V/C Ratio(X)	0.60	0.00	0.00	0.85	0.00	0.00	0.37	0.54	0.54	0.49	0.40	0.40
Avail Cap(c_a), veh/h	353	0	0	373	0	0	419	1396	1390	310	1287	1316
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	20.1	0.0	0.0	21.2	0.0	0.0	21.9	8.0	8.0	21.6	7.0	7.0
Incr Delay (d2), s/veh	2.1	0.0	0.0	16.1	0.0	0.0	0.7	0.7	0.7	1.0	0.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	5.0	0.0	0.0	0.4	2.7	2.7	0.7	1.8	1.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	22.2	0.0	0.0	37.3	0.0	0.0	22.7	8.7	8.7	22.6	7.4	7.4
LnGrp LOS	C	A	A	D	A	A	C	A	A	C	A	A
Approach Vol, veh/h		213			317			1015			827	
Approach Delay, s/veh		22.2			37.3			9.3			8.6	
Approach LOS		C			D			A			A	

Timer - Assigned Phs	2	3	4	6	7	8
Phs Duration (G+Y+Rc), s	12.0	7.3	29.6	12.0	6.6	30.3
Change Period (Y+Rc), s	4.0	3.5	4.6	4.0	3.5	4.6
Max Green Setting (Gmax), s	8.0	8.5	38.4	8.0	11.5	35.4
Max Q Clear Time (g_c+I1), s	9.3	3.8	11.0	10.0	3.1	8.2
Green Ext Time (p_c), s	0.0	0.0	10.3	0.0	0.0	7.5

Intersection Summary	
HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	95	1212	30	122	1538	65	75	5	172	85	5	45
Future Volume (veh/h)	95	1212	30	122	1538	65	75	5	172	85	5	45
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	100	1276	32	128	1619	68	79	5	181	89	5	47
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	122	2129	53	191	2088	931	216	14	291	117	10	95
Arrive On Green	0.14	1.00	1.00	0.04	0.39	0.39	0.13	0.13	0.13	0.07	0.07	0.07
Sat Flow, veh/h	1781	3542	89	3456	3554	1585	1680	106	1585	1781	155	1454
Grp Volume(v), veh/h	100	640	668	128	1619	68	84	0	181	89	0	52
Grp Sat Flow(s),veh/h/ln	1781	1777	1854	1728	1777	1585	1786	0	1585	1781	0	1609
Q Serve(g_s), s	6.5	0.0	0.0	4.4	47.7	3.2	5.2	0.0	12.6	5.9	0.0	3.7
Cycle Q Clear(g_c), s	6.5	0.0	0.0	4.4	47.7	3.2	5.2	0.0	12.6	5.9	0.0	3.7
Prop In Lane	1.00		0.05	1.00		1.00	0.94		1.00	1.00		0.90
Lane Grp Cap(c), veh/h	122	1068	1115	191	2088	931	229	0	291	117	0	105
V/C Ratio(X)	0.82	0.60	0.60	0.67	0.78	0.07	0.37	0.00	0.62	0.76	0.00	0.49
Avail Cap(c_a), veh/h	126	1068	1115	677	2088	931	380	0	424	126	0	114
HCM Platoon Ratio	2.00	2.00	2.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.65	0.65	0.65	0.50	0.50	0.50	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.0	0.0	0.0	56.7	29.5	16.0	47.8	0.0	45.2	55.2	0.0	54.2
Incr Delay (d2), s/veh	22.6	1.6	1.6	2.0	1.5	0.1	1.0	0.0	2.2	22.2	0.0	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.5	0.5	0.5	2.0	21.7	1.2	2.4	0.0	5.1	3.4	0.0	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	73.7	1.6	1.6	58.7	30.9	16.1	48.8	0.0	47.3	77.4	0.0	57.7
LnGrp LOS	E	A	A	E	C	B	D	A	D	E	A	E
Approach Vol, veh/h		1408			1815			265			141	
Approach Delay, s/veh		6.7			32.3			47.8			70.1	
Approach LOS		A			C			D			E	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	11.1	76.6		19.9	12.7	75.0		12.4				
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5				
Max Green Setting (Gmax), s	23.5	44.5		25.5	8.5	59.5		8.5				
Max Q Clear Time (g_c+I1), s	16.4	2.0		14.6	8.5	49.7		7.9				
Green Ext Time (p_c), s	0.3	12.4		0.8	0.0	7.4		0.0				

Intersection Summary	
HCM 6th Ctrl Delay	25.0
HCM 6th LOS	C



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	758	50	657	965	45	30	15	539	105	50	55
Future Volume (veh/h)	15	758	50	657	965	45	30	15	539	105	50	55
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	16	798	53	692	1016	47	32	16	567	111	53	58
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	31	958	64	749	1670	77	171	179	872	453	207	227
Arrive On Green	0.02	0.28	0.28	0.43	0.97	0.97	0.10	0.10	0.10	0.25	0.25	0.25
Sat Flow, veh/h	1781	3382	225	3456	3458	160	1781	1870	2790	1781	816	893
Grp Volume(v), veh/h	16	419	432	692	522	541	32	16	567	111	0	111
Grp Sat Flow(s),veh/h/ln	1781	1777	1830	1728	1777	1842	1781	1870	1395	1781	0	1710
Q Serve(g_s), s	1.1	26.6	26.6	22.7	2.9	2.9	2.0	0.9	11.5	5.9	0.0	6.2
Cycle Q Clear(g_c), s	1.1	26.6	26.6	22.7	2.9	2.9	2.0	0.9	11.5	5.9	0.0	6.2
Prop In Lane	1.00		0.12	1.00		0.09	1.00		1.00	1.00		0.52
Lane Grp Cap(c), veh/h	31	503	518	749	858	889	171	179	872	453	0	435
V/C Ratio(X)	0.52	0.83	0.83	0.92	0.61	0.61	0.19	0.09	0.65	0.25	0.00	0.26
Avail Cap(c_a), veh/h	126	503	518	850	858	889	171	179	872	453	0	435
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.52	0.52	0.52	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	58.5	40.3	40.3	33.1	1.1	1.1	49.9	49.5	35.6	35.6	0.0	35.7
Incr Delay (d2), s/veh	13.0	14.9	14.5	8.6	0.7	0.6	0.5	0.2	1.7	1.3	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.6	13.6	14.0	8.5	0.7	0.7	0.9	0.5	7.3	2.8	0.0	2.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	71.5	55.2	54.8	41.7	1.8	1.7	50.5	49.7	37.3	36.9	0.0	37.1
LnGrp LOS	E	E	D	D	A	A	D	D	D	D	A	D
Approach Vol, veh/h		867			1755			615			222	
Approach Delay, s/veh		55.3			17.5			38.3			37.0	
Approach LOS		E			B			D			D	

Timer - Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	30.5	38.5		16.0	6.6	62.4		35.0
Change Period (Y+Rc), s	4.5	4.5		4.5	4.5	4.5		4.5
Max Green Setting (Gmax), s	29.5	30.5		11.5	8.5	51.5		30.5
Max Q Clear Time (g_c+I1), s	24.7	28.6		13.5	3.1	4.9		8.2
Green Ext Time (p_c), s	1.3	1.0		0.0	0.0	9.0		0.9

Intersection Summary		
HCM 6th Ctrl Delay	31.9	
HCM 6th LOS	C	

Scenario Report

Scenario:	Existing AM (2018)
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 1) Rancho Vejo Rd / Ortego Hwy													
Base	265	145	65	170	105	120	240	1050	600	70	1475	365	4670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	265	145	65	170	105	120	240	1050	600	70	1475	365	4670
#2 2) I-5 NB Off-Ramp / Ortega Hwy													
Base	200	25	630	35	0	100	40	1420	710	0	1950	80	5190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	200	25	630	35	0	100	40	1420	710	0	1950	80	5190
#3 3) I-5 SB Off-Ramp / Ortega Hwy													
Base	0	0	0	890	0	900	0	1125	180	365	650	0	4110
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	890	0	900	0	1125	180	365	650	0	4110
#4 4) Del Obispo St / Ortega Hwy													
Base	45	915	20	0	1055	505	385	5	70	5	5	20	3030
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	915	20	0	1055	505	385	5	70	5	5	20	3030
#5 5) El Camino Real / Ortega Hwy													
Base	20	110	85	200	45	75	5	165	15	60	260	235	1275
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	110	85	200	45	75	5	165	15	60	260	235	1275
#6 6) El Camino Real / Spring Street													
Base	0	195	150	50	255	0	0	0	0	60	0	20	730
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	195	150	50	255	0	0	0	0	60	0	20	730
#7 7) El Camino Real / Acjachema Street													
Base	140	175	10	5	130	30	15	5	55	15	10	5	595
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	140	175	10	5	130	30	15	5	55	15	10	5	595
#8 8) Camino Capistrano / Acjachema Street													
Base	0	525	130	60	520	0	0	0	0	100	0	50	1385
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	525	130	60	520	0	0	0	0	100	0	50	1385
#9 9) Camino Capistrano / Ortega Highway													
Base	0	420	30	155	520	0	0	0	0	130	0	220	1475
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	420	30	155	520	0	0	0	0	130	0	220	1475
#10 10) Camino Capistrano / Verdugo Street													
Base	20	440	0	0	610	40	15	0	15	0	0	0	1140
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	440	0	0	610	40	15	0	15	0	0	0	1140

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 11) Camino Capistrano / Forster Street													
Base	0	470	140	5	625	0	0	0	0	55	0	5	1300
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	470	140	5	625	0	0	0	0	55	0	5	1300
#12 12) Camino Capistrano / Del Obispo Street													
Base	330	235	110	45	250	365	360	765	260	110	700	15	3545
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	330	235	110	45	250	365	360	765	260	110	700	15	3545
#13 13) Camino Capistrano / Avenida Golondrina													
Base	35	510	70	45	475	55	85	10	20	80	10	35	1430
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	510	70	45	475	55	85	10	20	80	10	35	1430
#14 14) Paseo Adelanto / Del Obispo Street													
Base	15	0	55	40	5	15	15	1355	40	155	1220	25	2940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	0	55	40	5	15	15	1355	40	155	1220	25	2940
#15 15) Alipaz Street / Del Obispo Street													
Base	40	25	570	80	20	5	5	760	15	445	795	25	2785
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	25	570	80	20	5	5	760	15	445	795	25	2785

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 1) Rancho Vejo Rd / Ortego Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Rancho Vejo Rd						Ortego Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	0	1 0	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	265	145	65	170	105	120	240	1050	600	70	1475	365
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	265	145	65	170	105	120	240	1050	600	70	1475	365
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	265	145	65	170	105	120	240	1050	600	70	1475	365
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	265	145	65	170	105	120	240	1050	600	70	1475	365
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	265	145	65	170	105	120	240	1050	600	70	1475	365
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	265	145	65	170	105	120	240	1050	600	70	1475	365
OvlAdjVol:									441			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.68	0.91	0.41	1.29	0.80	0.91	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2854	1553	694	2194	1355	1551	1700	3400	1700	1700	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.09	0.09	0.08	0.08	0.08	0.14	0.31	0.35	0.04	0.29	0.21
OvlAdjV/S:									0.26			
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 2) I-5 NB Off-Ramp / Ortega Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.782
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	C

Street Name:	I-5 NB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	1	0	0	0	1	1	0	2	1	1	0	0	2	1	0
Volume Module:												
Base Vol:	200	25	630	35	0	100	40	1420	710	0	1950	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	25	630	35	0	100	40	1420	710	0	1950	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	25	630	35	0	100	40	1420	710	0	1950	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	25	630	35	0	100	40	1420	710	0	1950	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	25	630	35	0	100	40	1420	710	0	1950	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	200	25	630	35	0	100	40	1420	710	0	1950	80
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.47	0.06	1.47	1.00	0.00	1.00	1.00	2.67	1.33	0.00	2.88	0.12
Final Sat.:	795	99	2505	1700	0	1700	1700	4533	2267	0	4899	201
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.02	0.00	0.06	0.02	0.31	0.31	0.00	0.40	0.40
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 3) I-5 SB Off-Ramp / Ortega Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.643
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	B

Street Name:	I-5 SB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	3	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	890	0	900	0	1125	180	365	650	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	890	0	900	0	1125	180	365	650	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	890	0	900	0	1125	180	365	650	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	890	0	900	0	1125	0	365	650	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	890	0	900	0	1125	0	365	650	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	890	0	900	0	1125	0	365	650	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3400	0	3400	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.26	0.00	0.26	0.00	0.22	0.00	0.11	0.19	0.00
Crit Moves:						****		****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 4) Del Obispo St / Ortega Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.508
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Del Obispo St						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	0 0	2	0 1	1 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	45	915	20	0	1055	505	385	5	70	5	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	915	20	0	1055	505	385	5	70	5	5	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	915	20	0	1055	505	385	5	70	5	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	915	20	0	1055	505	385	5	70	5	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	915	20	0	1055	505	385	5	70	5	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	915	20	0	1055	505	385	5	70	5	5	20
OvlAdjVol:						310						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	0.00	2.00	1.00	1.97	0.03	1.00	1.00	0.20	0.80
Final Sat.:	1700	4991	109	0	3400	1700	3356	44	1700	1700	340	1360
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.00	0.31	0.30	0.11	0.11	0.04	0.00	0.01	0.01
OvlAdjV/S:						0.18						
Crit Moves:	****				****			****			****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 5) El Camino Real / Ortega Hwy

Cycle (sec):	65	Critical Vol./Cap.(X):	0.487
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	El Camino Real									Ortega Hwy								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted				Permitted				Permitted				Permitted					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0			
Lanes:	0	0	1!	0	0	0	1	0	0	1	0	1	0	1	0	0	1	0	1	0
Volume Module:																				
Base Vol:	20	110	85		200	45	75		5	165	15		60	260	235			
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Initial Bse:	20	110	85		200	45	75		5	165	15		60	260	235			
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0			
Initial Fut:	20	110	85		200	45	75		5	165	15		60	260	235			
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
PHF Volume:	20	110	85		200	45	75		5	165	15		60	260	235			
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0			
Reduced Vol:	20	110	85		200	45	75		5	165	15		60	260	235			
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
FinalVolume:	20	110	85		200	45	75		5	165	15		60	260	235			
Saturation Flow Module:																				
Sat/Lane:	1700	1700	1700		1700	1700	1700		1700	1700	1700		1700	1700	1700			
Adjustment:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00			
Lanes:	0.09	0.51	0.40		0.82	0.18	1.00		0.05	1.79	0.16		0.21	0.94	0.85			
Final Sat.:	158	870	672		1388	312	1700		92	3032	276		368	1593	1440			
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.13	0.13		0.12	0.14	0.04		0.00	0.05	0.05		0.04	0.16	0.16			
Crit Moves:	****				****				****					****				

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 6) El Camino Real / Spring Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.407
Loss Time (sec):	0	Average Delay (sec/veh):	9.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	El Camino Real						Spring Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1	0	0	1 0	0 0	0 0	0	0	0	0 0	1! 0 0
Volume Module:												
Base Vol:	0	195	150	50	255	0	0	0	0	60	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	195	150	50	255	0	0	0	0	60	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	195	150	50	255	0	0	0	0	60	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	195	150	50	255	0	0	0	0	60	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	195	150	50	255	0	0	0	0	60	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	195	150	50	255	0	0	0	0	60	0	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.57	0.43	0.16	0.84	0.00	0.00	0.00	0.00	0.75	0.00	0.25
Final Sat.:	0	479	369	129	659	0	0	0	0	474	0	158
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.41	0.41	0.39	0.39	xxxx	xxxx	xxxx	xxxx	0.13	xxxx	0.13
Crit Moves:			****	****						****		
Delay/Veh:	0.0	9.9	9.9	10.2	10.2	0.0	0.0	0.0	0.0	8.9	0.0	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	9.9	10.2	10.2	0.0	0.0	0.0	0.0	8.9	0.0	8.9
LOS by Move:	*	A	A	B	B	*	*	*	*	A	*	A
ApproachDel:		9.9			10.2			xxxxxx			8.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.9			10.2			xxxxxx			8.9	
LOS by Appr:		A			B			*			A	
AllWayAvgQ:	0.6	0.6	0.6	0.6	0.6	0.6	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 7) El Camino Real / Acjachema Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.404
Loss Time (sec):	0	Average Delay (sec/veh):	9.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	El Camino Real						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	140	175	10	5	130	30	15	5	55	15	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	175	10	5	130	30	15	5	55	15	10	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	140	175	10	5	130	30	15	5	55	15	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	175	10	5	130	30	15	5	55	15	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	175	10	5	130	30	15	5	55	15	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	175	10	5	130	30	15	5	55	15	10	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.54	0.03	0.03	0.79	0.18	0.20	0.07	0.73	0.50	0.33	0.17
Final Sat.:	347	434	25	24	628	145	143	48	526	325	217	108
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.40	0.21	0.21	0.21	0.10	0.10	0.10	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	10.2	10.2	10.2	8.5	8.5	8.5	8.1	8.1	8.1	8.3	8.3	8.3
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.2	10.2	10.2	8.5	8.5	8.5	8.1	8.1	8.1	8.3	8.3	8.3
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	10.2			8.5			8.1			8.3		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	10.2			8.5			8.1			8.3		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.6	0.6	0.6	0.2	0.2	0.2	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 8) Camino Capistrano / Acjachema Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.564
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Camino Capistrano						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	525	130	60	520	0	0	0	0	100	0	50
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	130	60	520	0	0	0	0	100	0	50
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	130	60	520	0	0	0	0	100	0	50
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	130	60	520	0	0	0	0	100	0	50
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	130	60	520	0	0	0	0	100	0	50
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	130	60	520	0	0	0	0	100	0	50
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.80	0.20	1.00	1.00	0.00	0.00	0.00	0.00	0.67	0.00	0.33
Final Sat.:	0	1363	337	1700	1700	0	0	0	0	1133	0	567
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.04	0.31	0.00	0.00	0.00	0.00	0.09	0.00	0.09
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 9) Camino Capistrano / Ortega Highway

Cycle (sec):	128	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Camino Capistrano						Ortega Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	420	30	155	520	0	0	0	0	130	0	220
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	420	30	155	520	0	0	0	0	130	0	220
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	420	30	155	520	0	0	0	0	130	0	220
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	420	30	155	520	0	0	0	0	130	0	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	420	30	155	520	0	0	0	0	130	0	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	420	30	155	520	0	0	0	0	130	0	220
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1700	1700	1700	1700	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.02	0.09	0.31	0.00	0.00	0.00	0.00	0.08	0.00	0.13
OvlAdjV/S:			0.00									
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 10) Camino Capistrano / Verdugo Street

Cycle (sec):	128	Critical Vol./Cap.(X):	0.442
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	Camino Capistrano						Verdugo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	20	440	0	0	610	40	15	0	15	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	440	0	0	610	40	15	0	15	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	440	0	0	610	40	15	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	440	0	0	610	40	15	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	440	0	0	610	40	15	0	15	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	440	0	0	610	40	15	0	15	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.94	0.06	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1595	105	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.00	0.00	0.38	0.38	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 11) Camino Capistrano / Forster Street

Average Delay (sec/veh): 1.3 Worst Case Level Of Service: D[26.8]

Street Name:	Camino Capistrano						Forster Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	470	140	5	625	0	0	0	0	55	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	470	140	5	625	0	0	0	0	55	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	470	140	5	625	0	0	0	0	55	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	470	140	5	625	0	0	0	0	55	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	470	140	5	625	0	0	0	0	55	0	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	610	xxxx	xxxxx	xxxx	xxxx	xxxxx	1175	1175	540
Potent Cap.:	xxxx	xxxx	xxxxx	979	xxxx	xxxxx	xxxx	xxxx	xxxxx	214	193	546
Move Cap.:	xxxx	xxxx	xxxxx	979	xxxx	xxxxx	xxxx	xxxx	xxxxx	213	192	546
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.26	0.00	0.01
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	8.7	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	224	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	26.8	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	D	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			26.8		
ApproachLOS:	*			*			*			D		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 12) Camino Capistrano / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Camino Capistrano						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	0 1		1 0 1	0 1		2 0 2	0 1		2 0 1	1 0	
Volume Module:												
Base Vol:	330	235	110	45	250	365	360	765	260	110	700	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	330	235	110	45	250	365	360	765	260	110	700	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	235	110	45	250	365	360	765	260	110	700	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	235	110	45	250	365	360	765	260	110	700	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	235	110	45	250	365	360	765	260	110	700	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	235	110	45	250	365	360	765	260	110	700	15
OvlAdjVol:						185			95			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.96	0.04
Final Sat.:	3400	1700	1700	1700	1700	1700	3400	3400	1700	3400	3329	71
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.06	0.03	0.15	0.21	0.11	0.23	0.15	0.03	0.21	0.21
OvlAdjV/S:						0.11			0.06			
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 13) Camino Capistrano / Avenida Golondrina

Cycle (sec):	67	Critical Vol./Cap.(X):	0.395
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	19	Level Of Service:	A

Street Name:	Camino Capistrano						Avenida Golondrina					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	35	510	70	45	475	55	85	10	20	80	10	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	510	70	45	475	55	85	10	20	80	10	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	510	70	45	475	55	85	10	20	80	10	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	510	70	45	475	55	85	10	20	80	10	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	510	70	45	475	55	85	10	20	80	10	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	510	70	45	475	55	85	10	20	80	10	35
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.76	0.24	1.00	1.79	0.21	0.74	0.09	0.17	0.64	0.08	0.28
Final Sat.:	1700	2990	410	1700	3047	353	1257	148	296	1088	136	476
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.03	0.16	0.16	0.05	0.07	0.07	0.05	0.07	0.07
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 14) Paseo Adelanto / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.530
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Paseo Adelanto						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	0	1	0 1	2	0	2 0 1
Volume Module:												
Base Vol:	15	0	55	40	5	15	15	1355	40	155	1220	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	55	40	5	15	15	1355	40	155	1220	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	55	40	5	15	15	1355	40	155	1220	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	55	40	5	15	15	1355	40	155	1220	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	55	40	5	15	15	1355	40	155	1220	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	55	40	5	15	15	1355	40	155	1220	25
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.25	0.75	1.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	425	1275	1700	3303	97	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.02	0.01	0.01	0.01	0.41	0.41	0.05	0.36	0.01
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 15) Alipaz Street / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.484
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Alipaz Street						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	1 0	0 1	0	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	40	25	570	80	20	5	5	760	15	445	795	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	25	570	80	20	5	5	760	15	445	795	25
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	25	570	80	20	5	5	760	15	445	795	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	25	570	80	20	5	5	760	15	445	795	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	25	570	80	20	5	5	760	15	445	795	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	25	570	80	20	5	5	760	15	445	795	25
OvlAdjVol:			125									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	0.80	0.20	1.00	1.96	0.04	2.00	1.94	0.06
Final Sat.:	1700	1700	3400	1700	1360	340	1700	3334	66	3400	3296	104
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.17	0.05	0.01	0.01	0.00	0.23	0.23	0.13	0.24	0.24
OvlAdjV/S:			0.04									
Crit Moves:			****	****				****		****		

Scenario Report

Scenario:	PM Existing (2018)
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 1) Rancho Vejo Rd / Ortego Hwy													
Base	395	100	90	245	110	280	160	1520	390	55	1180	195	4720
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	395	100	90	245	110	280	160	1520	390	55	1180	195	4720
#2 2) I-5 NB Off-Ramp / Ortega Hwy													
Base	190	25	405	60	0	110	60	1420	535	0	1765	90	4660
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	190	25	405	60	0	110	60	1420	535	0	1765	90	4660
#3 3) I-5 SB Off-Ramp / Ortega Hwy													
Base	0	0	0	930	0	830	0	1100	175	410	745	0	4190
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	930	0	830	0	1100	175	410	745	0	4190
#4 4) Del Obispo St / Ortega Hwy													
Base	90	945	30	0	1055	520	305	5	80	10	5	20	3065
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	90	945	30	0	1055	520	305	5	80	10	5	20	3065
#5 5) El Camino Real / Ortega Hwy													
Base	10	75	90	120	30	30	5	185	15	90	340	180	1170
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	75	90	120	30	30	5	185	15	90	340	180	1170
#6 6) El Camino Real / Spring Street													
Base	0	245	30	5	140	0	0	0	0	15	0	10	445
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	245	30	5	140	0	0	0	0	15	0	10	445
#7 7) El Camino Real / Acjachema Street													
Base	40	175	30	5	90	15	15	5	15	15	5	5	415
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	175	30	5	90	15	15	5	15	15	5	5	415
#8 8) Camino Capistrano / Acjachema Street													
Base	0	525	20	30	435	0	0	0	0	25	0	35	1070
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	525	20	30	435	0	0	0	0	25	0	35	1070
#9 9) Camino Capistrano / Ortega Highway													
Base	0	435	120	90	420	0	0	0	0	220	0	160	1445
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	435	120	90	420	0	0	0	0	220	0	160	1445
#10 10) Camino Capistrano / Verdugo Street													
Base	75	475	0	0	535	105	80	0	60	0	0	0	1330
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	475	0	0	535	105	80	0	60	0	0	0	1330

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 11) Camino Capistrano / Forster Street													
Base	0	550	115	15	610	0	0	0	0	75	0	10	1375
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	550	115	15	610	0	0	0	0	75	0	10	1375
#12 12) Camino Capistrano / Del Obispo Street													
Base	445	280	180	60	240	345	335	655	290	115	630	30	3605
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	445	280	180	60	240	345	335	655	290	115	630	30	3605
#13 13) Camino Capistrano / Avenida Golondrina													
Base	35	625	125	50	595	50	120	25	30	140	30	85	1910
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	35	625	125	50	595	50	120	25	30	140	30	85	1910
#14 14) Paseo Adelanto / Del Obispo Street													
Base	70	5	185	35	5	15	20	1075	35	110	1305	35	2895
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	70	5	185	35	5	15	20	1075	35	110	1305	35	2895
#15 15) Alipaz Street / Del Obispo Street													
Base	10	5	455	35	10	10	10	635	25	590	840	45	2670
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	10	5	455	35	10	10	10	635	25	590	840	45	2670

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 1) Rancho Vejo Rd / Ortego Hwy

Cycle (sec):	130	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	54	Level Of Service:	C

Street Name:	Rancho Vejo Rd						Ortego Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	0	1 0	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	395	100	90	245	110	280	160	1520	390	55	1180	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	100	90	245	110	280	160	1520	390	55	1180	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	100	90	245	110	280	160	1520	390	55	1180	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	100	90	245	110	280	160	1520	390	55	1180	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	100	90	245	110	280	160	1520	390	55	1180	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	100	90	245	110	280	160	1520	390	55	1180	195
OvlAdjVol:									192			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.53	0.47	1.38	0.62	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	895	805	2346	1054	1700	1700	3400	1700	1700	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.10	0.10	0.16	0.09	0.45	0.23	0.03	0.23	0.11
OvlAdjV/S:									0.11			
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 2) I-5 NB Off-Ramp / Ortega Hwy

Cycle (sec):	130	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	B

Street Name:	I-5 NB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	1	0	0	0	1	1	0	2	1	1	0	0	2	1	0
Volume Module:												
Base Vol:	190	25	405	60	0	110	60	1420	535	0	1765	90
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	25	405	60	0	110	60	1420	535	0	1765	90
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	25	405	60	0	110	60	1420	535	0	1765	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	25	405	60	0	110	60	1420	535	0	1765	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	25	405	60	0	110	60	1420	535	0	1765	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	190	25	405	60	0	110	60	1420	535	0	1765	90
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.61	0.08	1.31	1.00	0.00	1.00	1.00	2.91	1.09	0.00	2.85	0.15
Final Sat.:	1042	137	2221	1700	0	1700	1700	4939	1861	0	4853	247
Capacity Analysis Module:												
Vol/Sat:	0.18	0.18	0.18	0.04	0.00	0.06	0.04	0.29	0.29	0.00	0.36	0.36
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 3) I-5 SB Off-Ramp / Ortega Hwy

Cycle (sec):	130	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	I-5 SB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	3	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	930	0	830	0	1100	175	410	745	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	930	0	830	0	1100	175	410	745	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	930	0	830	0	1100	175	410	745	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	930	0	830	0	1100	0	410	745	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	930	0	830	0	1100	0	410	745	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	930	0	830	0	1100	0	410	745	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3400	0	3400	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.24	0.00	0.22	0.00	0.12	0.22	0.00
Crit Moves:				****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 4) Del Obispo St / Ortega Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Del Obispo St						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	0 0	2	0 1	1 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	90	945	30	0	1055	520	305	5	80	10	5	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	945	30	0	1055	520	305	5	80	10	5	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	945	30	0	1055	520	305	5	80	10	5	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	945	30	0	1055	520	305	5	80	10	5	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	945	30	0	1055	520	305	5	80	10	5	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	90	945	30	0	1055	520	305	5	80	10	5	20
OvlAdjVol:						365						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.91	0.09	0.00	2.00	1.00	1.97	0.03	1.00	1.00	0.20	0.80
Final Sat.:	1700	4943	157	0	3400	1700	3345	55	1700	1700	340	1360
Capacity Analysis Module:												
Vol/Sat:	0.05	0.19	0.19	0.00	0.31	0.31	0.09	0.09	0.05	0.01	0.01	0.01
OvlAdjV/S:						0.21						
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 5) El Camino Real / Ortega Hwy

Cycle (sec):	65	Critical Vol./Cap.(X):	0.433
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	20	Level Of Service:	A

Street Name:	El Camino Real						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	10	75	90	120	30	30	5	185	15	90	340	180
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	75	90	120	30	30	5	185	15	90	340	180
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	75	90	120	30	30	5	185	15	90	340	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	75	90	120	30	30	5	185	15	90	340	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	75	90	120	30	30	5	185	15	90	340	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	75	90	120	30	30	5	185	15	90	340	180
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.06	0.43	0.51	0.80	0.20	1.00	0.05	1.80	0.15	0.30	1.11	0.59
Final Sat.:	97	729	874	1360	340	1700	83	3068	249	502	1895	1003
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.07	0.09	0.02	0.00	0.06	0.06	0.05	0.18	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 6) El Camino Real / Spring Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.310
Loss Time (sec):	0	Average Delay (sec/veh):	8.5
Optimal Cycle:	0	Level Of Service:	A

Street Name:	El Camino Real						Spring Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0	1 0	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	245	30	5	140	0	0	0	0	15	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	245	30	5	140	0	0	0	0	15	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	245	30	5	140	0	0	0	0	15	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	245	30	5	140	0	0	0	0	15	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	245	30	5	140	0	0	0	0	15	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	245	30	5	140	0	0	0	0	15	0	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.89	0.11	0.03	0.97	0.00	0.00	0.00	0.00	0.60	0.00	0.40
Final Sat.:	0	789	97	29	813	0	0	0	0	435	0	290
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.31	0.31	0.17	0.17	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.03
Crit Moves:		****		****						****		
Delay/Veh:	0.0	8.8	8.8	8.1	8.1	0.0	0.0	0.0	0.0	7.8	0.0	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.8	8.8	8.1	8.1	0.0	0.0	0.0	0.0	7.8	0.0	7.8
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.8			8.1			xxxxxx			7.8	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		8.8			8.1			xxxxxx			7.8	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.4	0.4	0.4	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 7) El Camino Real / Acjachema Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.283
Loss Time (sec):	0	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	El Camino Real						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	40	175	30	5	90	15	15	5	15	15	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	175	30	5	90	15	15	5	15	15	5	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	175	30	5	90	15	15	5	15	15	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	175	30	5	90	15	15	5	15	15	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	175	30	5	90	15	15	5	15	15	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	175	30	5	90	15	15	5	15	15	5	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.72	0.12	0.04	0.82	0.14	0.43	0.14	0.43	0.60	0.20	0.20
Final Sat.:	141	618	106	38	688	115	320	107	320	431	144	144
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.28	0.13	0.13	0.13	0.05	0.05	0.05	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	8.7	8.7	8.7	7.8	7.8	7.8	7.7	7.7	7.7	7.8	7.8	7.8
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	8.7	7.8	7.8	7.8	7.7	7.7	7.7	7.8	7.8	7.8
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	8.7			7.8			7.7			7.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	8.7			7.8			7.7			7.8		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 8) Camino Capistrano / Acjachema Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.429
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Camino Capistrano						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	525	20	30	435	0	0	0	0	25	0	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	525	20	30	435	0	0	0	0	25	0	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	525	20	30	435	0	0	0	0	25	0	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	525	20	30	435	0	0	0	0	25	0	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	525	20	30	435	0	0	0	0	25	0	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	525	20	30	435	0	0	0	0	25	0	35
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	0.42	0.00	0.58
Final Sat.:	0	1638	62	1700	1700	0	0	0	0	708	0	992
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.32	0.02	0.26	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 9) Camino Capistrano / Ortega Highway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.480
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Camino Capistrano						Ortega Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0 1	0	1	1 0 1	0	0	0 0 0	0	0	1 0 0	0	1
Volume Module:												
Base Vol:	0	435	120	90	420	0	0	0	0	220	0	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	435	120	90	420	0	0	0	0	220	0	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	435	120	90	420	0	0	0	0	220	0	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	435	120	90	420	0	0	0	0	220	0	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	435	120	90	420	0	0	0	0	220	0	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	435	120	90	420	0	0	0	0	220	0	160
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1700	1700	1700	1700	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.07	0.05	0.25	0.00	0.00	0.00	0.00	0.13	0.00	0.09
OvlAdjV/S:			0.00									
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 10) Camino Capistrano / Verdugo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.509
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Camino Capistrano						Verdugo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	75	475	0	0	535	105	80	0	60	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	475	0	0	535	105	80	0	60	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	475	0	0	535	105	80	0	60	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	475	0	0	535	105	80	0	60	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	475	0	0	535	105	80	0	60	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	475	0	0	535	105	80	0	60	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1421	279	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.28	0.00	0.00	0.38	0.38	0.05	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 11) Camino Capistrano / Forster Street

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: D[34.3]

Street Name:	Camino Capistrano									Forster Street								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	550		115		15	610		0		0		0		0	75		0		10
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
Initial Bse:	0	550		115		15	610		0		0		0		0	75		0		10
Added Vol:	0	0		0		0	0		0		0		0		0	0		0		0
PasserByVol:	0	0		0		0	0		0		0		0		0	0		0		0
Initial Fut:	0	550		115		15	610		0		0		0		0	75		0		10
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00		1.00		1.00	1.00		1.00		1.00
PHF Volume:	0	550		115		15	610		0		0		0		0	75		0		10
Reduct Vol:	0	0		0		0	0		0		0		0		0	0		0		0
FinalVolume:	0	550		115		15	610		0		0		0		0	75		0		10
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx		xxxxx		4.1	xxxx		xxxxx		xxxxx		xxxx		xxxxx	6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx		xxxxx		2.2	xxxx		xxxxx		xxxxx		xxxx		xxxxx	3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx		xxxxx		665	xxxx		xxxxx		xxxx		xxxx		xxxxx	1248		1248		608
Potent Cap.:	xxxx	xxxx		xxxxx		934	xxxx		xxxxx		xxxx		xxxx		xxxxx	193		175		500
Move Cap.:	xxxx	xxxx		xxxxx		934	xxxx		xxxxx		xxxx		xxxx		xxxxx	191		172		500
Volume/Cap:	xxxx	xxxx		xxxx		0.02	xxxx		xxxx		xxxx		xxxx		xxxx	0.39		0.00		0.02
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx		xxxxx		0.0	xxxx		xxxxx		xxxx		xxxx		xxxxx	xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx		xxxxx		8.9	xxxx		xxxxx		xxxxx		xxxx		xxxxx	xxxxx		xxxx		xxxxx
LOS by Move:	*	*		*		A	*		*		*		*		*	*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx	xxxx		xxxxx		xxxx		206		xxxxx
SharedQueue:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		1.9		xxxxx
Shrd ConDel:	xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx	xxxx		xxxxx		xxxxx		34.3		xxxxx
Shared LOS:	*	*		*		*	*		*		*	*		*		*		D		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					34.3				
ApproachLOS:	*					*					*					D				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 12) Camino Capistrano / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.606
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Camino Capistrano						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	0 1		1 0 1	0 1		2 0 2	0 1		2 0 1	1 0	
Volume Module:												
Base Vol:	445	280	180	60	240	345	335	655	290	115	630	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	280	180	60	240	345	335	655	290	115	630	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	280	180	60	240	345	335	655	290	115	630	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	445	280	180	60	240	345	335	655	290	115	630	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	280	180	60	240	345	335	655	290	115	630	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	280	180	60	240	345	335	655	290	115	630	30
OvlAdjVol:						178			68			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.91	0.09
Final Sat.:	3400	1700	1700	1700	1700	1700	3400	3400	1700	3400	3245	155
Capacity Analysis Module:												
Vol/Sat:	0.13	0.16	0.11	0.04	0.14	0.20	0.10	0.19	0.17	0.03	0.19	0.19
OvlAdjV/S:						0.10			0.04			
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 13) Camino Capistrano / Avenida Golondrina

Cycle (sec):	67	Critical Vol./Cap.(X):	0.545
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Camino Capistrano						Avenida Golondrina					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	35	625	125	50	595	50	120	25	30	140	30	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	625	125	50	595	50	120	25	30	140	30	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	625	125	50	595	50	120	25	30	140	30	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	625	125	50	595	50	120	25	30	140	30	85
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	625	125	50	595	50	120	25	30	140	30	85
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	625	125	50	595	50	120	25	30	140	30	85
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.67	0.33	1.00	1.84	0.16	0.69	0.14	0.17	0.55	0.12	0.33
Final Sat.:	1700	2833	567	1700	3136	264	1166	243	291	933	200	567
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.03	0.19	0.19	0.07	0.10	0.10	0.08	0.15	0.15
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 14) Paseo Adelanto / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Paseo Adelanto						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	1	0	1 1	2	0	2 0 1
Volume Module:												
Base Vol:	70	5	185	35	5	15	20	1075	35	110	1305	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	5	185	35	5	15	20	1075	35	110	1305	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	5	185	35	5	15	20	1075	35	110	1305	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	5	185	35	5	15	20	1075	35	110	1305	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	5	185	35	5	15	20	1075	35	110	1305	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	5	185	35	5	15	20	1075	35	110	1305	35
OvlAdjVol:			130									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.93	0.07	1.00	1.00	0.25	0.75	1.00	1.94	0.06	2.00	2.00	1.00
Final Sat.:	1587	113	1700	1700	425	1275	1700	3293	107	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.11	0.02	0.01	0.01	0.01	0.33	0.33	0.03	0.38	0.02
OvlAdjV/S:			0.08									
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 15) Alipaz Street / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	21	Level Of Service:	A

Street Name:	Alipaz Street						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	1 0	0 1	0	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	10	5	455	35	10	10	10	635	25	590	840	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	5	455	35	10	10	10	635	25	590	840	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	455	35	10	10	10	635	25	590	840	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	5	455	35	10	10	10	635	25	590	840	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	5	455	35	10	10	10	635	25	590	840	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	5	455	35	10	10	10	635	25	590	840	45
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	0.50	0.50	1.00	1.92	0.08	2.00	1.90	0.10
Final Sat.:	1700	1700	3400	1700	850	850	1700	3271	129	3400	3227	173
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.13	0.02	0.01	0.01	0.01	0.19	0.19	0.17	0.26	0.26
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

Scenario Report

Scenario:	Project AM (2040)
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 1) Rancho Vejo Rd / Ortego Hwy													
Base	270	170	70	235	105	225	295	1380	650	70	1735	545	5750
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	170	70	235	105	225	295	1380	650	70	1735	545	5750
#2 2) I-5 NB Off-Ramp / Ortega Hwy													
Base	220	30	640	35	0	105	40	1770	775	0	2185	105	5905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	220	30	640	35	0	105	40	1770	775	0	2185	105	5905
#3 3) I-5 SB Off-Ramp / Ortega Hwy													
Base	0	0	0	1120	0	1125	0	1280	185	375	920	0	5005
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1120	0	1125	0	1280	185	375	920	0	5005
#4 4) Del Obispo St / Ortega Hwy													
Base	45	1060	25	0	1150	745	570	5	75	5	0	20	3700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	1060	25	0	1150	745	570	5	75	5	0	20	3700
#5 5) El Camino Real / Ortega Hwy													
Base	20	120	100	220	50	85	15	260	20	80	410	245	1625
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	120	100	220	50	85	15	260	20	80	410	245	1625
#6 6) El Camino Real / Spring Street													
Base	0	215	165	55	280	0	0	0	0	65	0	20	800
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	215	165	55	280	0	0	0	0	65	0	20	800
#7 7) El Camino Real / Acjachema Street													
Base	155	190	10	5	195	35	15	5	60	15	10	5	700
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	155	190	10	5	195	35	15	5	60	15	10	5	700
#8 8) Camino Capistrano / Acjachema Street													
Base	0	730	180	85	725	0	0	0	0	140	0	70	1930
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	730	180	85	725	0	0	0	0	140	0	70	1930
#9 9) Camino Capistrano / Ortega Highway													
Base	0	585	45	250	635	0	0	0	0	145	0	360	2020
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	585	45	250	635	0	0	0	0	145	0	360	2020
#10 10) Camino Capistrano / Verdugo Street													
Base	20	610	0	0	735	40	15	0	15	0	0	0	1435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	610	0	0	735	40	15	0	15	0	0	0	1435

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 11) Camino Capistrano / Forster Street													
Base	0	645	150	10	750	0	0	0	0	65	0	10	1630
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	645	150	10	750	0	0	0	0	65	0	10	1630
#12 12) Camino Capistrano / Del Obispo Street													
Base	450	315	130	50	295	450	525	905	320	140	835	20	4435
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	450	315	130	50	295	450	525	905	320	140	835	20	4435
#13 13) Camino Capistrano / Avenida Golondrina													
Base	45	730	90	55	605	70	110	15	25	100	15	45	1905
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	730	90	55	605	70	110	15	25	100	15	45	1905
#14 14) Paseo Adelanto / Del Obispo Street													
Base	15	0	55	70	0	35	65	1675	45	170	1450	45	3625
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	0	55	70	0	35	65	1675	45	170	1450	45	3625
#15 15) Alipaz Street / Del Obispo Street													
Base	55	100	685	85	25	5	20	970	30	510	1035	80	3600
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	100	685	85	25	5	20	970	30	510	1035	80	3600

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 1) Rancho Vejo Rd / Ortego Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.796
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Rancho Vejo Rd						Ortego Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	0	1 0	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	270	170	70	235	105	225	295	1380	650	70	1735	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	170	70	235	105	225	295	1380	650	70	1735	545
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	170	70	235	105	225	295	1380	650	70	1735	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	170	70	235	105	225	295	1380	650	70	1735	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	170	70	235	105	225	295	1380	650	70	1735	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	170	70	235	105	225	295	1380	650	70	1735	545
OvlAdjVol:									480			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.59	1.00	0.41	1.38	0.62	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2702	1699	699	2350	1050	1700	1700	3400	1700	1700	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.10	0.10	0.13	0.17	0.41	0.38	0.04	0.34	0.32
OvlAdjV/S:									0.28			
Crit Moves:			****			****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 2) I-5 NB Off-Ramp / Ortega Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.846
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Street Name:	I-5 NB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	1	0	0	0	1	1	0	2	1 1	0	0	2	1	0
Volume Module:												
Base Vol:	220	30	640	35	0	105	40	1770	775	0	2185	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	30	640	35	0	105	40	1770	775	0	2185	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	30	640	35	0	105	40	1770	775	0	2185	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	30	640	35	0	105	40	1770	775	0	2185	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	30	640	35	0	105	40	1770	775	0	2185	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	220	30	640	35	0	105	40	1770	775	0	2185	105
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.49	0.07	1.44	1.00	0.00	1.00	1.00	2.78	1.22	0.00	2.86	0.14
Final Sat.:	840	115	2445	1700	0	1700	1700	4729	2071	0	4866	234
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.02	0.00	0.06	0.02	0.37	0.37	0.00	0.45	0.45
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 3) I-5 SB Off-Ramp / Ortega Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	I-5 SB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	3	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	1120	0	1125	0	1280	185	375	920	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1120	0	1125	0	1280	185	375	920	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1120	0	1125	0	1280	185	375	920	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1120	0	1125	0	1280	0	375	920	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1120	0	1125	0	1280	0	375	920	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1120	0	1125	0	1280	0	375	920	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3400	0	3400	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.25	0.00	0.11	0.27	0.00
Crit Moves:						****		****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 4) Del Obispo St / Ortega Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Del Obispo St						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	0 0	2	0 1	1 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	45	1060	25	0	1150	745	570	5	75	5	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1060	25	0	1150	745	570	5	75	5	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1060	25	0	1150	745	570	5	75	5	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1060	25	0	1150	745	570	5	75	5	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1060	25	0	1150	745	570	5	75	5	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1060	25	0	1150	745	570	5	75	5	0	20
OvlAdjVol:						457						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	0.00	2.00	1.00	1.98	0.02	1.00	1.00	0.00	1.00
Final Sat.:	1700	4982	118	0	3400	1700	3370	30	1700	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.00	0.34	0.44	0.17	0.17	0.04	0.00	0.00	0.01
OvlAdjV/S:						0.27						
Crit Moves:	****				****		****					****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 5) El Camino Real / Ortega Hwy

Cycle (sec):	65	Critical Vol./Cap.(X):	0.573
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	El Camino Real						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	1	0	1	0	0
Volume Module:												
Base Vol:	20	120	100	220	50	85	15	260	20	80	410	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	120	100	220	50	85	15	260	20	80	410	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	120	100	220	50	85	15	260	20	80	410	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	120	100	220	50	85	15	260	20	80	410	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	120	100	220	50	85	15	260	20	80	410	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	120	100	220	50	85	15	260	20	80	410	245
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.50	0.42	0.81	0.19	1.00	0.10	1.76	0.14	0.22	1.11	0.67
Final Sat.:	142	850	708	1385	315	1700	173	2997	231	370	1897	1133
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.13	0.16	0.05	0.01	0.09	0.09	0.05	0.22	0.22
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 6) El Camino Real / Spring Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.455
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	El Camino Real						Spring Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1	0	0	1 0	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	215	165	55	280	0	0	0	0	65	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	215	165	55	280	0	0	0	0	65	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	215	165	55	280	0	0	0	0	65	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	215	165	55	280	0	0	0	0	65	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	215	165	55	280	0	0	0	0	65	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	215	165	55	280	0	0	0	0	65	0	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.57	0.43	0.16	0.84	0.00	0.00	0.00	0.00	0.76	0.00	0.24
Final Sat.:	0	473	363	128	651	0	0	0	0	469	0	144
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.45	0.45	0.43	0.43	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.14
Crit Moves:		****			****					****		
Delay/Veh:	0.0	10.6	10.6	10.8	10.8	0.0	0.0	0.0	0.0	9.1	0.0	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	10.6	10.8	10.8	0.0	0.0	0.0	0.0	9.1	0.0	9.1
LOS by Move:	*	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:		10.6			10.8			xxxxxx			9.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.6			10.8			xxxxxx			9.1	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.8	0.8	0.8	0.7	0.7	0.7	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 7) El Camino Real / Acjachema Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	El Camino Real						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	155	190	10	5	195	35	15	5	60	15	10	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	190	10	5	195	35	15	5	60	15	10	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	190	10	5	195	35	15	5	60	15	10	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	190	10	5	195	35	15	5	60	15	10	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	190	10	5	195	35	15	5	60	15	10	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	190	10	5	195	35	15	5	60	15	10	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.44	0.53	0.03	0.02	0.83	0.15	0.19	0.06	0.75	0.50	0.33	0.17
Final Sat.:	343	421	22	17	651	117	127	42	509	306	204	102
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.30	0.30	0.30	0.12	0.12	0.12	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Delay/Veh:	11.0	11.0	11.0	9.3	9.3	9.3	8.4	8.4	8.4	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	9.3	9.3	9.3	8.4	8.4	8.4	8.5	8.5	8.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	11.0			9.3			8.4			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			9.3			8.4			8.5		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 8) Camino Capistrano / Acjachema Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.764
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Camino Capistrano						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	0	1! 0
Volume Module:												
Base Vol:	0	730	180	85	725	0	0	0	0	140	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	730	180	85	725	0	0	0	0	140	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	730	180	85	725	0	0	0	0	140	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	730	180	85	725	0	0	0	0	140	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	730	180	85	725	0	0	0	0	140	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	730	180	85	725	0	0	0	0	140	0	70
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.80	0.20	1.00	1.00	0.00	0.00	0.00	0.00	0.67	0.00	0.33
Final Sat.:	0	1364	336	1700	1700	0	0	0	0	1133	0	567
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.54	0.05	0.43	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 9) Camino Capistrano / Ortega Highway

Cycle (sec):	128	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	C

Street Name:	Camino Capistrano						Ortega Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	585	45	250	635	0	0	0	0	145	0	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	585	45	250	635	0	0	0	0	145	0	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	585	45	250	635	0	0	0	0	145	0	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	585	45	250	635	0	0	0	0	145	0	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	585	45	250	635	0	0	0	0	145	0	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	585	45	250	635	0	0	0	0	145	0	360
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1700	1700	1700	1700	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.03	0.15	0.37	0.00	0.00	0.00	0.00	0.09	0.00	0.21
OvlAdjV/S:			0.00									
Crit Moves:		****		****								****

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 10) Camino Capistrano / Verdugo Street

Cycle (sec):	128	Critical Vol./Cap.(X):	0.516
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Camino Capistrano						Verdugo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	20	610	0	0	735	40	15	0	15	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	610	0	0	735	40	15	0	15	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	610	0	0	735	40	15	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	610	0	0	735	40	15	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	610	0	0	735	40	15	0	15	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	610	0	0	735	40	15	0	15	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1612	88	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.00	0.00	0.46	0.46	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 11) Camino Capistrano / Forster Street

Average Delay (sec/veh): 2.4 Worst Case Level Of Service: F[50.8]

Street Name:	Camino Capistrano									Forster Street								
Approach:	North Bound				South Bound					East Bound					West Bound			
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Uncontrolled					Uncontrolled					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	645	150			10	750	0			0	0	0			65	0	10		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	645	150			10	750	0			0	0	0			65	0	10		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	0	645	150			10	750	0			0	0	0			65	0	10		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	0	645	150			10	750	0			0	0	0			65	0	10		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	645	150			10	750	0			0	0	0			65	0	10		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx					6.4		6.5		6.2
FollowUpTim:	xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx					3.5		4.0		3.3
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	xxxxx			795	xxxx	xxxxx		xxxx	xxxx	xxxxx				1490		1490		720
Potent Cap.:	xxxx	xxxx	xxxxx			835	xxxx	xxxxx		xxxx	xxxx	xxxxx				138		125		431
Move Cap.:	xxxx	xxxx	xxxxx			835	xxxx	xxxxx		xxxx	xxxx	xxxxx				136		123		431
Volume/Cap:	xxxx	xxxx	xxxx			0.01	xxxx	xxxx		xxxx	xxxx	xxxx				0.48		0.00		0.02
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	xxxxx			0.0	xxxx	xxxxx		xxxx	xxxx	xxxxx				xxxx		xxxx		xxxxx
Control Del:	xxxxx	xxxx	xxxxx			9.4	xxxx	xxxxx		xxxxx	xxxx	xxxxx				xxxxx		xxxx		xxxxx
LOS by Move:	*	*	*			A	*	*		*	*	*				*		*		*
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx		150		xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		2.4		xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx		50.8		xxxxx
Shared LOS:	*	*	*			*	*	*			*	*	*			*		F		*
ApproachDel:	xxxxxx					xxxxxx					xxxxxx					50.8				
ApproachLOS:	*					*					*					F				

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 12) Camino Capistrano / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.753
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Camino Capistrano						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0 1	0 1		1 0 1	0 1		2 0 2	0 1		2 0 1	1 0	
Volume Module:												
Base Vol:	450	315	130	50	295	450	525	905	320	140	835	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	450	315	130	50	295	450	525	905	320	140	835	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	450	315	130	50	295	450	525	905	320	140	835	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	450	315	130	50	295	450	525	905	320	140	835	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	450	315	130	50	295	450	525	905	320	140	835	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	450	315	130	50	295	450	525	905	320	140	835	20
OvlAdjVol:						188			95			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	3400	1700	1700	1700	1700	1700	3400	3400	1700	3400	3320	80
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.08	0.03	0.17	0.26	0.15	0.27	0.19	0.04	0.25	0.25
OvlAdjV/S:						0.11			0.06			
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 13) Camino Capistrano / Avenida Golondrina

Cycle (sec):	67	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Camino Capistrano						Avenida Golondrina					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	45	730	90	55	605	70	110	15	25	100	15	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	730	90	55	605	70	110	15	25	100	15	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	730	90	55	605	70	110	15	25	100	15	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	730	90	55	605	70	110	15	25	100	15	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	730	90	55	605	70	110	15	25	100	15	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	730	90	55	605	70	110	15	25	100	15	45
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.79	0.21	0.73	0.10	0.17	0.63	0.09	0.28
Final Sat.:	1700	3027	373	1700	3047	353	1247	170	283	1063	159	478
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.03	0.20	0.20	0.06	0.09	0.09	0.06	0.09	0.09
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 14) Paseo Adelanto / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Paseo Adelanto						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1	0	0 1	0	1	0 1	2	0	2 0 1
Volume Module:												
Base Vol:	15	0	55	70	0	35	65	1675	45	170	1450	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	55	70	0	35	65	1675	45	170	1450	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	55	70	0	35	65	1675	45	170	1450	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	55	70	0	35	65	1675	45	170	1450	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	55	70	0	35	65	1675	45	170	1450	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	55	70	0	35	65	1675	45	170	1450	45
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.95	0.05	2.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3311	89	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.04	0.00	0.02	0.04	0.51	0.51	0.05	0.43	0.03
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 15) Alipaz Street / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.595
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Alipaz Street						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	1 0	0 1	0	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	55	100	685	85	25	5	20	970	30	510	1035	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	100	685	85	25	5	20	970	30	510	1035	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	100	685	85	25	5	20	970	30	510	1035	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	100	685	85	25	5	20	970	30	510	1035	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	100	685	85	25	5	20	970	30	510	1035	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	100	685	85	25	5	20	970	30	510	1035	80
OvlAdjVol:			175									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	0.83	0.17	1.00	1.94	0.06	2.00	1.86	0.14
Final Sat.:	1700	1700	3400	1700	1417	283	1700	3298	102	3400	3156	244
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.20	0.05	0.02	0.02	0.01	0.29	0.29	0.15	0.33	0.33
OvlAdjV/S:			0.05									
Crit Moves:	****			****				****		****		

Scenario Report

Scenario:	Project PM (2040)
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 1) Rancho Vejo Rd / Ortego Hwy													
Base	395	100	90	405	135	370	175	1680	395	60	1395	335	5535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	395	100	90	405	135	370	175	1680	395	60	1395	335	5535
#2 2) I-5 NB Off-Ramp / Ortega Hwy													
Base	210	25	435	60	0	110	60	1765	605	0	1915	110	5295
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	210	25	435	60	0	110	60	1765	605	0	1915	110	5295
#3 3) I-5 SB Off-Ramp / Ortega Hwy													
Base	0	0	0	1120	0	905	0	1295	195	465	900	0	4880
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1120	0	905	0	1295	195	465	900	0	4880
#4 4) Del Obispo St / Ortega Hwy													
Base	95	1065	25	0	1190	630	405	5	90	10	5	15	3535
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	95	1065	25	0	1190	630	405	5	90	10	5	15	3535
#5 5) El Camino Real / Ortega Hwy													
Base	15	85	110	150	30	35	20	245	15	120	395	185	1405
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	85	110	150	30	35	20	245	15	120	395	185	1405
#6 6) El Camino Real / Spring Street													
Base	0	280	35	5	160	0	0	0	0	15	0	10	505
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	280	35	5	160	0	0	0	0	15	0	10	505
#7 7) El Camino Real / Acjachema Street													
Base	45	200	35	5	105	15	15	5	15	15	5	5	465
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	200	35	5	105	15	15	5	15	15	5	5	465
#8 8) Camino Capistrano / Acjachema Street													
Base	0	640	25	35	530	0	0	0	0	30	0	45	1305
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	640	25	35	530	0	0	0	0	30	0	45	1305
#9 9) Camino Capistrano / Ortega Highway													
Base	0	490	135	145	500	0	0	0	0	240	0	215	1725
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	490	135	145	500	0	0	0	0	240	0	215	1725
#10 10) Camino Capistrano / Verdugo Street													
Base	75	540	0	0	615	110	80	0	65	0	0	0	1485
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	540	0	0	615	110	80	0	65	0	0	0	1485

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 11) Camino Capistrano / Forster Street													
Base	0	615	120	20	685	0	0	0	0	80	0	10	1530
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	615	120	20	685	0	0	0	0	80	0	10	1530
#12 12) Camino Capistrano / Del Obispo Street													
Base	500	310	215	70	295	445	375	740	345	135	785	30	4245
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	500	310	215	70	295	445	375	740	345	135	785	30	4245
#13 13) Camino Capistrano / Avenida Golondrina													
Base	40	775	145	60	665	60	140	30	35	165	35	100	2250
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	775	145	60	665	60	140	30	35	165	35	100	2250
#14 14) Paseo Adelanto / Del Obispo Street													
Base	75	5	170	85	5	45	95	1200	30	120	1530	65	3425
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	5	170	85	5	45	95	1200	30	120	1530	65	3425
#15 15) Alipaz Street / Del Obispo Street													
Base	30	15	535	105	50	55	15	750	50	655	960	45	3265
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	15	535	105	50	55	15	750	50	655	960	45	3265

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 1) Rancho Vejo Rd / Ortego Hwy

Cycle (sec):	130	Critical Vol./Cap.(X):	0.902
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	95	Level Of Service:	E

Street Name:	Rancho Vejo Rd						Ortego Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	0	1 0	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	395	100	90	405	135	370	175	1680	395	60	1395	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	100	90	405	135	370	175	1680	395	60	1395	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	100	90	405	135	370	175	1680	395	60	1395	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	100	90	405	135	370	175	1680	395	60	1395	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	100	90	405	135	370	175	1680	395	60	1395	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	395	100	90	405	135	370	175	1680	395	60	1395	335
OvlAdjVol:									198			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.53	0.47	1.50	0.50	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	895	805	2550	850	1700	1700	3400	1700	1700	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.16	0.16	0.22	0.10	0.49	0.23	0.04	0.27	0.20
OvlAdjV/S:									0.12			
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 2) I-5 NB Off-Ramp / Ortega Hwy

Cycle (sec):	130	Critical Vol./Cap.(X):	0.733
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	I-5 NB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	1	0	0	0	1	1	0	2	1 1
Volume Module:												
Base Vol:	210	25	435	60	0	110	60	1765	605	0	1915	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	210	25	435	60	0	110	60	1765	605	0	1915	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	210	25	435	60	0	110	60	1765	605	0	1915	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	25	435	60	0	110	60	1765	605	0	1915	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	25	435	60	0	110	60	1765	605	0	1915	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	210	25	435	60	0	110	60	1765	605	0	1915	110
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.63	0.07	1.30	1.00	0.00	1.00	1.00	2.98	1.02	0.00	2.84	0.16
Final Sat.:	1066	127	2207	1700	0	1700	1700	5064	1736	0	4823	277
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.04	0.00	0.06	0.04	0.35	0.35	0.00	0.40	0.40
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 3) I-5 SB Off-Ramp / Ortega Hwy

Cycle (sec):	130	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	I-5 SB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	3	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	1120	0	905	0	1295	195	465	900	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1120	0	905	0	1295	195	465	900	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1120	0	905	0	1295	195	465	900	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1120	0	905	0	1295	0	465	900	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1120	0	905	0	1295	0	465	900	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1120	0	905	0	1295	0	465	900	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3400	0	3400	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.27	0.00	0.25	0.00	0.14	0.26	0.00
Crit Moves:				****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 4) Del Obispo St / Ortega Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Del Obispo St						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2	1 0	0 0	2	0 1	1 1	0	0 1	1 0	0	1 0
Volume Module:												
Base Vol:	95	1065	25	0	1190	630	405	5	90	10	5	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	95	1065	25	0	1190	630	405	5	90	10	5	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	95	1065	25	0	1190	630	405	5	90	10	5	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	95	1065	25	0	1190	630	405	5	90	10	5	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1065	25	0	1190	630	405	5	90	10	5	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	95	1065	25	0	1190	630	405	5	90	10	5	15
OvlAdjVol:						425						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	0.00	2.00	1.00	1.98	0.02	1.00	1.00	0.25	0.75
Final Sat.:	1700	4983	117	0	3400	1700	3359	41	1700	1700	425	1275
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.00	0.35	0.37	0.12	0.12	0.05	0.01	0.01	0.01
OvlAdjV/S:						0.25						
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 5) El Camino Real / Ortega Hwy

Cycle (sec):	65	Critical Vol./Cap.(X):	0.506
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	El Camino Real						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	1	0	1	0	0
Volume Module:												
Base Vol:	15	85	110	150	30	35	20	245	15	120	395	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	85	110	150	30	35	20	245	15	120	395	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	85	110	150	30	35	20	245	15	120	395	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	85	110	150	30	35	20	245	15	120	395	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	85	110	150	30	35	20	245	15	120	395	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	85	110	150	30	35	20	245	15	120	395	185
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.40	0.53	0.83	0.17	1.00	0.14	1.75	0.11	0.34	1.13	0.53
Final Sat.:	121	688	890	1417	283	1700	243	2975	182	583	1919	899
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.09	0.11	0.02	0.01	0.08	0.08	0.07	0.21	0.21
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 6) El Camino Real / Spring Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.357
Loss Time (sec):	0	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	El Camino Real						Spring Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1	0		0 1	0 0 0		0 0 0 0 0			0 0 1! 0		0
Volume Module:												
Base Vol:	0	280	35	5	160	0	0	0	0	15	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	280	35	5	160	0	0	0	0	15	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	280	35	5	160	0	0	0	0	15	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	280	35	5	160	0	0	0	0	15	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	280	35	5	160	0	0	0	0	15	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	280	35	5	160	0	0	0	0	15	0	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.89	0.11	0.03	0.97	0.00	0.00	0.00	0.00	0.60	0.00	0.40
Final Sat.:	0	784	98	25	808	0	0	0	0	421	0	280
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.36	0.36	0.20	0.20	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.04
Crit Moves:		****			****					****		
Delay/Veh:	0.0	9.3	9.3	8.3	8.3	0.0	0.0	0.0	0.0	7.9	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	9.3	8.3	8.3	0.0	0.0	0.0	0.0	7.9	0.0	7.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.3			8.3			xxxxxx			7.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.3			8.3			xxxxxx			7.9	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 7) El Camino Real / Acjachema Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.325
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	El Camino Real						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	45	200	35	5	105	15	15	5	15	15	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	200	35	5	105	15	15	5	15	15	5	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	200	35	5	105	15	15	5	15	15	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	200	35	5	105	15	15	5	15	15	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	200	35	5	105	15	15	5	15	15	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	200	35	5	105	15	15	5	15	15	5	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.71	0.13	0.04	0.84	0.12	0.43	0.14	0.43	0.60	0.20	0.20
Final Sat.:	139	616	108	33	698	100	311	104	311	419	140	140
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.15	0.15	0.15	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	9.1	9.1	9.1	8.0	8.0	8.0	7.8	7.8	7.8	7.9	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.0	8.0	8.0	7.8	7.8	7.8	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.1			8.0			7.8			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			8.0			7.8			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 8) Camino Capistrano / Acjachema Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.511
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Camino Capistrano						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	1 0	1 0	1 0	0	0 0	0	0 0	0 0	1! 0	0
Volume Module:												
Base Vol:	0	640	25	35	530	0	0	0	0	30	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	640	25	35	530	0	0	0	0	30	0	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	640	25	35	530	0	0	0	0	30	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	640	25	35	530	0	0	0	0	30	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	640	25	35	530	0	0	0	0	30	0	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	640	25	35	530	0	0	0	0	30	0	45
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	1636	64	1700	1700	0	0	0	0	680	0	1020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.02	0.31	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 9) Camino Capistrano / Ortega Highway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.556
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Camino Capistrano						Ortega Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	490	135	145	500	0	0	0	0	240	0	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	490	135	145	500	0	0	0	0	240	0	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	490	135	145	500	0	0	0	0	240	0	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	490	135	145	500	0	0	0	0	240	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	490	135	145	500	0	0	0	0	240	0	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	490	135	145	500	0	0	0	0	240	0	215
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1700	1700	1700	1700	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.08	0.09	0.29	0.00	0.00	0.00	0.00	0.14	0.00	0.13
OvlAdjV/S:			0.00									
Crit Moves:		****		****						****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 10) Camino Capistrano / Verdugo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.559
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Camino Capistrano						Verdugo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	75	540	0	0	615	110	80	0	65	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	540	0	0	615	110	80	0	65	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	540	0	0	615	110	80	0	65	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	540	0	0	615	110	80	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	540	0	0	615	110	80	0	65	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	540	0	0	615	110	80	0	65	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.85	0.15	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1442	258	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.32	0.00	0.00	0.43	0.43	0.05	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 11) Camino Capistrano / Forster Street

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: E[49.9]

Street Name:	Camino Capistrano						Forster Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Uncontrolled			Uncontrolled			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 1 0			1 0 1 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	615	120	20	685	0	0	0	0	80	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	615	120	20	685	0	0	0	0	80	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	615	120	20	685	0	0	0	0	80	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	615	120	20	685	0	0	0	0	80	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	615	120	20	685	0	0	0	0	80	0	10
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	6.5	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	735	xxxx	xxxxx	xxxx	xxxx	xxxxx	1400	1400	675
Potent Cap.:	xxxx	xxxx	xxxxx	879	xxxx	xxxxx	xxxx	xxxx	xxxxx	156	142	457
Move Cap.:	xxxx	xxxx	xxxxx	879	xxxx	xxxxx	xxxx	xxxx	xxxxx	154	138	457
Volume/Cap:	xxxx	xxxx	xxxx	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	0.52	0.00	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	A	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	166	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	2.8	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	49.9	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	E	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			49.9		
ApproachLOS:	*			*			*			E		

Note: Queue reported is the number of cars per lane.

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 12) Camino Capistrano / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.712
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	C

Street Name:	Camino Capistrano						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	500	310	215	70	295	445	375	740	345	135	785	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	310	215	70	295	445	375	740	345	135	785	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	310	215	70	295	445	375	740	345	135	785	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	310	215	70	295	445	375	740	345	135	785	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	310	215	70	295	445	375	740	345	135	785	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	500	310	215	70	295	445	375	740	345	135	785	30
OvlAdjVol:						258			95			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	3400	1700	1700	1700	1700	1700	3400	3400	1700	3400	3275	125
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.13	0.04	0.17	0.26	0.11	0.22	0.20	0.04	0.24	0.24
OvlAdjV/S:						0.15			0.06			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 13) Camino Capistrano / Avenida Golondrina

Cycle (sec):	67	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	B

Street Name:	Camino Capistrano						Avenida Golondrina					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	40	775	145	60	665	60	140	30	35	165	35	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	775	145	60	665	60	140	30	35	165	35	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	775	145	60	665	60	140	30	35	165	35	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	775	145	60	665	60	140	30	35	165	35	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	775	145	60	665	60	140	30	35	165	35	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	775	145	60	665	60	140	30	35	165	35	100
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.00	1.83	0.17	0.68	0.15	0.17	0.55	0.12	0.33
Final Sat.:	1700	2864	536	1700	3119	281	1161	249	290	935	198	567
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.04	0.21	0.21	0.08	0.12	0.12	0.10	0.18	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 14) Paseo Adelanto / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.662
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	B

Street Name:	Paseo Adelanto						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	0	1 0	1 0	1	0	2 0	2	0 1
Volume Module:												
Base Vol:	75	5	170	85	5	45	95	1200	30	120	1530	65
Growth Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Initial Bse:	75	5	170	85	5	45	95	1200	30	120	1530	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	5	170	85	5	45	95	1200	30	120	1530	65
User Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
PHF Volume:	75	5	170	85	5	45	95	1200	30	120	1530	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	5	170	85	5	45	95	1200	30	120	1530	65
PCE Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
MLF Adj:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
FinalVolume:	75	5	170	85	5	45	95	1200	30	120	1530	65
OvlAdjVol:			110									
Saturation Flow Module:												
Sat/Lane:	1700 1700	1700		1700 1700	1700		1700 1700	1700		1700 1700	1700	
Adjustment:	1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00		1.00 1.00	1.00	
Lanes:	0.94 0.06	1.00		1.00 0.10	0.90		1.00 1.95	0.05		2.00 2.00	1.00	
Final Sat.:	1594 106	1700		1700 170	1530		1700 3317	83		3400 3400	1700	
Capacity Analysis Module:												
Vol/Sat:	0.05 0.05	0.10		0.05 0.03	0.03		0.06 0.36	0.36		0.04 0.45	0.04	
OvlAdjV/S:		0.06										
Crit Moves:		****	****				****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 15) Alipaz Street / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Alipaz Street						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	1 0	0 1	0	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	30	15	535	105	50	55	15	750	50	655	960	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	15	535	105	50	55	15	750	50	655	960	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	15	535	105	50	55	15	750	50	655	960	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	15	535	105	50	55	15	750	50	655	960	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	15	535	105	50	55	15	750	50	655	960	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	15	535	105	50	55	15	750	50	655	960	45
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	0.48	0.52	1.00	1.88	0.12	2.00	1.91	0.09
Final Sat.:	1700	1700	3400	1700	810	890	1700	3188	213	3400	3248	152
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.16	0.06	0.06	0.06	0.01	0.24	0.24	0.19	0.30	0.30
OvlAdjV/S:			0.00									
Crit Moves:	****					****		****			****	

Scenario Report

Scenario:	No Project AM (2040)
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report

Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#1 1) Rancho Vejo Rd / Ortego Hwy													
Base	270	170	70	235	105	226	300	1402	652	70	1743	545	5788
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	270	170	70	235	105	226	300	1402	652	70	1743	545	5788
#2 2) I-5 NB Off-Ramp / Ortega Hwy													
Base	221	30	640	35	0	105	40	1799	785	0	2194	105	5954
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	221	30	640	35	0	105	40	1799	785	0	2194	105	5954
#3 3) I-5 SB Off-Ramp / Ortega Hwy													
Base	0	0	0	1120	0	1128	0	1319	190	375	930	0	5062
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1120	0	1128	0	1319	190	375	930	0	5062
#4 4) Del Obispo St / Ortega Hwy													
Base	28	1118	25	0	1187	721	556	5	40	5	0	20	3705
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	28	1118	25	0	1187	721	556	5	40	5	0	20	3705
#5 5) El Camino Real / Ortega Hwy													
Base	20	122	100	220	50	85	15	211	20	80	369	245	1537
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	122	100	220	50	85	15	211	20	80	369	245	1537
#6 6) El Camino Real / Spring Street													
Base	0	217	165	55	280	0	0	0	0	65	0	20	802
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	217	165	55	280	0	0	0	0	65	0	20	802
#7 7) El Camino Real / Acjachema Street													
Base	155	192	10	5	195	35	15	5	60	15	5	5	697
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	155	192	10	5	195	35	15	5	60	15	5	5	697
#8 8) Camino Capistrano / Acjachema Street													
Base	0	738	180	85	727	0	0	0	0	140	0	70	1940
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	738	180	85	727	0	0	0	0	140	0	70	1940
#9 9) Camino Capistrano / Ortega Highway													
Base	0	610	31	215	672	0	0	0	0	121	0	343	1992
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	610	31	215	672	0	0	0	0	121	0	343	1992
#10 10) Camino Capistrano / Verdugo Street													
Base	20	621	0	0	748	40	15	0	15	0	0	0	1459
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	20	621	0	0	748	40	15	0	15	0	0	0	1459

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 11) Camino Capistrano / Forster Street													
Base	0	632	169	47	726	0	0	0	0	91	0	34	1699
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	632	169	47	726	0	0	0	0	91	0	34	1699
#12 12) Camino Capistrano / Del Obispo Street													
Base	454	316	133	50	297	452	525	908	321	149	844	20	4469
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	454	316	133	50	297	452	525	908	321	149	844	20	4469
#13 13) Camino Capistrano / Avenida Golondrina													
Base	45	734	91	56	616	70	110	15	25	103	15	49	1929
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	734	91	56	616	70	110	15	25	103	15	49	1929
#14 14) Paseo Adelanto / Del Obispo Street													
Base	15	0	55	70	0	35	65	1679	45	172	1462	45	3643
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	0	55	70	0	35	65	1679	45	172	1462	45	3643
#15 15) Alipaz Street / Del Obispo Street													
Base	55	100	686	85	25	5	20	973	30	514	1043	80	3616
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	55	100	686	85	25	5	20	973	30	514	1043	80	3616

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 1) Rancho Vejo Rd / Ortego Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.801
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	D

Street Name:	Rancho Vejo Rd						Ortego Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	0	1 0	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	270	170	70	235	105	226	300	1402	652	70	1743	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	170	70	235	105	226	300	1402	652	70	1743	545
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	170	70	235	105	226	300	1402	652	70	1743	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	170	70	235	105	226	300	1402	652	70	1743	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	170	70	235	105	226	300	1402	652	70	1743	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	170	70	235	105	226	300	1402	652	70	1743	545
OvlAdjVol:									482			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.59	1.00	0.41	1.38	0.62	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	2702	1699	699	2350	1050	1700	1700	3400	1700	1700	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.10	0.10	0.10	0.13	0.18	0.41	0.38	0.04	0.34	0.32
OvlAdjV/S:									0.28			
Crit Moves:			****			****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 2) I-5 NB Off-Ramp / Ortega Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.848
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	D

Street Name:	I-5 NB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	1	0	0	0	1	1	0	2	1 1
Volume Module:												
Base Vol:	221	30	640	35	0	105	40	1799	785	0	2194	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	30	640	35	0	105	40	1799	785	0	2194	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	30	640	35	0	105	40	1799	785	0	2194	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	30	640	35	0	105	40	1799	785	0	2194	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	30	640	35	0	105	40	1799	785	0	2194	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	30	640	35	0	105	40	1799	785	0	2194	105
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.49	0.07	1.44	1.00	0.00	1.00	1.00	2.78	1.22	0.00	2.86	0.14
Final Sat.:	843	114	2442	1700	0	1700	1700	4734	2066	0	4867	233
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.26	0.02	0.00	0.06	0.02	0.38	0.38	0.00	0.45	0.45
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 3) I-5 SB Off-Ramp / Ortega Hwy

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	I-5 SB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	3	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	1120	0	1128	0	1319	190	375	930	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1120	0	1128	0	1319	190	375	930	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1120	0	1128	0	1319	190	375	930	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1120	0	1128	0	1319	0	375	930	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1120	0	1128	0	1319	0	375	930	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1120	0	1128	0	1319	0	375	930	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3400	0	3400	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.33	0.00	0.26	0.00	0.11	0.27	0.00
Crit Moves:						****		****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 4) Del Obispo St / Ortega Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.584
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Del Obispo St						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	0 0	2 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	28	1118	25	0	1187	721	556	5	40	5	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	1118	25	0	1187	721	556	5	40	5	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	1118	25	0	1187	721	556	5	40	5	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	1118	25	0	1187	721	556	5	40	5	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	1118	25	0	1187	721	556	5	40	5	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	1118	25	0	1187	721	556	5	40	5	0	20
OvlAdjVol:						440						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.93	0.07	0.00	2.00	1.00	1.98	0.02	1.00	1.00	0.00	1.00
Final Sat.:	1700	4988	112	0	3400	1700	3370	30	1700	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.22	0.00	0.35	0.42	0.16	0.17	0.02	0.00	0.00	0.01
OvlAdjV/S:						0.26						
Crit Moves:	****			****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 5) El Camino Real / Ortega Hwy

Cycle (sec):	65	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	El Camino Real						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	20	122	100	220	50	85	15	211	20	80	369	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	122	100	220	50	85	15	211	20	80	369	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	122	100	220	50	85	15	211	20	80	369	245
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	122	100	220	50	85	15	211	20	80	369	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	122	100	220	50	85	15	211	20	80	369	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	122	100	220	50	85	15	211	20	80	369	245
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.51	0.41	0.81	0.19	1.00	0.12	1.72	0.16	0.23	1.06	0.71
Final Sat.:	140	857	702	1385	315	1700	207	2916	276	392	1808	1200
Capacity Analysis Module:												
Vol/Sat:	0.01	0.14	0.14	0.13	0.16	0.05	0.01	0.07	0.07	0.05	0.20	0.20
Crit Moves:	****			****			****				****	

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 6) El Camino Real / Spring Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.457
Loss Time (sec):	0	Average Delay (sec/veh):	10.5
Optimal Cycle:	0	Level Of Service:	B

Street Name:	El Camino Real						Spring Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0	1 0	0	1 0	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	217	165	55	280	0	0	0	0	65	0	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	217	165	55	280	0	0	0	0	65	0	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	217	165	55	280	0	0	0	0	65	0	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	217	165	55	280	0	0	0	0	65	0	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	217	165	55	280	0	0	0	0	65	0	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	217	165	55	280	0	0	0	0	65	0	20
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.57	0.43	0.16	0.84	0.00	0.00	0.00	0.00	0.76	0.00	0.24
Final Sat.:	0	475	361	128	650	0	0	0	0	468	0	144
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.46	0.46	0.43	0.43	xxxx	xxxx	xxxx	xxxx	0.14	xxxx	0.14
Crit Moves:		****			****					****		
Delay/Veh:	0.0	10.6	10.6	10.8	10.8	0.0	0.0	0.0	0.0	9.1	0.0	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	10.6	10.8	10.8	0.0	0.0	0.0	0.0	9.1	0.0	9.1
LOS by Move:	*	B	B	B	B	*	*	*	*	A	*	A
ApproachDel:		10.6			10.8			xxxxxx			9.1	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.6			10.8			xxxxxx			9.1	
LOS by Appr:		B			B			*			A	
AllWayAvgQ:	0.8	0.8	0.8	0.7	0.7	0.7	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 7) El Camino Real / Acjachema Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.452
Loss Time (sec):	0	Average Delay (sec/veh):	10.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	El Camino Real						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1!	0	0 0	1!	0	0 0	1!	0	0 0	1!	0
Volume Module:												
Base Vol:	155	192	10	5	195	35	15	5	60	15	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	155	192	10	5	195	35	15	5	60	15	5	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	155	192	10	5	195	35	15	5	60	15	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	192	10	5	195	35	15	5	60	15	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	192	10	5	195	35	15	5	60	15	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	155	192	10	5	195	35	15	5	60	15	5	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.43	0.54	0.03	0.02	0.83	0.15	0.19	0.06	0.75	0.60	0.20	0.20
Final Sat.:	343	425	22	17	653	117	127	42	510	367	122	122
Capacity Analysis Module:												
Vol/Sat:	0.45	0.45	0.45	0.30	0.30	0.30	0.12	0.12	0.12	0.04	0.04	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	11.0	11.0	11.0	9.3	9.3	9.3	8.4	8.4	8.4	8.5	8.5	8.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	11.0	11.0	11.0	9.3	9.3	9.3	8.4	8.4	8.4	8.5	8.5	8.5
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	11.0			9.3			8.4			8.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.0			9.3			8.4			8.5		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	0.8	0.8	0.8	0.4	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 8) Camino Capistrano / Acjachema Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	C

Street Name:	Camino Capistrano						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	738	180	85	727	0	0	0	0	140	0	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	738	180	85	727	0	0	0	0	140	0	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	738	180	85	727	0	0	0	0	140	0	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	738	180	85	727	0	0	0	0	140	0	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	738	180	85	727	0	0	0	0	140	0	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	738	180	85	727	0	0	0	0	140	0	70
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.80	0.20	1.00	1.00	0.00	0.00	0.00	0.00	0.67	0.00	0.33
Final Sat.:	0	1367	333	1700	1700	0	0	0	0	1133	0	567
Capacity Analysis Module:												
Vol/Sat:	0.00	0.54	0.54	0.05	0.43	0.00	0.00	0.00	0.00	0.12	0.00	0.12
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 9) Camino Capistrano / Ortega Highway

Cycle (sec):	128	Critical Vol./Cap.(X):	0.726
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	C

Street Name:	Camino Capistrano						Ortega Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	610	31	215	672	0	0	0	0	121	0	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	610	31	215	672	0	0	0	0	121	0	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	610	31	215	672	0	0	0	0	121	0	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	610	31	215	672	0	0	0	0	121	0	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	610	31	215	672	0	0	0	0	121	0	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	610	31	215	672	0	0	0	0	121	0	343
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1700	1700	1700	1700	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.02	0.13	0.40	0.00	0.00	0.00	0.00	0.07	0.00	0.20
OvlAdjV/S:			0.00									
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 10) Camino Capistrano / Verdugo Street

Cycle (sec):	128	Critical Vol./Cap.(X):	0.523
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	25	Level Of Service:	A

Street Name:	Camino Capistrano						Verdugo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	20	621	0	0	748	40	15	0	15	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	621	0	0	748	40	15	0	15	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	20	621	0	0	748	40	15	0	15	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	621	0	0	748	40	15	0	15	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	621	0	0	748	40	15	0	15	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	621	0	0	748	40	15	0	15	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.95	0.05	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1614	86	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.00	0.00	0.46	0.46	0.01	0.00	0.01	0.00	0.00	0.00
Crit Moves:	****				****		****					

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 11) Camino Capistrano / Forster Street

Average Delay (sec/veh): 6.8 Worst Case Level Of Service: F[88.7]

Street Name:	Camino Capistrano								Forster Street							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	632	169		47	726	0		0	0	0		91	0	34	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	632	169		47	726	0		0	0	0		91	0	34	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	632	169		47	726	0		0	0	0		91	0	34	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	632	169		47	726	0		0	0	0		91	0	34	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	632	169		47	726	0		0	0	0		91	0	34	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx xxxx xxxxx			6.4	6.5			6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx xxxx xxxxx			3.5	4.0			3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		801	xxxx	xxxxx	xxxx xxxx xxxxx			1537	1537			717	
Potent Cap.:	xxxx	xxxx	xxxxx		831	xxxx	xxxxx	xxxx xxxx xxxxx			129	117			433	
Move Cap.:	xxxx	xxxx	xxxxx		831	xxxx	xxxxx	xxxx xxxx xxxxx			123	110			433	
Volume/Cap:	xxxx	xxxx	xxxx		0.06	xxxx	xxxx	xxxx xxxx xxxx			0.74	0.00			0.08	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx xxxx xxxxx			xxxx	xxxx			xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.6	xxxx	xxxxx	xxxxx xxxx xxxxx			xxxxx	xxxx			xxxxx	
LOS by Move:	*	*	*		A	*	*	*	*	*	*	*				
Movement:	LT -	LTR -	RT		LT -	LTR -	RT	LT - LTR - RT			LT -	LTR -	RT			
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx	xxxx xxxx xxxxx			xxxx	153	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx			xxxxx	5.3	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx	xxxxx xxxx xxxxx			xxxxx	88.7	xxxxx			
Shared LOS:	*	*	*		*	*	*	*	*	*	*	F	*			
ApproachDel:	xxxxxx				xxxxxx			xxxxxx			88.7					
ApproachLOS:	*				*			*			F					

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 12) Camino Capistrano / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.758
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	C

Street Name:	Camino Capistrano						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	2 0	2 0	1	2 0	1	1 0
Volume Module:												
Base Vol:	454	316	133	50	297	452	525	908	321	149	844	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	454	316	133	50	297	452	525	908	321	149	844	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	454	316	133	50	297	452	525	908	321	149	844	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	454	316	133	50	297	452	525	908	321	149	844	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	454	316	133	50	297	452	525	908	321	149	844	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	454	316	133	50	297	452	525	908	321	149	844	20
OvlAdjVol:						189			94			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	3400	1700	1700	1700	1700	1700	3400	3400	1700	3400	3321	79
Capacity Analysis Module:												
Vol/Sat:	0.13	0.19	0.08	0.03	0.17	0.27	0.15	0.27	0.19	0.04	0.25	0.25
OvlAdjV/S:						0.11			0.06			
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 13) Camino Capistrano / Avenida Golondrina

Cycle (sec):	67	Critical Vol./Cap.(X):	0.513
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	23	Level Of Service:	A

Street Name:	Camino Capistrano						Avenida Golondrina					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	45	734	91	56	616	70	110	15	25	103	15	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	734	91	56	616	70	110	15	25	103	15	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	734	91	56	616	70	110	15	25	103	15	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	734	91	56	616	70	110	15	25	103	15	49
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	734	91	56	616	70	110	15	25	103	15	49
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	734	91	56	616	70	110	15	25	103	15	49
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.78	0.22	1.00	1.80	0.20	0.73	0.10	0.17	0.62	0.09	0.29
Final Sat.:	1700	3025	375	1700	3053	347	1247	170	283	1049	153	499
Capacity Analysis Module:												
Vol/Sat:	0.03	0.24	0.24	0.03	0.20	0.20	0.06	0.09	0.09	0.06	0.10	0.10
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 14) Paseo Adelanto / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	B

Street Name:	Paseo Adelanto						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	0	1 0	1 0	1	1 0	2 0	2	0 1
Volume Module:												
Base Vol:	15	0	55	70	0	35	65	1679	45	172	1462	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	0	55	70	0	35	65	1679	45	172	1462	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	0	55	70	0	35	65	1679	45	172	1462	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	0	55	70	0	35	65	1679	45	172	1462	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	0	55	70	0	35	65	1679	45	172	1462	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	0	55	70	0	35	65	1679	45	172	1462	45
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.95	0.05	2.00	2.00	1.00
Final Sat.:	1700	0	1700	1700	0	1700	1700	3311	89	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.03	0.04	0.00	0.02	0.04	0.51	0.51	0.05	0.43	0.03
OvlAdjV/S:			0.00									
Crit Moves:	****			****				****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 15) Alipaz Street / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.597
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Alipaz Street						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	1 0	0 1	0	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	55	100	686	85	25	5	20	973	30	514	1043	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	55	100	686	85	25	5	20	973	30	514	1043	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	55	100	686	85	25	5	20	973	30	514	1043	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	55	100	686	85	25	5	20	973	30	514	1043	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	55	100	686	85	25	5	20	973	30	514	1043	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	55	100	686	85	25	5	20	973	30	514	1043	80
OvlAdjVol:			172									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	0.83	0.17	1.00	1.94	0.06	2.00	1.86	0.14
Final Sat.:	1700	1700	3400	1700	1417	283	1700	3298	102	3400	3158	242
Capacity Analysis Module:												
Vol/Sat:	0.03	0.06	0.20	0.05	0.02	0.02	0.01	0.30	0.29	0.15	0.33	0.33
OvlAdjV/S:			0.05									
Crit Moves:	****			****				****		****		

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Scenario Report

Scenario:	No Project PM (2040)
Command:	Default Command
Volume:	Default Volume
Geometry:	Default Geometry
Impact Fee:	Default Impact Fee
Trip Generation:	Default Trip Generation
Trip Distribution:	Default Trip Distribution
Paths:	Default Path
Routes:	Default Route
Configuration:	Default Configuration

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Turning Movement Report

Volume	Northbound			Southbound			Eastbound			Westbound			Total
Type	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Volume
#1 1) Rancho Vejo Rd / Ortego Hwy													
Base	397	100	90	405	135	375	177	1694	397	60	1417	335	5582
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	397	100	90	405	135	375	177	1694	397	60	1417	335	5582
#2 2) I-5 NB Off-Ramp / Ortega Hwy													
Base	214	25	435	60	0	110	60	1782	612	0	1944	110	5352
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	214	25	435	60	0	110	60	1782	612	0	1944	110	5352
#3 3) I-5 SB Off-Ramp / Ortega Hwy													
Base	0	0	0	1120	0	916	0	1319	197	465	933	0	4950
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	1120	0	916	0	1319	197	465	933	0	4950
#4 4) Del Obispo St / Ortega Hwy													
Base	73	1148	25	0	1293	571	347	5	71	10	5	15	3563
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	73	1148	25	0	1293	571	347	5	71	10	5	15	3563
#5 5) El Camino Real / Ortega Hwy													
Base	15	86	110	150	31	35	20	168	15	120	314	185	1249
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	15	86	110	150	31	35	20	168	15	120	314	185	1249
#6 6) El Camino Real / Spring Street													
Base	0	281	35	5	161	0	0	0	0	15	0	10	507
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	281	35	5	161	0	0	0	0	15	0	10	507
#7 7) El Camino Real / Acjachema Street													
Base	45	201	35	5	106	15	15	5	15	15	5	5	467
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	45	201	35	5	106	15	15	5	15	15	5	5	467
#8 8) Camino Capistrano / Acjachema Street													
Base	0	645	25	35	538	0	0	0	0	30	0	45	1318
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	645	25	35	538	0	0	0	0	30	0	45	1318
#9 9) Camino Capistrano / Ortega Highway													
Base	0	517	77	126	527	0	0	0	0	181	0	193	1621
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	517	77	126	527	0	0	0	0	181	0	193	1621
#10 10) Camino Capistrano / Verdugo Street													
Base	75	509	0	0	583	110	80	0	65	0	0	0	1422
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	509	0	0	583	110	80	0	65	0	0	0	1422

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Volume Type	Northbound Left	Thru	Right	Southbound Left	Thru	Right	Eastbound Left	Thru	Right	Westbound Left	Thru	Right	Total Volume
#11 11) Camino Capistrano / Forster Street													
Base	0	558	180	46	627	0	0	0	0	144	0	36	1591
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	558	180	46	627	0	0	0	0	144	0	36	1591
#12 12) Camino Capistrano / Del Obispo Street													
Base	503	312	224	70	296	446	377	749	349	139	791	30	4286
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	503	312	224	70	296	446	377	749	349	139	791	30	4286
#13 13) Camino Capistrano / Avenida Golondrina													
Base	40	786	148	64	670	60	140	30	35	167	35	103	2278
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	40	786	148	64	670	60	140	30	35	167	35	103	2278
#14 14) Paseo Adelanto / Del Obispo Street													
Base	75	5	172	85	5	45	95	1212	30	122	1538	65	3449
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	75	5	172	85	5	45	95	1212	30	122	1538	65	3449
#15 15) Alipaz Street / Del Obispo Street													
Base	30	15	539	105	50	55	15	758	50	657	965	45	3284
Added	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	30	15	539	105	50	55	15	758	50	657	965	45	3284

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 1) Rancho Vejo Rd / Ortego Hwy

Cycle (sec):	130	Critical Vol./Cap.(X):	0.909
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	101	Level Of Service:	E

Street Name:	Rancho Vejo Rd						Ortego Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 1	0	1 0	1 1	0	1 0	1 0	2	0 1	1 0	3	0 1
Volume Module:												
Base Vol:	397	100	90	405	135	375	177	1694	397	60	1417	335
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	397	100	90	405	135	375	177	1694	397	60	1417	335
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	100	90	405	135	375	177	1694	397	60	1417	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	397	100	90	405	135	375	177	1694	397	60	1417	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	397	100	90	405	135	375	177	1694	397	60	1417	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	397	100	90	405	135	375	177	1694	397	60	1417	335
OvlAdjVol:									199			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	0.53	0.47	1.50	0.50	1.00	1.00	2.00	1.00	1.00	3.00	1.00
Final Sat.:	3400	895	805	2550	850	1700	1700	3400	1700	1700	5100	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.11	0.16	0.16	0.22	0.10	0.50	0.23	0.04	0.28	0.20
OvlAdjV/S:									0.12			
Crit Moves:	****					****		****		****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 2) I-5 NB Off-Ramp / Ortega Hwy

Cycle (sec):	130	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	C

Street Name:	I-5 NB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	1	0	0	0	1	1	0	2	1 1
Volume Module:												
Base Vol:	214	25	435	60	0	110	60	1782	612	0	1944	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	25	435	60	0	110	60	1782	612	0	1944	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	25	435	60	0	110	60	1782	612	0	1944	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	214	25	435	60	0	110	60	1782	612	0	1944	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	25	435	60	0	110	60	1782	612	0	1944	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	214	25	435	60	0	110	60	1782	612	0	1944	110
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.64	0.07	1.29	1.00	0.00	1.00	1.00	2.98	1.02	0.00	2.84	0.16
Final Sat.:	1080	126	2194	1700	0	1700	1700	5062	1738	0	4827	273
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.20	0.04	0.00	0.06	0.04	0.35	0.35	0.00	0.40	0.40
Crit Moves:	****					****	****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 3) I-5 SB Off-Ramp / Ortega Hwy

Cycle (sec):	130	Critical Vol./Cap.(X):	0.763
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	C

Street Name:	I-5 SB Off-Ramp						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Include			Include			Ignore			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	0	0 0	2 0	0	0 2	0 0	3	0 1	2 0	2	0 0
Volume Module:												
Base Vol:	0	0	0	1120	0	916	0	1319	197	465	933	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1120	0	916	0	1319	197	465	933	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1120	0	916	0	1319	197	465	933	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1120	0	916	0	1319	0	465	933	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1120	0	916	0	1319	0	465	933	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1120	0	916	0	1319	0	465	933	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	2.00	0.00	3.00	1.00	2.00	2.00	0.00
Final Sat.:	0	0	0	3400	0	3400	0	5100	1700	3400	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.33	0.00	0.27	0.00	0.26	0.00	0.14	0.27	0.00
Crit Moves:				****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 4) Del Obispo St / Ortega Hwy

Cycle (sec):	120	Critical Vol./Cap.(X):	0.580
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	28	Level Of Service:	A

Street Name:	Del Obispo St						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	2 1	0	0 0	2 0	1	1 1	0 0	1	1 0	0 1	0
Volume Module:												
Base Vol:	73	1148	25	0	1293	571	347	5	71	10	5	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1148	25	0	1293	571	347	5	71	10	5	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1148	25	0	1293	571	347	5	71	10	5	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1148	25	0	1293	571	347	5	71	10	5	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1148	25	0	1293	571	347	5	71	10	5	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1148	25	0	1293	571	347	5	71	10	5	15
OvlAdjVol:						395						
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.94	0.06	0.00	2.00	1.00	1.97	0.03	1.00	1.00	0.25	0.75
Final Sat.:	1700	4991	109	0	3400	1700	3352	48	1700	1700	425	1275
Capacity Analysis Module:												
Vol/Sat:	0.04	0.23	0.23	0.00	0.38	0.34	0.10	0.10	0.04	0.01	0.01	0.01
OvlAdjV/S:						0.23						
Crit Moves:	****			****			****			****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 5) El Camino Real / Ortega Hwy

Cycle (sec):	65	Critical Vol./Cap.(X):	0.483
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	22	Level Of Service:	A

Street Name:	El Camino Real						Ortega Hwy					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	15	86	110	150	31	35	20	168	15	120	314	185
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	86	110	150	31	35	20	168	15	120	314	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	86	110	150	31	35	20	168	15	120	314	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	86	110	150	31	35	20	168	15	120	314	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	86	110	150	31	35	20	168	15	120	314	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	86	110	150	31	35	20	168	15	120	314	185
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.07	0.41	0.52	0.83	0.17	1.00	0.20	1.65	0.15	0.39	1.01	0.60
Final Sat.:	121	693	886	1409	291	1700	335	2814	251	659	1725	1016
Capacity Analysis Module:												
Vol/Sat:	0.01	0.12	0.12	0.09	0.11	0.02	0.01	0.06	0.06	0.07	0.18	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #6 6) El Camino Real / Spring Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.358
Loss Time (sec):	0	Average Delay (sec/veh):	8.9
Optimal Cycle:	0	Level Of Service:	A

Street Name:	El Camino Real						Spring Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0	1	0	0	1 0	0 0	0	0 0	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	281	35	5	161	0	0	0	0	15	0	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	281	35	5	161	0	0	0	0	15	0	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	281	35	5	161	0	0	0	0	15	0	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	281	35	5	161	0	0	0	0	15	0	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	281	35	5	161	0	0	0	0	15	0	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	281	35	5	161	0	0	0	0	15	0	10
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.89	0.11	0.03	0.97	0.00	0.00	0.00	0.00	0.60	0.00	0.40
Final Sat.:	0	784	98	25	808	0	0	0	0	420	0	280
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.36	0.36	0.20	0.20	xxxx	xxxx	xxxx	xxxx	0.04	xxxx	0.04
Crit Moves:		****			****					****		
Delay/Veh:	0.0	9.3	9.3	8.3	8.3	0.0	0.0	0.0	0.0	7.9	0.0	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.3	9.3	8.3	8.3	0.0	0.0	0.0	0.0	7.9	0.0	7.9
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		9.3			8.3			xxxxxx			7.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		9.3			8.3			xxxxxx			7.9	
LOS by Appr:		A			A			*			A	
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #7 7) El Camino Real / Acjachema Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.326
Loss Time (sec):	0	Average Delay (sec/veh):	8.6
Optimal Cycle:	0	Level Of Service:	A

Street Name:	El Camino Real						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	45	201	35	5	106	15	15	5	15	15	5	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	201	35	5	106	15	15	5	15	15	5	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	201	35	5	106	15	15	5	15	15	5	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	201	35	5	106	15	15	5	15	15	5	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	201	35	5	106	15	15	5	15	15	5	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	201	35	5	106	15	15	5	15	15	5	5
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.16	0.72	0.12	0.04	0.84	0.12	0.43	0.14	0.43	0.60	0.20	0.20
Final Sat.:	138	617	107	33	698	99	310	103	310	418	139	139
Capacity Analysis Module:												
Vol/Sat:	0.33	0.33	0.33	0.15	0.15	0.15	0.05	0.05	0.05	0.04	0.04	0.04
Crit Moves:		****			****			****			****	
Delay/Veh:	9.1	9.1	9.1	8.0	8.0	8.0	7.8	7.8	7.8	7.9	7.9	7.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	9.1	9.1	9.1	8.0	8.0	8.0	7.8	7.8	7.8	7.9	7.9	7.9
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	9.1			8.0			7.8			7.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	9.1			8.0			7.8			7.9		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.5	0.5	0.5	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 8) Camino Capistrano / Acjachema Street

Cycle (sec):	90	Critical Vol./Cap.(X):	0.514
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	24	Level Of Service:	A

Street Name:	Camino Capistrano						Acjachema Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 1	0	1	0 1	0	0	0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	645	25	35	538	0	0	0	0	30	0	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	645	25	35	538	0	0	0	0	30	0	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	645	25	35	538	0	0	0	0	30	0	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	645	25	35	538	0	0	0	0	30	0	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	645	25	35	538	0	0	0	0	30	0	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	645	25	35	538	0	0	0	0	30	0	45
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.96	0.04	1.00	1.00	0.00	0.00	0.00	0.00	0.40	0.00	0.60
Final Sat.:	0	1637	63	1700	1700	0	0	0	0	680	0	1020
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.39	0.02	0.32	0.00	0.00	0.00	0.00	0.04	0.00	0.04
Crit Moves:		****		****						****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 9) Camino Capistrano / Ortega Highway

Cycle (sec):	120	Critical Vol./Cap.(X):	0.533
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Camino Capistrano						Ortega Highway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1	0 1	1 0	1	0 0	0 0	0	0 0	1 0	0	0 1
Volume Module:												
Base Vol:	0	517	77	126	527	0	0	0	0	181	0	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	517	77	126	527	0	0	0	0	181	0	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	517	77	126	527	0	0	0	0	181	0	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	517	77	126	527	0	0	0	0	181	0	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	517	77	126	527	0	0	0	0	181	0	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	517	77	126	527	0	0	0	0	181	0	193
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.00	1.00	1.00	1.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	0	1700	1700	1700	1700	0	0	0	0	1700	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.05	0.07	0.31	0.00	0.00	0.00	0.00	0.11	0.00	0.11
OvlAdjV/S:			0.00									
Crit Moves:		****		****								****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 10) Camino Capistrano / Verdugo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.540
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	26	Level Of Service:	A

Street Name:	Camino Capistrano						Verdugo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	0	0 0	0 1	0	1 0	0 0	1	0 0	0 0	0
Volume Module:												
Base Vol:	75	509	0	0	583	110	80	0	65	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	509	0	0	583	110	80	0	65	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	509	0	0	583	110	80	0	65	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	509	0	0	583	110	80	0	65	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	509	0	0	583	110	80	0	65	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	509	0	0	583	110	80	0	65	0	0	0
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	0.00	0.00	0.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1700	1700	0	0	1430	270	1700	0	1700	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.04	0.30	0.00	0.00	0.41	0.41	0.05	0.00	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****					

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #11 11) Camino Capistrano / Forster Street

Average Delay (sec/veh): 13.6 Worst Case Level Of Service: F[117.4]

Street Name:	Camino Capistrano								Forster Street							
Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Uncontrolled				Uncontrolled				Stop Sign				Stop Sign			
Rights:	Include				Include				Include				Include			
Lanes:	0	0	0	1 0	1	0	1	0 0	0	0	0	0 0	0	0	1!	0 0
Volume Module:																
Base Vol:	0	558	180		46	627	0		0	0	0		144	0	36	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	0	558	180		46	627	0		0	0	0		144	0	36	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
PasserByVol:	0	0	0		0	0	0		0	0	0		0	0	0	
Initial Fut:	0	558	180		46	627	0		0	0	0		144	0	36	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	0	558	180		46	627	0		0	0	0		144	0	36	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
FinalVolume:	0	558	180		46	627	0		0	0	0		144	0	36	
Critical Gap Module:																
Critical Gp:	xxxxx	xxxx	xxxxx		4.1	xxxx	xxxxx	xxxxx xxxx xxxxx					6.4	6.5	6.2	
FollowUpTim:	xxxxx	xxxx	xxxxx		2.2	xxxx	xxxxx	xxxxx xxxx xxxxx					3.5	4.0	3.3	
Capacity Module:																
Cnflict Vol:	xxxx	xxxx	xxxxx		738	xxxx	xxxxx	xxxx xxxx xxxxx					1367	1367	648	
Potent Cap.:	xxxx	xxxx	xxxxx		877	xxxx	xxxxx	xxxx xxxx xxxxx					164	148	474	
Move Cap.:	xxxx	xxxx	xxxxx		877	xxxx	xxxxx	xxxx xxxx xxxxx					157	141	474	
Volume/Cap:	xxxx	xxxx	xxxx		0.05	xxxx	xxxx	xxxx xxxx xxxx					0.92	0.00	0.08	
Level Of Service Module:																
2Way95thQ:	xxxx	xxxx	xxxxx		0.2	xxxx	xxxxx	xxxx xxxx xxxxx					xxxx	xxxx	xxxxx	
Control Del:	xxxxx	xxxx	xxxxx		9.3	xxxx	xxxxx	xxxxx xxxx xxxxx					xxxxx	xxxx	xxxxx	
LOS by Move:	*	*	*		A	*	*	*	*	*	*		*	*	*	
Movement:	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT	LT	-	LTR	- RT
Shared Cap.:	xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx		xxxx		181	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		8.1	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx	xxxx	xxxxx		xxxxx		117	xxxxx
Shared LOS:	*	*	*		*	*	*		*	*	*		*		F	*
ApproachDel:	xxxxxx				xxxxxx				xxxxxx				117.4			
ApproachLOS:	*				*				*				F			

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 12) Camino Capistrano / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	C

Street Name:	Camino Capistrano						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2 0	1 0	1	1 0	1 0	1	2 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	503	312	224	70	296	446	377	749	349	139	791	30
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	503	312	224	70	296	446	377	749	349	139	791	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	503	312	224	70	296	446	377	749	349	139	791	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	503	312	224	70	296	446	377	749	349	139	791	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	503	312	224	70	296	446	377	749	349	139	791	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	503	312	224	70	296	446	377	749	349	139	791	30
OvlAdjVol:						257			97			
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	2.00	1.93	0.07
Final Sat.:	3400	1700	1700	1700	1700	1700	3400	3400	1700	3400	3276	124
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.13	0.04	0.17	0.26	0.11	0.22	0.21	0.04	0.24	0.24
OvlAdjV/S:						0.15			0.06			
Crit Moves:	****			****			****			****		

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 13) Camino Capistrano / Avenida Golondrina

Cycle (sec):	67	Critical Vol./Cap.(X):	0.649
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	B

Street Name:	Camino Capistrano						Avenida Golondrina					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	40	786	148	64	670	60	140	30	35	167	35	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	40	786	148	64	670	60	140	30	35	167	35	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	786	148	64	670	60	140	30	35	167	35	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	786	148	64	670	60	140	30	35	167	35	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	786	148	64	670	60	140	30	35	167	35	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	786	148	64	670	60	140	30	35	167	35	103
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.68	0.32	1.00	1.84	0.16	0.68	0.15	0.17	0.55	0.11	0.34
Final Sat.:	1700	2861	539	1700	3121	279	1161	249	290	931	195	574
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.27	0.04	0.21	0.21	0.08	0.12	0.12	0.10	0.18	0.18
Crit Moves:	****			****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 14) Paseo Adelanto / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.665
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	35	Level Of Service:	B

Street Name:	Paseo Adelanto						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	1 0	0	1 0	1 0	1	0	2 0	2	0 1
Volume Module:												
Base Vol:	75	5	172	85	5	45	95	1212	30	122	1538	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	5	172	85	5	45	95	1212	30	122	1538	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	5	172	85	5	45	95	1212	30	122	1538	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	5	172	85	5	45	95	1212	30	122	1538	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	5	172	85	5	45	95	1212	30	122	1538	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	5	172	85	5	45	95	1212	30	122	1538	65
OvlAdjVol:			111									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.94	0.06	1.00	1.00	0.10	0.90	1.00	1.95	0.05	2.00	2.00	1.00
Final Sat.:	1594	106	1700	1700	170	1530	1700	3318	82	3400	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.10	0.05	0.03	0.03	0.06	0.37	0.37	0.04	0.45	0.04
OvlAdjV/S:			0.07									
Crit Moves:			****	****			****				****	

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 15) Alipaz Street / Del Obispo Street

Cycle (sec):	120	Critical Vol./Cap.(X):	0.552
Loss Time (sec):	5	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	27	Level Of Service:	A

Street Name:	Alipaz Street						Del Obispo Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 0	2	1 0	0 1	0	1 0	1 1	0	2 0	1 1	0
Volume Module:												
Base Vol:	30	15	539	105	50	55	15	758	50	657	965	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	15	539	105	50	55	15	758	50	657	965	45
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	30	15	539	105	50	55	15	758	50	657	965	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	15	539	105	50	55	15	758	50	657	965	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	15	539	105	50	55	15	758	50	657	965	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	15	539	105	50	55	15	758	50	657	965	45
OvlAdjVol:			0									
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	2.00	1.00	0.48	0.52	1.00	1.88	0.12	2.00	1.91	0.09
Final Sat.:	1700	1700	3400	1700	810	890	1700	3190	210	3400	3249	151
Capacity Analysis Module:												
Vol/Sat:	0.02	0.01	0.16	0.06	0.06	0.06	0.01	0.24	0.24	0.19	0.30	0.30
OvlAdjV/S:			0.00									
Crit Moves:	****					****		****			****	

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